

PLANE FACTS  
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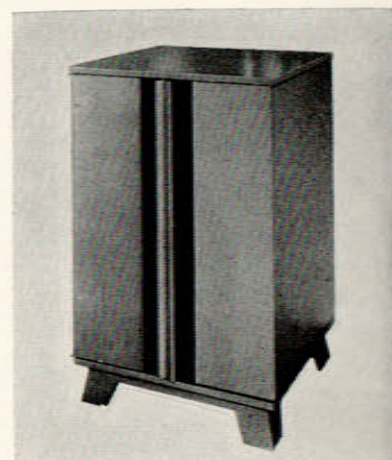
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### ASSOCIATE EDITORS:

F/O GEORGE FOSTER, F/O A. C. BERNIER,  
CPL. BONNIE WADE, CPL. H. O'BYRNE, F/L  
C. CHESHIRE, F/O E. P. McLOUGHLIN.

### CONTRIBUTING EDITORS:

F/O HARRY O'HARA, P/O K. R. CRYDERMAN,  
DR. L. A. GLINZ, F/L J. A. GAUTHIER, F/O  
H. N. McMILLAN, SGT. L. L. HAGGERTY, P/O  
DICK CRACKNELL, LAC LOU SQUIRES, LAC  
JACK PYKE.

### LAYOUT DIRECTOR:

F/O J. DONALD.

### CIRCULATION MANAGER:

F/S T. A. SABOURIN.

### BUSINESS MANAGER:

F/S W. HRYCIUK.

### ADVERTISING:

F/O D. H. WEIR, F/S FINLAY.

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# EDITORIAL

## THE ART OF GETTING ALONG

Sooner or later a man, if he is wise, discovers that life is a mixture of good days and bad, victory and defeat, give and take. He learns that it doesn't pay to be a too sensitive soul; that he should let some things go over his head like water off a duck's back. He learns that he who loses his temper usually loses out. He learns that all men have burnt toast for breakfast now and then, and that he shouldn't take the other fellow's grouch too seriously. He learns that carrying a chip on his shoulder is the easiest way to get into a fight. He learns that the quickest way to become unpopular is to carry tales and gossip about others. He learns that buck-passing always turns out to be a boomerang and that it never pays.

He comes to realize that the service could run along perfectly well without him. He learns that who gets the credit is never as important as a sense of accomplishment. He learns that all ranks are human and that it does no harm to smile and say, "Good morning," even if it's raining. He learns that most of the other fellows are as ambitious as he is, that they have brains as good or better, and that hard work not cleverness is the secret of success. He learns to sympathize with the youngster coming into the service, because he remembers how bewildered he was when he first started out.

He learns not to worry when promotion seems to pass him by because experience has shown that if he always gives of his best his own success is assured. He learns that no man ever got to first base alone, and that it is only through co-operative effort that we move on to better things. He learns that his superiors are no taskmasters trying to get the greatest amount of work out of him in the least time, but are usually pretty good fellows who have succeeded through hard work, and who want to do the right thing. He learns that folks are not any harder to get along with in one place than another, and that the "getting along" depends about 98 percent on his own behaviour.

## BUSINESS—

# Trends and Comments

By F/L J. A. GAUTHIER

The Financial Post points out that \$100 invested in Gunnar Mines in 1952 would have brought a profit of \$5,878 by 1953. This country of ours shows the world that opportunity still exists—and tax-free on capital gains.

\* \* \*

A couple of our "crystal gazes" offered in these columns some time ago are now coming to pass. You may remember that we said the new site for the Winnipeg post office would see plenty of action around the middle of November. The latest gen is that construction will start around the 15th of the month. Another of our educated guesses was that retail sales would pick up by the fall, and they have. Credit sales were on the increase during the first week of November.

Now if the Ford strike can be settled by December 1st we'll have three strikes in a row!

\* \* \*

Lake of the Woods and Ogilvie Flour are reported to be working on an amalgamation of the two companies. These two companies have the basis for making lots of dough—for investors and customers alike.

\* \* \*

A Canadian type PX, known as "Maple Leaf Services," will soon be operating in Europe. No longer will our personnel be dependent upon the American PX or British NAAFI for their goods. This service will not operate in Canada.

\* \* \*

The admission of Germany into NATO forecasts new business for Canada's aircraft factories. Germany is going to spend \$11 billion on arms, and it's a good bet that some of that money will go towards Canadian-built Sabres. Canada has already supplied nearly 200 Sabres to Greece and Turkey under the Mutual Aid agreement.

People in the Hamilton area will be glad to hear that a new bridge will be constructed to by-pass Hamilton on the Queen Elizabeth Way. It will be four lanes wide and a mile and a-half long. No more long waits on the Burlington strip while the bridge is lifted to allow a ship to pass through.

"The Canadian army reverts to tarnishable buttons"



Cartoon by Fos

"A salute is still the only greeting necessary, Smith."



### COVER STORY

The Lieutenant-Governor of Manitoba lays a wreath at the foot of the cenotaph in remembrance of those of our comrades who gave their lives in three wars.



## Personality

AIR COMMODORE JOHN G. BRYANS

ters, to become Chief Staff Officer to A/V/M C. M. McEwan, at the time when the all-RCAF component of the RAF Bomber Command was reaching maximum strength.

On returning to Canada, A/C Bryans became Director of Construction Engineering at Air Force Headquarters, and, in 1947, was assigned to the Air Staff as Deputy Air Member for Air Plans. He assumed his present appointment as Air Officer Commanding 14 Training Group on 1st September, 1951.

A keen shot, he specializes in both upland and migratory game birds and is also an ardent fisherman. He is a 'Hi-Fi' fan, and is reputed to have one of the best home installations, in this field, in Winnipeg. It is stoutly denied that he soups up ancient automobiles and matches miles-per-minute with local hot-rodders.

Air Commodore Bryans is, perhaps, most noted for the brevity of his public speeches, in which he invariably covers his topic completely in less than twenty words.

Voxair is honoured to present this distinguished Air Officer, as this issue's personality.

THE relationship between the stations in an air group on the one side, and the commander of that group on the other, is roughly similar to the relationship between a fleet of warships at sea, and their commander. The fleet commander makes his home in a flagship, which might, none-the-less, be one of the most effective ships-of-the-line in his fleet. From it are issued the orders governing the day-to-day economy of his fleet, and from it is exercised operational control. He is no more concerned, in theory, over the day-to-day operation of his flagship than over any other part of his fleet; but, in practice, the fleet commander is identified, in the minds of the men serving in the fleet, with the ship that flies his flag. The crew of the flagship are aware of this identification, and share in it.

The same relationship exists between the personnel of Station Winnipeg and the Air Officer commanding 14 Training Group. When

the unit has performed in an exemplary manner, we are all aglow with pride, and feel we have lived up to our special position. But on those rare (we hope) occasions when we fail to reach perfection, we feel we have not risen to the occasion as befits the "flagship" station.

Few at Winnipeg fail to sense the dynamic presence of a directing force, embodied in Air Commodore John G. Bryans, CBE, CD, of Kenora, Ontario.

Graduating in mechanical engineering from the University of Saskatchewan, A/C Bryans joined the RCAF in 1929. After various duties at station and command levels, he was appointed Air Attaché in Washington, DC, in 1941. In 1942 he returned to Canada to be Commanding Officer of RCAF Station, Rockcliffe, Ontario. Then, in June 1943, he went overseas to become Base Commander of 63 Base, at Leeming, Yorkshire. From Leeming he went to 6 Group Headquar-





# Today in SPORT

By CPL. HOWARD O'BYRNE



## CURLING

The curling season got off to a good start on November 4th, with the first draw at 8 a.m. and the other at 10.45 a.m. W/C Walker, representing the commanding officer, threw the first rock to officially open the season. Although there were some very close games, no extra ends were required. One of the closest games was between Montgomery and Millar. Tied 8-all coming home, the game was not decided until the last rock was thrown. All members agreed that the ice was very good, and every one is looking forward to an interesting year.

\* \* \*

## FOOTBALL

The regular WRFU schedule wound up October 25th with our Blue Bombers holding down the third spot, Regina Roughriders in the second spot, and the Edmonton

Eskimos the League champions. The Blue Bombers and the Roughriders played a two-game total-goal semi-final series. The first game played in Winnipeg ended in a 14-all deadlock. The second game, played in Regina on November 1st, ended with the Blue Bombers on the long end of a 13 to 11 score. Now it's on to Edmonton, with the first game of a best two out of three series to take place on November 6th. The second in Winnipeg on November 11th, and the third, if necessary, on November 13th. We wish the Blue and Gold good luck, and we are looking forward to seeing them in Toronto November 27th.

\* \* \*

## HOCKEY

The Station Hockey club met on October 26th and elected F/O Brackenbury as coach and F/O Burmel as manager. Among the

plans discussed was to have the Mangroup schedule drawn up as soon as possible. Meantime, the executive and members are casting an eye northwards, hoping the weatherman will co-operate so they can get ice for practice. Also in the planning stage is the formation of inter-section hockey to start around new year.

\* \* \*



LAC Joe Galon

Started playing golf in 1948 and continued, in 1949 and 1950, at the Gyro Golf Course in Regina. In 1951, '52 and '53 played in the RCAF competition at Edmonton and won the TAC Group Championship. In 1954 qualified for the Manitoba Amateur Golf Championship. Tied for third place in the Saskatchewan Open, one stroke behind Pat Fletcher. Also runner-up to Gordon Beatty (open champion) in the Regina amateur.

\* \* \*

## GOLF

On October 14th LAC Forth, S/L Laing, Cpl. Paquette and LAC Galon played in the Station golf tournament and ended with identical net scores. LAC Joe Galon however, was awarded the handicapped trophy on the basis of his low gross score. This is the first year there has been a competition of this kind, and Joe is the first one to win the coveted trophy. The competition has been very keen all season.



LAC Joe Galon is shown receiving his trophy from the CAdO, Wing-Commander Gaffney.

## RIFLE ASSOCIATION

Here is some of the history of this organization, and how it got started. Some of the stories are interesting and give us an idea of how the pioneers did it.

### THE GREAT RIFLE MATCH

No event in the sporting world has excited more general attention than the Grand International Rifle Match at Creedmoor, Long Island, between the American and Irish teams. This occurred in 1874, when the two countries shot it out for the championship of the world before an unbelievably large crowd of 8,000 cheering people. With an early start on the morning of September 26th, the day of the Grand Match, coaches, tallyhos, hacks and high-wheel bikes choked the roads leading from New York to Creedmoor, site of America's first rifle range. The L.I. railroad ran special trains jammed with spectators.

Across the country telegraph offices stood by ready to flash shot-by-shot reports of the day-long match.

The year before, Ireland had won the rifle championship of the British Isles. Major Arthur B. Leech, captain of the Irish team, then challenged America for the world title. Col. George W. Wingate, one of the founders of the recently-formed (1871) National Rifle Association of America, in accepting the chal-

lenge, yielded to Ireland's terms of a long-range match—at distances of 800, 900 and 1000 yards. This was conceding a lot, for none of the Americans had ever fired beyond 600 yards. Ironically, the finest long-range shots the world had ever seen were right in America—the professional buffalo hunters on the western plains—but they were more interested in bagging hides at \$50 each than in a rifle match.

