



Plane Facts
See Page 36.

Worship



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DAY
ISSUE

JUNE 11, 1955

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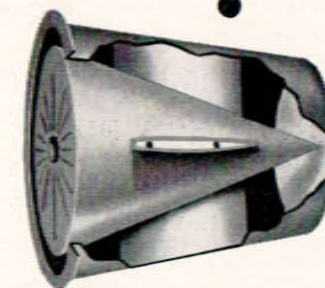
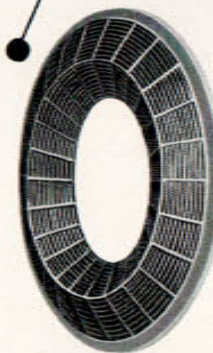
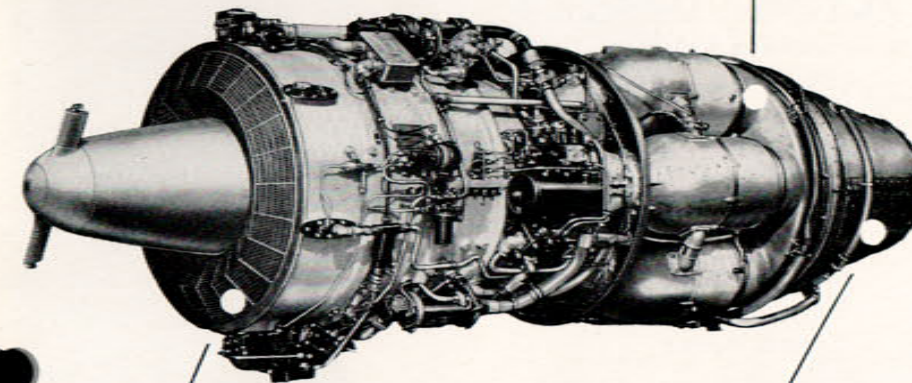
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• AN AIRFORCE NEWSMAGAZINE •

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

EDITOR
F/O ROBERT GENNO

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ASSOCIATE EDITORS:

F/L R. W. Gellard, F/L C. Cheshire,
LAW Micky Martin, N/S Dorothy White, F/O E. P. McLoughlin, F/L Jack Leach, F/O Ray Griffiths.

ART DIRECTOR: F/O W. W. FREDERICKSON
SUBSCRIPTION MANAGER: F/O W. TOWNS
BUSINESS MANAGER: F/O M. LIGHTSTONE
ADVERTISING MANAGER: F/O I. SCOTT
TREASURER: F/O D. DUPUIS, F/O M. J. OUELLETTE

CONTRIBUTING EDITORS:

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

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AIR FORCE DAY PROGRAM

RCAF STATION WINNIPEG

JUNE 11th, 1955

STATIC DISPLAY

No. 4 Hangar

1:00 - 5:00 p.m.

FLYING DISPLAY

Starts 3:00 p.m.

The Flying Display today will consist of:

- T-33 Formation Fly Past and Aerobatic Display. Aircraft from RCAF Macdonald.
- C-47 Jet assisted Take-off
- Chipmunk Aerobatics Display — Winnipeg Flying Club
- C-47 Para-Rescue Jump Demonstration
- F-51 Formation Fly-Past
- 402 (F) Squadron (Auxiliary)
- C-47 } Formation Fly-Past
- B-25 }
- C-45 }
- CF-100s Comparative Speed Demonstration
- Aircraft from RCAF Cold Lake
- F-86 Aerobatics Display
- S-51 Sikorski Helicopter
- Otter Demonstration short take-off

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8. S/L J. HUDSON, Aircraft Static and Flying Display
9. W/C GAFFNEY, Chief Organizer



Message from the Group Commander

Air Force Day is a time when we ask our civilian friends at large to visit us. By setting aside a special day we can present our equipment and abilities to the public in a nation-wide and organized way. Naturally, air force stations are the centres at which we arrange to meet the public.

Winnipeg station being one of the largest in the RCAF and being associated with a large city, a great deal should be accomplished in showing many civilians something about the Air Force. The value of this exchange depends entirely upon how well the members of the Service greet and care for the visitors. Every one of us should consider himself or herself a host to the people who come on Air Force Day, should take any pains necessary to make the people welcome and should explain any feature of our work that is not understood.

All troops should feel a personal responsibility to display the Air Force and its work to our visitors on 11th June.

J. G. Bryans

Air Commodore,
Group Commander, 14 Training Group.

To Our Visitors

It is again a pleasure to welcome our friends from Winnipeg and district on their annual visit to the station on the occasion of Air Force Day.

Many of you will have been here before. Others of you are here for the first time. We are sincerely glad to be able to greet you all and to have the opportunity to show you what we are doing.

We have a diversified programme of flying and ground displays which should present a fair picture of the role of Station Winnipeg within the Royal Canadian Air Force.

We hope you enjoy your afternoon with us.

R. B. Ingalls

Group Captain,
Commanding Officer,
R.C.A.F. Station, Winnipeg.



EDITORIAL

AIR FORCE DAY

A LOOK AT THE RCAF IN 1945 AND 1955

By F/O G. CRAIG

(Telecommunications Officer—14 Trg. Gp.)

ANNUALLY in June, for the past eight years, the Service has chosen a day on which it could put its best foot forward for the benefit of the Canadian public. Probably the best example of RCAF response to the need for good public relations, Air Force Day serves to show the civilian public how Canada's air defences are being maintained and improved. Further, would-be entrants have an opportunity to see how airmen in the various trades go about their jobs, and the tools with which they work, and civilian veterans of the RCAF have a chance to recall memories, light-hearted and serious, of their experiences during World War II.

Those of us who have been in the Service for many years are inclined to take its progress for granted; in the daily task of grappling with immediate problems rarely do we pause to look back at the road we have travelled. A long, hard look at the RCAF of ten years ago gives a heartening reassurance that we are indeed making good progress in the task of forging ourselves into an efficient, well-trained fighting air force.

Ten years ago the long struggle of World War II was drawing to a close. Germany had surrendered, and the inevitable capitulation of Japan was soon to be hastened by one flight of an American B-29 over Hiroshima. The Service had long since begun to release its people to civilian life—firstly, the surplus aircrew personnel, and later both aircrew and ground tradesmen. The Recruiting Centres became Release Centres, and Special Reserve airmen were as impatiently awaiting their release as they had eagerly sought to enlist five years before.

Canada's immediate concerns at this time were twofold: to move the national effort from a wartime to a peacetime basis without disrupting the national economy, and to play her full part in the shaping

of the bright new world to follow. It was a period of many high hopes and few grave doubts, of much promise and some uncertainty. No crystal ball could forecast the tenor of the post-war years, and there was little reason to suppose that nearly six years of hot war would be almost immediately followed by ten years of cold. Thus, no basis yet existed on which the Ottawa planners could realistically determine the size and role of Canada's post-war RCAF, and the flow of Service personnel through the Release Centres to civvy street continued unchecked.

In late 1945, the Service became increasingly aware that its manning state was dangerously low, especially in ground crew. To correct this situation, recruiting was resumed and a series of letters was sent to many of the now-discharged personnel in which the Service invited its personnel to return to the Service with the same rank and pay they had held prior to release. When plans for the peacetime air force were eventually announced, the re-enlistees would be permitted again to leave the Service if they so desired. This invitation appealed to those who still had a hankering for Service life and to those who had found civilian life unsatisfying for various reasons. The response was good, and for a time the flow of personnel leaving by one door was almost equalled by the flow of personnel re-entering by another.

During the next decade, the RCAF manning problem was continually that of the greyhound chasing the mechanical rabbit. Increased commitments and responsibilities were passed to the Service throughout this period, and only during the last year has the RCAF nearly caught up to its overall establishment, now set at 51,000

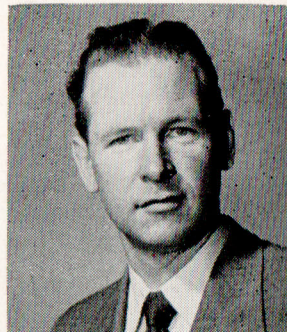
(Continued on page 31)

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COVER STORY

Smiling Airwoman "Goldie" Glover of Winnipeg's Telecommunications Section, typical of the modern young Canadian woman who finds a Royal Canadian Air Force career both interesting and enjoyable.

The photographer is another airwoman, Ann Hosier of the Photography Section.

THE fundamental asset of any organization, business, or enterprise is people. The successful officer is he who, by sympathetic understanding and training, accurately assesses people, understands their motives, and knows how to develop maximum capabilities. Fitting easily into this pattern is Squadron Leader Roy D. Fraser, Staff Officer Personnel Administration at 14 (T) Group Headquarters. Married with two children, he was born and raised in Winnipeg, despite the fact that he is now an ardent supporter of the Far West.

He attended public schools in Winnipeg, graduated from St. John's Technical High School in 1931, and acquired an honors diploma from the Dominion Business College in 1932. Following a period of mechanized farming in Saskatchewan, during depression years, S/L Fraser enlisted in the RCAF at Winnipeg in February, 1935, and was assigned to Air Force Headquarters, Ottawa, for employment and indoctrination into the ways of the Service.

Commissioned From the Ranks

During pre-war years he held varied clerical and administrative positions at Ottawa, Trenton, and Rockcliffe, and was commissioned from the rank of WO1 in April, 1942. During the following two years he was employed as Executive Assistant to the Air Member, Construction Engineering, and travelled extensively throughout Canada, Newfoundland, Labrador, and the Northwest Staging Route, on CE inspection and personnel recruitment.

He was transferred to RCAF Station, Torbay, on New Year's Day, 1944, as Chief Administrative Officer, which included special duty as liaison officer with the Newfoundland Government and United States Air Force authorities at Fort Pepperell. S/L Fraser returned to Canada in November, 1945, and served at Air Materiel Command Headquarters, Uplands, as Staff Officer Organization, Staff Officer Personnel Administration, and Camp Commandant, in turn. He

Personality

SQUADRON LEADER
ROY D. FRASER



was transferred as the first Chief Administration Officer at 1 Supply Depot, Weston, in May, 1949, and promptly embarked on a four-year programme of Depot major reorganization and expansion under four successive commanding officers. During this period he also served as a member of the Downsview Planning Committee, and instituted many of the organization features now incorporated in the RCAF's largest supply depot.

Expert in Service Organization

Throughout his service career, S/L Fraser has been noted as a keen student and exponent of all phases of Service administration, with an established forte in personnel management and organization. Among his many "firsts" in the Service was the introduction of executive training at university

level for both service and civilian supervisors at 1 SD Weston in 1951.

In his youth he played hockey, baseball, tennis, and swimming, but these activities have now been replaced by fishing, photography, wood-working, and beginner's golf. Scores attained in the latter sport were not available for publication at time of going to press, and are understood to be a closely guarded secret.

S/L Fraser took up his duties in November, 1953, and is responsible for keeping a watchful eye on policy regarding personnel, non-public funds administration, legal, discipline, messing, and welfare throughout 14 Training Group.

An ever-present twinkle in the eye plus a quick wit are the outstanding features of our personality, and we wish continued success to S/L Roy B. Fraser.

