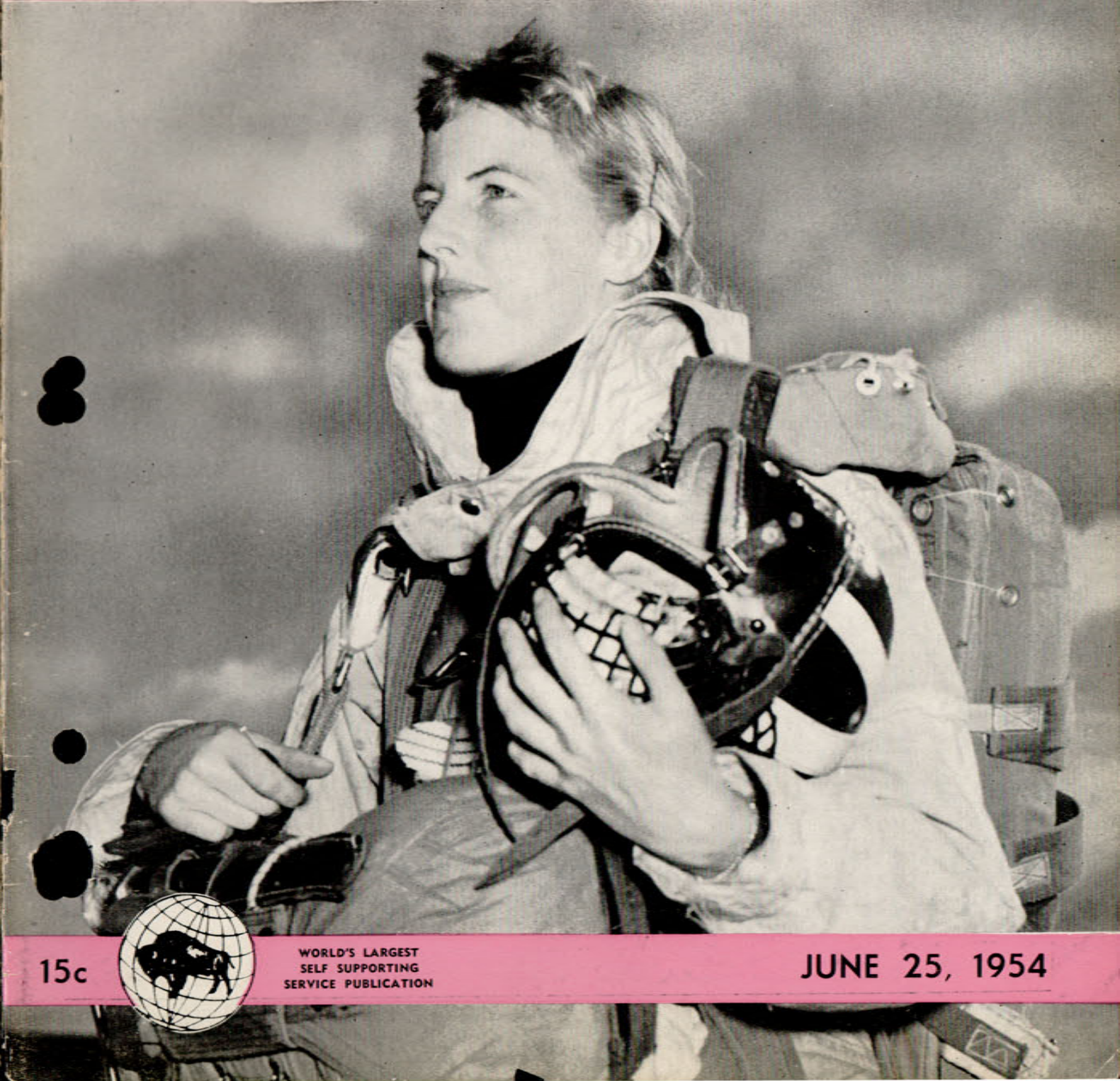


NE FA TS, See

# *Hot air*

AN AIRFORCE NEWSMAGAZINE



15c



WORLD'S LARGEST  
SELF SUPPORTING  
SERVICE PUBLICATION

JUNE 25, 1954

The greatest achievement in style, engineering, value!

# THE DUMONT 21"

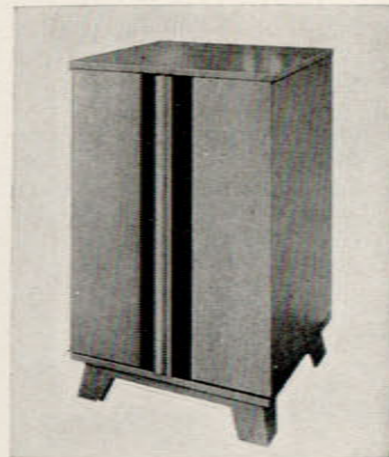
*New Yorker*

LOOK!

AT THESE DU MONT  
QUALITY FEATURES

- Full "10-Shade Range" Picture
- Automatic 21" Selfocus\* Tube
- Low Noise Cascade Tuner
- Authentic Cabinet Design
- Acoustically Balanced Tone System
- Provision for UHF
- Du Mont Quality Factory Service.

\*Trade Mark  
Manufactured in Canada  
by



CANADIAN AVIATION ELECTRONICS LTD.



URANIUM prospectors, geologists and mining engineers the world over acclaim the famous new CAE Scintillometer\*

**MODEL 963**

- Lightweight (7 lbs.)
- Weatherproof
- Shaped to fit the body
- The most sensational prospecting device in use today
- Economical to operate
- Ruggedized for field use

Manufactured by

## CANADIAN AVIATION ELECTRONICS LTD.

387 Sutherland Ave.  
WINNIPEG

\*Trade Name Registered.

GOOD LISTENING

**GOOD JOB**



● AN AIRFORCE NEWSMAGAZINE ●  
Honorary Editor-in-Chief. W/C F. GAFFNEY  
Editor \_\_\_\_\_ F/O HARRY O'HARA

### CONTENTS

VOL. 3 NO. 9

	Page
Editorials .....	2
Personality .....	3
Business .....	4
Current Affairs .....	5
Automobiles .....	6
Today in Sport .....	7
Chaplain's Page .....	9
W.D.'s Report .....	11
News .....	13, 14, 15
Centre Spread .....	16, 17
C.A.S. Visits Winnipeg .....	18
Technical News .....	19
17 Wing Auxiliary Headquarters .....	21
Voxair Vixen .....	23
5312A(LR) .....	26
5312B(LR) .....	28
5312 A1 .....	29

**ASSOCIATE EDITORS:**  
F/O H. N. McMILLAN, F/O GEORGE FOSTER,  
LAW A. ZAWADYK, CPL H. O'BYRNE, F/L  
R. M. L. BOWDERY, SGT. L. L. HAGGERTY,  
F/O E. P. McLOUGHLIN.

**CONTRIBUTING EDITORS:**  
F/O K. J. REID, F/O F. G. BOLAN, F/L W. E.  
MORRIS, P/O K. R. CRYDERMAN, F/O I. J.  
CAHAN, DR. L. A. GLINZ, F/L J. A. GAUTHIER.

**SECTION REPRESENTATIVES:**  
LAC P. MATTE, LAC H. E. McINTYRE, LAC  
THOMSON.

**LAYOUT DIRECTOR:**  
F/O J. DONALD

**CIRCULATION MANAGER:**  
F/S T. A. SABOURIN.

**BUSINESS MANAGER:**  
F/S W. HRYCIUK.

**ADVERTISING:**  
F/S FINLEY.

**PHOTOGRAPHY:**  
Stn. Winnipeg Photo Section unless otherwise  
credited.

VOXAIR is published every third Friday with the  
kind permission of:  
The Commanding Officer,  
Royal Canadian Air Force Station, Winnipeg,  
Stevenson Field, Winnipeg, Manitoba.

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

The views expressed herein are not neces-  
sarily those of the RCAF or the staff of  
VOXAIR.

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

## AIR FORCE DAY

The Air Force Day Program at RCAF Station Winnipeg was carried out successfully despite extremely doubtful weather. (See Centre Spread). We feel sure that it provided an unusual and entertaining afternoon for our thousands of interested spectators from Winnipeg and surrounding district and no doubt was a thoroughly satisfying experience for all who cooperated in its organization.

The parade was carried off with precision and efficiency as will be seen in the photographs and may well be remembered with pride by all participants. The flying display was excellent with the mass formation being carried out under extremely difficult conditions due to turbulence. On the ground the displays provided in No. 4 Hangar were all well turned out and were well packed with visitors throughout the afternoon.

The efforts of many supporting and interested non-Air Force groups were particularly gratifying. The civilian personnel who assisted with various booths did a splendid job and in many cases were far too busy looking after the crowd's many needs to see or enjoy any of the displays themselves.

The personal cooperation of TCA Defence Contract personnel in assisting with various exhibits and the fine work of numerous Air Cadets throughout the day in program distribution were particularly outstanding.

## H - Feather

The layman may not always be happy about the relentless, impersonal advance of science, but science can do much to soothe ruffled

nerves in a world whose tempo is speeding beyond the scope of the individual. The scientists, for example, have discovered that a gigantic explosion in space, producing a bright new star, occurred with a force "so violent that by comparison an H-Bomb is as mild as a falling feather."

There is something about this report that has a strangely lulling effect, restoring tranquility. To compare man's greatest destructive force with a feather brings on a feeling almost of somnolence, dispelling the sombreness of atomic events. But the greatest service by these scientists is their calculation that this terrible supernova occurred eons ago, that it took 20,000,000 years to reach the earth. No calculation could do more to reduce this harried age to its true perspective.

## Unclaimed

Many people assume that medals and decorations are a basic necessity for armed forces, that they

play an important part in the morale of a unit. The men used to comment jokingly that "medals come up with the rations" to the firing line.

This may, however, be an outdated view. It doesn't seem to jibe with a recent report from Ottawa stating that the Department of Veterans Affairs is holding 1,294,000 campaign stars and medals not applied for by veterans of the Second World War.

Since 1949 the War Service Records Division has sent out 1,845,335 medals, but it estimates that about 530,000 veterans (of 1,081,000 who served in the war) have not applied for theirs.

Canadian disregard for decorations seems, therefore, to be widespread. The unclaimed medals lie in specially constructed storage vaults, a silent testimony to the fact that Canadians will fight and fight well when they have to, but that their real interests lie elsewhere.

The crew of the last Korean airlift North Star photographed last month when it arrived in Winnipeg. Left to right are: Movement Controller—Cpl. Joe List, 40, Regina, 2nd Korean trip; Engineer—Sgt. Richard Mansfield, 30, Vancouver, 2nd trip; Radio Officer—F/O R. S. MacKenzie, 21, Port Morien, N.S., 9th trip; 2nd Navigator—F/O John A. Knox, 21, Halifax, 1st Korean trip; 1st Navigator—F/O Ronald Livock, 23, Van Kleeck Hill, Ont., 10th trip; Co-Pilot—F/O Richard E. Schwanky, 23, Moose Jaw, 2nd Korean trip; Captain—F/O Robert Bruce Ingall, 26, Montreal, 20th Korean trip.



## Personality

P/O K. R. CRYDERMAN

WITH this issue of VOXAIR, we are pleased to have as our Peg Personality a young man who has not only taken a very active part in the publication of this magazine, but has been very active in other station activities as well. Pilot Officer Cryderman, or as he is much better known, "Ken," first came to RCAF Station Winnipeg a little over a year ago. For Ken, entry into the Air Force last April marked only one additional stage in a military career. From the age of fourteen, he has been in one uniform or another. At that time, while still in his early years of High School, he joined the Sea Cadet Corps in his home town of Port William.

Several years later, just after arriving at the University of Toronto, he enrolled as an Officer Cadet in the Royal Canadian Infantry Corps, and served successively with the Royal 22nd Regiment, Valcartier, Quebec, and with the Royal Canadian Regiment in Camp Borden. The last two years in the Army, Ken served in the rank of First Lieutenant, as a Drill and Weapons Instructor at Camp Borden and Camp Ipperwash. With

such a background, it isn't any wonder that Ken is a staunch advocate of drill and firm discipline. In addition, his Army experience has given him a very keen interest in outdoor sports activities. When not spending his spare hours in the pool at Chippawa, he can often be found taking a long walk, for want of something else to do. They may not compare at all with those fourteen-mile route marches, but they do appear to have produced one of the station's best sun-tans. (In Winnipeg this isn't easy).