The untested team selected by Col. Wingate included three reserves. The six men who did the shooting were Major Henry Fulton, G. W. Yale, Col. John Bodine, Lt.-Col. T. S. Dakin. The terms: 15 rounds per man at each of the three distances; .44 caliber rifles of 10 pounds maximum weight firing

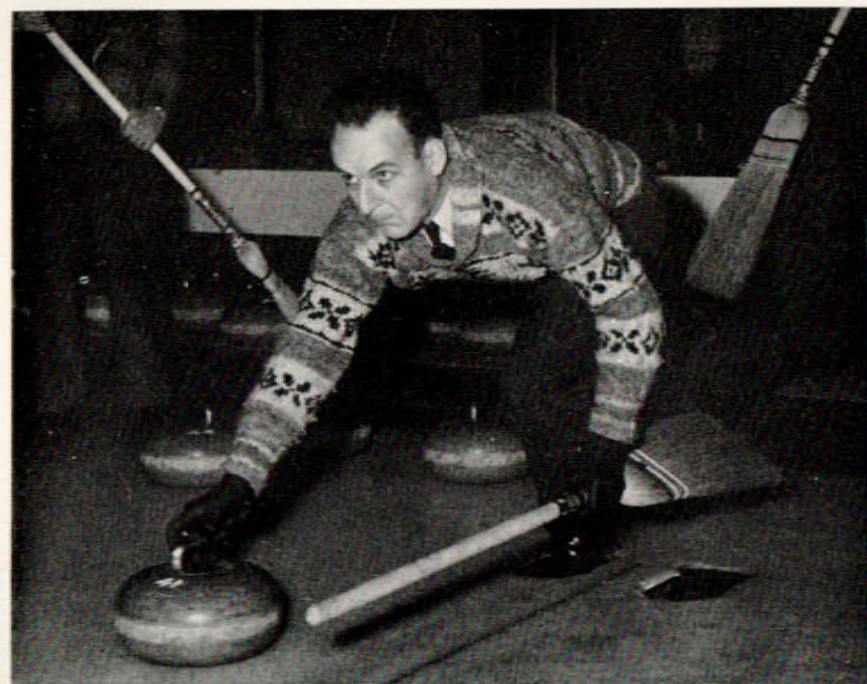
identical loads of black powder; the Americans to use breech-loaders of U.S. manufacture, the Irish to fire their own muzzle-loaders (considered more accurate); telescope sights were barred; standard English targets, measuring 12 ft. by 6 ft. The square bull's-eye (4 points) was 3 ft. by 3 ft.; the centre (3 points) was 6 ft. by 6 ft., with a 2 ft. space on each side called "outer" (2 points).

The veteran Irish team, experts at long-range, were the odds-on favorites as they took position in front of the huge roped-off throng at exactly 10:30 a.m. It was a hot dry day. Captain Walker, Ireland's lead-off man, took his place between the red flags that marked the firing point, got down on his stomach and squinted at the target.

A strange sight greeted the captain's eye. The target seemed to dance in the shimmering heat waves, a phenomenon unknown in cloudy Ireland. No marker rose up when he fired. It was a clean miss. Behind him came groans, mixed with thunderous cheers. Col. Wingate ran in front of the spectators and appealed to them to quiet down. America's first man was Major Fulton, a 28-year-old Civil War veteran. Lying on his back, with his feet toward the target, he rested the barrel of his Remington on his legs, a position which enabled him to keep his luxurious blonde beard out of the dust, and squeezed the trigger for a bull's-eye.

Of the 12 men who shot that day, five used the feet-first position; seven the head-first stomach-down stance. Comparative scores later

(Continued on page 30)



Wing-Commander Walker opened the curling season by throwing the first rock.

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## Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

### An Historic Event

## AGREEMENT ON GERMANY

MR DULLES, Secretary of State of the United States, has called the London Conference of October, 1954, "one of the greatest conferences of all time." In September, the Atlantic Alliance, because of France's failure to ratify E.D.C., had seemed about to collapse as an effective agent for the defence of Europe. But at the London Conference the foreign ministers of the countries concerned found a satisfactory substitute for E.D.C., namely, Western European Union with a re-armed Germany as a member, and German admission to NATO.

Western European Union is an extension of the Brussels Pact to include Germany and Italy. It drops the E.D.C. plan of a European Army, authorizes a German national army of 12 divisions, and sets up control over the size of the military forces of all members.

The lead in achieving the successful outcome of the London Conference (and the subsequent meeting in Paris) was taken by Great Britain. It was Britain's pledge to maintain on the continent, indefinitely, a British army and air force equivalent in fighting capacity to the four divisions and tactical air force now assigned to NATO that determined the issue in favor of Western European Union and the rearmament of Germany. The French more than anything

else wanted Britain as a permanent ally before letting the Germans, whom they do not trust, re-arm. As Mendes-France said, "Britain's guarantee will rejoice the heart of France."

The role of the United States in the London and Paris Conferences was hardly less significant than that of Great Britain. On the opening day in London Mr. Eden paid a moving tribute to the past generosity and help of the United States without which, he said, Europe would have collapsed into confusion and Communism. Throughout the discussions Mr. Dulles' ideas and influence were invaluable. On the issue of German arms control he brought Mr. Mendes-France back to reality by asking him privately, "Just what are you

after — everything?" Mr. Dulles gave virtual assurance that the United States would not withdraw its forces from Europe if a satisfactory substitute for E.D.C. were found. He also, with Chancellor Adenauer of Germany, worked out a compromise solution of the German arms problem. This was the solution arrived at:

(a) West Germany would pledge itself never to have recourse to force to achieve unification of all Germany.

(b) Germany would agree never to make ABC (atomic, bacteriological and chemical) weapons, and to build only enough conventional weapons to arm its twelve divisions.

(c) NATO would set minimum force levels for all its members' armies.

(d) The Brussels pact powers would by unanimous vote set maximum force levels for each national army.

At the Paris conference in the last week of October the European agreements were almost wrecked over the Saar territory, —German in speech and politics and rich in iron and steel. Rather than wreck the agreement, Chancellor Adenauer finally made a difficult concession to Premier Mendes-France. He agreed to "Europeanize" the Saar under W.E.U., but with France retaining this rich territory within its economic orbit.

With the Saar issue at least temporarily disposed of, the ministers signed the agreements restoring German sovereignty, establishing Western European Union and admitting Germany to NATO. These agreements must still be ratified by the parliaments of the countries concerned. There is a good prospect that this will be done.



Mendes-France (before the French National Assembly).

### MENDES-FRANCE, PREMIER OF FRANCE

(An appreciation by one of his colleagues.)

THE great wave of popularity which has borne Pierre Mendes-France along since he came to power is not to be explained simply by the fact that for years he has persistently denounced the mistakes which have accumulated and which have become visible to all.

In his book about England, Pierre Bourdan wrote that there is always a word which expresses and summarizes a country. And, according to him, the key-word for England is "fancy," and for France "lucid." This is probably the word which best describes Mendes-France. He

tries merely to see things as they are, to put the facts together accurately, and to draw the inescapable conclusions.

For ten years now, he has seen that France is living beyond her means. This is the key to his whole attitude, and he has not ceased repeating that it is necessary, on the one hand, to increase the national output, and, on the other hand, to reduce the sum of our liabilities. Everything cannot be accomplished at once; a scale of priorities must be laid down, and things must be done methodically, even in the field

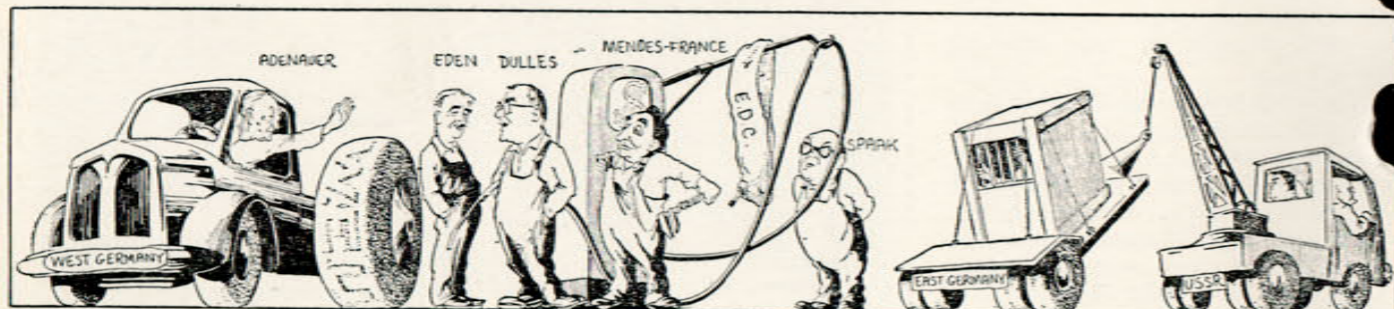
of politics. Lucidity and clear-sightedness are not all. But by reminding us that politics is the art of the possible, Mendes-France shows clearly that he is not, in point of fact, a doctrinaire. When his opportunity came he revealed qualities which had hitherto remained unknown. He has shown, sometimes to a degree which is disconcerting, that he knows how to take risks. But what is more important—and more reassuring—is the scope of his political imagination. When a given situation has been accurately assessed, it is the imagination which has to accomplish the truly creative work, and it appears that Mendes-France has no lack of such a gift.

#### ACHIEVEMENTS OF MENDES-FRANCE

Mendes-France already has three major achievements to his credit. By bold action he has extricated France from war in Indo-China. By a dramatic flight to North Africa and the concrete offer of a large measure of self-government he has made a realistic effort to solve France's explosive colonial problem in Morocco, Tunisia and Algeria. Most significantly of all he has apparently persuaded France to join the Western European Union, agree to the controlled rearmament of Germany, and admit Germany to NATO. He has even retained for France economic control of the Saar.

There remains for Mendes-France to accomplish, the primary purpose of his life, the reform and restoration of France's economy. Under his dynamic and brilliant leadership France may once again regain a place of influence and strength in Europe.

#### SERVICE STATIONS—EAST AND WEST



Written by De Groot van Antwerpen, Belgium

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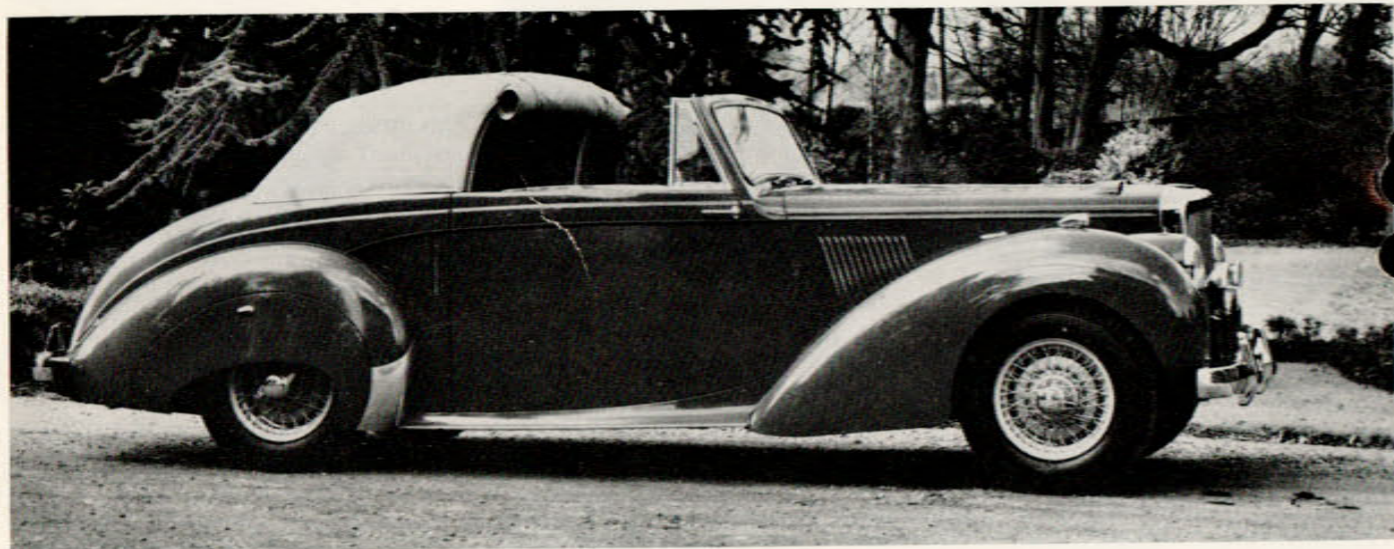
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## AUTOMOBILES

By F/O E. P. McLOUGHLIN



THE ALVIS T.C. 21/100 COUPE.