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By F/L HAROLD COX

Chaplain's Page

A Report on

EVANGELISM AND SOCIAL SERVICE

REV. W. G. BERRY in his report on his year's work as associate secretary to the Board of Evangelism and Social Service of the United Church of Canada has made some very poignant statements about Canadian society. Some of them have set me thinking, and I want to pass them on to you in the hope that perhaps you too will see that something is happening in our society which is potentially dangerous — especially to our children.

In a paragraph entitled "Tenants of Our Bric-a-Brac Bungalows," Mr. Barry states:

"The tenants of these symbols of our tasteless culture are chiefly young married couples. Their houses carry one, two and sometimes three mortgages. Modern appliances, necessary to enable them to live on the same level as their neighbors, are purchased on the "No-down-payment" plan, generously provided by our stores at an interest rate of anywhere from six to twenty-four percent.

Such houses and gadgets cost annually approximately \$1,000 in mortgage payments, \$400 in car upkeep, \$600 in payments on appliances. The salary of the young man, according to the Dominion Bureau of Statistics, is not likely to

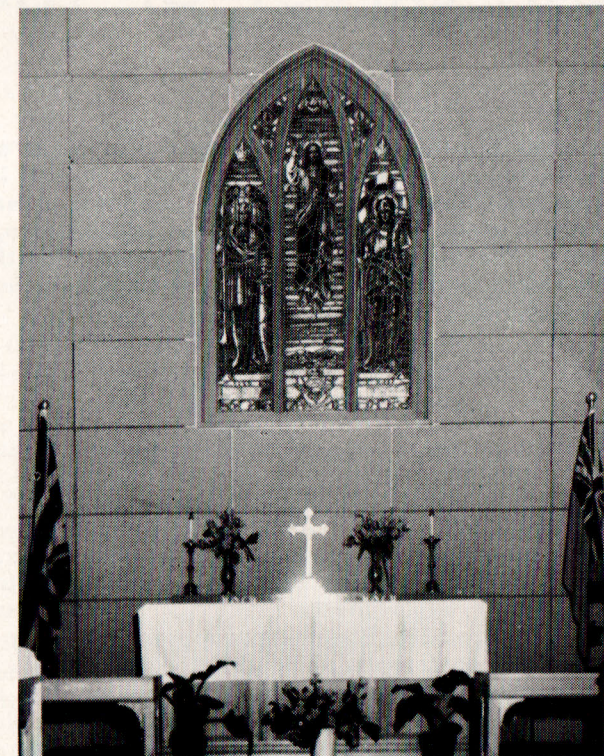
be over \$3,500 per annum. Since he cannot thus keep up with the "Joneses," his young bride goes to work. She adds another \$2,500 to the income. . . .

These young couple, due to their financial obligations, cannot really afford children. Should children inadvertently (and the word is used deliberately) come along, this is

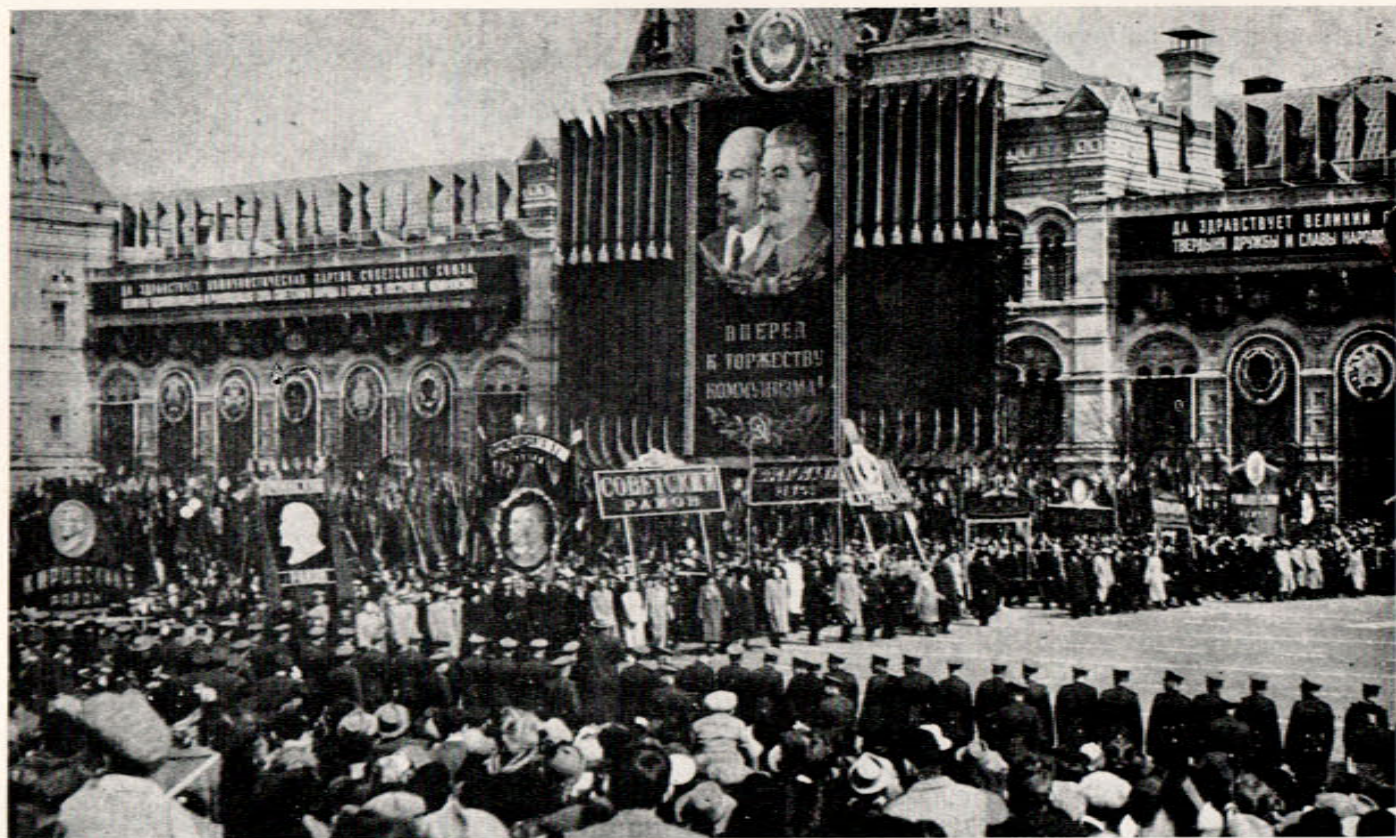
but a temporary interruption to their scheme of life. As soon as possible, the children go to nursery school and the young mother goes back to work in order to catch up back payments on financial obligations.

What happens to little Jimmy when school is out at 3.30 p.m.? Little Jimmy lives on the street until Mother comes home from the office . . . since, when she comes home at night, Mother has meals to plan, dusting, washing, cleaning to do; much as she might wish it, she has little time for Jimmy. He grows up without a mother."

The moral is that, having eliminated the slum of the sub-standard housing area, we have created a socially acceptable slum with a thin veneer of seeming culture and comfort. The good mother who lived without conveniences in the depressed housing area, but who stayed at home to mother her children, often did a better job of raising her family than her smartly-dressed modern sister who goes out to the office and lives in apparent respectability on "mortgage heights."



Memorial window, Protestant Chapel.



WHAT WE CAN EXPECT OF THE RUSSIANS

When new leaders took over in Russia after the death of Stalin, Sir Winston Churchill forecast the coming of a better day in international affairs. He proposed a "meeting at the summit"—that is, a meeting of the heads of government of the United Kingdom, the Soviet Union, France and the United States. His purpose was to get in touch with the minds of Russia's leaders and to capitalize on what appeared to be a forward movement within the U.S.S.R.

UNTIL recently both Eden and Eisenhower had opposed such a meeting of the heads of states. Eden, who in an election speech declared that he had talked more with the Russians than perhaps any other man, felt that more talk at any level was futile. Eisenhower wanted deeds of goodwill, not just words of goodwill. So Churchill's great scheme to promote peace by a meeting with Malenkov was put in cold storage for a couple of years. It appears

now that Eden, Eisenhower, Faure and Bulganin (with Khrushchev beside or in front of him) will meet, probably in Switzerland in August, to see if the bosses can solve some of the problems that have baffled their subordinates.

President Eisenhower approaches the conference of heads of government with caution but with hope. He says:

"We will stay strong and will stay vigilant, but we're not going to extinguish the hope that a new

dawn may be coming, even though the sun rises very slowly."

What can we expect of the Russians? Thomas P. Whitney, who spent nine years in Russia as Associated Press correspondent, gives a plausible answer in the New York Times of May 22. He warns against too great faith in the effectiveness of personal relationships on the highest level. Power in the U.S.S.R. is no longer wielded by one man as in Stalin's day, and establishing warm personal relations with the

CURRENT AFFAIRS

Big Nine of the Kremlin is socially and diplomatically difficult. Even the biggest of the Soviet big men is a slave to the vast machine that is the Soviet Union.

Whitney, in assessing the conference of heads of state, uses an interesting Russian phrase. He says that Bulganin and his fellow-leaders are not going to do anything for Eisenhower, or anyone else, "for the sake of his beautiful eyes." Which recalls the estimate of Premier Bulganin made by an Austrian who negotiated with him recently on the treaty for Austrian independence:

"Bulganin is a remarkable man, highly intelligent, highly cultured and with surprisingly good manners. But I should hate to get into a fight with him. I shall never forget how he said, 'We are not agreeing to this treaty out of sympathy for Austria.'"

The signing of an Austrian peace treaty, after years of delaying tactics by the U.S.S.R., was perhaps the main event which led the West to agree to a meeting of heads of state. While the giving back to Austria of her independence was an act of simple justice long overdue, Russia's acceptance of it was a significant change of policy.

Why did the Russians conclude an Austrian peace treaty after blocking one for so long? One reason was that the signing of the Paris pacts rearming West Germany within a Western Alliance gave them an excuse to force on the Eastern European satellites the so-called "Red NATO." This means the satellites presumably will have to accept Soviet garrisons. But the main reason was to provide bait for Western Germany. The Kremlin wants to intensify the already strong desire of many West Germans to make a deal—reunification in return for the neutralization of Germany. Whitney also believes that the Austrian treaty is one of a number of actions taken by the Soviet government since Stalin's death to diminish the acuteness of

the principal tensions between the Soviet Union and the non-Communist world. He cites Russia's influence towards peace in Korea, Indo-China, Turkey, Yugoslavia, and elsewhere in the world.

Why? What has made the Soviet Government more conciliatory since Stalin's day?

Whitney says it is because the Soviet regime is in a state of transition, with many leaders vying for power, with the secret police weak-

eating each other up!—For you Americans it will be quieter."

Various factors, then, have led to a more conciliatory attitude towards the West. But the Russians give nothing away, and it must be remembered that the Communist regime in the U.S.S.R. requires an "enemy," if it is to continue to exercise dictatorship, impose sacrifices on the people, and remain armed to the teeth. The West need, therefore, not expect too much from the Russians, though the top level conference may prepare the way for a lessening of tensions and a partial solution of problems.