Now for a word on an enviable academic background. Graduating from the Fort William Collegiate with over a thousand dollars in scholarships, he enrolled in the Modern History and Language Course at the University of Toronto. Possibly like many other students of the immediate post-war years, Ken had more ambition than money at his disposal. To supplement his scholarship money, Ken first took a job in a North Toronto soda fountain, and very shortly afterwards started work in the Hart House cafeteria, where he continued for his remaining five years at Toronto. Despite the thirty or so odd hours

that he spent in this work each week, he still managed to take an active part in the University's social activities, and sat on the executive of at least one organization each year. Many of us at Station Winnipeg are at least partly aware of Ken's linguistic abilities. He speaks French, Spanish, Portuguese, and Italian with little difficulty, and seems a little displeased with himself because he can only read and write German and Russian and has never learned to speak them fluently.

History and Current Affairs are, perhaps, the things for which Ken is best known on the station, for it is on these fields that he has written with fair frequency in VOXAIR, particularly when he served as the Editor of the magazine.

Wisely believing that some lessons in the School of Hard Knocks were valuable, Ken put theory into practice when, shortly after graduating from the University of Toronto, he went on a long hitch-hiking trip across the Continent. The money for this trip was earned working on the fall harvest in White Court, Alberta, about 120 miles to the north of Edmonton. Not only did he see a good part of Western Canada at this time, but continued right down as far as San Diego, California, and on from there through the southern part of the United States—anywhere, in fact, that would afford good material for writing.

At the end of this trip, Ken went on to Laval University, where he taught on a part-time basis while finishing his studies for his Master of Arts degree. He returned from his experience an ardent Canadian nationalist, truly convinced that "Canada has a unique role as a leader in international politics."

No doubt influenced strongly by his previous military background, Ken finally decided upon permanent military service as his career, and first served in the Education Branch. We can be quite certain that wherever his duties may take him in the Air Force, he will never be very far from an aircraft. His recent training in the Navigation School at 2ANS has convinced him that the Air Force was certainly a happy choice and, wherever he may go from here, his many friends at RCAF Station Winnipeg wish him all the best in the years ahead.



FRESH TODAY AND EVERY DAY

Weston

FAMOUS BREAD

WESTON BAKERIES LIMITED

666 Elgin Ave., Wpg.

Phone 74-7431

# TRENDS AND COMMENTS

by F/L J. A. GAUTHIER

THE Canadian International Trade Fair has opened up a new section for aircraft display this year at Toronto.

Since the war, Canada's aviation industry has risen from virtual non-existence to a position of second place in productivity among the nations of the free world.

Over a thousand jet engines and eleven hundred jet fighters have been turned out in the past few years with Canadian design of both aircraft and engines. Behind the larger factories are hundreds of smaller supporting industries supplying components and parts.

Due to the productive capacity of our aviation industry, Canada is able to supply an export market as

well as domestic defence and commercial needs. Aviation as an industry continues to take a more and more important place in the economy of Canada—a nation which has always been closely associated with aviation. In Manitoba, the aviation industry payroll is now the province's largest single industry payroll.

\* \* \*

To change the subject just a little, and while another "industry" gets underway at Polo Park, we feel it may be wise to reiterate the words of the sage who commented that the only way to beat the horses is with a whip.

Now that the St. Lawrence Seaway project is a reality and a trans-Canada pipeline for natural gas is on the way, the future of the prairies looks very bright indeed. The establishment of manufacturing in the area has always had the strike against it of high transportation costs, now the promising situation is further enhanced by the possibility of cheaper fuel. The Manitoba government has already received enquiries from pottery and glass manufacturers as to the date of arrival of the new fuel. Experts say a year next fall.

\* \* \*

YAK, YAK. Ottawa is importing Yaks from the mountainous regions of India to be sent to the Ungava region of Quebec, where the caribou have disappeared. If the climate and country agrees with them, they may become an important source of food and clothing for the Eskimos of that district.



## Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

### Turkey and Pakistan

Links For a New Chain

THE New York Times has recently published an article under the above title dealing with the newly created alliance between Turkey, Pakistan, and Greece. Within this article, the various implications particularly as they react on European politics are discussed. Here follow some excerpts from the article.

"For during more than three years, diplomatic agents of the free world have been seeking to establish some kind of pattern enabling the inchoate areas of the Middle East and Southern Asia to defend themselves against the constant threat of direct or indirect aggression coming from the Soviet bloc to the north. . . . Every effort to patch up the vacuum that has so far existed in our defence system in this vital area has failed so far. From Southeast Asia, extending westward for thousands of miles across the quarrelling domains of Burma, India, Pakistan, Afghanistan and the combustible nations of the Middle East, there is not a single solid position of freedom until self-reliant Turkey looms between the Caucasus and the Mediterranean. Now an attempt is being made to fill this gap in our defence system by creating an alliance between the two Moslem powers—Pakistan and Turkey."

"By this accord," the Turkish Foreign Minister has stated, "Pakistan is connected to our common front for the defense of the free world against aggression." "It is not," he goes on to point out, "a military alliance. But through it they hope to persuade other countries to band together and protect their liberty."

As a political device the Turkish-Pakistani alliance bears a vague resemblance to the first bricks that

later became the structure of NATO. Starting out originally as a vague understanding between England and France, the body now known as NATO eventually blossomed out to include fourteen nations, all of which are in the Continent of Europe. That the Turks at least envisage this new alliance as the root of a yet greater movement is indicated in an additional statement by the same Foreign Minister. "In reality," he writes, "all fronts are connected in the modern world, from Europe to Southeast Asia. The problem is one problem. In the end all free nations must be concerned." Already there are observers in Iran, for example, who are convinced after next month's elections in Iraq that Iran will throw in its lot with Pakistan and Turkey.

It is perfectly plain that any ultimate success of such a Middle Eastern Defense System means the death of the Arab League. Egypt, even now, seems nearer to an agreement with Great Britain on the Suez. Cairo has agreed, too, that if Turkey should be attacked—and this would apply with equal force to any Arab land—that the base will be available to Allied defenses.

There are experienced statesmen who see the day when the Pakistani-Turkish bloc will have effectively replaced the hapless Arab League, and when Egypt will turn its back upon Western Asia to assert itself independently as the Moslem leader of Africa. Not everyone, of course, is pleased with the proposed alliance. Israel dislikes the plan immensely, and fears any framework for rearming the Arab lands. India, bisecting divided Pakistan, resents help for that country. Traditional rivalries and suspicions

among British, French and American interests are by no means absent from the Middle East. They are bound to exert conflicting influences as the diplomatic project advances. As matters stand at the moment, Turkey, in particular, has committed herself unmistakably on the side of the West. Pakistan, her new ally, both through her partnership in the British Commonwealth and by her post-war foreign policy, has cast her lot as well on the side of the western democracies.

## The DONUT HOUSE

Bakers of Delicious Variety Donuts

496 Selkirk Ave.  
52-6962

593 Portage Ave.  
3-7835

DAILY HOME DELIVERY

## ASSINIBOINE HOTEL

Portage at Albany

Phone 6-2371

Manitoba's finest Suburban Hotel  
AIR-CONDITIONED

## Clarendon Hotel

PORTAGE AVENUE and DONALD STREET  
Winnipeg - Manitoba  
TELEPHONE 92-2528



## MACDONALD BROS. AIRCRAFT LIMITED

Western Canada's Leading Overhaul Plant

- Overhaul of Aircraft and Components.
- Canadian Licensees for EDO All-Metal, Seaplane Floats.
- Contract Manufacturing
- Components in Sheet Aluminium and Stainless Steel.
- Distributors of Aviation Supplies.
- Contractors to R.C.A.F.

35 Queen Street  
OTTAWA

Stevenson Field  
WINNIPEG

International Airport  
VANCOUVER A.M.F.

# AUTOMOBILES

By F/O E. P. McLOUGHLIN



1954 Hudson Jet Liner.

### 1954 HUDSON JET LINER DATA

PRICES: 2-door 4-door  
 Jet \$2,545 \$2,575 Overdrive: \$155  
 Superjet \$2,670 \$2,695 Hydromatic: \$249  
 Jet Liner \$2,815 \$2,830

ENGINE: 6-cylinder, L-head, 202 cu. in.  
 7.5:1 compression ratio.

WEIGHT: 2,750 lbs.  
 Turning circle, 40 ft. 4 in.  
 Servo-Hydraulic brakes.

DIMENSIONS: Overall length—180 in.  
 Wheelbase—104 in.  
 Width—67 in.  
 Height—60 in.

### PERFORMANCE

0-30: 4¼ secs.  
 0-60: 16 secs.  
 30-50: 6¼ secs.  
 50-70: 16½ secs.  
 All times average of four runs.  
 Minimum speed in top: 9 m.p.h.  
 Mean top speed: 90 m.p.h.  
 Maximum top: 95 m.p.h.

SPEED IN GEARS:  
 First: 30 m.p.h.  
 Second: 55 m.p.h.

FUEL CONSUMPTION:  
 Test: 20 m.p.g.  
 Normal: 25 m.p.g.

(At the last moment, I regret to say, the Aero Willys was not available for testing, but through the kindness of James L. Cooke (Western) Ltd. I was provided with a Hudson Jet to save the day.—Motor Editor.)

Next Tests: Triumph TR-2 & M.G. TF.

with most domestic cars the driver's seat needs more support under the legs. The steering wheel is well placed, and all the pedals are comfortably situated. Of course the visibility is also excellent.

I can't find much to say about the engine compartment, except that it is well laid out and easily accessible.

On the road I would venture a guess that the Hudson Jet is quite an outstanding machine and far better than most of its competitors. The gear ratios are good and, as a result, there is lots of pickup. Town handling is also easy, brakes, steering, clutch, and accelerator are all smooth. Once clear of the city it was possible to show the Jet off to its best advantage. The road holding is quite astounding for a family sedan and should be safe under all conditions. Even when flat out the car didn't possess any of the common "wandering" tendencies of many domestic makes. As a personal point, I feel that the steering is too wooly on all of these family sedans to make high speed travel 100% safe.

A suggested comfortable cruising speed would be in the neighbourhood of 65; possibly higher with overdrive. Finally, my wife assures me that the back seat is very comfortable over all Manitoba's roads—something I can't say for my Sunbeam. Before ending, let me mention that the brakes are excellent; no fade being experienced despite repeatedly hard application.

The Hudson Jet offers the family man a good reliable car which has all the desired good attributes and none of the bad.

The next two cars to be tested are further sports cars. This doesn't mean that my one track mind can think of no other kind of car! However, summer (when we get it) is the season of the sports car, so I might as well test them in their element and not hand you up a test of a two-seater roadster in the middle of a January blizzard. I am quite sure that the mere suggestions of an open two-seater at 40 below would be enough to make any hardy soul shiver at the thought.

N.B.—I am giving Pinkertons a good run for their money!



"Cockpit" of the Hudson Jet.

# Today in SPORT

By CPL. HOWARD O'BYRNE



IN ACCORDANCE with our last issue to keep the former station personnel up to date with the bigger sports activities from around the city of Winnipeg:

The Goldeyes have not had a very successful season so far and have been in the lower half of the League standing nearly all season. A few changes have been made, especially in the hurling department, and some improvement was made. However, they haven't made enough or the right ones yet. The following is the standing at the present time:

	W.	L.	Pct.	GBL
St. Cloud	30	10	.750	—
Superior	24	20	.545	8
Fargo-M'head	21	19	.529	9
Aberdeen	19	21	.475	11
Eau Claire	17	21	.447	12
Winnipeg	16	21	.432	12½
Duluth	18	24	.429	13
Grand Forks	17	26	.395	14½

### BASEBALL

May 31 saw the opening game of the RCAF Man Group Baseball League, with our team at RCAF Station Macdonald.

June 3 the opening Winnipeg game was played with RCAF Station Portage the visitors. The Commanding Officer, G/C R. B. Ingalls, threw the first ball to officially open the season here. Everyone agreed that it was a very good pitch with a mean curve, and the last time we saw F/O McAlpine he



Gil "Boots" Ingram getting a single; umpire is Cpl. McCurrie.

was going into the C.O.'s office with a contract under his arm. Although our team has not been too successful so far this season, we feel that by the time playoffs roll around we will hear the familiar "Play Ball" sound on our diamond.

### SOFTBALL

An Inter-Service Softball League has been formed again this year. The schedule opened on June 2nd, with the Army and RCMP meeting at Fort Osborne Barracks. The second game was played on a



One of the Portage big-guns in the opener, Winnipeg catcher Ross Ramage watching it go.

muddy field, with the Navy whipping the Army again, by the score of 9 to 2 at the FOB diamond. The following three games were postponed due to the inclement weather. However, our own team, under Coach Cpl. Beauchamp and Mgr. F/O Hope, got in a scheduled game against the Navy on June 17, and came out on the short end of a 4 to 0 score. Considering their opponents had a one-game edge, we think our boys did very well. Actually the score does not indicate the play, since there were no errors committed. If Cpl. Thompson can continue to keep that good arm under control, it's a good bet that there will be a good many bewildered batters show up before the end of the season. With the exception of F/L Jack Leach, who got two hits, we think the boys seemed weak in the hitting department. Now that the weather has im-

proved, the whole team will be able to get outside and concentrate on this weakness.

