

NE FACTS, See Page 22.

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Honorary Editor-in-Chief. W/C F. GAFFNEY  
Editor ..... F/O HARRY O'HARA

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ASSOCIATE EDITORS:

F/O H. N. McMILLAN, F/O K. B. McMILLAN,  
LAW A. ZAWADIUK, APO G. THOMPSON, LAC  
D. SWEENEY, F/L R. M. L. BOWDERY, SGT. L.  
L. HAGGERTY.

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.

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/O A. D. NICOLSON.

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# EDITORIALS

## Farewell to "Annie"

THE LAST of the "old faithful" Avro Anson aircraft that played such a vital part in the British Commonwealth Air Training Plan are being retired from RCAF service, Air Force Headquarters announced this week.

Flown by ferry pilots of Air Materiel Command, the RCAF's last four Ansons are slated to leave Station Uplands, outside Ottawa, early this month for Station Trenton, Ont., where they will be turned over to Crown Assets Disposal Corporation.

Widely used by the RCAF during the Second World War as a training aircraft, the merits of the Anson will long be remembered by the thousands of Commonwealth aircrew who trained in Canada during the war years. It was used to train pilots, navigators, wireless operators and bomb aimers, and achieved a lasting reputation for reliability. The plan's success was in no small way due to this well-tried aircraft, well suited in its flying qualities and its equipment to all branches of instructional work.

## Mr. Pearson's Florida Address

Here follow excerpts from this misquoted and controversial address:

Mr. Pearson explained that he had told his U.S. audience that Canadians are particularly conscious that they live under the friendly, but at times overwhelming shadow of a mighty neighbor. Canadians watched with special interest everything that the United States did, often with admiration, at times with anxiety and always with friendly understanding.

## U.S. POWER

"If at times we may seem to be a little critical or worried, our reactions are the same as Americans would be if the positions were reversed; if we were the world's mightiest power, with control over atomic weapons, and with control, also, over the decision where and when and how to use them. If, however, we may be at times a shade anxious about your policies and your power, I can assure you that

we would worry far more if you didn't have this power, or if your policies were concerned solely with continental matters. . . . We are the junior member of a North American partnership which will not be dissolved by Communist blandishment or isolationist timidity.

"You will not be surprised, however, if the junior partner occasionally expresses its own point of view and in the North American idiom. That is because freedom is the basis and the glory of our partnership; a partnership far removed from the kind of relationship between a Communist dictatorial power and its disagreement only emphasizes its fundamental unity.

"Let those who would divide the nations of the free world coalition remember that the things that hold us together are far stronger than those that would pull us apart. That is especially true of the friendship between Canada and the United States," Mr. Pearson told his U.S. listeners.

He concluded by declaring to his audience in Florida: "Canada is a young country, crying out for development; a country of vast differences and expanses, difficult to govern and administer. Hers is not a determining voice when the big international decisions are to be made, nor will her contribution be decisive in the conference room or where the conflict rages. It might

therefore be tempting to try to stand aside in any struggle between the giants and excuse that course by arguing that those who call the tune should pay the piper.

## A GOOD PART

"But that is not the way we in Canada feel about it. The conflict today is not between empires between one super-power and another, but between freedom and slavery, despotism and democracy, right and wrong. So we range ourselves on the side of freedom, under the leadership of the United States of America, and we will play, I hope, a good part in the long and unending fight for peace and a decent world."

## A Word to the Wives

MOST of our OCs Home and Fire-side consider themselves pretty smart business heads and we're certainly not going to disagree about who can pick the best roast at the butcher's. However, there is one department in which they are inclined to part with cash with sad regularity and that is to the shady, high pressure or trick salesman who makes his living selling wives. Some girls just can't resist a bargain as witness the old sales story about a sales-manager who took over a hardware store with a terrific stock of a small rather unnecessary home-item which had failed to sell despite its low price of 10c. The new boss merely put a heap of the gadgets in the window with a sign "Ladies! 2 for 25c," and

(Continued on page 31)

## Peg Personality

F/O J. R. "BOB" POLLOCK



F/O J. R. 'BOB' POLLOCK, our Station Sports Officer, is as well known and well liked a person as anyone at Station Winnipeg. Bob is a Winnipeg boy who joined the RCAF in 1940, took his training at Brandon Manning Depot, Paulson and No. 7 ITS, Saskatoon. From Saskatoon he was posted to MacDonald Bombing and Gunnery School where he completed his training and received his Air Gunner Wing.

From MacDonald Sgt. Pollock was posted overseas to 50 Squadron on Lancaster at Skellingthorpe, England. Bob completed a tour on Lancs and was awarded the DFM while with 50 Squadron. From here he was loaned to the Royal Navy and spent some time on Destroyers including an invasion at Marseilles.

Back to flying, Bob was selected for the first shuttle bombings between England and Africa. He also spent a year as Gunnery Instructor on Sterlings at Ecampton.

Returning to Canada and civilian

life in 1945 Bob joined the staff of Ashdowns Hardware Co. as Cost Accountant until in 1949 he again enlisted as a PRTI and went to Aylmer, Ont. In January 1950 Bob became a Corporal and in April 1951 became a Sergeant. September 1951 Bob was commissioned and posted to Winnipeg where he has done a wonderful job as Sports Officer. He has also had various jobs such as PAdO, Stn. Security Officer and O/C Varsity Drill Squads.