What are likely to be the principal issues discussed at a Big Four summit meeting? These are the problems now most prominent:

- 1. Disarmament.** Russia may be serious about limiting her forces, and those of the United States and of China, to one million men each, about abolishing atomic weapons and accepting control, but we can't be sure. On the other hand, can the West accept the abolition of atomic weapons when they are becoming an essential part of our tactics as well as our strategy?
- 2. Neutralization of Germany.** Russia will propose that Germany be re-united after free democratic elections, provided she agrees to be neutral—that is, withdraw from NATO. The West may make a counter proposal, that Russia's satellites be neutralized also and made independent.
- 3. The dismantling of all bases on foreign soil.** The Russians claim they have been surrounded by American air bases aimed at their destruction.
- 4. The withdrawal of non-German troops from all of Germany.**
- 5. Recognition of China.**
- 6. The easing of tensions** by a decrease in hostile propaganda. Perhaps progress towards a more peaceful world may result from the meeting of the chiefs of state of "The Big Four." A better atmosphere and new directives for the guidance of their subordinates may come from the conference.

Edited By



DR. L. A. GLINZ

Current Affairs Adviser—
Joint Services

ened, and with an agricultural and industrial crisis on their hands. Russia has discovered that she cannot do everything at once: increase armaments, increase industrial production, increase agricultural output. Premier Bulganin recently quite candidly admitted, "We cannot afford the cost of maintaining our present large military establishments and manufacturing modern armaments."

The Soviet leaders would thus just as soon be left in peace to settle their problems among themselves.

Whitney tells a revealing story of a Moscow taxi driver in 1953 who remarked of the men in the Kremlin, "You think they had a sweet life with the old man [he meant Stalin]? He held them all, everyone of them, in 'porcupine gloves'. They were all of them afraid to open their mouths! And now they've gone crazy. They're



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WD's Report

By MICKIE MARTIN



Above: The committee, L to R: LAW V. Galon, AW M. Essex, AW J. Oronowski, AW B. Glover, and AW M. Bean.



Left: The Commanding Officer opens the new lounge, assisted by Vi Galon.

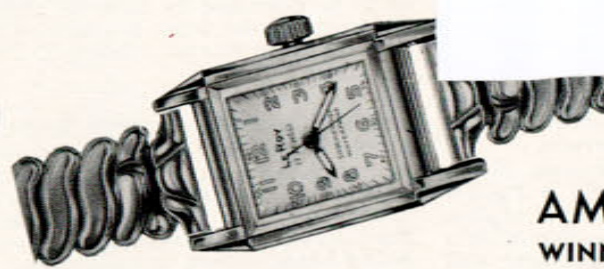
The Airwomen's new temporary lounge was officially opened on Friday, May 6, 1955. The entrance ribbon was cut by Group Captain R. B. Ingalls, Commanding Officer, RCAF Station, Winnipeg, who was accompanied by his very charming wife. Our own personable hostess was LAW Vi Galon. The opening was a most enjoyable event, due to the very pleasant company of our special guests, the lovely music and the gay, light, party atmosphere

lightning flashed, an Indian-red wigwam on our lawn. Sheltered under this wigwam were at least six bodies! Oh, to be young again . . . or something. However, the gathering was broken up when the rain began to saturate the wigwam, and the wigwam gave off the scent of mothballs! It was just as well though, for "Under the spreading Winnipeg Tree, the mighty Wigwam stood!" Imagine—under a tree during a thunder and lightning storm! What's your grouping, girls, and —?

We wish our friend Molly of the Mess Staff a speedy recovery. When the girls went to city hospital and asked to see Molly the hospital staff wouldn't buy. It seemed that Molly should have a surname. Anyway to the girls she is just "Molly," and we hope she is soon back with us.

Best wishes go to Doreen Haver-cost and her one-and-only, who will be married on June 24th. As I previously stated, this is *the* station. Africa has nothing on Winnipeg when it comes to diamonds! Congratulations go out again, this time to F/L Yeomans, who has Miss Peterson sporting his "solitaire." A very blessing on you brave people.

A welcome to extended to our new Para Medic, N/S Marion Neily, who is replacing Sister MacNeily. Hope you like our stamping rounds, Sister Neily. Also a welcome to the many new girls who have arrived since the previous issue of VOXAIR. The names I don't yet know so it will have to be a general welcome.



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Edited by F/L R. W. GELLARD

"Canberras For TAF?"

OTTAWA—The RCAF is considering a replacement for its Mitchell light bomber. Officials said it hasn't reached the point where the Defence Department has a definite plane in mind as a successor. There are U.S., British or French planes it might choose from. The RCAF has long wanted a replacement for the Mitchell, but the tactical air force, which comprises two auxiliary squadrons at Saskatoon and Edmonton, doesn't rank high on the priority list of Canada's armed forces. It is understood that at one time, at least, the RCAF wanted British Canberra jet bombers for its tactical air force.

G/C Pollard



OTTAWA—A change in appointment for three senior RCAF officers serving overseas, effective last month, was announced by Air Force Headquarters.

G/C Chistmas, now serving at Allied Air Force's Central Europe Headquarters (AAFCE), at Fontainebleau, will take over command of No. 4 Fighter Wing, based at Baden-Soellingen, Germany, from G/C Turnbull, who will replace G/C M. E. Pollard, 34, of Montreal, P.Q., as senior air staff officer at the RCAF's Air Division Headquarters, Metz, France. G/C Pollard's new appointment will be announced at a later date. W/C Foster, chief operations officer of No. 1 Fighter Wing, Grostenquin, France, will replace G/C Chistmas at AAFCE Headquarters. W/C Foster's successor will also be named later.



Avro Vulcan in flight.

TORONTO — Avro Canada may produce Britain's delta-wing Vulcan bomber. For the lusty young Canadian aviation industry that could mean another giant stride forward. For both Britain and Canada it would help solve gnawing and unrelated problems. And production in any volume here of the sleek, triangular, 650 mph, 4 jet Vulcan would fan important contracts back into the still-growing and thirsty aviation industry feeder lines. The CF-100 demand has been almost filled RCAF orders are trailing off. Despite official talk of "stretching out" pro-

duction, the result has been a cut in the rate of production followed by a series of "layoffs." Now planners in Britain and Canada are discussing using the expert team to build Vulcans. The British Government favors any move to decentralize its aviation industry away from clustered targets.

"RCAF 'Dambusters' At Premiere"

OTTAWA—Five RCAF officers who served in the RAF's wartime "Dambuster" squadron flew to London to see the May 17 premiere of the film, "The Dambusters." They were W/C Joseph C. McCarthy, DSO, DFC, Ottawa; W/C Revie Walker, DFC and Bar, Blairmore, Alta.; S/L Kenneth W. Brown, CG, Moose Jaw, Sask.; S/L Donald A. MacLean, DFM, Toronto; and F/L Percy E. Pigeon, DFC, Williams Lake, B.C.

"No. 4 Wing Wins Chadburn Prize"

OTTAWA—A trophy which commemorates Wing Cmdr. Lloyd V. Chadburn, of Aurora, Ont., Second World War Canadian ace, has been put into competition among the four fighter wings of the RCAF air division overseas. The first annual award of the trophy for air firing proficiency has been made to No. 4 Wing, based at Baden Soellingen, Germany. RCAF Sabre pilots do their shooting at a French firing range near Rabat, Morocco.

"Canada May Train German Airmen"

OTTAWA—Possible training of West German airmen in Canadian air schools under the NATO program was expected to be discussed by External Affairs Minister Pearson when he attended the North Atlantic Council meeting in Paris early last month.

"RCAF Inventor Awarded Trophy"

OTTAWA—W/C J. G. Wright, DFC, 37, of Liverpool, N.S., was named winner of the McKee Trans-Canada Trophy for 1954. W/C Wright, head of the instrument development section at RCAF headquarters, won the award for his invention of the R. Theta computer, "a significant and outstanding contribution to the science of air navigation."



"Telecom Officers Visit Winnipeg"

The CO, G/C Ingalls, addressed members of No. 12 Course for Telecommunications Officers during their recent visit (see cut).

Each course visits each 14 Training Group Station during a two-week tour, as part of their training.

"Royal Air Force Himalayan Expedition"

When the Royal Air Force Mountaineering Association was formed seven years ago one of the hopes of its founder members was to mount an expedition to the Himalaya.

This hope was realized with the departure for the Himalaya on May 14 of nine members of the Association who, during the following six weeks, hope to make a photographic survey of the little-known glacier system of the Kulu-Spiti-Lahoul watershed of the North-East Punjab, and to climb several hitherto unscaled peaks of over 20,000 feet. This relatively unknown area, first penetrated by a British party in 1953, lies on the southern edge of the Himalayan range between Garwhal (which contains Nanda Devi and Kamet) on the south-east, and the Zaakar Range to the north-west, where a French party climbed Nun Kun (23,420 feet) in 1953. The region contains some 20 peaks exceeding 20,000 feet in height which are still unclimbed and which are mostly un-named.

The expedition is led by Wing Commander A. J. M. Smyth, O.B.E., D.F.C., from RAF Station Leconfield, Yorks., and founder chairman of the RAF Mountaineering Association, who has already left for India. All members have had extensive mountaineering experience in Britain and on the Continent, and two, including Wing Commander Smyth, are familiar with the Himalayan country. Six members are, or have been, connected with the training of RAF mountain rescue units in the British Isles, which, since January, 1954, have been instrumental in saving 33 lives.

"Strong Defence Need Is Stressed"

YORKTON—"You can't talk to a Communist when he knows you haven't anything behind you," Air Cmdr. J. Bryans, officer commanding No. 14 training group, Winnipeg, said in an address entitled "Manpower and Its Application to Defence." Referring to the entry of atomic energy into warfare, the speaker said the individual weapon is now many times more complex and requires extensive training for its operation. He said the soldier who formerly carried many pounds of equipment can now carry practically all his needs in his pocket. Air Cmdr. Bryans said the air force has felt the effect of atomic knowledge more than the army and the navy "although not exclusively by any means."

"Air Cadet Training Called Investment"

VANCOUVER—Money spent on development and training of Canada's 19,000 air cadets is an investment, not an expenditure. It is a good investment because nearly 1,000 cadets each year enter the regular air force. And they stay in because they know exactly what they are getting before they join. It is also one of the greatest youth guidance organizations known, George M. Ross, general manager of the Air Cadet League of Canada, said at a meeting in Vancouver.

New CO for Claresholm

CLARESHOLM—AFHQ announce a change of command at RCAF Station Claresholm with the appointment of G/C Joseph P. McCarthy, DFC, as successor to G/C Wesley Hodgson, DFC, of Regina, who has been appointed to senior staff position with the Technical Services Branch at Air Force headquarters. G/C McCarthy was air attache in Tokyo during last year.

AMERICAN BEAUTY



Cyd Charisse



Air Commodore G. A. Walker, CBE, DSO, DFC, ADC, Commandant of the Royal Air Force Flying College, Manby, England, is welcomed by the Commanding Officer on his arrival from Resolute Bay, May 12th.

"RCAF Considering 6 Jet Trainer Designs"

OTTAWA—Two Canadian jet trainer designs—and four foreign jets—are under consideration by the RCAF as basic training machines. If adopted, they might eventually mean the end of propellers in air force training. Pilots would do their first solo in a jet, then graduate to the present T-33 advanced trainer, and finally to jet fighters. The Canadian designs are in the outline stage and have not yet been built. The foreign machines are already flying. They are: (1) The American Cessna XT-38 with side-by-side seating, twin turbo-jet engines and a top speed of 350 mph; (2) British Percival "Provost," side-by-side seating, single turbo-jet engine, top speed of 275; (3) French Fourga "Magister," tandem seating, twin turbo-jets, top speed of 444 mph; (4) French "Fleuret," product of the veteran Morane firm, with side-by-side seating.