The following is the Inter-Service schedule:

### FORT OSBORNE SPORTS FINAL

Diamond Number	Teams	Date
1	ARMY vs. RCMP	Wed. 2 June
1	ARMY vs. NAVY	Fri. 4 June
1	NAVY vs. RCMP	Tues. 8 June
1	ARMY vs. RCAF	Thur. 10 June
1	RCMP vs. RCAF	Thur. 15 June
1	NAVY vs. RCAF	Thur. 17 June
1	RCMP vs. ARMY	Tues. 22 June
2	RCAF vs. NAVY	Tues. 22 June
1	NAVY vs. ARMY	Thur. 24 June
2	RCAF vs. RCMP	Thur. 24 June
1	RCAF vs. ARMY	Tues. 29 June
2	RCMP vs. NAVY	Tues. 29 June
1	NAVY vs. RCAF	Thur. 1 July
2	ARMY vs. RCMP	Thur. 1 July
1	RCMP vs. RCAF	Tues. 6 July
2	ARMY vs. NAVY	Tues. 6 July
1	NAVY vs. RCAF	Thur. 8 July
2	ARMY vs. RCMP	Thur. 8 July
1	RCMP vs. ARMY	Tues. 13 July
2	RCAF vs. NAVY	Tues. 13 July
1	NAVY vs. ARMY	Thur. 15 July
2	RCAF vs. RCMP	Thur. 15 July
1	RCAF vs. ARMY	Tues. 20 July
2	RCMP vs. NAVY	Tues. 20 July
1	NAVY vs. RCAF	Thur. 22 July
2	ARMY vs. RCMP	Thur. 22 July
1	RCMP vs. RCAF	Tues. 27 July
2	ARMY vs. NAVY	Tues. 27 July
1	NAVY vs. RCMP	Thur. 29 July
2	RCAF vs. ARMY	Thur. 29 July

First Named Team Home Team.  
 No. 1 Diamond—North-East Corner.  
 No. 2 Diamond—South-West Corner.

And while we are on the subject of softball, we note our WD's out practising this last couple of weeks. A team has been formed, with LAW Kurmey as captain. No games have been played as yet, so don't know just how effective all this practising has been. However, they expect a game against RCAF Sta-



G/C Ingalls throws the first ball to open the Station Man. Group League in Winnipeg.

FOR TAILORING, PRESSING,  
LAUNDRY AND  
DRY CLEANING . . .

## STATION PRESS SHOP

A. PRESKY, Proprietor

*A Complete Reliable  
Service*

NORTH SIDE DRILL HALL

Prescriptions at Moderate Prices

## REID DRUGS

NATIONALLY ADVERTISED  
MERCHANDISE AT  
DOWN TOWN PRICES

PORTAGE AT SHARPE, WINNIPEG

Phone 6-1143 for Delivery

tion Portage girls around June 24.  
Good luck, girls.

The Inter-Section Softball activity has amounted to only practices and so far no great clashes have occurred. However, we think this is the calm before the storm. Number 111 C & R Flight have formed three teams in a small league of their own, and the winning team from there will represent that section against the Rest of the Station. To date there is Station Orderly Room, MIR, Telecom (ground), 111 C & R Flight, and Accounts. Though the WD's have made a bid to join in too. Come on, boys, let them join; or are you afraid they will beat you?

### RUGGER

The climax to a very successful Rugby season came on Saturday, June 12 (Airforce Day). After 80 minutes of hard play, the NATO team, representing RCAF Station Winnipeg, defeated a Manitoba Select side by a score of 16 to 6. In doing so, the NATO team won the championship of the Manitoba Rugby Union and possession of the Patron's Challenge trophy.

The game was played on a pitch soaked from three days of rain. One spot in particular reminded players and spectators of Lake Manitoba. But, despite this, both teams played extremely well.

(Continued on page 22)



Pictured above are some of the players who represented RCAF Station Winnipeg so well during the spring playing season. The team above are the NATO Expeditors and they are from left to right: Back Row—F/O Kilshaw, AP/O Carter, AP/O Griffiths, AP/O Burrows, AP/O Colam, AP/O Smalley. Centre Row—AP/O Stevenson, AP/O Hamilton, F/O Hadlington, AP/O Morgan, AP/O White. Front Row—AP/O Brett, F/C Hutchins, F/O Griffiths and AP/O Hare.

## Chaplain's Page

By THE REV. MASSEY MOTT HELTZEL  
Minister, Reid Memorial Presbyterian Church

THERE IS A fascination about Jesus Christ that we find in no other person who has ever lived. When He walked the earth men were drawn to him by an indescribable power. He was so winsome and gracious that little children yearned to climb on His knee, and yet so manly and stern that strong men stepped aside to let Him pass, or ran from the temple when He accused them of making it a den of thieves.

After 19 centuries Jesus is still the disturbing, surprising, fascinating Master of men. Even skeptics cannot get Him out of their minds. He has a tremendous, almost irresistible appeal to all races and classes.

It is not recorded that Jesus ever wrote a thing, yet His teachings have exerted a greater influence upon the thought and life of the Western world than the words of all other teachers combined. He has led more righteous crusades and inaugurated more needed reforms than all other strong men combined. Our calendar is dated backward and forward from Him. Whether we stand in an art gallery

or visit a great library or listen to the masterworks of music, we realize that He is indeed the central character of the centuries, for more artists have proclaimed His glory than that of any other man.

His influence over individuals is amazing. Far more would die for Him if need be than for anyone else. Instinctively we consider conduct right or wrong depending on whether it is Christian conduct. Nowhere is His influence summed up better than in the familiar statement: "All the armies that ever marched, and all the navies that ever were built, and all the parliaments that ever sat, and all the kings that ever reigned, put together, have not affected the life of mankind on this earth as powerfully as has that One Solitary Life."

Today many who once thought they could get along without Christ in our troubled world are turning again to Him for inspiration and guidance. It is impossible to make a new beginning without Christ. Jean Paul Richter has said: "With His pierced hands He has lifted empires off their hinges, and turned the stream of centuries out of its channel, and still governs the ages."

Anyone with such influence is bound to fascinate.

There was something so magnetic about Christ's person that when He said, "Follow me," people followed. We can think of no wrong that was in Him, of no virtue that was not in Him. He was humble and loving, sinless and forgiving, and we have to agree with the centurion at the cross, "Certainly this was a righteous man." His moral stature alone would make Him the most compelling character of history.

But there is more than perfection to make Christ's person fascinating. He made stupendous claims concerning His person. He claimed to be both human and divine, and through all succeeding ages mankind has not been able to renounce its belief in this claim. He said that He was from above while others were from this world, that He was eternally present with the Father, that He and the Father were One. No wonder He fascinated men by His very presence. Once when officers were sent to arrest Him they paused to listen to the words of beauty and hope which fell from His mouth, and when they returned without Him they could only give as their reason, "Never man spake like this man."

Then there is His work. Here was one who always went about doing good, healing the sick and feeding the hungry and urging the sinful to sin no more. He performed mighty works that the glory of God might be made manifest among men. He came on a unique mission: to seek and to save the lost, not to be ministered unto but to minister and to give His life as a ransom for the many.

Think of His work as a teacher.

## Silverwood's DAIRY PRODUCTS

- Safe Milk
- DeLuxe Ice Cream
- First Grade Butter



### 3 Favourites . . .

- BUTTERNUT BREAD
- 100 WHOLEWHEAT
- STARLET BREAD

"At the Store . . . At the Door"

**CANADA BREAD CO. LTD.**

Western Division, Winnipeg  
Phone 3-7144

J. WALTON  
Sales Manager

J. S. FORREST  
Manager

Simply, attractively, powerfully, He told men and women and children about God and the true way of eternal life. He taught such distinctive virtues as humility, love and forgiveness, and then enforced them by His own example. The words of other teachers grow obsolete with time, but the words of Jesus have everlasting freshness.

But Christ fascinates most of all by His cross. Nothing else that He ever said or did draws us as does this magnet of Christian fact and faith. Men just cannot forget the picture of that strange man on a cross, and as they look they remember His promise that He would die in that manner for them.

James Stewart tells of the day the novelist Thackeray and three companions were walking out from old Edinburgh. Passing a quarry, they saw a wooden crane, standing out like a giant cross against the sky, and Thackeray pointed and murmured one word, "Calvary." Then all four, suddenly grown silent, moved ahead, pondering deeply. Why should that rather common object have made them think of Calvary? They had experienced again the perennial fasci-

nation of the cross.

Finally, there is His presence. The first Christians knew that death had not ended things for Him. He had risen and was alive with them! Whether we like it or not He is always here; we could not get rid of Him even if we would. And we have to do something about Him personally; we must answer these questions: "What think ye of the Christ?" and "What shall I do then with Jesus?"

Once, before he set out to scale a certain peak, the famous mountain climber George Leigh-Mallory was asked, "Why must you climb that awful mountain?" And he answered, "Because it's there." There was a fascination about the mountain, an irresistible something he could not ignore; its presence haunted him and he had to do something about it. It is even so with that towering figure of history, the grand Galilean. After 19 centuries He is there. We cannot get Him out of our minds and out of our lives. Always He is there, and we must do something about Him.

What think ye of the Christ? We have to think something of

Him. What shall I do then with Jesus? We have to do something with Him. For we cannot ignore Him.

Since this is true, the sensible way to think of Him is the way He has taught us to think, to see Him as Son of God and Saviour of men. And the sensible thing is to take Him into our lives and live with Him and for Him. For He who Deity in its fullness and humanity in its fullness will give us life in its fullness. He has promised the abundant life to his people. If we believe He is all we have said He is, then let us live as though we believed it. That is how we must think of Him; that is what we must do with Jesus.

Whatever men may do with Him—scorn Him, rebel against Him, crucify Him afresh—they will not forget Him.

God is our refuge and strength, a very present help in trouble. Therefore will not we fear, though the earth be removed, and though the mountains be carried into the midst of the sea;

PSALM 46

# WD's Report

By CPL. JACKIE BEAUBIEN

A fine Scotch mist has been observed stealing in each morning, afternoon and evening. They tell us its rain, "— not in Winnipeg," I keep saying. Wouldn't be such a bad idea to issue sou'westers.

Our softball team has been taking shape—between raindrops. Perhaps I should have said between grunts, groans and aching joints. Hope the hospital staff is on the alert these days—looks like a busy season ahead.

Word from overseas and one Stella Borsa. Seems Miss Borsa has acquired a motor buggy and is gallivanting all over Europe. Stella is quite taken up with France, and who wouldn't be? asks Loretta. Do, la la!

It seems the girls have gained a couple of beavers as friends. These little animals have really been busy around here lately. One little fella has gone completely modern and is now sporting a motorized set of teeth. Do I hear a bid? They are quite housebroken, but so shy that they disappear when anyone comes near.

Leave time and we need not be reminded with suitcases banging around and that last race to catch the "sched." Can't quite figure out the sound coming from a certain airwoman's luggage—the ringing of pots and pans. A brand new set of WEAREVER, they tell us. Wonder if that company makes rolling pins—aluminum?—should prove interesting.

June 12th, Air Force Day and a busy one for us all. Quite a few comments were passed on the smart appearance of our airwomen. Their courteousness and cheerfulness proved a welcome boon to parents who left Junior and little

Mary in their charge. The help was appreciated, kids. Anyhow, how do you expect to develop that motherly instinct?—ouch!

Strolled down to the lounge one night for one of our gab fests. What was that I heard? "A tall, dark, handsome man will enter your life—be careful of blondes—DANGER; I see a trip across a big body of water." Thought for a minute I was in the wrong building. I didn't know the Accounts section gave lessons in teacup reading. One can always turn to something else, besides bookkeeping, when one leaves the Air Force, eh Robbie?

Another of our girl's is wearing a diamond, Joan Otway. The lucky boy is Bob Janik, from Telecom

Air. Congratulations and the very best to you both.

Must be off before the press starts rolling. Well, see you again via the VOXAIR.



Sgt. and Mrs. Bonniere June 2 was an eventful day for this happy couple—married at Winnipeg in the morning, the Sgt. received his nav. wings in the evening.