F/O Pollock organizes and handles Ceremonial Wings Parades and CO's parades as well as overseeing all station sports, from the Badminton and Bowling leagues in the winter to Soccer and Softball leagues in the summer. He has been a mainstay in the organization and presentation of this year's Peg Air Revue and his assistance and organizing ability as well as his own stints in the show were one of the main reasons for its success. Bob's pantomime (with suitable back-

ground music) of C'est Si Bon in the show was exceptionally well done and brought the house down.

Regrettably this biography of a most interesting individual with an eventful career has turned out to be the barest of outlines as it has been impossible to elicit much more from Bob than a list of the stations at which he has seen service. Bob takes to publicity like a cat to water and our photographer only managed to corner him in his own office after several attempts.

F/O Pollock is a genuine, pleasing and friendly personality with that greatest of all attributes, a ready sense of humour. He has lent quiet assistance to countless station projects including our station magazine which was homeless until two years ago space was made in the sports locker room.

We may be a little prejudiced but we think F/O Pollock is not only an asset to Station Winnipeg but a real credit to the service he has chosen.

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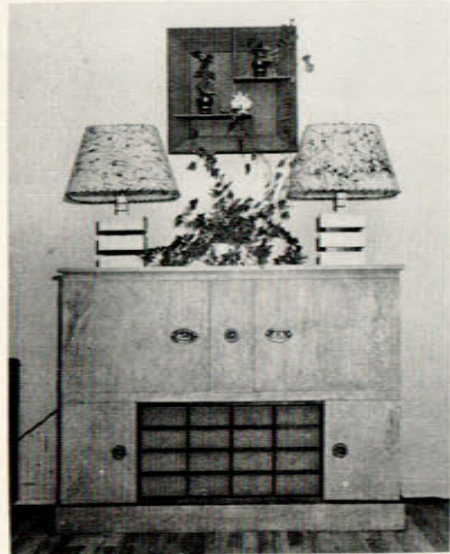
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# THE HOBBY SHOP

THE STATION Hobby Shop is located in the Drill Hall, and as far as most of us are concerned it has just been a name on the door. Lately, however, under the management of F/O Wasiuta and the supervision of Cpl. John Herbert (Fingers) Campbell, this same door



"Fingers" pride and joy.

has been thrown wide to let you who are handy with a hammer and saw, and those of you who wish you were, to enter any evening of the week and build or contrive to build anything made of wood.

To date, everything from book-ends to a couple of motor boats



"Fingers" Campbell and "Stoker" Wasiuta.



F/O Ray Moffat and his "Jo-Ray."



LAW Kish Repairing ye Olde Trunk.

have been built in the Hobby Shop by people who are interested in the furtherance of woodcraft on the Station.

Power tools are available to those of you who know how to use them and for those who don't; someone will be only too glad to show you how. As Cpl. Campbell puts it, "You may be a genius at your own job, but if you don't know how to use power tools, ASK."

With a good supply of hammers, saws, chisels, screwdrivers and material on hand, the Hobby Shop is at your disposal.

### Hobby-Craft

A special section is being set up for those who like to sit down

to build something constructive. Leather-craft will be taught by F/O Wasiuta, who hopes to have a good turnout in this interesting as well as profitable enterprise.

So if you feel the urge to build something or just happen to like the smell of wood-shavings, drop around to the Hobby Shop and say hello to the gang. (Anyone want to buy a small tie-rack?)

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## Current Affairs...

by DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

"This city, (Berlin), itself divided, is a vivid symbol of the division of Germany."

Mr. Dulles,  
U.S. Secretary of State.



## TWO BERLINS AND TWO GERMANYS

THE FAILURE of the recent Berlin Conference strongly suggests that the division of which Mr. Dulles speaks is permanent. Not even the East Germans were fooled by Russia's proposal at the Conference for a unification of Germany without free elections. Russia gave convincing proof that she would never willingly loosen her grip on East Germany. She does not dare. Democracy would sweep through East Germany and perhaps roll on through discontented Poland and Czechoslovakia.

As the New York Sunday Times says, there are two Berlins and two Germanys. The contrasts between them do not reflect much glory upon the Communist system. West Berlin is brilliantly lighted, its streets clogged with cars, its shop windows full of the latest and most expensive goods, its buildings new and modern, and its people independent and full of hope. East Berlin has fewer lights, fewer cars, fewer people. Its buses are wrecks, its bombed-out buildings patched and re-inhabited, its standard of living low and its people dependent and full of fear.

The contrasts between the two Berlins apply also to the two Germanys.

### OCCUPIED BUT GAY VIENNA

Vienna's lot is a happier one than Berlin's—thanks to the ingenuity and unconquerable spirit of the Viennese. However, Vienna's bid for freedom from occupation was denied at the recent Berlin Conference. The futility of negotiation with the Russians was depressingly shown by the refusal of Russia to set Austria free from occupation by the Four Powers. (The accompanying cartoon presents strikingly

Russia's negative attitude in conferences.) Mr. Dulles—and Mr. Eden and Mr. Bidault—surprised Mr. Molotov by acceding to Russia's original conditions for the freeing of Austria. So Russia boldly and blatantly announced two new conditions:

1. A treaty with Austria could be signed but Russian troops must be permitted to remain.
2. Austria must give a pledge never to ally herself with the Western powers.

This magnanimous proposal brought the Berlin Conference to an ignominious end—except for the Russian wolf's "guarantee" of safe-

ty to the Little Red Riding Hood, Western Europe.