"RAF May Use Canada Bases"

OTTAWA—Canadian air squadrons would be recalled from Europe before any power other than the United States would be asked to aid Canada's northern defences, in the opinion of defence officials here. It is stated categorically that no consideration whatever has been given to asking other NATO powers to assist in the air defences to the north, though it is not impossible that the Royal Air Force might send a squadron at a time for orientation in the north.

mation with Britain. That has changed. Britain now has her own atomic capability and an increasing delivery capability. The training courses are expected to begin in July and to last 6 to 10 months. The first trainees will come from crews of Britain's new Vickers Valiant bombers."

"U.S. To Train British Atomic Bomber Crews"

NEW YORK—"This agreement clearly envisages the delivery—in a war emergency—of United States atomic weapons to units of the Royal Air Force," the Times dispatch from London says. It adds that the actual weapons would only be turned over to Britain from U.S. stocks in Europe on the order of the President, as required by U.S. law. The Times says a "qualified source" in London gave this explanation for the new British-American co-operation. "There are only two important offensive air forces in the Western world—the USAF and the RAF. Until now the United States has not needed to exchange nuclear infor-

"SPEC. 'N' TO THE U.K."

Left to Right: F/L McBride, F/L Paul Webb, F/L Smith (Staff), F/L Hicks, and Major Bradley (U.S.A.F.), members of CNS's Specialist Navigator Course No. 7, prior to their departure last month on a two-week tour of the U.K.



THE WEATHERMAN'S LAMENT

Here before the dying embers
I sit and weigh my last regrets:
When I'm right no one remembers,
When I'm wrong no one forgets.

111 C & R FLIGHT

By F/O NORM McMILLAN



Hudson's Bay Post, Coral Harbour.

"OPERATION CORAL"

AWAY up north, where the polar bears live, there is an operation in progress for the construction of a distant early warning radar fence. There are a great many aircraft flying in and out of Coral Harbour, and on to the different sites of this radar network. AFHQ decided that, with so many aircraft flying up there in the land of the midnight sun, a rescue aircraft should be on hand in case of need. So, early in April, F/O's Ed McNarry and Chuck Thrasher of 111 headed north in the Otter. They flew by way of The Pas, Churchill and Eskimo Point, on the west coast of the Hudson Bay, up to Chesterfield Inlet, and across to Coral Harbour on Southampton Island, where they set up camp. The Otter was to remain as a rescue aircraft until the snow melted, and flying ceased for the summer. It was decided that a relief crew, comprising two pilots two navigators and a crewman, would fly in every two weeks with a Dakota for replacement duties. F/O Mason was the first navigator along with F/O Tilbury from 2 ANS. The crew on the second detail consisted of F/O Fox

and F/O McMillan (the Eskimo dancers), F/L Mickey Bohn and F/O Mort Lightstone of 2 ANS (navigators), and Cpl. Dave Walker (crewman).

Early one Saturday morning "Chug-a-lug" Fox and his crew headed north. Due to weather they were held up at The Pas for two nights, but on Monday morning they left The Pas, flew to Churchill, refuelled and took off for Chesterfield Inlet. Fog and poor visibility stopped them from reaching the Inlet so they returned and spent the night at Eskimo Point, a settlement of five white men and several Eskimo families. The next day they proceeded to Coral and were warmly greeted by a bearded crew which had been waiting expectantly since Saturday. F/O Thrasher had compiled a small dictionary of Eskimo words during his stay, to which he added a few of our own inventing. (Girls, if F/O Fox speaks to you in Eskimo, ignore him, or you may be sorry!)

Our stay at Coral Harbour was interesting. Apart from the operational end of things, which might be somewhat hush-hush, we found many things to pass the time. Not far from the base is a Hudson's Bay trading post. Here, Bert Swaffield, the factor, and his wife, who operates the Bay post radio, and their daughter, Jewel, who speaks Eskimo as well as the Eskimos, live happily and are wonderful people to visit and chat with.

Walt Disney is making a picture of the Arctic similar to his "Vanishing Prairie" and "The Living Desert." We met two of his photographers, Hugh Wilmer and Bill Karlick. They are filming any and all animals of the Arctic that they

can point a lens at. They had bought three baby polar bears from the Eskimos. The Eskimos had killed the mothers and captured the cubs alive. A snow pen had been built where the cubs could play and be photographed in their natural environment. This amateur photographer took some colour movies of these playful cubs one afternoon when Hugh Wilmer was photographing them for Walt Disney. They also had a white fox which they were hoping was going to have some off-spring. I have since heard that they now have a baby seal, too.

Otter 3662 is now on floats at Lac du Bonnet, where it will remain for the summer as a rescue aircraft.

Finally, a word of welcome to our new para-nurse, F/O Marion Neily, who came to us from Whitehorse, where N/S MacDonald is now residing. N/S Neily, Sgt. McMena-mon, LAC Thompson and Cpl. Kischel did a para-jump at Lakehead a couple of weeks ago, and gave a crowd of about 20,000 a real thrill.



Dog-team in action.



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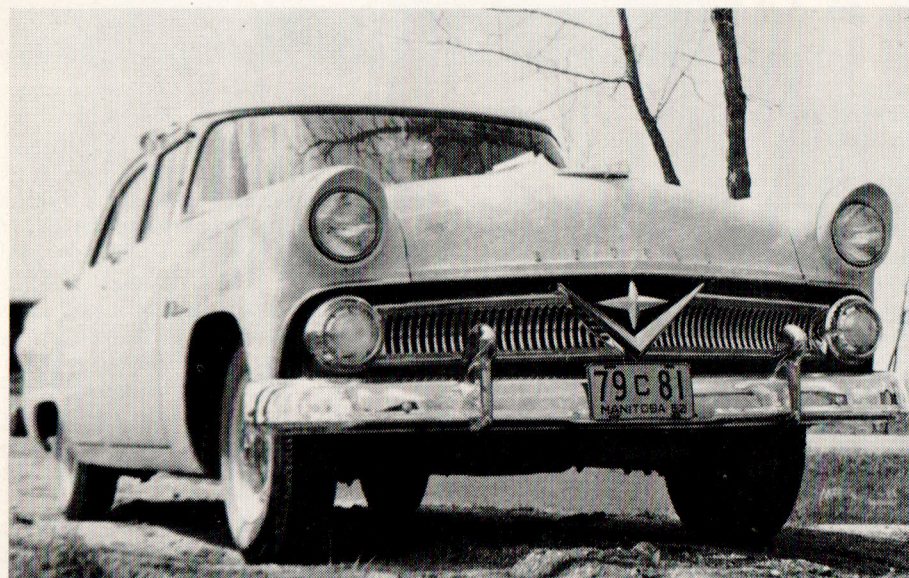
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AUTOMOBILES

By PETER McLOUGHLIN

VOXAIR ROAD TEST No. 3/1955



METEOR FOUR DOOR

THE open warfare which started last year between the big "two" is likely to be accentuated in 1955, judging by the look I have had at Chevrolet and Ford so far. To use a Hollywood term, the 1955 Fords have been extensively 'glamorized' to meet GM's driving competition, and if you want to ask me who is going to end up in first place I think my choice might fall on the Chevrolet, by a small margin.

In line with the rest of the mob, the Meteor's 'glamorization' has included that much demanded fad, the goldfish bowl windshield. For my money I'd rather see it enclosing the fish than the occupants of a car! The engine has been boosted a fast 33 cubic inches, to bring this year's V-8's in line with the Mercurys for 1954. Tubeless tyres are standard—an item of advance I definitely approve. Brakes are 1 inch big-

ger, and about time, too. The engine contains one interesting technical item, namely the 18 mm 'turbo-action' spark plugs, which are gasketless for a change. This means that heat dissipation and efficiency will be considerably greater than with the old copper gasket type. The suspension is still the ball type, introduced last year and now copied by GM products. The chrome is slightly more massive than Chevrolet's but not to an objectionable level. To keep tempers even I won't mention names of flagrant offenders in this field! The rest of the car strikes me as being of average 'big three' quality and ingenuity, discussion of which amounts to repetition. The side lights are big which means that the winking trafficators will be noticed by even the dimmest of unobservant drivers. The rear lighting equipment is following the trend of

DATA

PRICE:
2-door—\$2345
4-door—\$2401
Hard top—\$2860

ACCESSORIES:
Heater—\$79
O.Drive—\$138
Automatic Shift—\$201
Radio—\$108

ENGINE:
Capacity—272 cu. in. (4460 c.c.)
H.P.—162 at 4400 rpm
Overhead valve V-8
Bore—3.625 in. (92 mm)
Stroke—3.30 in. (84 mm)
Compression Ratio—7.6
Dual downdraft carburetors

GENERAL:
6.70 x 15 tubeless tyres
Fuel tank—14.5 gal.
Water—17.5 quarts
Oil—4 quarts
6-volt system, 90 amp. battery
Weight—dry 3240 lbs.
running 3650 lbs.

DIMENSIONS:
Front tread—58 in.
Rear tread—56 in.
Wheelbase—115 in.
Overall length—198 in.
Width—75.9 in.
Height—66.2 in.
Ground clearance—8.0 in.

MANUFACTURERS:
Ford Motor Co., Windsor, Ontario.

DEALER:
Central Garage, Gimli, Man.

PERFORMANCE
Average of four runs

ACCELERATION:
0-30: 4.2 secs (through gears)
0-60: 13 secs.
0-80: 23.3 secs.

TOP GEAR PERFORMANCE:
30-50: 6.5 secs.
50-70: 6.7 secs.
70-90: 14.5 secs.

MAXIMUM SPEED:
95-100 estimated. (Car too new for attempt)

SPEEDS IN GEARS:
1st: 37 mph.
2nd: 60 mph.

MINIMUM SPEED IN TOP:
8 mph.

GAS CONSUMPTION:
Test: 18.1 mpg.
General: 22/25 mpg.

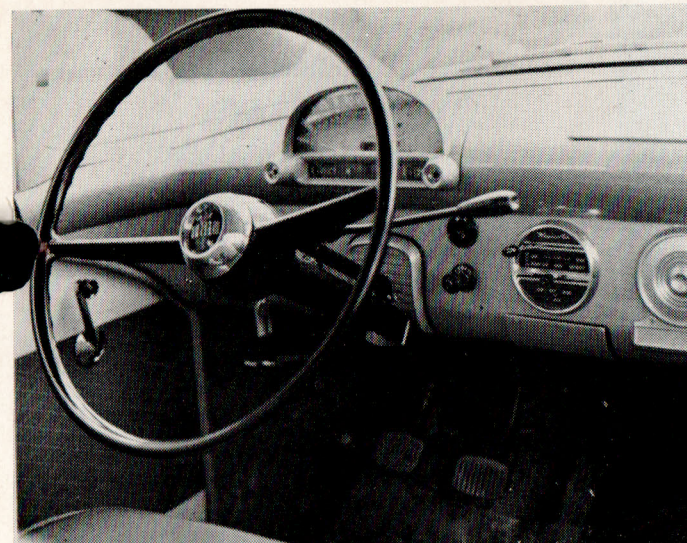
WEATHER: Dry with a 15 mph cross wind.
Speedometer error assumed of 5% fast.