**Harry Censer**  
MEN'S WEAR

235 Portage Avenue

PHONE 92-7642

Winnipeg - Canada

Handling a Complete line of Men's Furnishings

Specializing in UNIFORMS

10% DISCOUNT To Air Force Personnel

Budget Terms Available

TWO YEARS OF SATISFACTORY SERVICE TO STATION GIMLI

**THE McLAREN HOTEL**  
MAIN ST. AT RUPERT  
WINNIPEG, MAN.  
Phone 2-7314

**THE KIRKFIELD HOTEL**  
KIRKFIELD PARK  
WINNIPEG, MAN.  
Phone 6-1905

Your Friendly Hosts

**FRED DANGERFIELD**  
**GEORGE DANGERFIELD**

**JACK DANGERFIELD**  
**FORBES RANKIN**

**BUSES**  
WINNIPEG—KENORA  
RED LAKE BUS LINE  
AND CHARTERED BUSES

**TAXIS**  
NEW CARS  
24 HOUR SERVICE

**LIMOUSINES**  
PLAIN CARS FOR  
SPECIAL OCCASIONS

**U-DRIVES**  
\$1.00 A DAY RENTS  
A NEW CAR PLUS  
GAS AND MILEAGE

# MOORE'S Taxi

PHONE 92-3366 CORNER DONALD AT GRAHAM

"AND SKILLED PERSONNEL TOO . . . ."

# ART EDITOR DEPARTS



Ken McMillan, Art Editor of Voxair for the past two years.

radio technician and completed the nine month course at Clinton. Later when the opportunity became available he returned to flying and at the time of his posting was with AI Flight on Mitchells.

Ken was married in Toronto and is the proud father of four charming little girls. To our Art Editor and family, who will all be missed at Station Winnipeg, we wish a successful course and a happy posting.

RECENTLY Voxair lost one of the oldest members of its staff with the posting of Flying Officer Ken McMillan to RCAF Station Summerside.

Ken who hails from Woodstock, Ontario, has served as Art Editor for the past two years of his tour of duty with No. 2 ANS Flying Wing. In addition he also found time to write the words and music for the 1954 edition of Peg Air Revue.

Music even more than art work is one of Ken's principal interests.

He joined the service at the age of eighteen and during the war served with Transport Command. On his weekends in Montreal he sang with Maynard Ferguson and Oscar Peterson and when in New York on several occasions at the Waldorf-Astoria.

After the war he attended the Ontario College of Art and during this period carried on his singing at the Palais Royale in order to pay his tuition.

Ken re-joined the service as a

SECURITY

**HE NEVER FORGETS**

**BUT YOU DO**

*Brush Up on your Security*

**GUARD CANADA'S SECRETS**

*"Get the Happy Habit"*

say "CRUSH" and get

**TRUE ORANGE GOODNESS**

ORANGE-CRUSH IS THE ONLY SOFT DRINK  
RECOMMENDED BY SPORTS COLLEGE

**NEWS**

News Editor: F/O H. N. MacMILLAN

## WEST CANADA

**VANCOUVER** — An all-weather fighter squadron of Canadian CF-100 Canuck jet fighters will be established at RCAF Station Comox "very soon" it was announced here recently. Work is now under way at Comox for the interceptor-fighters but no date is yet available for the squadron's becoming operational. When it does it will add to the activities of 12 Air Defence Group, the Pacific Coast command based at Comox and on Sea Island.

## EAST CANADA

**LONDON, Ont.**—On July 8, 1952, one of the youngest commanding officers in the RCAF, Wing Cmdr. J. A. Sproule, DFC, 34, arrived in London to take over the command of RCAF station London from Acting CO Wing Cmdr. John Enstone. Now, two years later, Wing Cmdr. Sproule has left the training centre which has operated successfully under his guidance for the past months to assume command of the Canadian Joint Air Training Centre in Rivers, Man. The official ceremonies, a formal station parade and signing of transfer of command documents, will take place on July 13.

**TORONTO**—The graduating class of the RCAF Staff College recently spent an afternoon and evening as guests of the de Havilland Aircraft of Canada. They were officially welcomed by D. L. "Buck" Buchanan, Ottawa representative of DHC, and inspected the new plant facilities of DHC at Downsview. Later they were given a flying demonstration of the "Beaver" and "Otter" and toured the Engine Overhaul division.

**MONTREAL** — About 30 Orenda-powered Mark-V Sabre jets left St. Hubert Airport recently for Canadian Air Division bases in Europe. The 3,500-mile flight, "Random 5," was the fifth of several scheduled by the RCAF this year.

**WINDSOR** — An 8,500-mile trip to eight countries began recently when six RAF (Bomber Command) aircraft left the U.K. to carry out a training flight over Western and Southern Europe and the Mediterranean, and at the same time pay courtesy visits in France, Italy, Greece, Turkey, Yugoslavia and Portugal. This was the first European tour of this kind undertaken by the RAF. The Canberras, which were supported by Hastings aircraft of Transport Command, returned to Scampton Station on June 24.

## OTTAWA

**OTTAWA** — General Alfred M. Gruenther, Supreme Military Commander of NATO, on his recent Ottawa visit, said air power is the dominant factor in defence planning and because of Canada's talent in this field, he had asked Gen. Charles Foulkes, chairman of the Canadian Joint Chiefs of Staff, to name an RCAF officer as deputy to General Lauris Norsted. Commander of NATO air power, Gen. Gruenther also paid tribute to the contribution to NATO of the First Canadian Infantry Brigade, but maintained that NATO Forces were not yet adequate to contain and all out Russian surprise attack.

**OTTAWA**—Air Marshal J. L. Plant, of Victoria, has been appointed air member for technical services at AFHQ, effective early this month. Until recently he has been chief of staff to the commander-in-chief of Allied air forces Central Europe, under Sir Basil Emery. It is understood a Briton will succeed him in that post.

**OTTAWA** — Organization changes within the Personnel Division of Air Force Headquarters will take place shortly. They will distribute more evenly the increasing work-load imposed on the Air Member and Deputy Air Member for Personnel.

Under the present system the AMP

and Deputy AMP are responsible for supervising all personnel problems, running from administrative regulations to postings and careers and clothing and religious administration.

The change will split the Personnel Division into two sub-divisions, headed by a Chief of Personnel and a Chief of Personnel Services. The Chief of Personnel will act as deputy head of the Personnel Division.

Air Commodore W. E. Bennet, 45, of Halifax, Air Member of the Canadian Joint Staff at Washington since October 1951, will be the Deputy Air Member for Personnel and the Chief of Personnel, while Air Commodore C. H. Greenway, OBE, 39, of Lloydminster, Sask., presently Senior Personnel Staff Officer at Training Command Headquarters, Trenton, Ont., will be Chief of Personnel Services.

**OTTAWA**—Air Vice-Marshal Frank R. Miller, CBE, CD, Vice-Chief of the Air Staff, has been appointed to the staff of the Supreme Headquarters Allied Powers Europe where on August 18th he will become Chief of Staff to the Air Deputy of the Supreme Commander, General Lauris Norstad.

A/V/M Miller was born at Kamloops, B.C., and graduated from the University of Alberta with the degree of B.Sc. in civil engineering. He joined the RCAF in 1931 and served in various flying, training and administrative capacities until the outbreak of war.

During the war, A/V/M Miller served in numerous senior positions in Canada, commanding special training schools, including the Air Navigation Schools at Rivers, Man., and Pennfield Ridge, N.B., and the General Reconnaissance School at Summerside, P.E.I. He also served at Air Force Headquarters as Director of Training Plans and Requirements and also as Director of Training. In all these fields he made notable contributions to the allied air effort.

**OTTAWA**—The Commons last week by 114 votes to 32 gave final approval to a compulsory insurance plan covering all civil servants and members of the armed forces. Embodying 220,000 men and women, the plan forms by far the largest group insurance policy ever undertaken in Canada. It will be underwritten by the Government. Every civil servant or member of the services will take out an insurance policy equal to his annual wage up to a maximum of \$5,000. Members of the forces are covered even when killed in action.

**OTTAWA**—Air Vice-Marshal Arthur L. James, CBE, CD, a member of the RCAF since July, 1924, and the officer who has headed Air Defence Command during its vital build-up period, is to retire from active Air Force duty on Sept. 1, 1954. At his retirement date A/V/M James will be able to count more than 30 years service with the RCAF. Name of his successor will be announced later.





A/V/M James was appointed to head Air Defence Command in 1951. Under his leadership the build-up of Canada's air defence system has progressed rapidly and effectively.

Air Officer Commanding Air Defence Command, A/V/M James was responsible for the formation and operational training of the 12 Sabre squadrons that today form the RCAF's NATO air Division overseas. All but two of these squadrons flew from Canada to their overseas NATO bases in a series of mass air movements, the crossings being made without a single fatality, a tribute to their operational training and efficiency.

OTTAWA—Air Vice-Marshal C. R. Dunlap, CBE, Commandant of the National Defence College, Kingston, for the past three years, has been appointed Vice-Chief of the Air Staff, succeeding A/V/M Frank R. Miller who has been named Chief of Staff to General Lauris Norstad, Air Deputy at the Supreme Headquarters Allied Powers Europe.

A/V/M Dunlap's appointment will take effect in early August.

OTTAWA—RCAF and industrial experts have designed two new directional aids which may give Canada world leadership in polar air navigation. The new gadgets are the synchronous astro-compass and the Great Circle computer, created to relieve pilots and navigators of a great deal of mental calculation and to boost accuracy and efficiency in charting Arctic flights. Details of the new instruments are still secret.

#### CENTRAL CANADA

AIR MARSHAL C. R. SLEMON, right, arrived at RCAF Station Winnipeg, Monday, June 14, aboard the Air Force C5 aircraft from Ottawa, on the first leg of a 12-day tour of Air Force bases in the West and North-West. He was met by Air Commodore J. G. Bryans, Air Officer Commanding 14 Training Group. (See story page 18).



WINNIPEG—Air Commodore A. D. Ross, GC, CBE, of Winnipeg, Air Officer Commanding the RCAF's Maritime Air Command Headquarters at Halifax since July, 1951, is proceeding to London, England, in August to become the Air Member for the Canadian Joint Staffs there. Recently on a tour of the NATO training stations in the West, A/C Ross arrived at RCAF Station Winnipeg by air, and was met by his parents, Mr. and Mrs. D. A. Ross, 117 Harvard ave., Winnipeg.

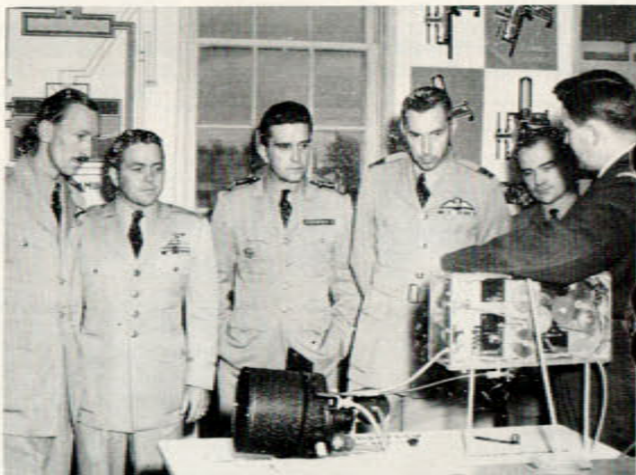
Born in Winnipeg, A/C Ross attended Upper Canada College, Toronto, and the Royal Military College, Kingston, Ont., joining the RCAF in 1928 upon graduation.

WINNIPEG—A tour of Canada by 21 journalists from 12 NATO member-countries included a visit to Winnipeg June 9. Sponsored by the Department of National Defence of Canada and the Department of External Affairs of Canada the group of newsmen arrived at RCAF Station Winnipeg aboard an Air Force North Star aircraft and had lunch in the NATO Flight Cadets' Mess at No. 2 Air Navigation School.

After a briefing and visit to the NATO navigator trainees' school the party toured the city, visiting general points of interest, and departed for Vancouver by air the following day.

The writers, left from Paris June 5, arrived in Gander, Newfoundland, via LAJES, Azores, and spent two days in Ottawa. They are to return to Paris June 27.

Wing Commander Fred Y. Craig, Officer Commanding No. 2 Air Navigation School, right, explains the principles of an Air Position Indicator, in the Instrument Demonstration room at No. 2 ANS to members of the five-man visiting team from the NATO Standing Group, Washington, D.C., during their visit to RCAF Station Winnipeg. The interested onlookers from left to right are: W/C C. W. Newman, RAF; Col. John W. Baer, USAF; Lt. Col. Gerard de Pins, French Air Force; W/C N. M. Bayliss, RAF; and G/C J. J. Jordan, RCAF.



WINNIPEG—Contracts for 300 homes for RCAF personnel and their families in Greater Winnipeg were called by the Central Mortgage and Housing Corporation last week. Possible site of the project is St. James, where land adjacent to the air station is available. The corporation is seeking a group interested in building and operating the project. Houses would be rented to RCAF personnel. This is the first time such a proposal has been made here, although it has been followed in other parts of the country.