Though still occupied Vienna is gay, confident and relatively independent. The Austrians have known how to deal with the Russians, boldly standing up to them and asserting their rights as a "liberated"—not a conquered—people. Some day a treaty may be signed and the Russians sent home to attend their own operas rather than those of Vienna.

### MOSCOW

Collier's magazine is running a most enlightening and interesting series of articles on "Russia Uncensored." Here are some excerpts:

- In Russia, in theory, you're supposed to work with dedication and idealism. Nevertheless, waiters and cloakroom attendants expect a tip. Service is so slow that lunch takes two hours.
- Russian men are always combing their hair in public places. A woman does not make up her face in public.
- Most Russians are surprisingly short. The Presidium members (formerly the Politburo) average five feet six.

(Continued on page 6)



# From Where We Stand

IT IS rumored that a certain Sports Officer has been offered the leading role in the French production C'est Si Bon. However, he has declined this offer to take up option in "Dear John." The American version, that is.

A certain Master of Ceremonies has been offered a fabulous sum for a Tooth-paste Ad. Higher income bracket????

Who boobed in charging our News Editor admission to Peg Air Revue? And will he publish an unbiased opinion of the show? (Ed. note: Please submit memorandum in triplicate next time!!)

Who is the Mad Russian of Peg Air Revue and has he returned to the Kremlin yet, or have pop-corn sales dropped off?

The piano virtuoso who graced our footlights, Paul Scott, son of F/O and Mrs. Scott, deserves honorable mention for his performance during the recent showing of Peg Air Revue.

It is rumored that the Arthur Murray beauties are opening up their own School of the Dance and those interested in the Terpsicorian Art should register early to ensure an early start.

We, as the Reporters for this column, would like to take this opportunity of expressing our appreciation to all members of the cast in the show, Peg Air Revue, for an evening of fine entertainment.



## CURRENT AFFAIRS (Continued from page 5)

- Russians seemed to have junked the famous Karl Marx dogma, "From each according to his abilities, to each according to his needs." The last part of the maxim now reads, "... to each according to his work."
- Professors, scientists, writers, actors, musicians, and top executives are the best-paid workers. These can earn \$1,500 to \$3,000 a month. The average wage of ordinary workers is \$43.25 per week for a 48-hour week.
- Prices are high but vary greatly. Samples: butter \$2.84 a pound, eggs 27 cents each, pork, \$2.27 a pound, shirts \$16 suit \$325. High prices and low wages prevail.
- The Soviet government under Malenkov has made prodigious promises as to how they will increase consumer goods and raise the standard of living.
- A standard Russian wise-crack is: "You're as big a liar as the Voice of America."
- Most Russians have a good sense of humour — often directed against themselves and their government.
- A Russian lieutenant on a train refusing to be disciplined by a Colonel, said: "It's a democratic army. He's not my Colonel."
- Most airliners were twin-engined like the old DC-3. The few stewardesses were heavy-set, plain-looking girls, wearing woolen stockings! The pilots seen were competent and cautious, not wild and careless as reputed. They did make nerve-racking take-offs, but because most of

the airports, except for the big cities, were just rough dirt fields.

## COVER STORY



Dim the house lights, open the curtains, wear your best smile and give it all you've got. That's "Show Business." The opening number of the '54 Peg Air Revue in the Station Theatre, March 1st. The 'Peg Air Line starts the show which proved to be a crowd pleaser.



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PORTAGE AT HARGRAVE

# Today in SPORT

by LAC DAVE SWEENEY

Photos by Sgt. S. Beaudoin.



FRIDAY, FEB. 12th, saw a boxing card sponsored by the Crescent Boxing Club at the local Auditorium where Eddie Senos and Pinky Mitchell were the feature attractions. Eddie plied his trade in the squared circle against Winni-



Pinky and WO1 Ernie Munroe "That's No-moré."

peg's Paul Chyzy, who currently holds the Canadian middleweight crown and recently returned from the Diamond Belt amateur boxing tournament in Vancouver, where he dropped a split decision to Adrien Klinkenburg, of Seattle, in the semi-finals.

Right from the opening bell, Senos and Chyzy fought a close, hard fight that had the crowd screaming for both boys. There's a two-minute rest between rounds, but those two minutes must seem like two seconds when you're trying to get the old wind back. Chyzy got the nod after four gruelling rounds of a hectic fight.

Another boy wearing the Air Force blue on the same card was John (Robbie) Robischaud from Rivers. Robbie hails from New Brunswick originally and this was his first fight in over a year. This was also his first appearance in Winnipeg, and if his crowd-pleasing style is any criterion of future pugilistic endeavors, Robbie should do well in forthcoming bouts. He will train under the capable guidance of Cpl. Charley Pyle of the Army, who has quite an impressive record of his own in the squared circle. Robbie teed off with Chick Livingston of the Crescent Club. Robbie dropped this one, when the Referee stopped the bout at the end of the second round, due to a haemorrhage in Robbie's nose.

The one and only Pinky Mitchell did credit to the old Blue as he fought Al Sparks, the dusky dynamiter, who pulled off an upset against Pinky in January. Sparks, since his last appearance with



"Robbie" Robischaud and Friend??

Pinky, has added the Manitoba Light-heavy crown to his War Belt. (Congrats, Al.)