### THE LONDON SHOW — EARLSCOURT 1954 OCTOBER 20th - 30th

THIS, the biggest and most splendid of all motoring exhibitions, has just finished. and at first glance it is difficult to sum it up in one overall phrase. There were a certain number of new cars, but, on the whole, nothing revolutionary. However, the majority of makers seemed to be content with technical improvements and slight face changes. Unfortunately, prices have remained at the former levels and one or two have even risen. Despite the last statement it is obvious that the British and Continental motor industries are alive to what the car owner wants technically, as all of the makes on show appear to be making determined efforts to become more reliable and involve less maintenance and upkeep. My only big complaint is that the majority of the cheaper British cars are losing more and more of their character. I agree that they should keep abreast of the times, offer the maximum comfort and as much for each dollar as is humanly possible, but the manufacturer appears to have come to the conclusion that unless he offers a car which resembles the Detroit product in appearance it won't sell. To my mind this is a fallacy and a pity because traditions that have been built up for half a century are being thrown away to satisfy a cult.

One last word before going over the show in detail. It is becoming obvious that many British manufacturers are selling cars on this market at prices which bear no relation to the tax-free factory price set in England. One certain maker introduced a new car this summer whose English price failed to rise one penny, yet its Canadian price immediately jumped \$200! A well known quality saloon and high priced sports car sell in England for \$600 difference in price; however in Canada

there is a \$1,200 differential! A famous little sports car selling for \$2,250 has an attractive counterpart which in England is \$260 more expensive, but in Canada we have to pay \$600 more. Why? I'm afraid there is no logical reason and none of the examples I've quoted can be excused on the grounds of tax, freight, or duty. These differences are created by the manufacturers, NOT the dealers, and are doing great harm to the sale of English cars in this country, for which there is no excuse.

#### THE SHOW BY MAKES

- A.C.**—The same as last year except for a hard top edition of their attractive sports car which will hold two children in addition to two adults. (\$3,600 in Canada.)
- Allard** — A saloon body for the Palm Beach. (\$2,800.)
- Alvis** — This respected quality firm continue its lines unchanged except for technical improvements. (\$5,000.)
- Armstrong Siddeley**—The same, with hydromatic offered on all models at extra cost. (\$5,000.)
- Aston Martin**—DR2-4 continued with the new 140 h.p. engine of 3 litres. (\$7,500.)
- Austin**—A-40—New body style, giving more room and comfort with a modified version of the same engine. Slightly more expensive. Hydraulic clutch.
- A-50—same body, but with a 50 h.p. engine.
- A-30—continued unchanged.
- A-70—discontinued.
- A-90—Westminster. Same style body as the 40 and 50, but with an 85 h.p. engine having six cylinders.
- Austin-Healey**—Continued, but with a vastly improved top. (\$3,125.)
- Bentley**—Continued unchanged, but with an addition to the Continental line. (\$11,500 and \$16,500.)
- Bristol**—403 and 404 continued. 405 added—four door saloon with the lines of the 404, very attractive and fast. (\$8,000.)

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The Bristol 405, a new high performance four-seat, four-door saloon.

- Citroen** — Technical changes, plus an ingenious hydro-pneumatic suspension for the rear of the big-fifteen saloon, giving the smoothest ride of any car made! (Not available in Canada.)
- Daimler**—A hard top for the roadster, and a new 3.5 and 4.6 saloon. Other lines continued unchanged. (\$4,500-\$8,000.)
- Ford**—All continued unchanged.
- Frazer-Nash**—All models continued, with addition of a Sebring Gran Sport 2 seater. (\$8,000-\$10,000.)
- Hillman**—New overhead valve engine of 43 h.p., new grille and other changes, same body. Hillman Husky introduced—small station wagon, cheaper, smaller, very economical. (\$1,700.)
- Humber**—Unchanged since this summer when h.p. was upped to 70, and 116 for the Super Snipe. (\$2,500 and \$3,800.)
- Jaguar**—Mark VII 'M'—190 h.p., wrap round bumpers, bigger torsion bars, and many further technical improvements. (\$4,700.)
- XK 140—same three models all with 190 h.p. and 210 h.p. available—new grille, bumpers, suspension, more room inside. Coupe and Convertible have two children's seats added, plus more luggage room. (\$4,200-\$4,600.)

**Jensen**—The same, but 541 has an all plastic body. (\$4,400 and \$6,000.)

**Kieft**—1100 c.c. racing car with overhead cam Climax engine. (\$4,400.)

**Lagonda**—Unchanged.

**Lanchester**—New Sprite saloon with a 1.6 litre engine developing 60 h.p. Body uses unitary construction and car has fully automatic gear box by Hobbs. This is the first small car in the world to offer an automatic gear box which is also of a revolutionary design employing 7 hydraulic brakes to change gears and engage the normal clutch. A lovely car at the very reasonable price of 760 pounds sterling. (\$2,700)

**M.G.**—No announced changes, but there is supposed to be a 1½ litre engine available for Canada and the U.S.

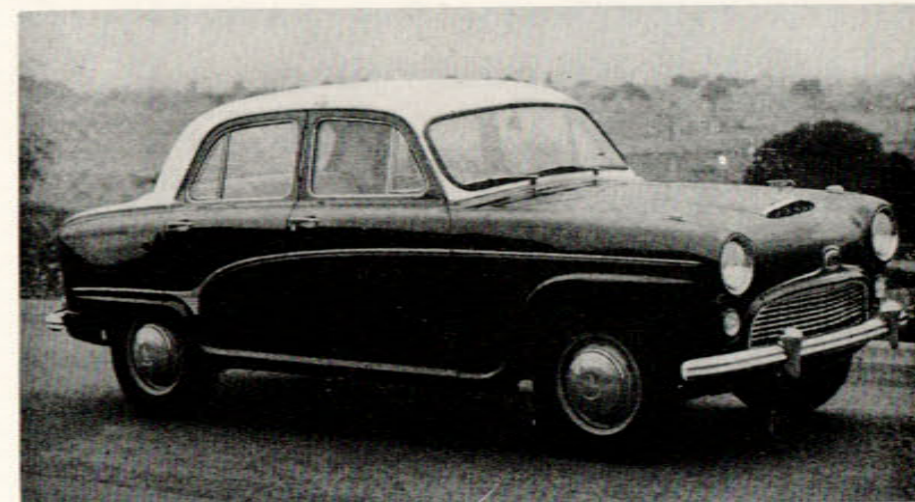
**Mercedes-Benz**—All models continued unchanged except for technical refinements. Still no sign of the 190 SL.

**Morgan**—One of the best buys in the sports car world. Greatly improved front and rear. All models available with Triumph 90 h.p. engine. (\$2,600.)

**Morris**—New models announced last summer. Same style body as the Austin, also the same engines. More room and power. Price in Canada went up, too, for some unknown reason. Morris Minor c.c.s its face lifted, but that's all. (Minor—\$1,600, Cowley—\$2,045, Oxford—\$2,145.)

**Renault**—No changes in 750 model, though they are developing an electric clutch which is en-

(Continued on page 21)



One of the most attractive of the new cars at the London show—the Austin A. 90 "Westminster."

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# Chaplain's Page

Edited by F/L P. GORIEU



## "A CHAT WITH THE PADRE"

By F/L HAROLD T. COX

THEY were sitting in the mess on an air force station in Yorkshire. It was an August evening in 1944, and John was feeling a bitterness the like of which he had never known before. Didn't he have a good reason to be bitter? Hadn't five of his best pals gone for the chop within a week? How else could he feel?

"Ah, nuts, padre," he rasped. "Back home on the farm, where I could get out in the fields and see the goodness of nature and could go home and see Mom and Dad and all the others, back there your chatter in last Sunday's sermon would have sounded good—almost realistic! But not here. 'God is love'—that was your text. Lord, man, have you never lived? Have you never been down to London and seen the kids there in the Underground? Kids who have never known what it was to sleep in a comfortable bed, or to go to sleep without the fear of bombs and death all around them?"

"If God has any love in Him at all He must be looking out into space at some other world. He cer-

tainly isn't aware of the reality that is ours here."

His words struck out like a whip-lash, and he knew that his voice was raised, and that others were listening, but he didn't care. These prattling preachers ask for it. They dish out such tommy-rot and expect everyone to listen and agree. Well, here was one time a preacher had run up against a guy who had done some honest thinking, and who wasn't afraid to say what he thought. "No padre! There isn't any God who loves this man-thing He has created. If there is such a God he would never let this hell on earth, that we call war, continue. Listen, padre. Have you ever been honest enough to think about these planes that you see going off from this station, and others like it,—going off to drop death and destruction? Have you never thought about the German mothers who are praying for their boys just as sincerely as my mother prays for me? Your talk about a God of love just isn't sensible to those of us who have lived through a world at war."

"Wait, John." The padre spoke

softly but firmly in a voice that seemed to command respect. "Don't make the mistake of putting the blame on God when it should be borne by men like you and me. Don't let man's savagery blind you to God's love. If I remember rightly you told me once that your Dad wanted you to go to college, and had a lot of plans made about how he would help you finance the course. But you decided to join the air force instead. Now, John, your father would be a lot happier if you were safe at home in a university classroom rather than flying on operations in the worst war the world has ever known. He knew, however, that you had to make up your own mind. If he had made you stay home you would have been safe and secure but he would have broken your spirit. He would have made you less than a man—a sort of puppet that couldn't make a decision for itself,—that moved when its master pulled the strings. So your Dad let you decide, and now that you are thousands of miles from where he wanted you to be perhaps you think he doesn't love you."

"No, I'm sure you don't think that! Indeed, you feel that he loves you even more—this experience being away from him, of being out on your own, seems to make the love your Dad had for you grow even larger and more wonderful than it was when you were safe at home on the farm. Well, God is like that, John. You don't blame your Dad for your having to face dangers as a pilot, and turn bitterly against him because he didn't make you stay home. Neither should you blame God for this tragic situation in which our world finds itself. He doesn't want man to do the foolish

things that he does—He doesn't want man to kill, maim, destroy and suffer. But just as your father wouldn't make a puppet out of you so it is with God and man. He has given man freedom of choice, and because of that man can be the better creature. If we make the right choice because we want to make it then we are better creatures than if we made it because we had to, and had no other alternative. The danger here is that man is free to make the wrong choice, and often does, and out of man's folly comes such things as war. But when that wrong choice is made, God doesn't stop loving! Far from it, John! Just as your father's love is perhaps all the more keen because of the danger you are in over here, so God's love is overflowing to a world at war. At first though, you and I may think that had we God's power we would have made many improvements—there would be no war, no sin, no suffering. We would eliminate the need for hospitals, tear dimmed eyes and broken hearts; but in such a world man would be just what I called him a little while ago—a puppet ruled by the strings of His Guide—there would be no character polishing and no saints made pure. When we think more rationally about God and life we come to see that this is, after all, the best possible world for us, else He would have created it otherwise.