#### FAR EAST

TAIPEH—The Chinese Nationalist Air Force said that last month its planes bombed and sank a 500-ton Chinese Communist gunboat and machine-gunned 21 motorized junks May 30 off the mainland in an area where there has been an outbreak of air and naval activity recently.

SEOUL—President Syngman Rhee said recently that the ruins of Korean factories "stand gauntly for anyone to see with few signs of reconstruction or rehabilitation despite the millions of dollars that supposedly were earmarked for that purpose." "China received billions of dollars' worth of goods and materials, but most of it was wasted," he declared in an interview. "Whoever may have been responsible, we do not want Korea criticized as China was."

HANOI—While the diplomatic corps of many nations have been busily plodding through endless conversations to ultimate failure at Geneva, it is rather obvious that elsewhere the enemy has been very profitably engaged. Since the fall of Dien Bien Phu, the Communists have moved at least 20 battalions drawn from their 304th, 308th, 312th and 316th Infantry Divisions, plus the entire 351st Artillery Division, to the vicinity of the French perimeter defences in the delta. These units that assaulted Dien Bien Phu were moved, despite French bombing, in fast time and are now completing their reorganization and redeployment into positions which will permit a double-pronged attack.

#### UNITED STATES

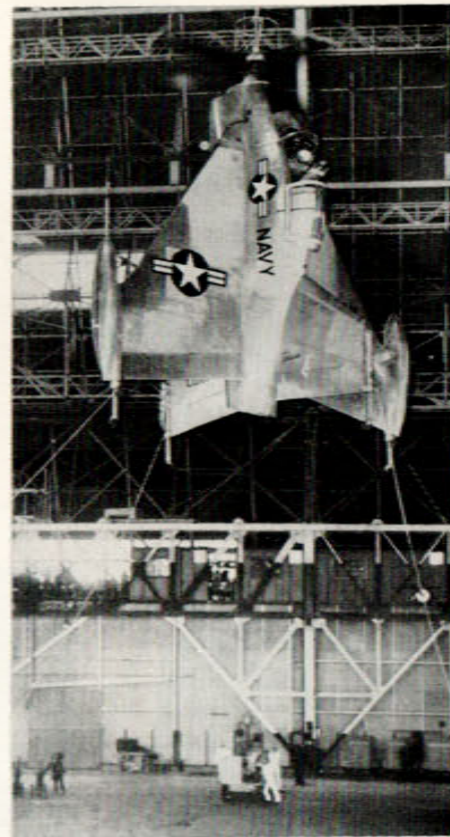
BRIDGEPORT—The U.S. Navy demonstrated for the first time last week its new XHSS-1 helicopter equipped to hover over the ocean and lower into it some of the most sensitive sonic gear ever devised for detecting submerged enemy undersea craft. The new anti-submarine helicopter, designed and built by Igor Sikorsky, rotary wing pioneer, also has one of the first automatic pilots "tailor-made" for helicopter installation. This will give the rotary wing aircraft unusual stability while searching sea areas suspected of harboring enemy undersea raiders.

WASHINGTON—The final choice of a permanent home for a U.S. Air Force Academy was postponed last week when a 5-man board failed to agree and recommended three sites from which the Secretary of the Air Force made the final choice. The locations were at Alton, Ill.; Colorado Springs, Colo., and Lake Geneva, Wis. Colorado Springs had received the nod at Week's end.

MOUNTAIN VIEW, Calif.—The self-styled "most pampered pilot in the world" took off and landed an experimental Navy plane on its tail last month. The vertically ascending and descending aircraft, the N.S. Navy's new 'pogo stick,' the XFY-1, was harnessed with a series of cables. All of its flying was done inside a huge dirigible hangar at Moffett Naval Air Station, 35 miles below San Francisco. F. (Skeets) Coleman, project test pilot for Consolidated Vultee Aircraft Corporation, had the strange looking plane in "free wheeling" operation in two of the day's three test takeoffs.



Thirteen vertical lift doors on Boeing Airplane Company's new multi-million-dollar flight test hangar at Seattle are shown fully up, revealing the largest unobstructed doorway in the United States. The doorway measures one-sixth of a mile in length and is 65 feet high. The hangar itself is 785 feet long, 200 feet wide and 90 feet high. It can comfortably house five Boeing B-52 Stratofortress heavy bombers and will be able to accommodate airplanes of the future with wingspans up to 300 feet. —Boeing Airplane Company Photo.



(FX2) MOFFETT FIELD, Calif.—The U.S. Navy's flying "Pogo Stick," vertical rising fighter plane, moves upward in tethered flight inside the Navy's huge test hangar. The delta-wing XFY-1, Convair-built plane is designed to rise vertically and turn horizontally after it has gained altitude. The tethered flight was the first public demonstration of the plane.

LOS ANGELES—A new Navy jet attack bomber that reverses the trend toward ever bigger and more complicated military planes was shown for the first time recently at the Douglas Aircraft Company's El Segundo plant. The craft, a single-seater dubbed the A4D Skyhawk, was designed to carry the later-model small atomic bombs. It has a wingspread of only about 30 feet and a length of about 40 feet. Exact specifications were not officially disclosed.

WASHINGTON — President Eisenhower asked Congress at the first of the month to vote \$1,100,000,000 to provide new sites for fabulously accurate NIKE guided missiles and other atomic age military facilities at home and abroad. Approval of the construction funds would bring defence appropriation to \$29,000,000,000 for the new fiscal year which starts July 1. Defence officials also told a sub-committee that the Senate bid provides \$273,000,000 in air defence funds, including more guided missile launching sites.

WASHINGTON—A U.S. Air Force flight surgeon, Lt. Col. John P. Stapp, reached the unprecedented speed of 421 m.p.h., over the ground in rocket sled tests at Holloman Air Force Base, Alamogordo, N.M.

#### OVERSEAS

After duties at the RCAF's No. 30 Air Materiel Base, Langar, England, these earnest amateur Thespians don greasepaint and wigs for their popular dramatic productions. In this scene from "Arsenic and Old Lace," are, left to right: Corporal Don Farnum, of Winnipeg; F/S Barney Keogh, Ottawa, and F/S Bert Burton, Ottawa.



VIENNA—A Belgian plane loaded with purebred pigs was fired upon last month over Yugoslavia near the Hungarian frontier. Crewmen said a Soviet-made MIG raked the transport with cannon fire, killing the radio officer and wounding the pilot and mechanic. The surviving crewmen said the MIG bearing Red Star insignia dived suddenly out of the clouds on the Sabena Airlines DC-3 and tried to force the 2-engine transport toward the Hungarian frontier.



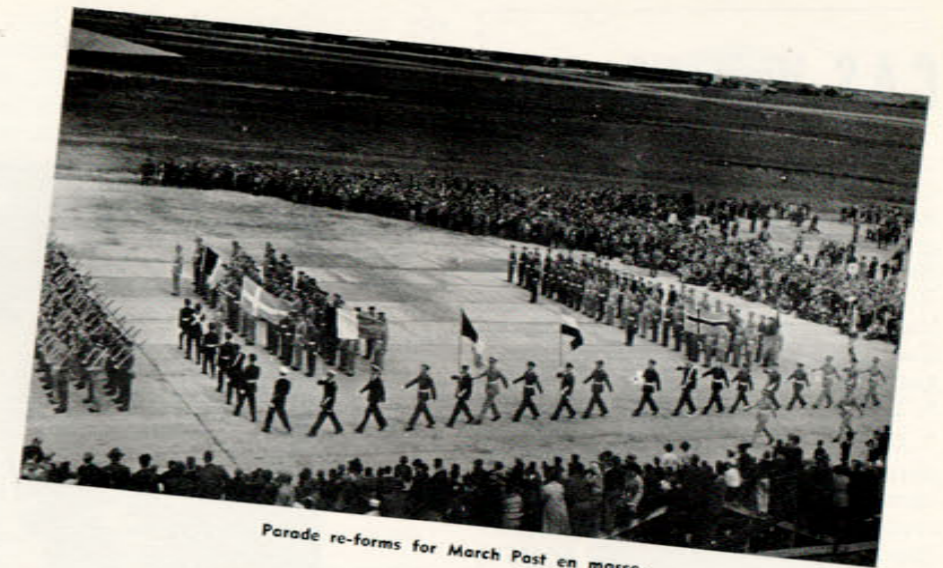
Lt. Colonel De Pins of the NATO standing group who addressed graduates of NOC 5311 AI and LR and presented their wings.



Flag and support parties advance.



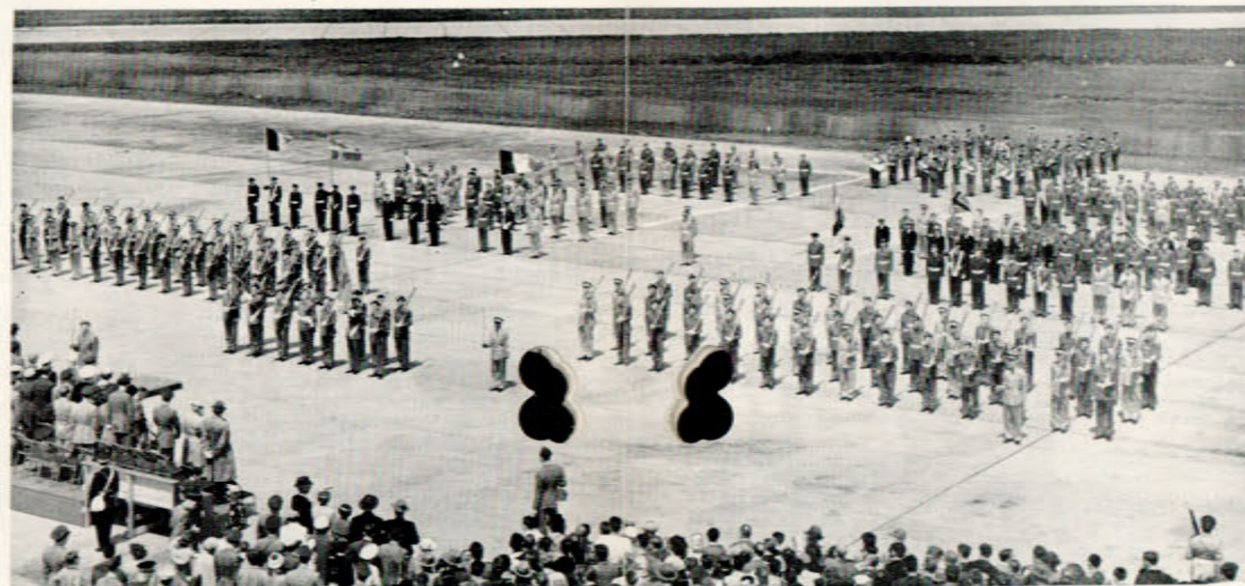
Above—One of Air Force Day's highlights was the mass fly past performed by pilots of No. 2 Ans. Below—F/C Buskard, Parade Commander, requests permission from the Lieutenant-Governor to carry on; parade was performed entirely by NATO personnel.



Parade re-forms for March Past en masse.



Famous Royal Canadian Horse Artillery Band at band concert in Drill Hall.



Dozens of No. 2 Ans. aircraft parked for quick take off.

## AIR FORCE DAY HIGHLIGHTS



As early as noon the children had begun to enjoy the fine array of playground equipment turned out by station workshops.



His Honour, Lt.-Governor J. S. McDiarmid, arrives on Air Force Day and is greeted by Air Commodore J. G. Bryans and Group Capt. R. B. Ingalls. S/L J. Ogilvie, aide to the lieutenant governor, is at the right.



39th Field Reg't. (S.P.) Royal Canadian Artillery, 6th Field Division R.C.S.C. and 6th Field Engineers, R.C.E. provided an impressive display with self-propelled guns and other equipment.

## C.A.S. Visits Winnipeg

AIR MARSHAL C. R. Slemon, Chief of Air Staff, RCAF, arrived in Winnipeg on June 14th and was greeted by Air Commodore T. G. Bryans, Group Commander No. 14 Training Group, Group Capt. R. B. Ingalls, Commanding Officer RCAF Station Winnipeg, and a 100-man guard of honour commanded by F/L H. G. Phillips.

Air Marshal Slemon later told a press, radio and television conference that the training of NATO students represents one of the most important projects of the RCAF. Canada's "open spaces" afford the country an excellent opportunity to safely train young students from foreign countries—while allowing them to absorb "some of the thoughts and manners of our nation," he said. The type of training employed here would be impossible to develop in Europe's restricted areas because "over there the skies have to be kept clear for fighter aircraft, and any other allied craft operating in the area would just confuse things in case of an enemy attack."



Air Marshall C. R. Slemon, right, Chief of Air Staff, RCAF, reviews the Guard of Honour shortly after his arrival at RCAF Station Winnipeg. F/L H. G. Phillips, 78 Renfrew Street, Winnipeg, left, was the guard commander.