Pinky and Sparks were both greeted with loud cheers from a packed house as they entered the ring. At the centre ring introductions, both boys appeared calm, and it makes you wonder sometimes just what goes through a fighter's mind at this time. Talking to Pinky before the fight, he had no comment to make other than that he was going out to win.

Having been beaten by Sparks previously, Pinky wasted no time in carrying the fight at the opening bell. The first round went to Sparks on points, but after the first Pinky was never headed.

We think it may have been overconfidence in a well-rounded reputation that cost Pinky his last fight. This one was different. Both boys fought one round at a time, with lots of action in the in-fighting. Pinky landed a couple of round-house rights that came right off the

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floor, but Sparks, although groggy a couple of time just shook his head and waded in for more. At the end of the fight both boys knew that they were in a humdinger that had the partisan crowd on their feet more than once. Pinky got the nod by way of an unanimous decision, and there is talk of another re-match. Man, this pace is killing

yours truly. Let's all try to take in the next one. Three times and out??

### Bowling

The bowling season by rights should be almost to a close, but Cpl. McCurrie informs us that there has been such keen competition among the various teams that bowling will be continued for another seven weeks. If there are any playdowns in the near future we shall keep you informed on the various happenings.

### Hockey

The first game of the Inter-Service Hockey League was played last week, with the Mounties skating off with that one. They knocked over Air Force, 10 to 7. The next game will be played next week, and the winner of this one will meet Navy, who are the winners of the season's play. Good luck, fellas; this could be the big one.

### Curling

An Inter-Service Bonspiel was held here in Winnipeg recently, and the rink of Sgt. Common, RCAF, came out with the long end of the broom. Nice going, fellas!

Well, kind people, we promised you more news this time but we



Sgt. Common (skip), Sgt. Hnatowich, LAC Hogg, and Sgt. Sewchuk.

had planned to have full coverage on the different curling bonspiels, but due to the warm (isn't it nice?) weather we have had these past couple of weeks the different sheets of ice have been Kaput as far as curling is concerned. (Why doesn't someone invent curling with boats?) We hope you kind souls haven't been bored with this one; if you have, blame the weather. (We had to place the blame somewhere.) That's thirty for TO-DAY IN SPORTS.

# Chaplain's Page



By F/L S. M. PARKHOUSE

WHEN THIS article is read, we shall be in the Lenten season. Easter will be approaching. In other words, we shall be coming to one of those periods in the year when the Church puts on a special effort, when men and women are asked to go to church oftener than usual, and when we are asked to give some special thought to the sufferings of Christ.

It is with this last thought that I wish to deal: the sufferings of Christ. Now don't turn the page to the next article because you fear that the preacher is going to tell you what you already know about suffering; namely, that it is a fact and at one time or another in life all men are subjected to it. Yes, such is the case, and no man yet has been able to avoid this seemingly unnecessary fact of life. The innocent suffer with the guilty, particularly in war; the rain falls on the just and on the unjust. Life is cruel, and happy is the man who avoids as much suffering as he can.

Now thinking people have been concerned with this problem in every age. All the name philosophers struggled with it; the Old Testament prophets met it in their

day; and today, because of modern means of communication, we are aware of it throughout the world.

I do not propose to have a solution to suffering. However, I would turn your attention to the sufferings of Jesus Christ for in them we do see suffering vindicated. Consider Christ. He was, to say the least, the best man that ever lived. He had compassion on others—He saw suffering humanity and as He passed by He healed the diseases of mankind. He taught men how to live—how to be rather than how to have. Such was the quality of his teachings that the common people heard Him gladly and followed Him in multitudes. Nevertheless, like other good men, He incurred the hatred, the jealousy, the envy of those who were making a good thing out of their fellows, and finally He was brought to trial and sentenced to death by crucifixion. He was committed to suffering as a common criminal.

He went to his death maintaining to the end His faith in God the Father, and at the last asking forgiveness for those responsible for His crucifixion. He suffered grievous bodily pain and refused to soft-

en it by any opiate. But above all He suffered the brutal torture of the innocent. Of course He died. But, by that death He showed that the spirit of man can triumph over the body, that out of bodily suffering there comes new life. In His case He won new life for Himself, and what is most significant, new life for all we believe in Him.

He had said during His life that a man must lose his life to find it, and that men should not fear those that kill the body, but rather those that kill the soul. He lived out both of these laws of life. By His death and sufferings He found life for Himself and others, and, while His body perished, He saved His soul for eternity.

As Easter approaches again we do well to turn our thoughts from the things, the bodily comforts which concern us, to the well-being of our souls. Let us remember that no good was ever achieved without sacrifice and without suffering. To sacrifice and to suffer for others is to live.

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# JET BARONS TURN TO CANADA

By WILLIAM STEVENSON

FIVE BOLD BARONS from Britain's jet age are drawing Canada into an alliance that should cheer the soul of that poet who mourned as dead "those days of old when knights were bold."

For few knights could have been more dashing than these men who gambled all they had upon a vision. Britain emerged from the last war almost broke. But, worse, she had to reorganize her air industry, which, by agreement, concentrated on war-plane production while the United States was free to develop new transports. British survival depended upon exporting new ideas and new machines; and in the fastest expanding field of all, her manufacturers had to take second place to U.S. companies which had swiftly adapted military transports for airline use.