Whittier puts it this way:

*I see the wrong that round me lies,  
I feel the guilt within;  
I hear, with groan and travail-cries,  
The world confess its sin.*

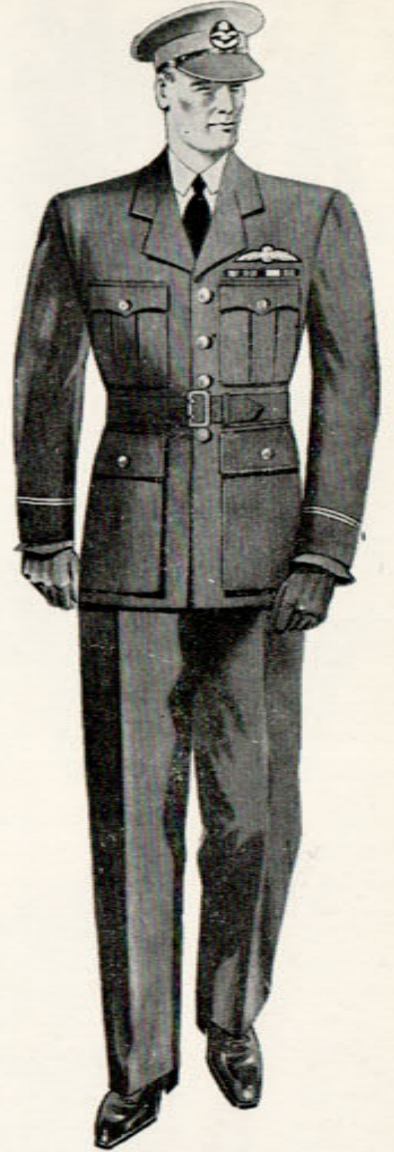
*Yet, in the maddening maze of things,  
And tossed by storm and flood,  
To one fixed trust my spirit clings;  
I know that God is good!*

*I know not where His islands lift  
Their fronded palms in air;  
I only know I cannot drift  
Beyond His love and care.'*

I call it faith, John, but when you set it in parallel with the situation between you and your Dad you may prefer to term it just plain horse-sense."

"Gosh, padre," said John. "I never thought about it like that—God's love for the world being like Dad's love for me, only greater. Seeing that I can understand things a bit better."

The padre got up, excused himself, and headed for the chapel. John's talk had given him an idea for another sermon on "God is Love," and as John sat there puffing on his pipe and thinking about their talk he suddenly realized that he wasn't bitter any more. More than that, he felt that his Dad and His God were both being drawn very near to him at that moment.



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Edited by F/O A. C. BERNIER



General Davis

#### UNITED STATES

NEW YORK — Benjamin Oliver Davis, Jr., who has been named the first Negro General in the United States Air Force. General Davis was promoted from the rank of Colonel to the temporary rank of brigadier general by President Eisenhower.

(AP Wirephoto)

#### Mohammed Ali Urges Defence Against Communism

WASHINGTON — Prime Minister Mohammed Ali of Pakistan contrasted his country's policy of active military and economic defence against communism in Asia with India's policy of neutralism. "Collective security is the answer to international communism," he declared. "It is weakness in defence that invites aggression."

#### U.S. Aviation Changes to Nautical Mile

WASHINGTON — Aviation in the United States has officially switched over from the statute mile to the nautical mile and the knot. The Civil Aeronautics Administration announced it would normally transmit information as to speed and distance, in ground-to-air communication, in nautical units, but, on specific request, also would transmit them in statute miles. The American decision to switch to the nautical mile for air-flight measurement has renewed interest in the problem in Canada, a transport department official says. At present the RCAF and commercial aircraft flying overseas routes use the nautical mile, but civil aviation in Canada flies the statute mile.

#### Stiffer Penalties for U.S. Service Offences

DENVER — President Eisenhower authorized dishonourable discharge of a serviceman for any offence, including being AWOL, which of itself would not carry such a penalty, if he had been thrice convicted of such offences in the preceding year. All along the line penalties are boosted for being AWOL. For not more than three days' absence a serviceman can be confined at hard labor for up to one month and deprived of two-thirds of his pay for a month.

#### OTTAWA

##### AFHQ PRO Moves to Metz

Sqdn.-Ldr. W. M. "Bill" Lee of Ottawa, the RCAF's public relations officer at Air Force Headquarters since 1951, has been given an overseas appointment. He sailed for France at the end of October to head public relations operations in Europe from Canadian Air Division headquarters at Metz.

##### No Slope Arms With New Rifle

The most shattering change in army drill since the elimination of "form fours" will occur if the army adopts the Belgian Fabrique Nationale automatic .300-calibre rifle. Because the cocking handle of the FN is on the left—instead of the right as with the Lee-Enfield .303—the slope arms movement will have to go. The Regiment of Canadian Guards, which will set drill standards for all infantry regiments, already is experimenting with new procedures here. Among senior officers at army headquarters here there seems to be little doubt that the FN will replace the Lee-Enfield as the army's standard infantry weapon. The British have already adopted it and the British Brigade of Guards is working on a new rifle drill.

##### New AOC for Air Defence Command

Air Commodore Larry E. Wray, OBE, AFC, CD, of Toronto, has been appointed Air Officer Commanding Air Defence Command. He is to assume the

"Bernier Beauty"



Miss Rough Rider of 1954 Patricia Slemon, 16-year-old daughter of Air Marshal C. Roy Slemon, air force chief of staff, was chosen from 10 contestants as Miss Ottawa Rough Rider. The Lisgar Collegiate student will represent Ottawa in the Miss Grey Cup contest.

post on January 1st, on his return from the United Kingdom, where he is attending the Imperial Defence College. On taking over the command, Air Commodore Wray will be promoted to the rank of Air Vice Marshal.

#### U.S. Engines for CF-105

The first model of Canada's speedy new supersonic jet fighter—the CF-105—is being planned for test flight in 1956 and it may be powered by engines imported from the United States, federal authorities have disclosed. Originally there had been some thought of a Canadian engine being modified to fit into the planned delta-winged fighter, but now the feeling is that the plane will require far more engine thrust or "push" than any Canadian-produced engine can provide.



MART KENNEY ENTERTAINS AT DRILL HALL DANCE

On October 2nd Mart Kenney's famous orchestra played for dancing at the Station Dance in the Drill Hall. Attractive singer Norma Locke did the vocal chores.

#### RCAF May Train Germans Under NATO Plan

Canada in a few years may train German fliers and ship armaments to West Germany. Now that Germany has been admitted into the North Atlantic Treaty Organization, she presumably will receive the same treatment as other NATO partners. Germany will be allowed to build a 1,000-plane air force as a contribution to Western defence. Informants said it is unlikely—at least at the moment—that any part of the Canadian infantry brigade in Europe will be used to help bring into being or train a 12-division German Army. They said the brigade is too small to break up for such purposes and that if instructional units were needed, they would probably be taken from the British, French and U.S. forces.

#### F/O Jo Foote on Lecture Tour

F/O Josephine Foote, who left Winnipeg for the Directorate of Personnel Manning in Ottawa, is now conducting a lecture tour across Canada, informing audiences of career opportunities for women in the RCAF.

#### Transfer for Two Squadron-Leaders

S/L Keith Orchard, who has been attached to the RCAF's Central Experimental and Proving Establishment at Rockcliffe, has been transferred to Air Force Headquarters for duty with the Directorate of Operational Requirements. Also announced was the transfer of S/L Ernest E. Hurlburt from Joint Air Training Centre at Rivers, Man., to Air Force Headquarters for administrative duties with the Vice Chief of Air Staff.

#### RCAF Chief PRO Wins Air Essay Prize

Ron Dodds, chief of RCAF public relations, RCAF headquarters, Ottawa, has won second prize for general aviation stories in the third annual aviation writing contest of the Canadian Branch, Aviation Writers' Association. The special award for the best over-all contribution to aviation writing was given to Ross Willmot, of Canadian Aviation, Toronto.

#### WESTERN CANADA

##### Ban on Military Bands for Civilian Functions

CALGARY—Calgarians have seen the last of the glamorous Calgary Highlanders pipe band at civilian functions, including the Stampede parade. An order to this effect has been issued to all military units. The directive includes all military bands. This means the RCAF Claresholm pipe band and the No. 11 supply depot band, which have also entertained football fans, will not be on the stadium turf again. The order is the result of a petition to the



WINNIPEG—The above officers are the first five students to arrive at RCAF Winnipeg from Turkey, to train as navigators under the NATO training plan. From left to right: Lieutenants M. Bilir of Ankara, I. Aratici of Gaziantep, G. Bulbul of Adapozari, S. Ozucucu of Izmir and M. Turan of Bobaeski, Turkey.

Deputy Minister of National Defence by the Calgary Musicians' Protective Association, protesting the appearance of military bands at functions such as the football games.



(CP Photo)

The Swedish Air Attache, Colonel S. E. C. Wennerstrom, paid a liaison visit to the station on October 20th. He was accompanied by Captain Schnell (RSAF) and Squadron Leader Nalty (RCAF). Group-Captain E. M. Mitchell, Senior Air Staff Officer, 14 Training Group, met the Colonel on his arrival at Winnipeg.

#### Change of Command for 418 Squadron

EDMONTON—Wing Cmdr. A. D. R. Lowe, commanding officer of 418 City of Edmonton Squadron, RCAF Auxiliary, for the past 2½ years, has handed over command of the unit to Wing Cmdr. John M. Flint. The new commanding officer, a veteran of the RAF in the Second World War, has been wing operations and training officer, with the rank of squadron leader, at 18 Wing in Edmonton.

#### Atom Bomb Planes vs. Guided Missiles

VANCOUVER — Atom-bomb planes rather than guided missiles pose the biggest threat to British Columbia, says Air Vice-Marshal F. V. Heakes, provincial defence co-ordinator. He rates Vancouver as an important Canadian target and says all plans of his organization are based on bombing by aircraft. Air Vice-Marshal Heakes does not agree with the view of Dr. Gordon Shrum, director of the B.C. Research Council and head of the physics department of the University of British Columbia. Dr. Shrum has predicted that Seattle could well be the major target of an international guided missile, and he has said "the fall-out of radio-active dust would render Vancouver uninhabitable for at least two years."

#### EASTERN CANADA

##### Allies Gamble on West Germany

MONTREAL—Once again the Allies have taken a big gamble on Germany. Unless the Russians manage to upset





F/L Dave Avent (left) and S/L Walter S. Johnson (centre) here seen being presented with inscribed mugs by G/C E. M. Mitchell, on the occasion of a farewell party held in the Officers' Mess, Friday, 8th October.

F/L Avent was Air Cadet Liaison Officer at 14 Group but has now left to take an instrument flying course. He will eventually be joining Maritime Command.

S/L Johnson has been Inspector of Accidents at the same headquarters for the past two years, and is to be Officer Commanding the Recruiting Unit at Toronto.

the appercart—and they're trying hard, though without much immediate chance of success—the 15-nation agreements signed during the weekend at Paris means: 1. West Germany becomes an almost free and not-quite-sovereign nation less than 10 years after all Germany was at war with both Russia and the West, then allies. 2. West Germany—the stronger half of the divided country—comes into the Western defence setup, and will supply 12 divisions. 3. The allied occupation of West Germany ends—as such. This doesn't mean British, American and French troops will go home. It means they'll stay in Germany, but with German consent.

change in the aircrew training programme will be the replacement of the Harvard, the basic training aircraft for the last seven years. Details of the new programme were revealed by Wing Cmdr. C. H. Mussels, commanding officer, RCAF Central Flying School, Trenton, Ont. Wing Cmdr. Mussels gave no indication where the large number of Chipmunks needed for the programme would be built, but the aircraft have been produced in the past at de Havilland's Toronto plant.