Air Marshall C. R. Slemon, C.B., C.B.E., C.D., Chief of Air Staff, RCAF, takes the General Salute presented by the guard of honour, which greeted him when he arrived at RCAF Station Winnipeg, Monday, June 14th.

Of particular interest was the remark, in answer to a question, that western Canada "has adequate runways to handle the country's newly designed jet aircraft compared with the present facilities in the rest of Canada." He later said that he was particularly interested in viewing the operations at the Cold Lake, Alta., base where the recently developed facilities on the Alberta-Saskatchewan border will soon be able to take care of "any kind of aircraft."

Asked what the most vulnerable target area in Canada might be to any enemy attack, the C.A.S. replied that there was no such specific location now because of the improved range of the new type bombers which the Russians have been developing in the past few years.

"We have to be adequately prepared everywhere today," he said.

Canada's aircraft production is "right up to schedule" and our new "Sabre five" jets "have turned out

to be a first class aircraft." He said "there is no finer interceptor aircraft on this side of the fence."

Air Marshal Slemon whose hometown is Winnipeg has recently returned from a trip to Europe where he inspected the work of many NATO air force divisions. He reported that the recruiting situation "was good on the whole" but "there is still a definite need" for intelligent young men capable of handling the highly technical equipment in use today.

With his Winnipeg visit Air Marshal Slemon commenced a 12-day tour of western stations which took him to Portage la Prairie, Saskatoon, and all other principal western Air Force centres.

At Edmonton his visit was the occasion of the presentation of the Queen's Colour and Colour of the RCAF to No. 1 Tactical Air Command. This traditional ceremony marked the first time that the RCAF in western Canada had been so honoured.

## TECHNICAL NEWS —

### BOEING JET TRANSPORT TESTS

SEATTLE—Within the next few weeks the world's most widely-heralded new airplane is expected to take its place in America's skies. This, Boeing Airplane Company's jet tanker-transport—prototype of the Boeing Stratotanker and Jet Stratoliner—is scheduled for a concentrated program of performance evaluation.

The initial phase of the flight test program for this first U.S. jet-powered transport will consist of 50 carefully charted flight hours, Boeing officials have revealed. Obviously, much testing lies beyond the 50-hour mark, but it is anticipated that this business-packed opening phase will supply answers to basic questions. Certainly it will go far toward demonstrating the airplane's potential for both military and commercial use.

Within less than a week after it was rolled out of the factory, the prototype was engaged in taxi and ground-handling tests. These, as well as the flight evaluation, are a prototype's reason for being.



Here is how the interior of the new Boeing jet transport prototype appears as viewed from the control cabin. The equipment in the left foreground is part of the instrumentation to be used in the flight program of the new plane. Overall length of the ship is 128 feet.

Before the ground tests were half completed there appeared a tangible demonstration of the value of having a prototype airplane prior to quantity production. Secondary loads, imposed by deflection, caused a landing-gear attachment fitting to give way. Minor damage to the trailing edge of the wing resulted, but no primary wing or body structure was affected.

SEATTLE—A new Boeing gas turbine engine, combining the advantages of greater power and more economy over its predecessor, was announced this week by Boeing Airplane Company.

The engine, designated the Boeing Model 502-10, is a development of the company's Model 502-2, which powers a variety of vehicles, aircraft, boats, pumps, compressors and generators. The new engine produces a maximum of 270 hp. and its normal rated power is 240 hp. This is an increase of 65hp. over the earlier type Boeing gas turbine engine.

Fuel consumption, meanwhile, has been reduced by 25 percent.

In developing the new engine, power was increased over the older model and fuel economy improved through refinement of compressor and turbine designs and by raising the pressure ratio of the compressor, according to Boeing engineers.

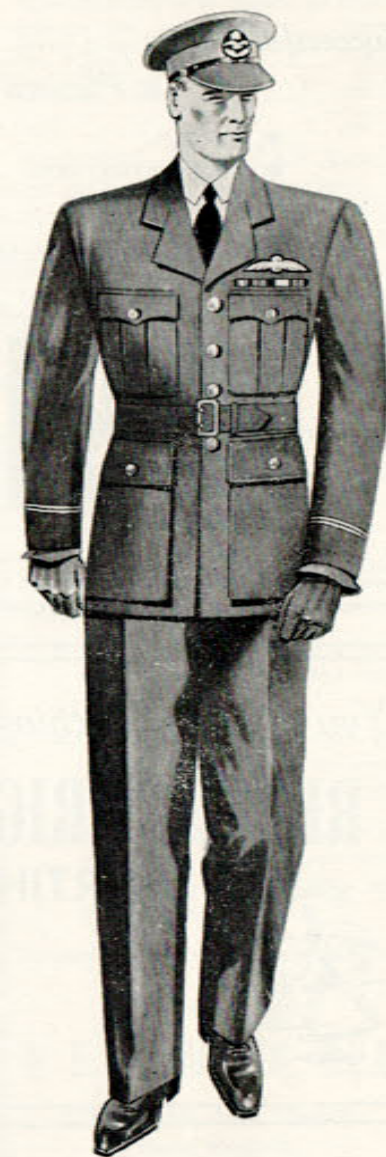
\* \* \*

LOS ANGELES—A construction contract for the major portion of a \$4,500,000 wind tunnel capable of testing airplane and missile designs at speeds ranging from 400 miles an hour to more than three times the speed of sound has been awarded by North American Aviation, Inc.

The airplane manufacturing company said a \$4,000,000 agreement for the design and engineering of the tunnel's structural parts was signed with the Pittsburgh-Des Moines Steel Company, Pittsburgh, Pa.



A Boeing Airplane Company wind tunnel engineer inspects the new laminated glass-cloth fan blades recently installed in the company's transonic wind tunnel at Seattle. These blades are believed to be the first of this type used in any wind tunnel. Each of the new blades weighs only 50 pounds, but is capable of sustaining forces of 19 tons and temperatures of 200 degrees Fahrenheit encountered when the tunnel is operating at high speeds.



SEE  
CANADA'S  
FOREMOST  
TAILORS

FOR  
UNIFORMS

AND  
R.C.A.F. GREATCOATS

"Cannot be better made"

If you can't come to the shop, our representative is on hand at Stevenson Field every Thursday. Consult him — no obligation whatever.

Also complete line of badges, buttons, etc., and the finest in men's better quality furnishings.

**Fashion-Craft Shops**  
LIMITED

269 PORTAGE AVENUE  
WINNIPEG

*Successful Saving  
is Planned Saving*

- Savings,
- Educational, and
- Annuity plans

Approved by the R.C.A.F. for  
Payroll Deduction.



Investors Syndicate is also distributor and investment  
manager for Investors Mutual of Canada Ltd.



**ANDY GRIERSON**  
Former member of the R.C.A.F.

Your accredited Investors  
Syndicate representative  
Residence Phone: 4-7310  
Business Phone: 93-8617

**C. F. J. CHARLIE HARVEY**  
District Manager  
Residence Phone: 44-4134  
Business Phone: 93-8617

*You'll like everything about*

**REACH WRIGHT & DITSON**  
SPORTING GOODS



DISTRIBUTED BY

**Ashdown's**

**Shea's**

**SHEA'S WINNIPEG BREWERY LIMITED**

**From Where We Stand**

*"By the Observers"*

QUESTION OF THE WEEK . . .  
We all love chicken, but must we  
fowl it up?

\* \* \*

What ex-Wing Commander lay  
claim to prohibited space on the  
parking lot as his very own?

\* \* \*

It was recently observed by a  
financial wizard (not from ac-  
counts) that a married airman pro-  
ceeding on TD for a 24-hr. period  
pays for one meal and receives pay-  
ment for two, while a single airman  
pays for two meals while he may  
only claim for one. Comments will  
be invited from anyone who doubts  
this statement. Address all com-  
ments to The Observers, i/c VOX-  
AIR. We are not encouraging mar-  
ried personnel to proceed on TD.

\* \* \*

Out of five cars parked on the  
roadway near 14 Training Group  
and the Pay Accounts Section, it  
was recently observed by an alert  
passer-by that only one received a  
parking ticket. Would some one en-  
lighten us as to how we might gain  
these similar privileges?

\* \* \*

We recently saw an old friend of  
Station Winnipeg's, who stopped in  
to say "Hello" to his many friends  
at this station. Welcome back WO1  
Lisoweski, and have a grand holi-  
day while visiting with us.

\* \* \*

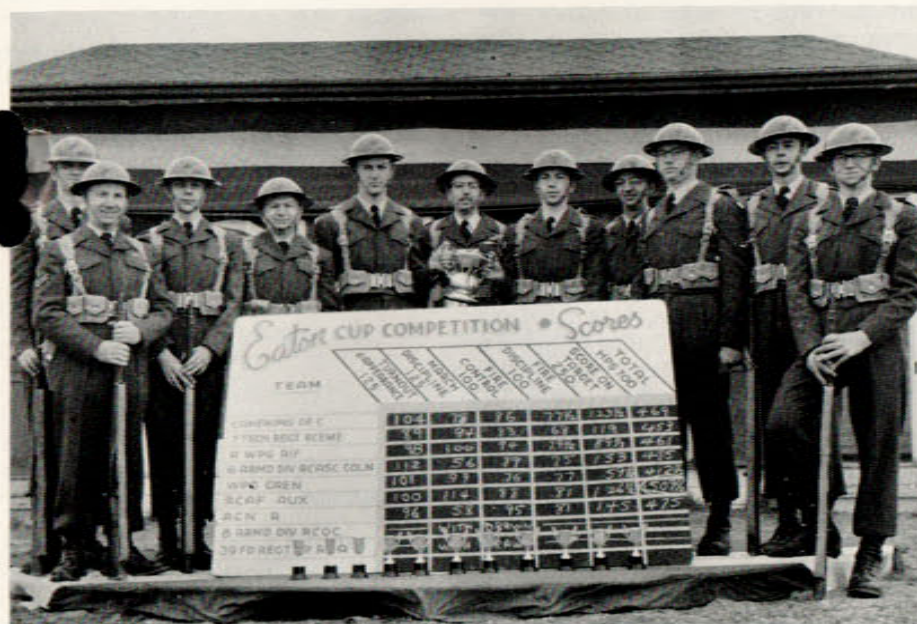
Station Winnipeg's Tyrone  
Power is truly living up to the  
glamour of Hollywood styles, as he  
has recently purchased a metallic  
green Buick. We are wondering  
when he is going to take up golfing.

\* \* \*

What section of our Rules and  
Regulations preclude any possi-  
bility of the Orderly Sergeant  
attending Church Services during  
his Sunday tour of duty?



**17 Wing Auxiliary Headquarters**



Left to Right: AC1 Runge, Cpl. Brown, LAC Conly, Sgt. Waites, LAC McCheyne, F/O Rafter, LAC  
Crealock, Cpl. Kennedy, LAC Dyck, AC1 Van Wallingham, AC1 Miller.

A TEAM made up of one officer  
and ten other ranks from 17 Wing  
Auxiliary Headquarters RCAF,  
Winnipeg, won the Eaton trophy  
on Sunday, May 30th. The Eaton  
trophy is symbolic of best in ap-  
pearance, marching, discipline and  
firing in the Reserve Force units in  
the area.

The RCAF Auxiliary team en-  
tered this competition for the first  
time this year against the Army  
and Navy, whose teams had all  
competed in previous years.

Each team consisted of one  
officer, one senior NCO and nine  
other ranks.

The competition started when  
each team was inspected for turn-  
out and appearance by judges at  
Fort Osborne Barracks. The teams  
then proceeded to St. Charles Rifle  
range for the second phase of the  
competition — marching, discipline  
and firing.

The marching discipline was  
marked on pace, formation, alert-  
ness to orders, whistle signals, de-  
partment while halted for rests, etc.

The firing was marked on range  
discipline, fire orders and tactics.  
The target was a machine gun tar-  
get 3'x10', divided horizontally by  
a black band and vertically into ten  
equal parts.

The scoring was based as follows:

1 Turnout and Appearance	100 points
2 March Discipline (en route)	100 points
3 Fire Control (by officer)	75 points
4 Fire Discipline	75 points
5 Score on Target	250 points
<b>Total</b>	<b>600 points</b>

Personnel of the RCAF Auxiliary  
team included: Team captain, F/O  
Rafter, senior NCO, Sgt. Waites,  
Cpl. Brown, Cpl. Kennedy, LAC  
Dyck, LAC Conly, LAC McCheyne,  
LAC Crealock, AC1 Runge, AC1  
Van Wallingham and AC1 Miller.  
good show, boys: *Per Ardua Ad  
Astra.*

**R.C.A.F. Personnel:**

THIS IS WORTH INVESTIGATING!