Brave men agreed upon a venture that might have made the lustiest Elizabethan gamester suppress a shudder. They put all they had—a few pence, many brains, much skill—into producing the airliners and warplanes of the future. It was a terrific chance these British barons and their colleagues took because, if their calculations proved wrong, all would be lost.

Today, they see Britain leagues ahead of her nearest rivals in the U.S. Within their grasp are newer wonders to help men race the sun across an ocean or launch their ships toward the moon.

This knightly quintet is turning now to Canada; in part, because of the debt many Britons feel they owe to Canadian manufacturers who helped out at the worst period during that long gamble.

There's more than that to the story, though. In the new era of swift and roomy jet transports ahead, Canada is likely to benefit most both in prosperity and security against attack. In return, this country is offering Britain a growing reservoir of air strength and an expanding flow of aviation ideas.

## EXPANDING IN CANADA

All five of the jet barons were in Canada recently, and in a series of interviews gave me a vivid picture of the future. They spoke in different accents and they did not always agree, but there was one thing they all had in common. They were plain spoken and there was no attempt to decorate their words. Their views probably represent as accurate a reading of the future as it is possible for the layman to get.

Sir Miles Thomas may be the most intrepid among the barons. He is the only airman known to have crashed in the Garden of Eden. That was nearly 40 years ago, and today he is chairman of British Overseas Airways, whose Comet jetliners have brought Japan to Britain's doorstep.

"Soon," he told me, "we'll have regular jetliner services across the

Canadian Arctic. Turbo-jetliners will have such range they'll carry large cargoes in one hop from London to Vancouver non-stop, by way of the polar regions. You can expect this within two years; later, no Canadian will be more than 24 hours' flying time from any point on earth."

Then there is that sprightliest of Britain's jet barons, Sir Frank Spriggs. As a youth, he tossed a coin to decide between careers in wrestling or in aviation. He still



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approaches problems, press conferences and red tape with the air of the mat expert when, in fact, he is the most powerful figure in world aviation today.

He runs 12 aircraft companies, heads the Hawker-Siddeley group which controls 40 per cent of Britain's air industry and is a director of Avro Canada in Toronto. His men claim to have built most of Britain's best warplanes in the past decade.

"We're going to expand in Canada a great deal," he told me. "Our present assets here are worth \$40,000,000, and that's not nearly the end of it. Canada will provide a great reservoir of strength in any future war and we're plowing back all the dollars we earn."

Boldest of the barons, perhaps, is Sir Sydney Camm. If he had listened to the pessimists he might not have produced his almost unbroken series of great aircraft, from the Hawker Cygnet of 30 years ago to the swept-wing and triangular jet fighters of today.

"Did you ever consider," he asked me in Toronto, "what might have happened if every inventor had been told, 'It can't be done'? I often do. That's why I like to work alone."

And then he added: "We've reached the point, though, where it's essential to set up the means for consultation between Canadian and British air experts."

This has been the objective of Sir Roy Dobson, who was largely responsible for starting the jet industry in Canada. He wants, for instance, to have an efficient division of labor so that Canadians can pursue development of specific types of aircraft. He quoted the case of the CF-100 long-range, all-weather fighter, which Canadians developed for special defence problems, and said: "It would save duplication, and today Canada has the designers, the ideas and the resources to take a full share in Commonwealth enterprise."

## MAPPING NORTHERN SKIES

He spoke of "utterly fantastic projects" which were being put into high gear in Canada. We were talking on the eve of conferences in Washington, Ottawa and Toronto.

Among the technical team of designers and engineers was the fifth of the doughty barons, Sir William Scott Farren, who is said to be the most experienced man in British aviation today. He is president of the Royal Aeronautical society, which means to Elizabeth II what the companies of Raleigh and Drake must have meant to the first Elizabeth.

Talks among these men and Canada's own designers, research scientists and RCAF chiefs were highly secret. Yet the barons still found some startling predictions for public consumption.

"I see the time when aerial commerce will bring much of the world's business to Canada," said Sir Miles Thomas. "You see, we're planning new routes which should be in operation within a couple of years and these will force people to look at the globe with new eyes."

"We're dividing the world into two hemispheres for new BOAC routes and our northern route will

take full advantage of new opportunities offered by aerial mastery of the Arctic.

"I call it the 'Red Ribbon route,' and over it will fly Comets and Bristol Britannias for a start. There are larger, triangular-winged jetliners on British drawing boards, but they will follow later. The route will go from London over the polar fringes and across Northwest Canada to Vancouver, thence across the north Pacific to Japan and so back through Manila, Burma, India and the Mediterranean."

Upper air levels over the Canadian Arctic are being probed in a series of experimental flights by Sir Miles' Comet Mark II's, which have longer range and are larger than the earlier versions. So this winter over Northern Canada will be seen the occasional passage of a lone jetliner. The men in it will be mapping the mysterious depths of sky, while elsewhere RCAF

(Continued on page 29)



"How many times has your father told you kids to close the door behind you."

# WD's Report

By LAW ANN ZAWADIUK

HERE WE ARE again to round out any special bits of news, activity, etc., which have occurred since the last issue.

It is said no news is good news, but your writer doesn't agree, because if there were no news, regardless of its nature, this would be a blank looking column—O.K., so it might as well be blank! Read it anyway, please.

Our big item this time is the Anniversary party held in the Flight Cadets' old lounge on Feb. 17th. It was delightful to see so many guests



"Move along please."

in attendance at this function, and it is hoped that each person enjoyed his or herself. The evening's programme consisted of friendly chatter, dancing to the music of Duke Palmer and his band, and refreshments were served.