#### Air Fleet Pool?

MONTREAL—Development of an international air fleet to provide standby global transport for Canadian military use on a day's notice was advocated last night by G. W. G. McConachie, president of Canadian Pacific Airlines. In an address to the Canadian Railway Club, he said such a move would save taxpayers millions of dollars in moving troops and material in a hurry. Mr. McConachie reported that British experts estimate the size of a standing army can be reduced by at least a third, without losing effectiveness, by having it air-transportable. "In the Indo-Chinese war, we saw the French troops flying from Paris and being landed in the battle zone almost overnight. The airlift is less expensive per man than sea transport."

#### EUROPE

##### Soviet Aim a Disarmed Britain

LONDON—Lord Coleraine, the leader of a British parliamentary delegation which has been visiting the Soviet Union, said on his return that the main desire of the Soviet Government was to see Britain disarmed physically and psychologically. "I think if they succeeded in doing that the danger of war would be greater than it is today," he declared. He emphasized his belief that the Soviet Government did not want

war at the present and that it would be careful not to get into a situation that would drag it into war.

#### Plans for Germany's Armed Forces

BONN—The new German army will consist of the following formations: 6 motorized divisions, each supported by 60 to 80 tanks; 4 tank divisions, each equipped with 280 to 300 tanks; mechanized infantry divisions equipped with self-propelled artillery and other heavy fire-power weapons. The air force will consist of 1,326 planes organized into 10 bomber command detachments, 4 fighter command units and 2 bad-weather fighter, reconnaissance and transport sub-units. Air force personnel will include 2,000 flying officers of a total of 86,000 men, whose uniforms will resemble those of the British Royal Air Force. The new German navy will consist of small tonnage high-speed vessels for coastal defence. Personnel will be in the neighborhood of 50,000 men. Manpower for three branches of the armed forces will be distributed approximately as follows: Army, 300,000; air force, 86,000; navy, 50,000; clerical personnel, 64,000. The air force will probably be called the Luftstreitkraefte.

#### Britain's First Freight Helicopter Service

LONDON—A 700-pound cargo, part of a \$3,500,000 order for 10 flight simulators for the Royal Canadian Air Force, was carried between two London suburban airports by helicopter, Britain's first-ever helicopter freight service.

#### "Tridac"

LONDON—Britain disclosed it has developed a giant electronic brain, the size of six houses, to simulate aerial dog fights on a 3-dimensional screen and help solve guided missile problems. An Air Ministry spokesman said the machine is called "Tridac" (three-dimensional analogue computer) and is being installed at the Royal Aircraft establishment at Farnborough.

It has been observed that there are several artists in our midst and at least one gets her masterpieces displayed, via DRO flyleaf. Right June (Orinowski)?

That barber shop on the new site is really helpful except it plays havoc with the kitchen staff. It is so close to the door of the mess that one fellow got his hair cut four times in one day just walking by.

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## AIR CADETS



Presentation of the Annual Proficiency Award. Left to right: Mr. W. Ellis, S/L Mildren, and Sgt. Zebrowski.

No. 3 (Winnipeg) Wing Headquarters of the Royal Canadian Air Cadets was the scene of a very interesting ceremony on the evening of November 1st.

Parents and friends of the cadets of 220 (Red River) Squadron were welcomed by the Commanding Officer, Squadron-Leader W. A. Mildren, and accompanied by officers of the squadron, toured the unit's premises, whilst the boys prepared for the parade which was to follow.

The highlight of the parade was the presentation of the "Annual Proficiency Award" to Sgt. E. Zebrowski. This attractive statuette is awarded each year to the cadet who has exhibited the most interest and made the most progress in his Air Cadet work during the preceding year.

"Sgt. Zebrowski," said S/L Mildren in introducing the presentation, "has shown steady progress throughout the year. He was promoted to Sergeant and, having reached the standard required, was selected to attend the Senior Leadership Course for air cadets at RCAF Station, Trenton. On completion of the course Zebrowski stood fourth in a course of ninety-eight."

Following the presentation, NCO's stripes were awarded to Sgt. Zebrow-

ski (F.S.), Cpl. Downey (Sgt.), LAC Hughes (Cpl.), and LAC Matthews (Cpl.).

The parade ceremonies ended with addresses by Mr. W. E. Ellis (chairman of the local committee of No. 500 Wing, RCAFA, sponsors of the squadron), who also presented the awards, and the C.O. of No. 3 Wing, RCAC, Wing-Commander Cooper.

The annual "Parents' Night" finished on a very pleasant note with the showing to parents and guests of a colour film taken at the Abbotsford Air Cadet Camp, British Columbia, by F/L Jowett, one of the officers of the squadron.



Parents and friends enjoying the film of last summer's air cadet camp in B.C.

### 220 (Red River) Squadron Officers

C.O.....S/L W. A. Mildren  
 Adjutant.....F/L D. Roffey  
 Supply Officer.....F/O F. S. Bennett  
 Chief Instructor.....M. Grieve  
 Instructors:  
 Mr. Kane.....Principles of Flight  
 Mr. Wallis.....Engines  
 Mr. Gillman.....Photography  
 Mr. Finnsson.....Shooting

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 Chairman.....Mr. W. E. Ellis  
 Secretary.....Mr. S. Coote



F/O Bennett, Supply Officer, fitting some of the lads with uniform.

OTTAWA—British Columbia air cadets again have won the RCAF Association Trophy, presented annually to the most proficient among the 263 cadet squadrons. H. Darroch Macgillivray, president of the Air Cadet League of Canada, announced award of the trophy to No. 266 Squadron, Kimberley. Last year's winner was No. 22 Squadron, Powell River.

## 111 C & R FLIGHT

By P/O DICK CRACKNELL

SINCE the last time of writing many of our pilots have been away on course, with the result that the remainder have been very busy indeed.

In the last issue we mentioned that one of our crews was up at Whitehorse on a search. About a week later the lads were joined by another crew in an ANS Dakota, and shortly after the arrival of the second aircraft the lost Beaver was sighted. The following day the crews returned to Winnipeg to be greeted by testing officers from CFS Trenton.

'Operation Angel,' another ground search exercise, was under way on 20th October, and was on the whole successful. The object of the exercise was to test radio communica-

tion between Air and Ground search parties. Everything went well until the day when the personnel were due to be airlifted out of the area, then the weather clamped, and the ground party was left in the bush another two days. Just as the rations gave out so did the bad weather, and a very tired and dirty crew arrived in Winnipeg on the evening of 24th October.

Our VIP aircraft, Dakota 913, was called upon to carry Lord de L'Isle and Dudley, the U.K. Secretary of State for Air, on a tour of 14 Training Group stations. The aircraft, captained by F/L Bryce Chase, left Winnipeg 25th October and returned four days later on October 29th, after a successful trip.



S/L W. H. Nickel, DFC

A few months ago we welcomed to 111 Flight S/L W. H. Nickel, DFC, who took the place of S/L Shaw as our OJC. S/L Nickel joined the RCAF in July 1941, and after two years of training and duty in Eastern Canada, flew a Hudson to the UK where he remained until August, 1948. While in England S/L Nickel completed a tour of operations on Glider Tow and Under-ground supply duties with 644 (RAF) Squadron. From October 1946 till December 1948 he was employed in an Administrative Post at Camp Borden, and then took over as Flight Commander at IFS Centralia until February 1951. From Centralia S/L Nickel went to Maritime Air Command where he was Director of Postings and Careers until September 1953, thence to Staff College at Toronto and finally to Winnipeg.

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# A. O. C.'s ANNUAL INSPECTION



Air Commodore Bryans arrives on his annual tour of inspection—18th October.



Honour Guard formed up for review.



Air Commodore Bryans welcomes Lord de L'Isle and Dudley to R.C.A.F. Station, Winnipeg.

## VISIT OF U.K. SECRETARY OF STATE FOR AIR The Rt. Hon. Lord de L'Isle and Dudley, V.C.



The Secretary of State for Air at a press interview—22nd October.



Left to right: Group-Captain E. M. Mitchell, Air Commodore D. N. Roberts, Squadron-Leader J. E. S. Hill, Wing-Commander D. R. Walker, The Rt. Hon. Lord de L'Isle and Dudley, V.C., Air Commodore J. G. Bryans, C.B.E., C.D., Mr. T. C. G. James.



The Group Commander inspects a squadron, accompanied by Squadron-Leader Bobby (O.C. Advanced School), and Wing-Commander Walker (O.C. Air Navigation School).



# WD's Report

By CPL. BONNIE WADE

First, a word of welcome to all the new female personnel (including the living-out people). We hope your stay here will be as enjoyable as ours has been.

*Since your writer has been absent on TD for two weeks, news of airwomen and their activities may not be up-to-date. However, the grapevine is still active.*

A highlight during a recent Friday night "Open House" was a birthday party in honor of Sheila Chisholm. Details are scarce, but it is believed everyone had a happy time.

Immediately after October 31st many changes of appointment of staff officers in Group were noted. Obviously Hallowe'en pranksters were up to some tricks. Relax, girls, I won't even mention your initials.

Winnipeg airwomen are really big time. We even have our own personal TV Guide. That's right, when in doubt as to which programme comes on when, just ask Mickey.

Dig that new bar steward in the Lounge! Wow, can she pour! Watch that stuff, "Flight." While on this

topic, let's give a round of applause for our ex-steward, Irene Kurmey. You have done an excellent job, Rene, and we'll all miss you, but we can't expect you to sacrifice your world travels for we peasants.

This column wouldn't be complete without wishing an airwoman the traditional best wishes for happiness. This time the bride is Shirley MacDonald. Good luck, Shirley and Gary.

Wonder why Loretta is so happy these days! Better get busy with that packing, gal, and take a few extra French lessons.

Allen Snow is a travel-happy individual lately—no sooner back from course at Clinton than she is off on leave. That isn't all. Approximately November 15th it is off again for Allen, to attend another course at SSTS, Camp Borden.

It looks like the fur trapping was extra special this year, judging by the modelling being done around barracks. Let's hope for sub-zero weather so a couple of gals we know can "slink into their mink."

On 27th October the airwomen residents of BB9 were hostesses to a guest speaker, who gave a brief travel talk on places of interest in Europe. Can't imagine why anyone would be interested in Europe (pardon me if my envy is showing).

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(Continued from page 9)



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**Rolls-Royce** — Unchanged — increased power. (\$11,000-\$17,000.)

**Pegase**—This exotic Spanish car was shown with a transparent body to show off the intricate workmanship in both the chassis and the V-8, quad-cylinder overhead camshaft, engine. Probably the most magnificent machine made in the world, prices ranging from a cheap \$17,000 to \$29,000!

**Rover**—A different engine for the 75—same design as the 90—wraparound rear window, and enlarged trunk. (\$3,200—best British quality car buy on the Canadian market.)

**Singer**—Roadster unchanged, new saloon with quite attractive lines and all inclusive equipment. (\$2,800.)

**Swallow Dorretti**—A quality sports car named after the daughter of the Californian distributor! Continues unchanged. (\$3,000.)

**Triumph TR-2**—This sports car continues with only minor detail modifications. (\$2,400.)

**Vauxhall**—This year the firm has put out an equivalent to the Ford Zodiac, a model which includes all extras in the purchase price. All models now have chrome plated rings in the engine, a new dash, and a new grille, and improved seating. (\$2,100-\$2,400.)

**Wolsley**—All models continue with improvements, plus a new car—the sixty-ninety, powered by the same engine as the A-90 and putting out 95 h.p. The body lines are the same as those of the four forty-four and the MG Magnette. (Not available in Canada.)

All prices quoted are those estimated for Canada and NOT those applicable in England.