* * *

getting as massive as those in front; Heaven knows the reasoning behind these trains of thought, for the dazzle hazard is bad enough at present in night driving without trying to accentuate the situation.

The engine compartment needs little comment from me, since it follows the excellent layout of all American cars—neat, compact, accessible, and with lots of working room for the poor mechanic.

The interior of this year's Ford, like its contemporaries, has been designed with tasteful thought to madame's wishes and whims. Perhaps, in this modern democracy where we give absolute equality to our mate, we poor henpecked males (not speaking personally, of course!) should consider ourselves lucky if we can confine the



"... the finish of the dash is more restrained ..."

female influence to the interior, and not let them rule performance and handling. Remember, I said "IF."

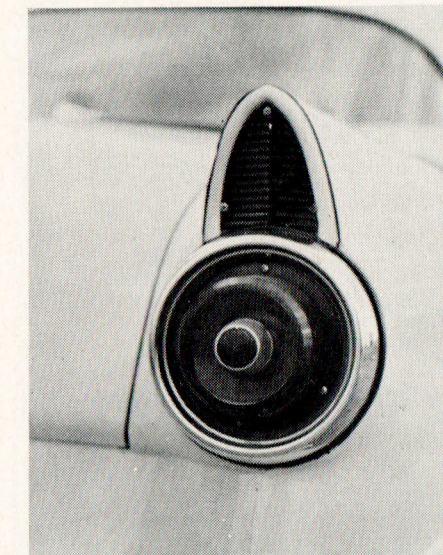
The driving position I found more comfortable than in the Chevrolet, probably due to the wheel positioning. Of course, there is too little leg support as is normal in our domestic cars.

The rest of the layout is very similar to the rival product, excepting the finish of the dash which is more restrained. The visibility is excellent; the general quality good; the space, seating comfort and instrument positioning quite above reproach for the average driver. However, I have just one major request to make of the designers: Please, let's have electric or constant speed vacuum windshield wipers on the 1956 Fords! I have an intense aversion to wipers which persist in stopping dead every time you put your foot down hard to pass on muddy, wet roads.

For a car which weighs almost exactly the same as the Chevrolet the difference in feel is amazing. I admit the Chev' really gets up and goes like a scared rabbit, and in this respect it is superior to the Ford, but all the time I was behind the Chev's wheel I felt there was precious little between me and anything I should bit. An illusion maybe, but still present. The Ford, in contrast, felt a thousand pounds heavier, which gives the driver that pleasant feeling of solidity. It may not be a fact, but, don't forget, impressions at the wheel do help to sell a car. The steering was a little less woolly than with the Chevrolet, giving me the feel of better control. Offsetting this advantage was a ride with too much roll, and road holding that's too soft; in this field I'd give the edge to Chevrolet. The gear shift is definitely better than the Chevrolet's, and gave smooth fast changes. The gearing of the Ford is rather different from that of the Chev' and it doesn't enable you to make those nice second gear starts, which I so liked on the Belair. The particular car I had seemed to develop a tendency

to 'conk-out' when decelerated rapidly, but I except it just needed tuning. The brakes show an improvement with the added inch of drum diameter, and give no indication of fade when applied hard.

I have given as direct a comparison as possible between the Ford and Chevrolet, and at the end I still find it hard to come up with a simple answer. The Ford appears to be the better made car, together with an added ingenuity and advanced engineering, but this was their year of change, so it's to be expected. Of the two I think my decision would lie with the Ford this year, mainly because I like reliability, and I have a faint suspicion that GM are going to run into some teething troubles with Chevs and Pontiacs. But, as in politics, the end result will probably be the same—if you are a Ford man, well—.



"... getting as massive as those in front ..."

TWO NEW CARS

- ROLLS ROYCE SILVER CLOUD
- BENTLEY "S"

(Courtesy of "The Motor")

HERE, undoubtedly, are the most magnificent and sumptuous cars available on four wheels. Moreover, the Rolls-Royce and Bentley in this new edition are the same except for the difference in their traditional radiators. That alone should be enough for the average human, but these cars are not only superb in their appointments yet somehow have the speed and handling characteristics of a sports car, with a top speed in excess of a hundred. I hope, in the next issue, to produce some photographs.

The cars have been virtually redesigned from stem to stern, and feature beautiful sweeping lines which appear artistic from any angle. The body is steel (Pressed Steel Body Co.) with aluminum doors, hood, and trunk. The engine is now a 4,887 cc capacity, a slight increase. No. H.P. figures are given, as usual. This engine has a completely new aluminum head, new induction system with coupled 'bottom feeding' S.U. carburetors, together with special dual electric fuel pumps. The chassis is greatly strengthened, being welded and riveted. The car itself is 11 inches longer, 2 inches lower, and 6 inches wider. The road holding has been greatly improved by redesigning the front and rear suspension and increasing the torsional stiffness by 50%. Bigger brakes are also fitted. The automatic transmission is now standard and no alternative transmission is available. Incidentally, I might mention that R-R distrust wind tunnels for body design, and in this car the body has been designed by eye, an expert eye, so that normal conversation is easily carried on when cruising at 100 mph. The interior of this car can only be described as magnificent, and it is fitted with what are, to my mind, the most comfortable seats I've ever seen on any machine. Throughout the design of both the new engine and car particular thought has been given, in every item, to operation in extreme cold and heat combined with bad roads and poor servicing facilities. A good feature is the provision of two keys, one of which fits all locks and the other only the engine and doors, enabling the owner to keep the trunk and cubby hole locked when the car is in a garage. A most elaborate and efficient heating system is a further feature of this incredible car; it even includes intakes which are snow and bug proof!

The greatest surprise of all—the price! No, it does not supplement the more luxurious lines but replaces the cheapest edition of the Bentley and Rolls-Royce. If you want one the cost is a mere \$8900—for those transferred overseas.



BEECHCRAFT
C45
"EXPEDITOR"



NORTH AMERICAN
TB25J
"MITCHELL"

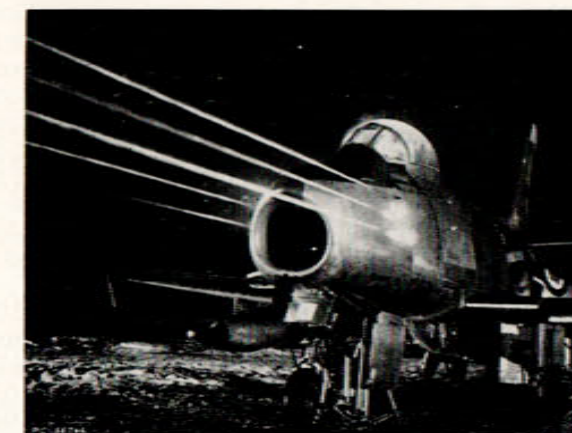


DOUGLAS
C47
"DAKOTA"

AIRCRAFT OF THE ROYAL CANADIAN AIR FORCE

AIR FORCE DAY
11 JUNE 1955

In place of the normal news of current developments, Technical News pauses, in salute to "Air Force Day," to give a brief review of some of the aircraft likely to be seen in and around Station Winnipeg on June 11th.



Testing the Sabre's six .5 machine guns.

JET CAVALCADE

CF100
"CANUCK"

T33
"SILVER STAR"

F86 E/F
"SABRE"



(Details of these aircraft on following page)

R.C.A.F. AIRCRAFT

BEECHCRAFT C-45 EXPEDITOR

Used by 2 Air Navigation School as a basic trainer, the Expeditor was designed in 1936 as a light commercial transport (known as the Beech model 18). It has since been put to a variety of uses, including photographic work. Wartime trainer variants included the AT-7 navigator and the AT 11 Kansan, the Kansan having a transparent nose. The 18 is powered by two 450 horsepower Pratt and Whitney R-985-B5 Wasp Junior radial engines, giving a maximum speed of 230 miles per hour and a cruising speed of 211 miles per hour. With a span of 47 feet 7 inches, length of 47 feet 7 inches and a height of 9 feet 2½ inches, the Expeditor navigator trainer normally carries a pilot and crew of three. The initial rate of climb is a modest 1,190 feet per minute.

NORTH AMERICAN TB-25J MITCHELL

The Mitchell was originally designed in the U.S.A. in 1939 for duties as a high-speed bomber. First flew in August, 1940, and was used by the USAAF, the RAF and the RCAF during World War II. The original B-25 series were converted into training aircraft, and one hundred of these modernized TB-25J Mitchells were delivered to the RCAF. Two 1700 horsepower Wright R-2600-29 engines give the Mitchell a maximum speed of 292 miles per hour. It weighs 19,840 pounds empty and 27,000 pounds loaded. The aircraft has a span of 67 feet 6 inches, length is 57 feet 11 inches, and height is 15 feet 9 inches. Service ceiling is 25,500 feet.

DOUGLAS DC-3 DAKOTA

The Douglas D-3, which first flew in December, 1935, is probably the most widely used transport aircraft ever built. 10,926 of these aircraft had been built in the U.S.A. before production was terminated. The military version, designated C47, is in use by the RCAF as a medium range transport, and as a radio and navigation trainer. The engines are two 1,100 horsepower Wright-Cyclone GR-1820 or two 1,200 horsepower Pratt and Whitney Twin Wasp R1830. The aircraft

weighs 16,480 lbs. unloaded and 25,200 lbs. loaded. It has a maximum speed of 216 miles per hour and a cruising speed of 167 miles per hour. Span is 95 feet, length 64 feet 5½ inches, and height 16 feet 11 inches.

AVRO CANADA CF-100

The RCAF's long-range rocket-firing all-weather interceptor was the first jet combat aircraft to be designed in Canada. It was first flown in January, 1950, and is now in quantity production for the RCAF. Powered by two Avro Orندا turbo-jet engines, each giving some 8,000 pounds static thrust, the CF-100 has a range of 2,000 miles. The current Mk IV is armed with one hundred and twenty 2.75 inch folding fin rockets, which are fired from wing-tip launching tubes, and is equipped with APG radar to guide the aircraft to its target in all weathers. The aircraft carries a crew of two, weighs 35,000 pounds when loaded, is 54 feet long, and has a wingspan of 52 feet. Its ability to fly at over 650 miles per hour, and climb initially at 12,000 feet a minute, makes this aircraft the "jet watchdog" of Canada's defences.

LOCKHEED T-33 SILVER STAR

This familiar speck in Manitoba's skies is the jet trainer used by the RCAF and the air forces of eight other NATO countries. The Silver Star is a two-seat adaptation of the F-80C Shooting Star fighter, designed and built in the U.S.A. Those in service with the RCAF are built by Canadair Ltd., and are powered by a 5,000-pound static thrust Rolls-Royce Nene 10 turbo-jet. Maximum speed is 580 miles per hr.; initial climb 5,524 feet per minute; range, 1,345 miles. With an armament of two 0.50 inch M-3 guns, the Silver Star can be flown with or without tip tanks containing extra fuel. The wingspan is 38 feet 10 inches, length 40 feet 1 inch and height 12 feet 8 inches.