Would you like to own—

- A CASH FUND to buy a home  
or a business when you leave  
the RCAF?
- A CASH FUND, on which you  
can draw, if required for emer-  
gency during your service life?
- A CASH FUND, which can be  
converted into a guaranteed  
monthly income to add to your  
service pension?

Financial independence can be yours.

Write or telephone:

**W. F. McCracken, C.I.U.**

185 Lombard Ave., Winnipeg  
Phone 92-6144

**The GREAT-WEST LIFE**  
ASSURANCE COMPANY  
HEAD OFFICE—WINNIPEG

**K. A. Powell (Canada) Ltd.**

GRAIN MERCHANTS

MEMBERS

- WINNIPEG GRAIN EXCHANGE
- CHICAGO BOARD OF TRADE
- NEW YORK PRODUCE EXCHANGE
- VANCOUVER GRAIN EXCHANGE

GRAIN EXCHANGE  
**WINNIPEG**  
MANITOBA

K. A. POWELL  
President  
W. T. POWELL  
Vice-President  
A. H. HAND  
Secretary-Treasurer  
Cable Address—HALCAR

**TODAY IN SPORT**

(Continued from page 8)

Before the game started, players of both teams were introduced to Mr. Sifton, of The Free Press, and Dick Huffman, huge lineman of the Winnipeg Blue Bombers. Huffman also ran one of the touch lines during the game.

The scoring was opened by the NATO side as a result of a brilliant three-quarter movement. From a five-yard scrum close to the Manitoba goal line, the NATO forwards got possession of the ball and scrum-half Hutchins relayed to his standoff-half before being "smothered" by the Manitoba team. Palmer scored the try to the right of the goalposts after the ball had been lateral T passed three times. It happened so fast many of the spectators didn't realize what had happened until Burrows kicked the

convert from an angle. Score was now 5-0. Within five minutes Palmer scored again on an identical play. Burrows came close on the convert attempt, and now the score stood 8-0 in favour of the NATO team. The only injury of the game, aside from minor cuts and bruises, occurred when Hamilton of the NATO side cut his lip badly while tackling just before Palmer's second try.

The first half ended with no further scoring, although the Manitoba team threatened several times. The outstanding feature of the first half was the hard play of both scrums and the brilliant running of the NATO three-quarters.

The Manitoba side started the second half with a rush and several times threatened to cross the NATO goal-line. But fine tackling by all members of the NATO team

prevented this. However, Scott Vicent, of the Manitoba team, scored his side's first point when he kicked a penalty goal to bring the score to 8-3.

The score seemed to fire up the NATO players, whose forwards began an immediate offensive. Once again the NATO three-quarters got possession and winger Colam ran fifteen yards through the Manitoba side before scoring. Burrows converted to run the count to: NATO 13, Manitoba 3.

Ten minutes later Hamilton, who had been injured in the first half, returned to score NATO's last try of the game. With the score reading 16-3, Manitoba put on a last-minute spurt to try to close the gap and after a fine effort from a loose scrum.

All in all, the game produced some very good hard and fast rugby. The Manitoba team was definitely outclassed, but put up a very gallant show, and outside of the Victoria team, which the NATO side had played two weeks previously (see write-up, Page ?) provided the best opposition met all season. It is hoped that by the efforts of these two teams and the other players and officials in the League, rugby will again flourish in Manitoba.

And that is 30 for today.

**The mat's out**

... any time you call at the "Royal" overseas.\* So keep it in mind if you're posted. At our branches in London, England, or Paris, France, you can arrange with your paymaster to have a portion of each pay automatically deposited. You're always welcome at the "Royal."



**THE ROYAL BANK OF CANADA**

\*In Canada, too, of course.

**\$\$ Voxair Vixen \$\$**

"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.

**What you want is a Coke**



The life and sparkle of Coca-Cola make a little minute a big rest. There's matchless flavor in each frosty bottle. You'll like it.



Voxair Vixen  
Rosemary Clooney  
Courtesy Paramount.



Canada's Mildest,  
Best-Tasting Cigarette

### COVER STORY



#### PRETTY-PETITE-PARACHUTIST

One of the feature attractions of Air Force Day (Saturday, June 12) at RCAF Station Winnipeg, was to have been a jump by a Para Rescue team of five Air Force members.

Included in the jump team is a petite honey-blond nursing sister, with 41 parachute descents to her credit. She is Flying Officer Marion MacDonald, hospital matron, at RCAF Station Winnipeg, who with her team were bitterly disappointed when high winds ruled out their participation.

Born and educated in Vancouver, F/O MacDonald began her service career as a member of the Women's Division of the RCAF during the Second World War. On discharge from the service she used her DVA credits to study nursing at Vancouver General Hospital. In January, 1951, she joined the RCAF as a nursing sister and was posted to Rockcliffe, Ontario, for a short period of duty before attending the para-rescue course.

In 1952 she was appointed as the RCAF's first woman instructor at the para-rescue school. She taught first aid and demonstrated para-rescue medical kits during the ground instruction phase and made demonstration parachute jumps during the air training. The courses were conducted at Edmonton and Jasper, Alberta.

F/O MacDonald was one of the first four RCAF nurses to earn the coveted para-rescue badge, graduating in 1951. The nurses took the same rigorous training as the male members of the course, parachuting into wooded areas, climbing rugged mountain terrain and moving "patients" on stretchers across deep gullies.

As the only woman instructor at the school, F/O MacDonald guided women students through all phases of the training, acting as liaison officer between the nurses and the male members of the staff. Graduates of the course join the band of trained para-rescue experts, stationed at various points across Canada, who are prepared and ready to take to the air at short notice on a mission of mercy.

FOR THE FINEST SELECTION OF CAMERAS, PROJECTORS AND PHOTO ACCESSORIES VISIT

## The Camera Shop

350 Donald Street, Winnipeg

Ph. 93-5518

### Station Winnipeg's NATO Rugby

ON MAY 29 a Station Rugby team, consisting of players from both the NATO Astrals and NATO Expeditors, was dispatched to B.C. and suffered the only defeat of the season. The opposing team, James Bay Athletic Club, Victoria, were worthy winners but not without reason — the climate in British Columbia not being as inclement as that in Manitoba (!), the home team had just completed a full season. We have not been so fortunate as our season only lasts for something like six weeks.



"Line out" of the NATO team which played at Victoria.

The game began with Winnipeg fighting a brisk wind and an experienced side. Before the team had settled down, James Bay

opened their score with a beautifully-kicked penalty goal from 40 yards. This was followed 15 minutes later with yet another penalty goal, making the score 6-0. After half-time, Station Winnipeg were pressing with the wind but an excellent full back was largely responsible for thwarting our efforts. James Bay scored a try 20 minutes before the final whistle and left the field victors with the score at 9-0. (Perhaps the highlight of the match was the "post mortem" held afterwards in the "Tudor House." When is

Winnipeg going to get a few such delightful establishments?)

The social success of the trip was largely due to our hosts, the Royal Canadian Navy. The efforts made for our comfort were greatly appreciated.

It is hoped to make this an annual fixture; such matches can only help Manitoba Rugby football, which is still in its infancy. We therefore wish our successors good luck and hope they will enjoy visiting "God's own country" as much as we did.

# DREWRY'S

THE DREWRY'S LIMITED

## Finest Used Cars In Canada

- ALL MAKES - ALL MODELS - ALL PRICES
- TOPS IN LOW COST TRANSPORTATION
- LOW DOWN PAYMENT - EASY TERMS
- ALL CARS FULLY GUARANTEED

## Russell Motors Limited

730 PORTAGE AVENUE

Open Evenings

Phone 72-2456

Zeiss — Leica — Rolleiflex — Exakta — Balda — Graflex — Bolex — Bell and Howell

## Strains Co. Ltd.

318 Smith St.  
Opp. Marlborough Hotel

Phone  
93-6595



Western Canada's Largest Camera Store

Budget Terms available to all R.C.A.F. and N.A.T.O. Personnel.

Terms as low as 10% down and one year to pay.

NO CARRYING OR INTEREST CHARGES

# GRADUATING CLASS 5312 A (LR)



Back Row: F/Sgt. O. N. Olsen, A/P/O Nugent, A/P/O Cady, A/P/O Redman, A/P/O Hare, F/C Gamblin, Lt. Falachi.  
 Centre Row: A/P/O Fox, F/C Protz, A/P/O Alexander, A/P/O Rourke, A/P/O Thomas, A/P/O McLaren, A/P/O Harding, Lt. Batista.  
 Front Row: F/C Gagnon, Sgt. Naura, Lt. Brito de Sà, A/P/O Stevenson, F/C Pratt.

### Charlie Alexander

Favourite Expression: "You're lucky!"  
 Ambition: Never to interpolate, on principle.  
 Biggest Boob: As above—failed astro.  
 Appearance: Five square.

### Dave Thomas

Favourite Expression: "Wogs, they're all wogs."  
 Biggest Boob: "I'm sure he said 10.45."  
 Greatest Achievement: Getting off 51 hours extra duty.  
 Probable Destination: Wogland!

### Gordie Protz

Favourite Expression: Unprintable.  
 Appearance: Rugged.  
 Greatest Moment: Offering to fight the whole of the Airman's Block.  
 Finest Hour: 17 pints—no less.

### Pat Cady

Appearance: Golden.  
 Hobby: Cutting it fine.  
 Ambition: To cut it even finer.  
 Finest Hour: Getting more marks than he had requirements.

### Alan McLaren

Favourite Expression: I'm after you, little Joe."  
 Finest Hour: Selling the car.  
 Biggest Boob: "But they've got Christmas trees right up the runway."

### Doug Fox

Appearance: Seldom.  
 Favourite Expression: "Anyone going down town?"  
 Probable Destination: Merchant Navy (again).  
 Biggest Boob: Failure to re-start sea-plot after 15 days.

### Ollie Olsen

Favourite Expression: "Tree, trees and a tree."  
 Appearance: Blue or khaki.  
 Ambition: Obtaining ninth stripe.  
 Favourite Excuse: "I'm Senior Dane."

### Steve (NSON)

Hobby: Study of Winnipeg's inhabitants in beer-parlours.  
 Finest Hour: Studying Met in one of the above—and passing.  
 Appearance: Professorial.  
 Ambition: To march in step.

### Johnny Hare

Greatest Moment: The time he gave out some pukka gen.  
 Favourite Expression: "I've been here before."  
 Appearance: Left wing low.  
 Probable Destination: Air Ministry, one hour before everyone else.

### Guy Naura

Appearance: French.  
 Hobby: Getting Astro when there isn't any.

### Bingo Gamblin

Favourite Pastime: Preparing for graduation.  
 Appearance: Noisy.  
 Hobby: Dating his P.C.  
 Greatest Moment: Telling stores what they could do with their flying suits!

### Neil Nugent

Appearance: Mono-medallic.  
 Hobby: Cadging Rourke's cigarettes.  
 Ambition: To get one of Rourke's cigarettes.  
 Biggest Boob: Expressing himself over-forcibly in front of a brace of Winnipeg beauties.

### Pete Redman

Appearance: Scowling darkly.  
 Ambition: A 100% trip.  
 Favourite Expression: "You're a complete and utter nig-nog."  
 Probable Destination: Stuck half-way up an unscaleable mountain.

### Batista

Favourite Expression: "My leever, eet ees not good."  
 Biggest Boob: "Portage? It should be Carman!"  
 Ambition: To find a turning point.  
 Pastime: Losing weight in Canada.

### Pete Rourke

Pastime: Sleeping.  
 Hobby: Annoying people.  
 Greatest Achievement: Flying from Dafoe to Edmonton on one pinpoint and two hours sleep.

### Brito (de' Something)

Favourite Expression: "Am I late?"  
 Hobby: Disappearing.  
 Appearance: Usually with the ladies.  
 Greatest Moment: Refusing six consecutive markers for N34.

### A/P/O W. K. Harding

Exhibits distinctive monastic tendencies.  
 Favourite Expression: "I was so annoyed."  
 Ambition: The mass conversion of 5312.  
 Probable Vocation: Trappist.

CLEANERS

# New Method

LAUNDERERS

372 Burnell St.      PHONE 3-7222      Winnipeg's Largest  
 Winnipeg, Man.      One Floor Plant

## Central Northern Airways Ltd.

WINGS OF THE NORTH

Regular scheduled flights to and from the following points:

Sioux Lookout — Pickle Lake	Winnipeg — Red Lake
Sioux Lookout — Pickle Lake — Big Trout Lake	Winnipeg — Lac du Bonnet — Bissett — Deer Lake
Flin Flon — Sherridon — Lynn Lake	Island Lake — Little Grand Rapids — God's Lake
Flin Flon — Pelican Narrows — Island Falls	Oxford House — Norway House

Float, wheel and ski operations are carried out for scheduled, non-scheduled and charter services for passengers, mail, express and freight, from the following bases: Sioux Lookout and Pickle Lake, Ontario, and Lac du Bonnet, Norway House, Wabowden, Flin Flon, Sherridon and Lynn Lake, in Manitoba.