All American and Canadian cars were on show including the three models so far released, the Chevrolet, Pontiac and Studebaker. I'll comment on the Canadian cars in the next issue, together with any interesting technical innovations that have come out this fall.

FROM THE

## OBSERVATION POST

by 'Scoop and Droop'

Rumor has it that some of our Station Winnipeg talent might be visiting Grand Forks at the time of the Grey Cup game to participate in the one-hour talent show being presented on television before the game gets under way. Incidentally, talking of talent, the new "Variety Show" just starting to get under way looks like another brand new "Peg-Air Revue." so you boys and girls on the Station willing to participate in this bang up production can contact F/O Beasleigh at the Ground Defence School. This show will be presented in Greater Winnipeg and surrounding areas, including RCAF and Army units in the Manitoba Region. So, let's get on our horses and start galloping for a frolicking exhibition that has proven RCAF Station Winnipeg to be one of the best as far as service shows are concerned.

Wedding bells are ringing in Winnipeg. Places where they can be heard are in the Safety Equipment section, Telecommunications, 111 C&R, 14 Training Group, and, of course, the Chapels.

The old airmen's wets is really hopping these nights. The Christmas gift shop is operating from there this year, and the laughter and cheering is reminiscent of some of the gay times we used to have there . . . remember?

Our famed "John & Marsha" have turned professional on us, and a hint as to their local appearances—they can be seen at one of the local Legion Clubs on any Friday or Saturday evening.

A number of airmen are sporting well curried moustaches; a good sign that winter is here to stay, or possibly a new fad is being born on the Station.

Congratulations to the committee of the Corporals Club on the fine opening show held in their beautiful new premises. A very appropriate opener, fellas!

If you have wondered at the smug faces on the lads from the Orderly Room these days it is because they have finally moved into their new building—"a vast improvement on the old one" seems to be the general consensus of opinion.

Speaking of the dances at the Rec Hall it's a shame we don't have decent spotlights for the orchestras that perform there. It would look a heck of a lot better.

While strolling past the old flight cadets' lounge, we noticed they are partitioning it off. Let's hope they keep the upstairs the way it is so that the sections will still have some place to hold those big section shindigs.



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Tony Curtis Piper Laurie

November 22  
DRUMS OF TAHITI (G)  
Dennis O'Keefe Patricia Medina

November 23  
I AM A STRANGER  
and  
PRIVATE INFORMATION (G)  
Double Feature

November 24  
THE SARACEN BLADE (G)  
Ricardo Montalban Betta St. John

November 25  
THEM (A)  
James Whitmore Joan Weldon

November 26  
THUNDER OVER THE PLAINS (G)  
Randolph Scott Phyllis Kirk

November 28  
REAR WINDOW (A)  
James Stewart Grace Kelly

November 29  
CHARGE OF THE LANCERS (G)  
Jean Pierre Aumont Paulette Goddard

November 30  
THE WOODEN HORSE (G)  
Leo Genn Anthony Steel

Show Times:  
Sundays: 6.30 and 8.45  
Monday to Thursday: 7.30  
Friday: 7.00

### Voxair Vixen

"Limb of the Law"

CORPORAL HELEN BESSE

of the Security Police at RCAF Station, Trenton, relaxing in the sun at the swimming pool, obligingly poses for one of our roving photographers.

(Photo by ACI Barry Herron)

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"Voxair" will pay \$10.00 for any photograph posed by a non-professional model which the committee considers a suitable "Voxair Vixen." Entries are acceptable from all NATO countries and unsuitable material will be returned if accompanied by return postage.



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## 35mm PHOTOGRAPHY

By LAC BILL JASZEWSKI

*Editor's Note: This is the first in a series of articles dealing with the simple techniques of photography. These articles are written with the thought in mind that you are taking pictures just for the fun of it, but wish that they could be better. We will cover briefly a few of the simple but major aspects of better photography.*

### THE FILTER

BLACK and white photography to most of us simply means that in the final print all the colours we saw when taking the picture are reproduced in tones or shades of black and white. But, alas, we find on most occasions the picture somehow did not quite turn out

as we had originally viewed it through the finder of our camera. This is not the fault of the camera, but rather of the film. The colours or tones our eyes see are not seen the same way by the film. Fortunately we can correct this fault by placing a filter over the lens of the camera.

How often have you seen a glorious landscape, with billowing clouds filling the horizon, and painstakingly tried to capture this scene on film, only to find, in the final print, that the sky is stark white, or the clouds so faintly outlined that it is difficult to make them out. The poor quality of reproduction in the foregoing situ-

ation is due to haze, or other atmospheric qualities in the air, tending to block normal rendition. A light yellow or green filter placed over the lens of the camera would cut through or hold back the objectionable light, and allow proper rendition of the subject somewhat more like the eye sees it.

Many other factors govern the use of many types and colours of filters, but here we will list only a few which are commonly used and are of definite value to the amateur.

To begin with, there are two classifications of filters, compensating filters and those used to increase contrast.

*Compensating Filters* are used to render an image to the film approximately the way the eye sees it.

*Contrast Filters* are used to limit the range of certain colours. By using the contrast filter, any colour may be subdued, eliminated or emphasized. An example of this is the use of the red filter to simulate moonlit effects in daylight or bring out the texture in a stone building.

Because of the density of the filter itself, in most cases an increase in exposure is necessary. When choosing a filter it is well to keep this in mind, so that the filter you obtain will not necessitate too much increase in exposure thus limiting the range of your camera.

Each filter has a multiplying factor and it is important that it is used in connection with the iris or diaphragm opening, or underexposure may result. Most common filter factors are 2, 4, 6, and 8. This simply means that twice, four times, or six or eight times the

(Continued on page 31)

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# GRADUATING CLASS 5318 (A1)



Front Row, left to right: F/O Morel, F/O Sumlick, F/O Hall (Course Director), F/L Logan, F/O Sutherland.  
 Back row, left to right: Sgt. Jakobsen, F/O Delory, F/O Totman, F/C Breault, F/C MacKenzie.

### F/O Morel

Nickname: "Sam."  
 Favourite Expression: "Why?"  
 Ambition: To invent an ashtray to suspend on one's tie.  
 Hobby: Asking questions, the answers to which he alone knows.  
 Appearance: Always smoking.  
 Probable Destination: SNIN.

### F/O Totman

Nickname: "Cuddles."  
 Favourite Expression: "Aw, shut up."  
 Ambition: To pass second check ride.  
 Hobby: Going through stop signs.

Appearance: Tired.  
 Probable Destination: Snack Bar.

### F/O Sumlick

Nickname: "Edith."  
 Favourite Expression: "Don't brown me off."  
 Ambition: To have Lyle teach him navigation.  
 Hobby: Using a punching bag.  
 Appearance: Punchy.  
 Probable Destination: Marriage.

### F/O Hall

Nickname: "Bromo."

Favourite Expression: "Let's have a party."  
 Ambition: To graduate course 5318 (A1).  
 Appearance: Disappointed.  
 Hobby: Teaching navigation to Pete.  
 Probable Destination: Teaching

### F/L Logan

Nickname: "Spoofer."  
 Favourite Expression: "I refuse to argue with you anymore."  
 Ambition: To move Butte, Montana, to Winnipeg.

(Continued on page 34)

# GRADUATING CLASS 5401 (A1)



Front row, left to right: F/O Jones, F/L Douglas, F/C Hidding, F/L Patrick (Course Director), F/C Heemskerck, F/O Sullivan, F/C Larock, F/C Lambert.  
 Back row, left to right: F/L Kilgour, F/O Mason, F/C Pott, F/C Damoiseaux, F/O Cameron, F/O Trepanier, F/C Van Putten.

### F/O J. K. Cameron

Nickname: "Dad."  
 Ambition: None.  
 Favourite Saying: "Don't you wish you were as good looking as me?"  
 Biggest Boob: \$22.50 in traffic court.  
 Probable Destination: Headingley.

### F/C J. J. Damoiseaux

Nickname: "Double Gin Johnny."  
 Ambition: Women.  
 Favourite Saying: "It's just too bad."  
 Biggest Boob: S.D.C.  
 Probable Destination: Bootlegger in Maastricht, Netherlands.

### F/C L. Douglas

Nickname: "Len."  
 Ambition: To find mistakes in précis.  
 Favourite Saying: "No, no, I can't see

that, Bill."  
 Biggest Boob: Leaving home.  
 Probable Destination: Alert, N.W. Territories, because of ambitions.

### 2nd Lt. J. Heemskerck

Nickname: "Joe."  
 Ambition: To find a dive in Winnipeg with atmosphere.  
 Favourite Saying: "Definitely not!"  
 Biggest Boob: Not being a 1st Lt.  
 Probable Destination: Ground Control Interception Controller, Holland.

### F/C W. Hidding

Nickname: "Willie."  
 Ambition: To fly F-94's in Holland.  
 Favourite Saying: "Is there any multiple choice on this examination?"

Biggest Boob: Passing the course.  
 Probable Destination: Rotterdam.

### F/O R. E. Jones

Nickname: "Jonesey."  
 Ambition: A second boy.  
 Favourite Saying: "Now, in the Mari-times . . ."  
 Biggest Boob: The third one.  
 Probable Destination: North Bay.

### F/L J. G. Kilgour

Nickname: "Gord."  
 Ambition: To fit into a CF-100.  
 Favourite Saying: "What are the tolerances?"  
 Biggest Boob: Going through a red light.  
 Probable Destination: ANS.

(Continued on page 34)



Edited by A/P/O K. W. SINDEN



The Bristol Britannia long range airliner, which B.O.A.C. hopes to introduce next year.

**More Power for Swedish Fighter**

The Saab J29 swept wing fighter, which is in extensive service with the Swedish Air Force, has now been fitted with an after-burner, which will greatly enhance the performance of this small tubby fighter.

\* \* \*

**French Progress with "Caravelle"**

The first French jet airliner, the S.E. 210 Caravelle, is now in an advanced stage of construction, and is scheduled to fly in June '55. It is powered by two Rolls - Royce Avons, housed in the rear of the fuselage, and is intended as a medium range high-speed transport, with a speed of 420 mph at an altitude of 40,000 ft.

**Lockheed Supersonic Fighter**

The production of the new Lockheed F-104 supersonic fighter is now underway according to a recent news release. No details of the aircraft have been revealed, and no photographs have been released for publication. The aircraft is powered by the American version of the Armstrong Siddeley Sapphire, the Wright J-65, fitted with an after-burner. So now there are three aircraft, capable of supersonic speeds in level flight, powered by this engine, the other two being the English Electric P1, and the Grumman F9F-9 Tiger naval fighter. This must surely be a record unequalled anywhere.

\* \* \*

**Latest British Research Aircraft**

The latest British research aircraft is the Fairey F.D. 2, a small delta-winged aircraft capable of exceeding the speed of sound in

level flight. It is powered by a Rolls-Royce Avon, but the mark is not known, thought it is probably the same engine as in the Hunter F6. Amongst the novel features of this aircraft is a device for lowering the long slim nose, to give the pilot better visibility for landing and taking off.

\* \* \*

**New Hawker Hunter**

The Rolls-Royce Avon jet engine which powers the new Hunter F6 has been officially rated at over 10,000 lbs. thrust without after-burner. The new Hunter, which flew at Farnborough, is thought by many to be on the very brink of supersonic speed in level flight, and this, combined with its heavy armament and great manoeuvrability, should make a most formidable fighter. At the present time it is undergoing evaluation trials in the very capable hands of test pilot Neville Duke.

**"Flying Bedstead"**



The Rolls-Royce vertical take off aircraft, nicknamed the "Flying Bedstead." It has made several successful flights in the hands of Captain Shepherd of Rolls-Royce Limited.