NORTH AMERICAN F-86E/F SABRE

The Sabre, which won fame against the Red MIG's in Korea, is in service with RCAF fighter squadrons both at home and over-

seas, as a single seat fighter. The Sabre was designed in the U.S.A. but about 140 F86E Sabres have been built by Canadair in Canada; this firm is now producing the Sabre 5F, which is powered by an Orندا turbojet engine of some 6,500 pounds static thrust. The loaded weight is 16,500 pounds and the aircraft can fly at some 670 miles per hour at sea level, with an initial rate of climb of 7,500 feet per minute. Armed with six 0.50 inch guns, the Sabre's dimensions are: Span 37 feet 1 inch, length 37 feet 6 inches, and height 14 feet 7 inches.

NORTH AMERICAN F-51D MUSTANG

In current service with 402 (City of Winnipeg) Auxiliary Fighter Squadron, the Mustang was originally designed and built to a British specification and first flew in October, 1940. Of the 15,576 that had been built when production stopped in 1946, large numbers are still flying operationally throughout the world. This single seat fighter has a 1,490 horsepower Packard-built Merlin V-1650-7, it can climb to 20,000 feet in 6½ minutes, and has a service ceiling of 41,000 feet. The maximum speed is 437 miles per hour at 24,000 feet and its armament six 0.50 inch machine guns in the wings. With a loaded weight of 11,100 pounds, the Mustang has a span of 37 feet, length 32 feet 3 inches and height 13 feet 8 inches.

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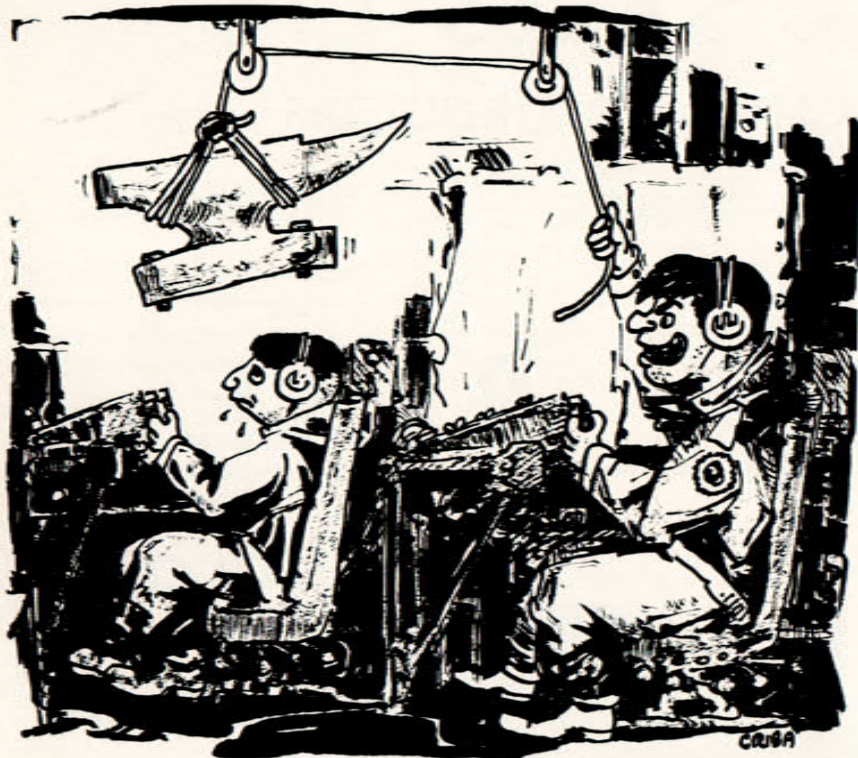
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CARTOON BY GRIBA



"Now, let's try it this time with no mistakes."

VOXAIR

CINEMA

June 12
BAREFOOT CONTESSA (A)
Humphrey Bogart Ava Gardner

June 13
FORBIDDEN (A)
Tony Curtis Joanne Dru

June 14
BULLET IS WAITING (A)
Jean Simmons Rory Calhoun

JUNE 15
FOR HEAVEN'S SAKE (G)
Clifton Webb Joan Bennett

June 16
MAN WHO CHEATED HIMSELF (A)
Lee J. Cobb Jane Wyatt

June 17
THE JACKPOT (G)
James Stewart Barbara Hale

June 18
YOUNG TOM EDISON (G)
(children's matinee)

June 19
SUSAN SLEPT HERE (G)
Dick Powell Debbie Reynolds

June 20
SCARLET SPEARS (G)
John Bentley Martha Hyer

June 21
RAILS IN LORAINÉ (A)
Marie Blanchard John Payne

June 22
STEEL CAGE (A)
Paul Kelly Maureen O'Sullivan

June 23
CREST OF THE WAVE (G)
Gene Kelly Jeff Richards

June 25
ABBOTT & COSTELLO MEET THE
KEYSTONE COPS (G)
(children's matinee)

June 26
HANS CHRISTIAN ANDERSEN (G)
Danny Kaye Jeanmaire

June 27
SQUARE RING (G)
Maxwell Reed Joan Collins

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Mamie Van Doren
Courtesy Universal

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IF YOU CRASH LANDED HERE?

By F. L. J. A. YEOMANS
RAF Exchange Officer

An immense area of the land mass of Canada is little populated, undeveloped, and, until recently, unmapped terrain covered with thick timber; this giving way to bush and lakes, with the vegetation becoming less as we go further north to the frozen barren wastes of the Arctic. Much flying is done over these areas and a great problem is posed in the location and rescue of any aircraft survivors unfortunate enough to have been forced down for any reason, away from habitation. Normally it takes several hours before a search can be laid on, and with the terrific areas to be searched, unless the aircraft is very conspicuously placed much time can be taken in locating it, or its crew. The search is of little value if those aboard the aircraft are dead when found, and this could easily be the case if they are ignorant of the means of survival, particularly during the winter months. This is especially the case in the Arctic, where, with up to 90 degrees of frost, human beings would soon be reduced to blocks of ice unless they know how to go about keeping alive.

With the increasing importance of Arctic flying, and in case of an outbreak of war necessitating flying over areas such as those described, much thought must be given to the problems of survival to enable aircrew members to be rescued.

The RCAF Survival Training School endeavours to do just this.

PART I WINTER BUSH

The Survival Training School, commanded by S/L Alexander, of the RCAF (who, they say, would rather sleep in a snow drift in the middle of winter than in a feather-bed), is active throughout the year and holds three types of survival courses—the Arctic, the Winter Bush and the Summer Bush. The first two are normally held consecutively and cover a period of about twenty-two days, whilst the Summer Bush course takes about two weeks. Both the bush courses are held some one hundred and fifty miles out of Edmonton, in the type of bush country that covers a great deal of Canada, and indeed Asia, with very little habitation. The Arctic phase is held deep within the Arctic Circle, at Cambridge Bay on Victoria Island.

This article covers the combined Winter Bush-Arctic Survival Course that was held in February, 1955. The course assembled at RCAF Station, Edmonton, which is the headquarters of the Survival Training School, and had twenty-four members, predominately RCAF aircrew but including representatives from the RC Navy, Canadian Army, the RCMP, the US Coast Guard, the RAF, and a civilian trapper.

A Cooling Prospect

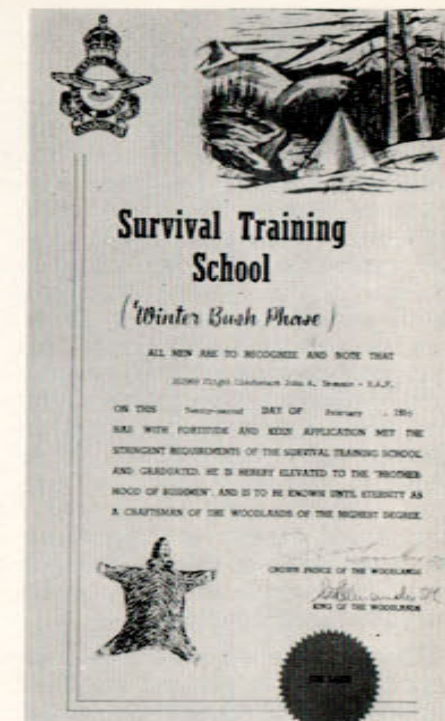
Having been selected for the course, we left Winnipeg by train for Edmonton, Alberta. My companion was F/L Nick Power, also of the RAF, a service doctor, who had just completed navigation training at 2 ANS Winnipeg, and was taking the course before returning to the U.K. The Winnipeg

temperature was 28 degrees below zero and, as we gazed through the window of our sitting-room on the train at the bleak prairie scenery, and sipped a warming beverage, the thought of sitting in an igloo some twelve hundred miles further north within the next few days seemed distinctly unreal. We decided to live for the moment, and let the cold future look after itself. However, during the night the temperature rose by 60 degrees under the influence of a nice warm Chinook from the Rockies, and when we got off the train at Edmonton the sun was shining and the snow was melting. Our spirits rose accordingly and survival seemed much less formidable in prospect.

Preparation

At Station Edmonton we were housed in the Survival Training School barracks, a fairly primitive type wooden building with two-tier bunks, and little else. We met the other course members and quickly became acquainted. We seemed a pretty heterogenous bunch, but we all had one thing in common—at some stage in our service careers we would all be flying over bush country or in the Arctic.

The first four days of the course were spent at Station Edmonton drawing Survival equipment and taking lectures in such subjects as woodcraft, care and use of equipment and clothing, shelter construction, para training, travel in the Arctic, hunting and fishing, first aid, and so on. In addition, two hours each day was devoted to swimming and life saving. It was here that our instructors demonstrated remarkable ability. Four members of the course were non-swimmers, but within four days all



were able to swim two lengths of the pool. It is the school's boast that nobody graduates from the school as a non-swimmer. The styles of swimming that they adopted were not exactly orthodox but would at least enable them to get into a dinghy without being an embarrassment to other crew members. During this initial schooling the course was divided into three groups, each of eight members, groups which were to form three separate camps when we were out in the bush and up in the Arctic. Nick Power was one camp leader, a Canadian F/O was another, and I was the third.

All equipment issued had to be made up into a pack and carried

(Continued on next page)



Various types of shelter which can be constructed by survivors in the bush. (1) PARA-TEEPEE, a semi-permanent shelter. (2) SUSPENSION TEEPEE, easily and quickly erected by one man. (3) BRUSH LEAN-TO, may be built of parachute fabric, spruce boughs, canvas, etc. (4) THE WRITER'S CAMP-SITE, constructed in about five hours.

SURVIVAL

(Continued from page 25)

by the individual. This included a nylon sleeping bag, ground sheets, and various outfits of clothing. The clothing issued for the bush comprised a parka, heavy overalls, lumberman boots, and thick socks and underwear. For the Arctic, in addition, a nylon pile outer suit, known as a Bunny Suit, was issued, together with the vitally important "mukluk" footwear and numerous pairs of gloves and gauntlets. Great care was taken to ensure that all clothing, especially footwear, fitted properly. It was emphasized constantly by the staff that footwear must be of exactly the right size; the importance of this we were to learn for ourselves when under actual survival conditions.

During these days of school instruction it was pointed out, and illustrated by examples from actual crashes, that after a crash, unless the survivors know their exact location and are fully equipped in every respect to reach safety, they will stay close to the aircraft and take all steps to ensure that they stay alive and attract attention. The aim of the school is to ensure that all graduates can survive alone or in a group.