One of the highlights of the evening was a congregation of our "Originals" around a beautiful cake to display their happy smiles for the camera. (Result appears in this issue of VOXAIR, I hope.) Granted we can't have an anniversary party every day of the week, but wouldn't it be fun to have more of this type of party—good for the morale, you know!!!

W/C Gaffney, CadO of Station Winnipeg, offered the congratulatory

message to the girls and had the pleasure of cutting the cake.

Our only female photographer has left our company. We wish Ruth Morrison the best on her posting to Saskatoon. We will miss her, as she is a handy girl with a camera. Besides that, she makes right good coffee.

Another member of our cast has become a lucky star in the footlights of "Overseas Postings." A few of us envy you, Madelyn Drennan, but who knows—we may be lucky too. (Are you listening?)

Always thought that June was the month for brides, but March is the popular month for our Evelyn Camley. Best wishes for a happy life of wedded bliss, Ev, and don't you think your first offspring should be named "Harvard"?

May I re-rail a train of thought from an earlier item and take you overseas for a moment. We have a couple of representatives over there and we hear from that gal who tossed a wicked curve during last summer's softball games — Jeanne Lloyd. She reports all is well in Luffenham and she really likes tea now.

For all the curious people (especially males) who for the past month



"The Originals"



W/C Gaffney cutting the cake at Station Winnipeg's W.D.'s anniversary party.

have been asking, "Who is the new Cpl. on the Station?" She is Cpl. Claire (Rabbit collectin') Baker, Met observer, on T.D. from Trenton. O.K.?

To write more would involve mental strain and I'm sure you wouldn't want that—so away for now. Thank you, lovers of good Literature.

"ANNE."

# NEWS

News Editor: F/O H. N. MacMILLAN

OTTAWA — CANADA RELIEVES U.S. IN SUPPLYING ARCTIC STATIONS — Canada served further notice that it is taking a stronger sovereign grip on its Far North regions. Transport Minister Chevrier said in the Commons that Canadian ships will supply all Arctic weather stations with the exception of Alert. Mr. Chevrier said that next summer the department will send north a 5-ship convoy comprising 2 icebreakers, the C. D. Howe, a dry cargo vessel and a tanker. The ships will supply 4 of the stations besides carrying out regular duties in Arctic and sub-Arctic waters.

MONTREAL — RAF TWIN-JET TESTS LINKED TO SALE HERE — Recent secret tests in the Arctic of an RAF twin-jet Canberra bomber has started speculation that Canada may be considering its purchase for defence. The aircraft is an example of the new RAF strategy in which armament is abandoned for speed and climb to escape pursuers. It is being produced in the United States and Australia under license.

MONTREAL — PRIME MINISTER'S AIRCRAFT WORLD'S MOST COMFORTABLE — The gleaming aircraft which is carrying Prime Minister Louis St. Laurent on his 23,000-mile goodwill tour of the globe can rightly be called "the most comfortable plane in the world." That is the opinion of John Gilday, the man who supervised the 3½-month job of making the Prime Minister's plane a flying executive suite. "The President of the United States might have a flashier-looking or bigger plane," he said, "but no one has a more comfortable plane."

MONTREAL — Another 300 RCAF jet fighters are to be flown across the Atlantic as replacements for the Air Division in the United Kingdom and on the continent. Though a continuation of previous "Operations Leapfrog," there are interesting new factors in the flights. One factor in the operation is that they will be carried out by No. 1 Overseas Ferry Unit, formed at Montreal only last fall. Commanded by S/L R. G. (Bob) Middlemiss, of Montreal, it comes under Air Transport Command for administrative purposes. It is expected that the new Sabres will be flown across the Atlantic almost as fast as they roll off the assembly lines of Canadiar Ltd., Cartierville.

OTTAWA — 2 RCAF para-rescue sergeants have been awarded the United States soldier's medal for heroism in the crash of a U.S. air force B-36 bomber at Trinity Bay, Nfld., in March, 1953. Air Force headquarters announced recently. Sgt. Joseph Couturier, 33, of Edmundston, N.B., and Sgt. Reginald W. Trent, 32, of Pathlow, Sask., members of a para-rescue team at Torbay, Nfld., parachuted to the scene of the crash to aid the victims.

WASHINGTON—400 LATEST RUSS BOMBERS BASED NEAR N. AMERICAN TIP—N. CANADA DEFENCES AND ALASKA AREA SCOUTED BY REDS — Aviation Week magazine recently published what it said are the free world's first photographs of Russia's newest heavy bombers, the 6-engine Tupolev 200 and the 4-engine Ilyushin 38. The magazine said the pictures came from secret sources "behind the Iron Curtain." "Reconnaissance versions have made routine observation flights at extreme altitude above the Alaskan and Canadian defence perimeter," the magazine said. Both planes are swept-wing turbo-prop types—that is, they have jet engines driving propellers. This means that they are faster than piston-engine aircraft, and have a much longer range than pure-jet bombers.

WORK HORSES FOR THE AIR FORCE — In mid-February Frank N. Piasecki, Chairman of The Board of Piasecki Helicopter Co. of Canada, a subsidiary of the American company, gave an illustrated talk in Montreal on the development of the new H-21 Work Horse helicopter. This helicopter (below) was designed for use in cold weather regions. Delivery to the RCAF will start this month.