THE last word in vertical take-off aircraft is the Rolls-Royce "Flying Bedstead" shown above. It is not only the first pure jet V.T.O. aircraft, but the first flying machine of any type ever built by Rolls-Royce. Despite its rather peculiar appearance it has flown several times, but it is strictly an experimental machine.

It is over 25 ft. long, 18 ft. high, and weighs 3½ tons. It is powered by two Nene jet engines, of over 5,000 lbs. static thrust each, which discharge vertically downwards through the nozzles at the centre of gravity of the machine. It is controlled by forcing compressed air, bled from the compressors of the Nenes, through the nozzles at the front and rear ends of the machine. The pilot operates these by means of a conventional control column and rudder bar. It is said that the aircraft may be controlled in pitch, roll and yaw by this means. The pilot has a few instruments to help him, and he also has a foresight on the front framework to help him keep the aircraft level. It appears that the pilot's chief difficulty is

trying to keep a straight face, and this is quite understandable.

Other points of interest are the shock absorbing legs, with small castoring wheels in the best bedstead manner, and the fuel tanks slung under the engines.

On 3rd August the machine made its first free flight, flying for ten minutes at heights of up to ten feet. In subsequent flights it reached a height of 25 feet, but it will probably not fly higher than this until there is some provision for emergency escape for the pilot, since in the event of an engine failure it would drop like a stone.

\* \* \*

**Britannia on Tropical Tests**

The first prototype Bristol Britannia airliner has left England for tropical tests in conjunction with granting of a British Airworthiness Certificate. The aircraft flew from Filton to Tripoli in five hours, at an average speed of 320 mph.

\* \* \*

**Convair's Answer to the "Viscount"**

In an attempt to produce an aircraft to compete with the Vickers Viscount, orders for which now total 154, the Convair Company is planning to introduce a kit for the conversion of the model 340 Convair-liner into a prop-jet aircraft. Convairs have said that their sales have dropped as a result of the success of the Viscount, and they hope to be able to do something about regaining their lost market. At any rate they have more experience of turbo-prop aircraft than any other American company, with five types to date.

(Continued on page 32)

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## TODAY IN SPORT

(Continued from page 5)

showed that the feet-first men averaged 157 points against 154 for the conventional shooters.

When the 800 yard stage was completed, America led 326-317, and both teams retired to a large tent for a lunch complete with speeches and toasts. At the 900-yard stage Ireland figured to overcome America's nine-point lead. Cheers resounded from the crowd when the marker at the target rose to indicate a bull's-eye as Ireland's J. K. Milner got off his first shot. But a murmur of disappointment soon followed when the umpire decreed that the bull's-eye must go for a zero. Poor Milner had hit the wrong target. But then the Irish got a couple of breaks. The first one came when Dakin of the American team touched off a shot which fell far short of the target. The miss was caused by a defective

load. Then clouds obscured the sun, giving the Irish the filtered light to which they were accustomed on their native soil. Firing accurately at 900 yards, they cut America's lead to seven points.

Now for the final 1000-yard stage, Ireland's best distance. It was neck-and-neck all the way, and when the Irish finished the score stood 931-913 in their favor. But the match was not yet over. Major Fulton and Col. Bodine still had three shots each to fire. Both had been shooting well, but Fulton, feeling the pressure, could not find the bull's-eye and rang up three "centres." Now came Col. Bodine, America's anchorman. If he did no better than Fulton the score would be tied. Carefully sighting the target, the Colonel scored one bull's-eye, then another. Ireland now led by one point and only one shot remained. If Bodine hit the target America would win, since the mini-

mum score was two points. If he missed, Ireland would win. It was then that the crowd broke through the ropes and lined up on either side of the Colonel's firing point, almost as far as the target. The elderly Bodine called for a bottle of ginger beer to steady his nerves, but as he opened it the bottle broke and a piece of glass cut deeply in his trigger finger. Bleeding profusely, he wrapped his hand in a handkerchief and waited till the crowd quieted down. The Colonel remained calm. Slowly he got on his stomach, sighted the rifle and inhaled deeply, then let half out. At last came the shot and the spat of the bullet on the iron target. "He's on," the crowd roared, and the white disk rose to signal a 4-point bull's-eye. America had won, 934 to 931, and the rifle championship of the world was theirs.

\* \* \*

By the time this article is being printed, our small bore rifle club should be well under way. We have received our ammunition and rifles. The location of the shooting will be Fort Osborne Barracks, and transportation will be available for all members Thursday and Friday evenings and Saturday afternoons.

We are for the first time sending a cordial invitation to all airwomen, who, we must admit, have been completely forgotten in the past. This is the debut of the small bore club and we would like a strong representation from the Station. No experience is required.

The shooting has been found to be very interesting and much experience has been gained by all previous club members.

For further information, contact Cpl. Randall at local 271 or F/S Robinson at No. 4 Hangar.



S/L Alastair Loing

Started playing golf with one club at the age of four and has been trying to learn the game ever since.

Represented Aberdeen University Golf Club in 1940-1941 prior to enlistment in the RAF.

Had the pleasure of playing at Banff Springs among other Canadian courses during a tour in Canada in 1944.

Returned to medical school in 1946 and represented the university until graduation in 1950. Captained the side in 1950.

Considers best round a 72 at Carnoustie, 1950, during intervarsity match against Edinburgh.

Feels that becoming a doctor ruins his golf.



Cpl. Hec. Pequette

Started his golf in 1942 at the Strathcona Golf Club, Port Arthur. Played with the same club the following year.

In 1944 won a tournament at Estevan, Saskatchewan. In 1947 and 1948 played at the Golf and Country Club, Windsor, Ont. In 1949 won the championship of RCAF Station, Centralia, and in 1950 was runner-up. Has been a member of the Charleswood Golf and Country Club since 1951, and has been in many of the club's tournaments.

## 35 MM. PHOTOGRAPHY

(Continued from page 25)

exposure is necessary with that particular type of filter. If an exposure for a subject is 1/50 of a second at f/5.6 and you wish to use a filter with a factor of 2 (doubling the exposure) you would open your camera one f stop more to f/4.

EXAMPLES:

Factor No.	Shutter Speed	f stop with-out filter	f stop with filter
2	1/50	8	5.6
4	1/50	8	4
6	1/50	11	4
8	1/50	16	4

### THE YELLOW FILTER

The yellow filter is a corrective filter. It reduces haze and accents foliage and clouds. The most useful filter of this variety is one with a factor of 2 (requiring a doubling of exposure).

### THE GREEN FILTER

The green filter reduces contrast in subjects. For instance, when photographing a meadow, where the colour green is predominant, the final print without a filter would be a mass of blacks and dark greys. The green filter tends to soften this giving it a more pleasing aspect. Also, this filter is useful for making portraits against the sky, the tone of the flesh is more pleasing. The most useful green filter is one having a factor of about 4—or four times the normal exposure.

### THE RED FILTER

Here is a filter that produces startling results. When used in daylight it can give moonlit effect to a picture. It makes skies black and clouds a brilliant white. Being a contrast filter it requires more exposure than either the yellow or the green. With this filter, texture of the subject seems to leap out at you, very pleasingly. To get a moonlit effect, use the filter in daylight without employing the filter factor. Underexposure will result, and the overall effect will be a night scene. A red filter having a factor of about 6 to 8 is the most useful.

### THE ORANGE FILTER

The orange filter is like the red filter; it is a contrast filter, and (Continued on page 36)

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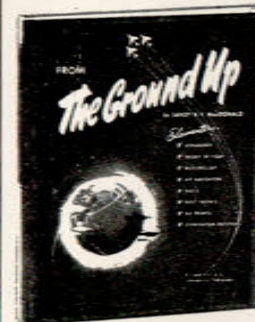
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# PLANE FACTS

(SEE BACK COVER)

## BRISTOL 171 "SYCAMORE" HELICOPTER

The "Sycamore" on our back cover, dressed in Coastal Command colours, is shown hovering over Filton Airport, Bristol—headquarters of the Bristol Aeroplane Company.

Sycamores are in quantity production for the British services, and are already in operation with the Royal Air Force, the British Army, the RAAF, the Belgian Air Force, and British European Airways.

Earlier this year one of these useful little aircraft completed a 1,400 miles sales tour of the Low Countries and Scandinavia, visiting six European capitals in less than three weeks.

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### TECHNICAL NEWS

(Continued from page 29)

#### Vickers-Armstrong Tackle Aircraft Noise Problem

An ingenious new method of reducing the noise produced by jet aircraft being run-up on the ground has been put into use by Vickers-Armstrongs at their South Marston factory, where they are building Swift jet fighters for the RAF. The result is that the noise level of an aircraft with an after-burner has been reduced to that of an aircraft without. Apparently it is now possible to carry on a conversation with a raised voice 100 yards away from the aircraft, whereas if the aircraft is being run up in the open one has to stand 600 yards away and shout.

The aircraft is in an open acoustic pen, and the exhaust gases from the engine are passed through a 45 ft. long detuner, which consists of a venturi in which the gases are mixed with an equal volume of air, passed through a mixer and a series of baffles, into a scoop which deflects the gases upwards. Vickers plan to build a series of these pens, since they have proved to be satisfactory in reducing noise level without interfering with testing in any way.

#### BASKETBALL

After a lot of practice the basketball team will go into action on November 14th. A round-robin tournament has been arranged to start the season off with the Mangrove teams. Reports are that Gimli has a smart team. We expect to see some of the best basketball that this Station has ever seen, as all Stations claim experienced players.

## DISTINGUISHED VISITOR AT STATION WINNIPEG

LORD DE L'ISLE AND DUDLEY, V.C.

On 22nd October the station received a visit from the Secretary of State for Air for the United Kingdom, Lord de L'Isle and Dudley, V.C.

During his ten-day Canadian visit Lord de L'Isle and Dudley planned to tour aircraft firms and RCAF stations throughout the country, and was particularly interested in stations where RAF personnel are undergoing flight training under Canada's NATO aircrew training programme.

LORD DE L'ISLE AND DUDLEY, V.C.

At the end of October 1951 Lord de L'Isle and Dudley was appointed Secretary of State for Air in Mr. Churchill's new Government. As an Opposition peer, defence had been one of his Parliamentary interests, and he had spoken and written in recent months on the subject of Civil Defence and the re-formation of the Home Guard. His personal experience is of the Army; he served with the Grenadier Guards in the recent war and his Victoria Cross was won on the beach-head at Anzio.

He comes of an historic family, and bears the same name as the famous Sir Philip Sidney, who died on the field of Zutphen in 1586. He succeeded his father to become the 6th Baron de L'Isle and Dudley in 1945.

William Philip Sidney was born on May 23, 1909, and educated at

Eton and Magdalene College, Cambridge. On leaving the University he studied chartered accountancy, qualified as an Associate of the Institute of Chartered Accountants, and then set himself to learn the business of banking, working in the Pall Mall branch of Barclay's Bank. By 1939 he was Assistant to one of the Directors there.

He had joined the Grenadier Guards Supplementary Reserve of Officers some years before, and on the outbreak of war was called up, went to France with the BEF and came through Dunkirk. Nearly four years later he took part in the Anzio landing in Italy. Two days after the landing came the fierce counter-thrust of the Germans which almost pushed the Allies back into the sea and it was then that Major Philip Sidney, as he then was, won the VC for holding, at times single-handed, a position which was vital to the fate of the beach-head. The citation tells how he led a company of Grenadiers against the advancing enemy; how at one point, when in danger of being outflanked, he rushed forward in full view and completely exposed, to fight with tommy-gun at point-blank range and throw the enemy back; how later, wounded, he fought on and only submitted to having his wound tended when the enemy were finally driven off.