Base Camp

On the morning of the fifth day we rose early and having packed all our gear into an enormous "Yukon" Pack, weighing some 60 pounds, we boarded a Greyhound bus that was to take us to Hargwen, a distance of one hundred and fifty miles north-west of Edmonton. From here we walked about five miles in to the base camp.

During our stay in Edmonton the weather had been very warm for the time of year, but now the temperature took a sharp dive by about 30 degrees, and, although still sunny, it was obvious that the warm spell was over.

Base Camp comprised two separate sections — one a permanent camp of wooden buildings for the instructors, and the other a number of semi-permanent tents constructed from parachute material with a base of logs and equipped with iron stoves. From the comfortable accommodation at our

home units to the wooden shack at Edmonton — we were gradually descending the scale, each new set-up being more primitive than the last.

Survival had now started, and accordingly rations were cut from normal service fare to the "X" type survival rations, made up, in the main, of the well-known meat bars, oatmeal bars, hardtack biscuits, and chocolate. We were still living on our fat, but the reduction in rations came as a distinct shock to the system, especially when it now became necessary to generate more body heat to keep warm, whilst more energy was being expended in manual work, to which most of us were unaccustomed. This work entailed the felling of trees, the carrying of water, long treks through deep snow on hunting expeditions, and the thousand and one tasks that go into keeping the camp in clean condition and good running order.

Whilst in Base Camp, instruction was given in the construction of shelters, the setting up of snares, snowshoeing, bush navigation, camp maintenance, hunting, first aid, and use of pyros. The camp rifle range was used for practice with the survival weapons, and part of the time was devoted to para-training. After each instructional period adequate time was devoted to practising what had been learnt. In the evenings the instructors would visit the various camps for informal discussions with the students, at the same time paying particular attention to the all-important subject of morale of the course members and the cleanliness and efficiency of the camp area.

A combined bush navigation and first aid exercise was held, in which one member from each camp proceeded to a pre-arranged position some two miles from the camp, there to pose as a victim of an accident and await succor. The rescue party was given the approximate position of the victim and, using a compass, had to locate the victim and render first aid. I was the victim for my own camp and had suffered a broken leg, frost-bitten hands, and an internal head injury. The symptoms of these injuries had to be recognized, the injuries treated, and the victim returned to base camp, an operation necessitating the construction of a

litter upon which the victim was placed and carried back through the bush and deep snow to base camp. A high order of navigation was necessary, and considerable endurance was required by all concerned; by the time the parties had returned to camp all were pretty well exhausted and night had long since fallen.



Another practical exercise was in the art of butchering. A five hundred pound live steer was brought into the camp and members of the course were to reduce it to more manageable proportions. This was accomplished by first felling the animal with the blunt end of an axe, and then cutting its throat with a knife. As soon as the beast was pronounced dead, although some of us had our doubts as the carcass was still moving, we proceeded to skin it, remove its insides, and then cut it up into its essential parts. I shall never cease to be amazed at the mysteries that were removed from the insides of that animal.

Snowshoeing, we were to learn, is not as simple an operation as one would imagine. We spent considerable time in its practice before we became anything like proficient. The secret would appear to lie in the manner in which the snowshoes are tied to the boots; this was very much a case of trial and error before anything like comfort and efficiency was achieved.

The instructors were very patient in teaching the inexperienced stu-

dent how to use an axe without danger to himself. The value of their instruction was clearly demonstrated when at the end of two weeks in the bush there had been no casualties sustained in any of the camps.

Bush Survival

Early on the morning of the fifth day in the bush, we re-made our packs and, separating ourselves into our three separate camps, we proceeded to trek out into the bush under the direction of a civilian trapper. The trapper for our particular camp was an Irish-Canadian, named Mike Kelly, who had lived all his life in the bush and still operated his own trap lines. We travelled a distance of about eight miles through rugged bush country and were pretty well exhausted when we reached our bush camp site shortly after mid-day. This exhaustion was due in part to carrying the heavy packs over rough ground through snow, and also because we had been living on survival rations for the last few days. The camp site was located alongside a frozen stream and was selected to conform with the instruction we had received for the selection of an ideal camp site. Water was readily available, there was a clearing nearby for setting up signals and signal fires, timber was in profusion and easily available, a clear space of bare ground with no overhang carrying snow was selected, and the camp was quickly surveyed and set up.

Our camp of eight split up into two groups of four and two separate shelters were constructed, using saplings and parachutes. Latrines were built and the camp area cleared, and by nightfall we were all fairly comfortable and very ready for a good night's sleep. Mike Kelly was most helpful during this setting-up period, and we saved much effort by taking notice of his professional advice.

The following morning we consolidated what work had been done the previous day, and set up signals and signal fires in readiness for any air rescue or search that may have been laid on. A constant vigilance was observed, and one member of the camp was detailed to be on

(Continued on page 28)

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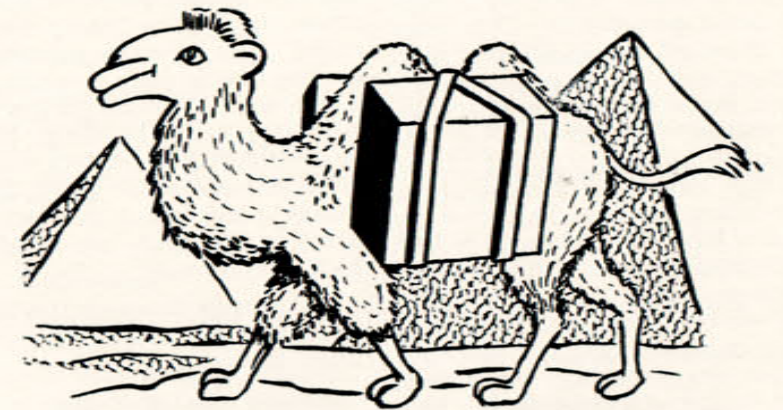
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SURVIVAL

(Continued from page 27)

watch at all times for any aircraft. The camp was improved by the building of a store shelter for loose equipment and a separate camp fire for cooking.

During the time we were in the bush, we were instructed by the civilian trapper on the setting of snares, the making and setting of fish nets, line fishing, the construction of signals, the building of fires, and hunting and travelling through woods. It was remarkable what a great deal of work was required in order to keep the camp on a working basis. A lot of timber had to be cut in order to keep the camp fires going day and night, and we all soon became pretty adept at using an axe.

On the morning the second day an aircraft was heard in the distance and the signal fires were lighted. An Otter appeared and dropped a small chute with supplies and a parachutist. This chap from the skies was an RCAF Flight Sergeant and had himself been a trapper for a number of years before joining the Service. He was invited to join us for a cup of tea, and this developed into quite a story-telling session. The normally taciturn Mike Kelly was provoked into defending his hitherto unchallenged reputation, and as the afternoon wore on the stories became more and more colorful. It was during this afternoon that we were to learn the secret of baking the Bannock Cake that we had heard so much about during our stay in Edmonton. It is easily made and is quite nourishing, and even tasty when one is hungry. The following day Lt. McGill, of the U.S. Coast Guard, had a birthday, and we demonstrated our newly-found cooking ability by making a giant Bannock decorated with wild berries.

At all times whilst in the bush all members of our camp were kept fully occupied with wood-chopping, fishing, hunting, and trekking through the bush. Bill Lloyd was lucky enough to shoot a partridge; this, alas, was our only success in the hunting department. Apart from the odd track of an elk or a coyote we saw nothing resembling food. On the fourth day we were informed that we were moving out

in the morning, and so, in order to lighten our load, we decided to cook what remained of the food that evening. Accordingly, a huge stew was prepared and devoured with gusto. During the night Al Martin and Frank Martyn, who had acted as cooks, were both very sick!

Before daylight the following morning we broke camp and, as far as possible, returned the camp area to the condition to which we had found it. By this time the construction of the Yukon Pack was old hat to all of us, and we were ready for off at first light. Mike arrived and gave us our final test in lighting fires using damp wood, and then we shouldered our packs and marched in towards base camp. As the sun rose, and we neared camp with its prospect of permanent tents, our spirits did likewise. However, before we reached the base camp we were met by an instructor who informed us that the tents were required by another party and we should have to build another temporary camp for that night. This, though depressing in prospect, was done in short order, as we were now comparatively expert at this sort of thing. We soon had comfortable shelters constructed, and a camp fire going, the only disadvantage being that we had to carry water from the river about half a mile away.

The average temperature throughout had been of the order of 15-20 degs. below zero.

Before daylight the following morning we marched in to Hargwin, where we met up with the members of the other two camps. We boarded a bus to return to Edmonton, and thoroughly bored each other with stories of our adventures and prowess as survivors in the bush. We had all grown whiskers in varying degrees, according to our age and physical development, and had all acquired a type of confidence that can only come from actual experience. Secretly, the members of my camp felt a little superior to the others as we had had to trek twice as far as either of the other camps and, in addition, had had to build an extra camping site. We had considered it an imposition at the time, but now regarded it as something of an accomplishment.

(Part II—"ARCTIC"—in next issue)

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F/O N. H. G. Bauerfind

Favorite Expression: "But, Spooof, you said . . ."

Hobby: Rewriting the A.I.E. precis.

Ambition: To construct an A.P.G. 33 from his home-made blueprint.

Probable destination: Selkirk, Manitoba.

F/O L. A. Fry

Favorite Expression: "I've got to go home now."

Hobby: Going places at a great speed.

Ambition: To go places faster.

Probable destination: First human guinea-pig in the head of an experimental rocket.

F/O W. R. Graham

Favorite Expression: (Anything, as long as it comes out in a Texas drawl).

Hobby: Arranging dates for the boys.

Ambition: To obtain his drivers licence.

Probable destination: Anywhere with a plentiful supply of the fairer sex.

F/O D. C. McRea

Favorite Expression: "Is this trip really necessary?"

Hobby: Sleeping.

Ambition: To settle quietly in Victoria.

Probable destination: Quietly settling in Victoria.



Left to Right, Back Row: F/O's Fry, Homonko, Bauerfind. Front Row: F/O's Legg, Greening, F/L Logan (Instructor), F/O Graham. Missing: F/O's McRea, Reglin.

F/O N. O. Reglin

Favorite Expression: "Why?"

Hobby: Prancing his car.

Ambition: To learn how to drive.

Probable destination: P.T. instructor for 5408 A.I.

F/O A. R. Greening

Favorite Expression: "Gawd, I'm sick."

Hobby: Overshooting at 2000 yards.

Ambition: To outlaw fighter weaves.

Probable destination: On the first CF-100 squadron at Flin Flon.

F/O M. Homonko

Favorite Expression: "Got a smoke?"

Hobby: Worrying instructors.

Ambition: To give understandable commands.

Probable destination: Auctioneer in Montreal.

F/O A. J. Legg

Favorite Expression: "This is ridiculous . . ."

Hobby: Leading the course in ground school.

Ambition: To get a weekend flip to Ottawa.

Probable destination: Skipper of his own ship.