The H-21 holds the world's speed and altitude records. It can carry from 14 to 20 passengers and operate from any kind of terrain.



NEW YORK—SPEEDY JET PLANE CAN STOP IN FLIGHT TO DESCEND VERTICALLY—The U.S. Army and Air Force disclosed existence of their XV-1 'Convertiplane,' first military aircraft ever built to take off and land vertically like a helicopter and convert in flight to or from a high-speed airplane. The revolutionary aircraft is a joint development of the Air Force's Wright Air Development Centre, the Transportation Corps of the Army and the McDonnell Aircraft Corp. To provide lift for vertical operations it has a 3-bladed rotor atop its fuselage driven by tiny pressure jet units located at the tip of each blade.

WINNIPEG — S/L R. Hodgins, of Britannia Bay, Supply Officer at 14 Training Group Headquarters, Winnipeg, since September, 1951, has been transferred to Aylmer, Ont., as Officer Commanding the Composite Training School.







MRS. ELIZABETH SU MOY CHOY, M.B.E., a member of the Malayan Government, gave a very interesting and enlightening talk to the Personnel of Station Winnipeg, Tuesday 2nd March. Besides speaking with authority on the advancement of Democracy in the Malayan States, Mrs. Choy gave a one woman Fashion Display of different styles of clothing worn by women of that country. The dress she is wearing in the accompanying photograph, is the one she wore at the Coronation of Queen Elizabeth II.

**CANADIAN SCHOOL TEACHERS IN EUROPE**—The air force and army soon will be opening opportunity's door to school teachers who want to see Europe on an expense account. For Canada's North Atlantic Treaty Organization forces in France and Western Germany, the air force is setting up communities, complete with schools requiring the staffing by at least 100 teachers. How the teachers, all civilians, and all Canadians — mostly from Ontario—are to be recruited, and under what financial terms of service, are still points to be settled, but defence headquarters says it will shape up something like this: Teachers will draw salaries "comparable" to the current scale in the average Ontario centre, plus: 1. Travel allowance; 2. Foreign Service allowance; 3. Subsistence allowance.

**WINNIPEG**—Dakota 568 took off in late February on a mercy mission to Coral Harbour, N.W.T. Piloted by F/O Walter Judd, of 111 C & R Flight, the crew of 7 consisting of F/O Judd, pilot, F/O's Doug Renton and Floyd Beaufind, Navigators, F/O Wally McLeod, Radio Officer, your news editor as co-pilot, Cpl. Roscoe and Lac Mackenzie crewmen, N/S Lawson and Dr. W. J. Wood of the Dept. of Indian Affairs, stayed overnight in Churchill.

With an early morning take-off from Churchill, Coral Harbour was reached at 1300 hours, but with bad visibility, blowing snow and very little contrast of colours on the ground, it took some time to get the aircraft on to the snow covered runway. To help matters there was a 30 mph 90 degree cross-wind. F/O Judd was equal to the occasion and made a very skillful landing.

Following lunch the crew saw examples of Eskimo handicraft; cribbage boards made from Walrus tusks, moccasins, etc. The co-pilot could not resist the purchase of a polar bear skin which he intends to use as a rug.

The object of the flight enjoyed the return trip to Winnipeg. Although he couldn't speak English he smiled and ate several chocolate bars and did not seem at all awed by the roar of the aircraft engines or the distance he was above terra firma. We wish him speedy recovery and safe return to his Northern home.

**PORTAGE LA PRAIRIE**—The latest "Wrong Way Corrigan" seems to have been born. Pilots of Portage la Prairie are having trouble with their Radio Compasses. Taking off for North Bay, you are likely to find them in places such as St. Louis, Miss.



L/C A. V. Branscombe, C. Tech. O., Stn. Winnipeg, disappears beneath a bus tender as he personally carries out an inspection as per AFHQ DMM651.



**NORTH BAY**—Battle of Britain Air Hero and one of the original pioneers of night-fighter tactics and the RCAF's most decorated pilot, Wing Cmdr. J. R. Braham, DSO and 2 bars, DFC and 2 bars, AFC, has arrived to take command of North Bay RCAF station's All-Weather Training Unit. His job will be to guide the training of the men who are to man the CF-100 all-weather fighter to form the combat arm of Canada's air defence. The 33-year-old ace has a list of qualifications which custom-fits him for the job of overseeing the training of Canada combat crews.

**OTTAWA**—Three changes in senior appointments involving the Army and the RCAF will take effect in August, 1954.

Major-General J. D. B. Smith, CBE, DSO, CD, presently Chairman, Canadian Joint Staff, London, and Canadian National Military Representative to Supreme Headquarters Allied Powers Europe, will replace Air Vice Marshal Dunlap as Commandant of the National Defence College.

Air Vice Marshal C. R. Dunlap, CBE, CD, now Commandant of the National Defence College, Kingston, Ont., will be transferred to Air Force Headquarters in Ottawa. His actual appointment will be decided at a later date.

Air Vice Marshal D. M. Smith, CBE, CD, at present Air Member for Technical Services at Air Force Headquarters, will replace Major-General Smith as Chairman, Canadian Joint Staff, London, and Canadian National Military Representative to SHAPE.