For information write, wire, or telephone:

### CENTRAL NORTHERN AIRWAYS LTD.

Winnipeg Traffic Office,  
 St. Regis Hotel,  
 283 Smith St., Winnipeg, Manitoba  
 Telephone: 92-2310  
 After business hours: Telephone: 50-4888

Head Office: No. 5 Hangar,  
 Winnipeg Airport, St. James, Manitoba  
 Telephone: 6-2307

## GRADUATING CLASS 5312 B (LR)



Back Row: A/P/O Palmer, F/O Tomes, A/P/O Saunders, A/P/O W. Wood, A/P/O Moseley, A/P/O Fowler, A/P/O McComas.  
Centre Row: P/O Richardson, A/P/O T. Smale, A/P/O B. Andrews, P/O Coppard, A/P/O Hamilton, F/C Jensen.  
Front Row: A/P/O Cruickshank, Sgt. Ebrard, Sgt. Peltier, P/C O'Donnell.

### "Clues" Andrews

Favourite Expression: "I'm not studying for this exam."  
Pastime: Studying for this exam.  
Ambition: More marks than Redman.  
Appearance: "... his mind in neutral."  
Ah sweet deception.

### Rene Ebrard

Favourite Expression: "I did not know— Nobody told me."  
Appearance: Rarely.  
Ambition: Negative.

### Mike Fowler

Favourite Expression: "Excuse me Sir, if you don't mind my asking."  
Appearance: Crushing.  
Hobby: Phoning New Jersey.  
Ambition: To remove cooking odours from Astro-sight log books.

### Ian "Lochinvar" Hamilton

Favourite Expression: "How d'ye mean?"  
Pastime: Blanket pressing.  
Finest Hour: Crossing the 48th Parallel 'twixt Carman and Oxbow.  
Ambition: Honey Harlow of the Colony Club, Los Angeles.

### Ernie "Tilt" Coppard

Favourite Expression: "You're a lot of stunned asterisks."  
Appearance: Ageing.  
Pastime: Lingerie department at the Bay.

Ambition: To get into Parliament and raise the family allowance.

### Mc "Chug-Chug" Comas

Favourite Expression: "Them that knows nowt-say nowt."

Appearance: Mountainous.

Ambition: A second 20-hours on Prentices.

Finest Hour: A serviceable gyrosyn—at last.

### Pete "Magoo" Moseley

Favourite Expression: "This is for the birds."

Pastime: Honking.

Biggest Boob: Flying with Rosie as screen—nav.

Ambition: To screen—nav Rosie.

Finest Hour: Flogging Rosie's Gin.

Pet Hate: Guess.

### Don O'Donnell

Favourite Expression: "Oui, Oui."

Ambition: To find the girl who will say "Oui, Oui."

Hobby: Liquid Lunches.

Pet Hate: Gopher Holes.

## GRADUATING CLASS 5312 AI



Back Row: 2/Lt. Hallyn, F/C Leboutte, F/C Carpels, F/C Lupson.  
Centre: 2/Lt. Schellekens, F/C Scott, F/C Buskard, 2/Lt. Velthof.  
Seated: F/O Raina, F/Lt. Dunster, F/C Watson, F/O Kaiser.

### Schellekens

Nickname: Skelton.  
Favourite Expression: "The ambassador won't allow this."  
Ambition: Prime Minister of Belgium.  
Destination: Pencil salesman in Brussels.  
Appearance: Long and thin.

### Sgt. Leboutte

Nickname: "Sleepy."  
Favorite Expression: "I don't understand the question."  
Ambition—To sleep more than Watson.  
Destination: Belgian Club steward.  
Appearance—Once in a while.

### Sgt. Carpels

Nickname: "Baldy."  
Favourite Expression: "I don't agree, sir."  
Ambition: To beat F/O Houde in an argument.  
Destination: Air Instructor in Belgium.  
Appearance—A billiard ball.

### F/L Dunster

Nickname: "Dad."  
Favourite Expression: "It's all good training."  
Ambition: To get rid of Course 5312.  
Destination: The canteen.  
Appearance: At the most unexpected time.

### Lt. Velthof

Nickname: "Dumbo."  
Favourite Expression: "You guys don't know how to live."  
Ambition: To get back to Belgium.  
Destination: The Canteen.  
Appearance: Yes.

### F/C Buskard

Nickname: "Bus."  
Favourite Expression: "Gotta phone the wife."  
Ambition: To become a pro in billiards.  
Destination: The same place as every married man.  
Appearance: Mostly on Wolsely Street.

### F/C Scott

Nickname: Scotty.  
Favourite Expression: "Oh, it will go! Just give me that hammer."  
Ambition: To get a new car.  
Destination—Ti fix that Ford eternally.  
Appearance: Ever seen the leaning tower in Pisa?

### F/C Lupson

Nickname: "Nemesis."  
Favourite Expression: "I don't agree with you."  
Ambition: To win every argument.  
Destination: Unknown.  
Appearance: A freshly mowed lawn.

### F/C Watson

Nickname: "Whipper."  
Favourite Expression: "How about a game of sniff and snort?"  
Ambition: To win the U.S. Open.  
Destination: Golf pro at a miniature golf course.  
Appearance: Seldom.

### F/O Kaiser

Nickname: Gus.  
Favourite Expression—"Searching, no joy."  
Ambition: To leave Winnipeg.  
Probable Destination: Newsstand, corner of Portage and Main.  
Appearance: Suave.

### F/O Raina

Nickname: "Louie."  
Favourite Expression: "I should get better marks than this."  
Ambition: To get a Mitchell with air brakes.  
Probable Destination: Overshoot star-board.  
Appearance: Nervous.

### Lt. Hallyn

Nickname: "Midget."  
Favourite Expression: "Well, the blip was there a minute ago."  
Ambition: To find a short girl.  
Destiny: Six footers.  
Appearance: From a distance, none.

### TO WINNIPEG—TO THIS

The navigators came down, like wolves on the fold,  
The aircraft were gleaming in silver and mould.  
Like leaves of the forest when summer is green,  
That host with their sextants at briefing were seen,  
Like leaves of the forest when winter has blown,  
That host with their honk-tubes, lay withered and strown.



# Relax and Enjoy REFRESHING

# DREWRY'S

"SINCE 1877 - AND STILL THE BEST"

## FOUR FAVORITES

- DRY GINGER ALE
- TOM COLLINS
- LIME RICKEY
- CRYSTAL SODA

SMOOTH  
MIXER



DELIGHTFUL  
BEVERAGE



"LEROY" WATCHES  
"LEROY" DIAMOND RINGS

Imported and Distributed By

**AMERICAN JEWELRY CO. LTD.**  
WINNIPEG MANITOBA

Enquire at Your Central Warehouse or Station Canteen

### 5312 B(LR)

(Continued from page 28)

Probable Destination: Nearest Gopher Hole.

#### Sam Peltier

Favourite Expression: "What Parade?"  
Pastime: Disappearing.  
Appearance: Sauve.  
Ambition: OO-la-la!

#### Ron "Squire" Saunders

Favourite Expression: "There's only one way to deal with these people — Kick 'em."  
Occupation: Ex university, ex docker—ex pilot—ex?  
Appearance: Leek-Like.  
Ambition: To bring discipline to the R.C.A.F. if he has to join it himself.  
Probable Destination: R.C.A.F.

#### Tom "Nothing under ninety" Smale

Favourite Expression: "Ooh Mose take me home."  
Pastime: The pleasure of eating at another's expense, preferable Moseley's.  
Hobby: Counting the days to his wedding.  
Ambition: To raise a Soccer team.  
Finest Hour: Flying with Dale—"Tom's Tops".

#### Johnny Tomes

Pastime: Combing Tache after the Soup course.

Finest Hour: Very Senior Officer; "That's a very smart bow-tie."  
Biggest Boob: Johnny: "Of course, let me fix yours."  
Regret: Opportunity never knocks twice.

#### Timber "Wheel" McWood

Favourite Expression: "Er—stand by."  
Pastime: Dismissing charges.  
Ambition: To be a Coastal Command deadbeat.

Probable Destination: A Coastal Command deadbeat.

#### Not To Be Forgotten

F/O Wally "The Whip" Wright,  
F/O Dale "Guess I shot the wrong star, Ron," Kilshaw,  
F/O Frank "The Bookies friend" Taylor,  
whom we thank sincerely for bearing with us,  
And those by the wayside to whom we Wish all the very best.

When **STORING**  
use **Canada's**  
finest furniture  
**WAREHOUSE**



**SECURITY STORAGE**  
PHONE 3-7171

Agents for **ALLIED VAN LINES**

## STANDARD AERO ENGINE LIMITED

No. 6 HANGAR  
STEVENSON FIELD, WINNIPEG, MAN., PHONE 6-2391

Specializing in Overhaul and Supply of Aircraft  
Engines and Accessories

Contractors to the R.C.A.F.

BRANCH OFFICE: - - -

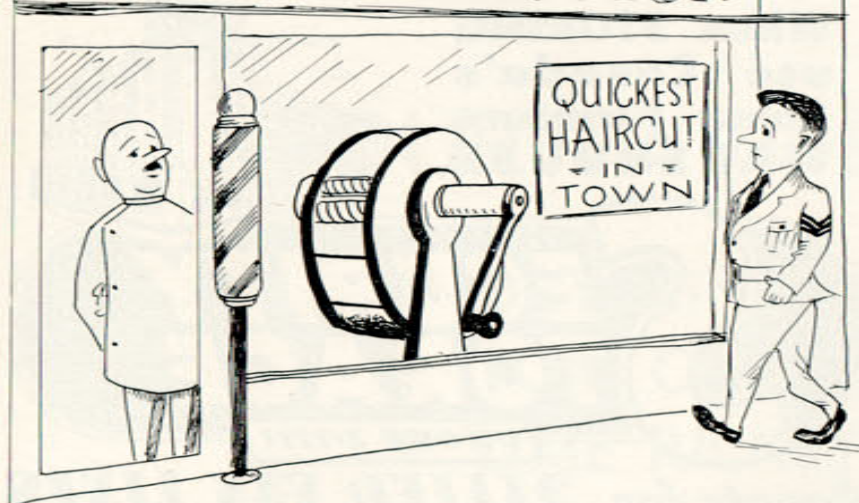
VANCOUVER A.M.F. B.C.

*Finest of them all*



**LARGEST IN WESTERN CANADA**

**LOU'S BARBER SHOP.**



LOU CANCELLA, Prop.

**PLANE FACTS**

(SEE BACK COVER)

Typifying the jet age, the new Boeing prototype Stratotanker—America's first jet transport—is shown (for ground) parked alongside the present U. S. Air Force tanker-transport, the Boeing KC-97G Stratofreighter. The new Boeing jet will cruise at 550 miles per hour, and is designed for efficient aerial refueling of present and future jet bombers, fighters and reconnaissance planes. As a military cargo or personnel transport it will make possible jet-speed delivery of needed supplies or personnel to world-wide bases. The piston-engine Stratofreighter, now the standard tanker-transport of the USAF Strategic Air Command, also is used by the Military Air Transport Service for many transport duties. It has a speed of more than 300 miles per hour, and is the military counterpart of the popular Boeing Stratocruiser luxury airliner. The sleek new Boeing jet will carry from 80 to 130 passengers in its airline version. The big four-jet Boeing prototype was completed and rolled from the Renton (Wash.) plant on May 14. It is a privately-financed Boeing project and represents an investment of more than \$15 million. The new airplane was built as a prototype, or demonstrator model. It will be used in tests to demonstrate its capabilities both as a military tanker-transport and a high speed commercial airliner. It is powered by four Pratt & Whitney Aircraft JT3-L turbo-jet engines, each developing more than 10,000 pounds of thrust.

—Photo courtesy Boeing Airplane Company.

**OFFICERS' KIT SHOP**

UNIFORM and CLOTHING SPECIALISTS

*John Roddy* LTD.



415½ PORTAGE AVE.

PHONE 92-3951

**EATON'S**



*British Brevitts*

Men's Shoes in Ultra-Smart Styles for Summer

Fine British imports that are surprisingly lightweight. Comfortable for the office, sports or lounging . . . for practically anything you do or anywhere you go.

Popular styles in blue and brown suede or brown calf with crepe or leather soles . . . with traditionally fine leathers by skilled craftsmen. Sizes 8 to 12 in widths B to D, collectively. PAIR 16.95.

Men's Footwear Section,  
Hargrave Shops for Men,  
Main Floor, Dial 3-2-5

**EATON'S OF CANADA**