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EDITORIAL

(Continued from page 4)

officers and other ranks. In the past ten years the Service has never had adequate numbers to meet such tasks laid upon it as maintenance of The Northwest Flying Route, manning of radar defence network stations, training of ground crew and NATO aircrew, support for auxiliary squadrons and the manning of Canada's No. 1 Air Division in Europe. But it is a long road that has no turning, and there's every indication that, at long last, the RCAF can draw a long breath and begin to concentrate on the goal of forming itself into an elite corps of alert, intelligent and highly-trained officers, NCO's, airmen and airwomen, instantly capable both of rapid expansion and of meeting hemisphere defence requirements.

In the process of solving its innumerable problems, the Service has improved, streamlined and housecleaned to the point where its rates of pay and allowances, its working and living conditions, its career opportunities, and its pension, leave and welfare benefits, taken altogether, are at least on a par with any airforce in the world today. Rates of pay and allowances have been increased and expanded on at least three occasions since 1945. Uniforms have been smartly redesigned, and clothing of the best materials are available in quantity. Many of our buildings are new and designed for a maximum of efficiency and working comfort; others are being modernized. Our training, transport and communications aircraft are well up to the standards of modern military aviation, and so are the tools and equipment with which "we keep 'em flying."

Career opportunities have now risen to the point where the advancement of the individual is limited only by the attitude, initiative and ability of the individual himself. The benefits of the terms of service are so numerous that they cannot be listed in this short article.

Even the structure and scope of the RCAF has changed so much in ten years that it bears only slight resemblance to the RCAF of a decade ago. Commands have changed from geographic to functional. Integration and liaison with USAF and RAF services is at an unpredictable high level. RCAF personnel totaling thousands are stationed in a dozen countries scattered around the globe: Germany, France, Belgium, Sweden, Yugoslavia, Turkey, Greece, Indo-China, the United Kingdom, the United States. Air defence tasks now include early warning radar chains, guided missile control systems and radio warfare, and counter-measure problems, none of which existed in the RCAF of 1945. RCAF aeronautical engineers work closely with civilian engineers in designing top performance RCAF aircraft. The span of control of airforce maintenance has been completely overhauled and revised.

Yes, we've come a long way in the last ten years, and we'll go a long way in the next ten, for a military force can never be static and still be effective. The fast-changing world we live in today will continue to pose us new problems and new concepts. In solving those problems and exploiting those concepts, we will be unconsciously improving and expanding the worth of the Service, and presenting it to John Q. Public with greater pride on each Air Force Day to come.



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MUSIC APPRECIATION

By F/L A. D. HERBERT

WHAT is music? Everybody knows what it is, how to make it, but very few people can define it. The physicist may define it as a system of vibration. Others may define it as the organization of various sounds or tones. Both are partially correct. However, we must add both definitions—a system of vibrations plus an organization of sounds or tones, both of which are pleasing to listen to. If we leave off the last phrase, we may have noise. However, all music may not be pleasing to listeners. A great deal depends on our mood, the mood and thoughts of the composer when he wrote it, the interpretation given by the player, singer, or conductor.

Where did music originate? That is one of the unanswerable questions in history. References to music are found in ancient mythology, folklore, and in the Old Testament. Probably the start of music came when ancient man learned to call birds in order to kill them. Some adventurous soul found out that he could make pleasing sounds other than bird-calls. In other words he was trying out simple tunes. How instruments developed is not too well known, but it is known that the flute, drum and harp are the oldest known musical instruments.

Whatever the origin, music was possessed by all the primitive peoples. A study of the American Indian has shed considerable light on the music of these primitive peoples. Two characteristics are generally found in primitive music—rhythm and melody. The third, harmony (two different notes sounded together), seems to be a development that has come with civilization.

Music is used by everybody to express nearly every human mood, and to celebrate every occasion. That is common with the Indian as well. He has his music and his dances. He celebrates a successful hunt with a song and dance. War-dances need no mention. Where

did the music and the dance come from? Nobody can say definitely, but there is strong evidence to support the idea of the dance and part of the music coming from the wild fowl. If one compares the mating dances of the Prairie Chicken with some of the dances of the Plains Indians, a marked similarity is immediately discernible.

The music of the Indians, whilst still primitive, falls in the category of folk-music. Our so-called "civilized" music originated in the same way. The stages seem to follow primitive, folk, organized chants and harmonic music.

Folk-music, in the present day, is in a class by itself. The reason for this is that we have put it there. Edward Greig, the Norwegian composer, based a great deal of his symphonic works on folk-music tunes. Folk-music is nothing more than a story sung to a tune.

Folk-music of all nations tells stories. (Remember, the Aboriginal songs and dances also tell stories, although they leave a considerable amount of detail to the imagination.) Folk-music was passed about by wandering minstrels and meistersingers. It was music which was committed to memory—some of the more famous songs were taught and learned verbatim. In most folk-songs the words were changed to fit the current situation. Sometimes the tune varied. Possibly the most famous of folk-songs are some of the present-day children's rhymes, for example, "Four and Twenty Black Birds" goes back to the early 1500's. Its original intent was slander against some Lord of the English Court. It might be of interest to note that some of the early English folk-songs as sung in the Virginia area of the U.S.A. are quite different from those sung in England, yet both came from the same source. None of this music had ever been committed to writing until collectors started to write it down in comparatively recent years. It might be noted that no mention has

been made of primitive African and Asiatic music. It is hoped that the reader will remember that the Europeans were primitives when the Asiatics were quite civilized. Asiatic music was quite formal even at the time of the Crusades. They had their own written music even then. Their musical instruments were also well developed.

Via the Crusades a number of Asiatic instruments found themselves in Europe, probably the most celebrated of them being the Lute. This instrument is similar to the Mandolin and is played in a similar manner. Our present violin is a development of an Indian instrument called the Rebec.

Harmony had also been developed by Asiatic civilizations even before the Crusades. Similarly with African music. African drum playing is not the deadly monotonous sound that we are led to believe. The drums are played in harmony, and play melodies. The African native developed music far beyond the American.

From folk-music formal music has evolved. Formal music is sung and played in a definite pattern and most advanced civilizations had their formal music. The Western style of formal music was evolved from the liturgical chants of the early Christian Church. Along with the development of formal music, various musical instruments were developed. Originally the chants were sung in unison, harmony being unknown. Later as rounds were developed harmony was developed too. By the 16th century the basic rules and major developments were evolved. From this period to the present day various composers and musicians have each added their own bits and pieces. Spike Jones excluded, at least three new musical instruments have been added to orchestras since 1900.

All the great European composers developed new ideas in composition. Some of them basing their ideas on liturgical music.

Purcell with his Cantatas, Mozart with his Masses. Others took folk-music of their native lands and developed them. Greig, the Norwegian composer, is probably the most famous of the folk-music school. Others, such as Beethoven and Bach, took music to be a means of expressing feeling. Still others told stories with music (instrumental as well as vocal). Debussy and Sibelius are the foremost composers in the tone-poem school, whilst Verdi and Rossini are probably the leaders of the vocal or operatic world.

With the advent of the twentieth century another change took place in music. A Negro by the name of Handy moved from Dixie to St. Louis, bringing with him the music that had been developed by the American Negro. Jazz, as it is commonly called, does not include the

various transient offshoots developed since the 1930's. True jazz was developed by 1915, and the Dixieland bands are the original jazz bands.

To those uninitiated who do not appreciate the harmonies of the modern composers jazz is mere noise. But it must be remembered that all music was at one time "mere noise." Throughout the history of music all harmonic developments have come from what was previously considered discordant sound. Basic harmonics, the first harmonies accepted or played, were the simplest and easiest combinations. As these sounds became accepted different ideas were tried, and these in turn were gradually accepted. Thus the modern composer and musician is following an age-old idea . . . he is introducing new ideas and combinations which keep any art developing.

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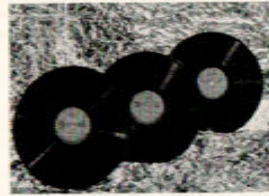
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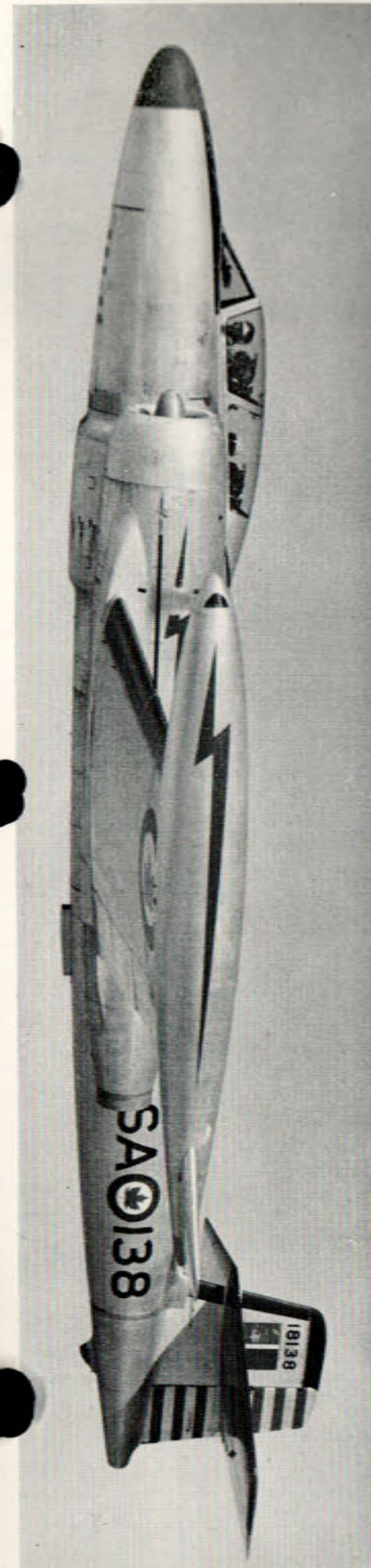
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From SGT. HOWARD O'BYRNE

Sports Banquet

The Rockcliffe Station recently held its first semi-annual sports banquet, when winter sports prizes were presented to teams and individuals. The next banquet is to be held in the fall for the presentation of prizes won during the summer. Chan Caldwell, coach of the Ottawa Roughriders, was the guest speaker.

Soccer

The station soccer team has entered the Ottawa City league, and the opening game will be played on May 18th at RCAF Station Rockcliffe on the station's ideally-situated field.

Softball

It is anticipated that this will be one of the best seasons yet, with more teams, and more leagues en-

tered, than ever before. The station diamond is in fine shape, and city teams always prefer to play their games on this field. The floodlights are the envy of all.

Track and Field

The new club has several entries, with the Eastern Ontario Townships Track and Field Club, for the seven-mile run, to be held in the near future.

Golf

The first Station Golf Tournament of the season will be held at the Glenlea Club, with tee-off time 1300 hours on May 26. WO2 Pilkington of AMC has promised prizes galore, but no golfer will be permitted to win more than one prize.

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**PLANE
FACTS**

(See back cover)

The Sikorsky S-55, which is in service with the RCAF on Communication and Rescue duties, first flew in November, 1949. This helicopter is used on active military service in many parts of the world, including action against the Malayan terrorists. It is designed to carry 12 passengers; powered by a 600 hp Pratt & Whitney R-1340-S1H2; weight 6800 lbs. when loaded. The rotor diameter is 53 feet, length 41 feet 9 inches and height 13 feet.

(Photo by Ann Hosier)

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