In the summer of 1944 a vacancy occurred in the House

of Commons for Chelsea, and Major Sidney was invited to stand as Conservative candidate. He had always been interested in politics, and before the war had been (in 1937) elected to Chelsea Borough Council, where he became a member of the Council's Finance Committee. He had family associations with the Borough; his father had twice been Mayor and had represented it on the LCC, and he himself had been born within its boundaries and lived there for many years. He was returned to Parliament unopposed under the terms of the wartime party truce.

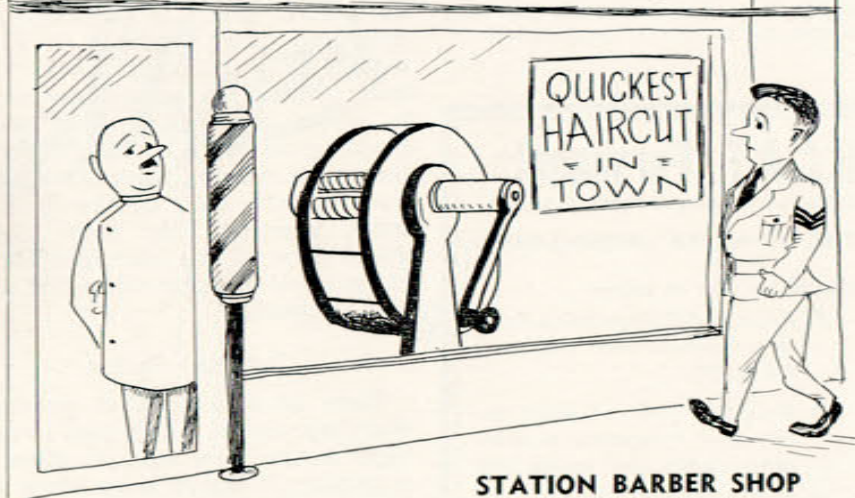
Shortly afterwards he was selected for the honour of moving the Address in reply to the King's Speech on the opening of the new Parliamentary session in November 1944. It was also the occasion of his maiden speech, and the manner in which he acquitted himself brought praise from the Prime Minister himself. In May 1945 he became Parliamentary Private Secretary to the Minister of Food, and on the formation of the "Caretaker" Government received office as Parliamentary Secretary to the Ministry of Pensions.

Major Sidney's father died in June 1945. It was to the House of Lords therefore that the new peer returned to Parliament after the General Election of 1945. He took a special interest in service matters and, in particular, in the question of war pensions, and also spoke on food and housing. He became active in the direction of his Party, and in February 1948 became joint treasurer of the Conservative Party; a year later he was invited to join the Lords Opposition Front Bench.

He married, in 1940, the Hon. Jacqueline Vereker, eldest daughter of the late Field Marshal Lord Gort, VC. He and his wife have one son and three daughters. Their home is Penshurst Place, in Kent, an historic house, parts of which date from the 14th century. It was granted by King Edward VI to Sir William Sidney and there Sir Philip Sidney was born in 1554 and there the Sidney family have lived ever since.

Lord de L'Isle and Dudley is a JP in the County of Kent, and a Freeman of the Borough of Chelsea.

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5401 (A1)

(Continued from page 27)

**F/C H. M. Lambert**

Nickname: "Lover-boy."  
Ambition: To stay in Winnipeg.  
Favourite Saying: "I haven't made up my mind."  
Biggest Boob: Target 17.8 on port side.  
Probable Destination: Morley Ave., Winnipeg.

**F/C D. F. Larock**

Nickname: "Rocky."  
Ambition: To be President of the Y.W.C.A.  
Favourite Saying: "Gimme another setup."  
Biggest Boob: Target with four dumbbells.  
Probable Destination: Polishing scopes at North Bay.

**F/O B. L. Mason**

Nickname: "Len."  
Ambition: To stay in Winnipeg.  
Favourite Saying: "We in the R.A.F."  
Biggest Boob: Holding beautifully.

Probable Destination: England—via North Bay.

**F/C E. J. Pott**

Nickname: "Jopie."  
Ambition: To get by Customs.  
Favourite Saying: "Mine is better."  
Biggest Boob: Date in the Drill Hall.  
Probable Destination: Winnipeg.

**F/O G. A. Sullivan**

Nickname: "Gee."  
Ambition: To be an Englishman.  
Favourite Saying: "What a party."  
Biggest Boob: "You call me a liar?"  
Probable Destination: Army officer, Korea.

**F/O C. Trepanier**

Nickname: "Trigger."  
Ambition: To return to Greenwood, N.S.  
Favourite Saying: "Hey, Bill!"  
Biggest Boob: Arguing with landlady.  
Probable Destination: The Maritimes.

**F/L G. W. Patrick, Course Director**

Nickname: "Pontius."  
Ambition: Transfer to North Bay.  
Favourite Saying: "Let's have a stag."  
Biggest Boob: Being course director of 5401 (A1).  
Probable Destination: 5406 (LR).

**F/C G. Van Potten**

Nickname: "Gerry."  
Ambition: To look serious.  
Favourite Saying: "Would you repeat that question, please?"  
Biggest Boob: Wrestling with F/C Lambert.  
Probable Destination: Appingedan, Dutch East Indies.

5318 (A1)

(Continued from page 26)

Appearance: Operational.  
Hobby: Arguing with anyone.  
Probable Destination: Butte, Montana.

**Sge. Jakobsen**

Nickname: "Dangerous Dan."  
Favourite Expression: "How does he do it?"  
Ambition: To drive motorcycles.  
Appearance: Minus shoulder flashes.  
Hobby: Winning beer contests.  
Probable Destination: England, for radar course.

**F/O Delory**

Nickname: "The Atom."  
Favourite Expression: "You are wrong."  
Ambition: To instruct AIE.  
Appearance: Suave.  
Hobby: Oil painting.  
Probable Destination: Any "bar"—trying to gain weight.

**F/C MacKenzie**

Nickname: "Long Range."  
Favourite Expression: "I don't know."  
Ambition: To pass AIE.  
Appearance: Haggard—after studying.  
Hobby: Studying.  
Probable Destination: Nova Scotia.

**F/C Breault**

Nickname: "Gee."  
Favourite Expression: "Daaaaaa!"  
Ambition: He's not sure.  
Appearance: The Thinker.  
Hobby: Keeping silent.  
Probable Destination: The noisiest place in Canada.

**F/O Sutherland**

Nickname: "The Man with a Pill."  
Favourite Expression: "Where's the honk bag?"  
Ambition: To play table tennis.  
Appearance: Healthy.  
Hobby: Honking.  
Probable Destination: The hospital.

**VIP's Quotes**

It's a trick question.  
Is this subject really necessary?  
I refuse to argue with you any more.  
Why do we not fly more often and have fewer classes?  
You gotta talk like a racetrack commentator.  
We have nothing but blind pilots, see?  
That C Scan is hot, man.  
You should have been here when it was really tough.  
You'll never make it, Dad.

By the end of September this year Manitoba had 204 producing oil wells. The production for 1954 should be over two million barrels.

# ANIMAL SOLAR NAVIGATION

By A/P/O K. W. SINDEN

FOR some time scientists were puzzled as to how insects and birds were able to navigate over long distance. It was obvious that they possessed some method of orientating themselves, but exactly how they did it was a mystery. It was put down to "instinct."

In the case of birds, this "instinct" is largely of a homing nature, as exemplified by the homing pigeon, but in the case of insects the "instinct" is of a purely directional nature.

This is best seen in the behaviour of bees, in a series of experiments conducted by an Austrian, Karl von Frisch.

He placed a saucer of honey at some distance from a hive, and, after several days, the bees developed the habit of flying direct to this saucer. He then moved the hive, changed the direction of the entrance, and placed a saucer in the same position relative to the entrance. The result was that the great majority of the bees continued to fly directly to the saucer in the same position relative to the hive, proving that the bees obtained their sense of direction from some unchanged source. Also, bees cannot detect a saucer of honey

placed some distance away and are unable to define direction on a dull day.

So it is obvious that the bee depends upon the sun for its sense of direction. But exactly how was only recently determined.

Light is a form of energy, which is vibrating in the form of a simple sine wave. When looked at from the side it would appear as a wiggly line. If looked at from the front it might look like a vertical line or a horizontal line, depending upon the plane in which the vibration was taking place. This plane is known as the plane of polarisation.

There are some transparent materials whose molecules are lined up rather like the bars of a grille. The gaps are so narrow that light whose plane of polarisation is parallel to them will pass through, but if the plane of polarisation is perpendicular to the gaps, it will

be blocked. So we see that if we take a piece of such material and shine a light through it, we can determine the plane of polarisation of the light, since when the gaps are parallel to the plane of polarisation, maximum brightness will be obtained. Similarly if the gaps are perpendicular to the plane of polarisation of the light, minimum light will pass through.

Now the plane of polarisation of sunlight varies with the time of day, and the bee is able to determine the plane of polarisation of the light of the sun. So he can tell the time of day from the polarisation pattern of the sky, and using this, in conjunction with the azimuth of the sun, he can determine direction.

As any navigator can testify, once you know the time and the azimuth of the sun, it is a fairly simple matter to find direction, providing that you have an almanac and an astro compass. But the bee has all this built in, and can determine his true heading by performing what is known as the "Bee's Dance," during which he hovers and dances about the sky to survey the sun, and orientate himself.

GUSTAV KRAMER showed that many birds are able to do the same thing. Some of his most

(Continued on page 36)

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The schoolmaster is our old friend Rod MacKenzie, who, with the hobo won the men's awards.



Hawaiian maiden Mary Mills and flapper Virginia Forgie receiving their prizes from S/L Hudson.

Photo—John's Photo Studio, Winnipeg.

### OFFICERS' MESS HOLDS HALLOWE'EN SHINDIG

Among the many Hallowe'en celebrations was a very enjoyable costume dance in the Officers' Mess. Squadron-Leader Hudson presented prizes for the best, and most original, costumes.



**35 MM. PHOTOGRAPHY**

(Continued from page 31)

does almost the same as the red except much milder. When you wish to make an almost normal exposure but also wish a touch of contrast without opening the camera lens too wide, or cutting the speed too low, this is the filter to use. An orange filter with a factor of about 6 is best.

In future articles we shall deal with flash, colour film, and speed versus f stop.

**ANIMAL SOLAR NAVIGATION**

(Continued from page 35)

famous experiments were conducted with birds which were known to migrate in an easterly direction. These birds were captured whilst young, and had never migrated, yet they showed a tendency to fly in an easterly direction. He placed them in an iron cage, which altered the direction of the Earth's magnetic field, but they continued to fly in an easterly direction. He then placed them in a cage, the

only source of illumination being the sun's rays which had been deflected through 90 degrees by the use of mirrors. The result was that the birds changed their direction of flight by 90 degrees. He also observed that they lost all sense of direction on dull days.

So the evidence points conclusively to the fact that animals migrated "Astro" so accurately that they could tell direction to fine limits aeons before Homo Sapiens appeared upon the face of the planet. But man learns fast, and already there is available an instrument which will probably supersede the familiar astro compass. This is a device which enables true heading checks to be made when the sun is below the horizon, or obscured. If there is sufficient light to determine the plane of polarisation, and the time is known, then it is possible to determine direction, providing of course that the variation of the pattern of polarisation with the time of day is known. So another aid to safe accurate navigation is copied from nature, and perhaps one day bees may be trained to do the navigator's work for him. Or perhaps someone may devise a computer-cum-sextant which do the same job as the bee's "built-in astro system."

On the other hand, how about a race of superpilots, crossbred with bees? It's a rather interesting thought, and I could recommend some ideal subjects!



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