**FORT NELSON—TREKKING OVER DEFENCE TRAIL**—An RCAF tractor and snow mobile convoy has left this Alaska Highway town on an overland trek to meet another outfit heading west from Churchill, Man., over Canada's new northern winter defence trail. The road will connect Churchill, on Hudson Bay, with Anchorage, Alaska, on the Pacific Coast—a distance of approximately 2,000 miles.



**FRENCH 'FLYING' WING**: This first French tailless, delta-wing jet was tested recently at an airfield near Paris. Inventor Roland Payen leans over

to chat with Pilot Tony Oschenbien after a successful flight of the 300-pound plane, which can reach a speed of 310 m.p.h.

**LOS ANGELES, CALIF.** — North America's F-100 Super Sabre holds the official world's speed record with a mark of 755.149 mph, according to a ruling of the Federation Aeronautique Internationale issued from its Paris headquarters, North American Aviation was informed today.

The new record was set in two blistering runs of 767.337 and 742.961 miles per hour over a 15 kilometer course at

Salton Sea by Lt. Col F. K. (Pete) Everest October 29, 1953.

The F-100 is the fourth North American jet to hold the world's title. Lt. Col. Richard L. Johnson turned the trick the first time on September 15, 1948, in an F-86A when he averaged 670.981 mph over a three kilometer course. Captain J. Slade Nash succeeded him in a F-86D with a mark of 698.505 mph set November 19, 1952. And Lt.

Col. William F. Barns set the last of the F-86 records, again in a "D," on July 16, 1953 at 715.697 mph.

These four North American planes have dominated the world's speed record scene for over five years with the exception of the few months between July 9 and October 29 in 1953 when the British Hunter and Swift and the American Douglas F4D each held the title briefly.



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# PEG-AIR-REVIEW OF '54



F/O Ken McMillan (Secret Love?).



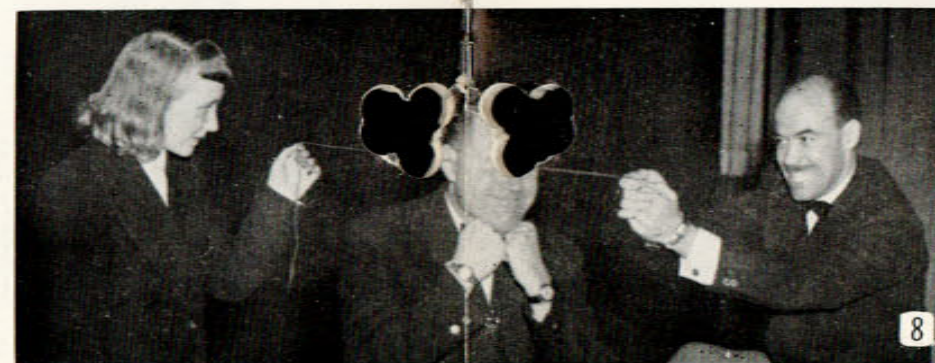
F/O "Dad" O'Hara. (Dear John)



'54 Peg Air Revue Cost.



Fast Shuffle.



Pull Thru?



Ranch Boys (Movin' On).

# PEG - AIR - REVIEW OF '54



Sgt. L. L. Haggerty, CD, of No. 14 Training Group Headquarters who produced "Peg-Air-Revue of 1954."

"PEG AIR REVUE OF '54" was shown before a thousand well satisfied customers, on Sunday afternoon, Feb. 28th and Monday and Tuesday nights, March 1st and 2nd. Sunday afternoon the cast of the show played host to the PMQ children and patients of Deer Lodge Hospital.

Monday and Tuesday nights, all the stops were pulled and the cast

gave their utmost to the customers. The feature attraction was a roller skating team that had people on the edge of their seats throughout their entire act. Rusty McKenzie and Bob Delafontaine were the highlights of this act and showed plenty of courage as well as talent. F/O "Duke" Palmer played his golden sax, and what that man can do with a horn is beyond description. From the ridiculous to the sublime, he played the entire gamut of musical selections. F/O "Bob" Pollock and F/O Harry O-Hara enacted the Dear John and Marsha number that had the cash customers yelling for more. The kick line of a bevy of local beauties was out of this world and the bouncing belles are making the Follies Bergere take a second look. We did a double take when they first came on stage. Our own VOXAIR Vixen, Sally Maxwell, sang a couple of numbers that left the customers knowing exactly why she was

chosen to grace the pages of VOXAIR.

All in all it was quite a show and thanks for inviting us. The remainder of the cast all contributed their bit, but to name everyone and briefly outline their different sets would entail at least three pages of copy, so may we say sincerely it was a show well done and Producer Sgt. Haggerty of 14 Training Group is to be congratulated heartily for the tremendous effort and the time put in to make the '54 Peg Air Revue a success. F/O Bob Pollock directed the show and much is to be said in the time and effort he put in.

Without an orchestra, no show is complete. Joe McEwan and his band are to be congratulated for producing the music that everyone found enjoyable. From producer to stage hands everyone made sure that the '54 Peg Air Revue would be a success.

RCAF Station, Winnipeg, Man.  
5 March, 1954.

The Cast of "Peg-Air-Revue":  
Through the medium of our Station Magazine "Voxair" I would like to take this opportunity of expressing sincere thanks to all members of the Service, and personnel employed at RCAF Station Winnipeg, who appeared with and assisted in the Show "Peg-Air-Revue of 1954."

Much time and effort was given by all members of the cast as well as personnel who worked behind the scenes to make the show a success.

Personal satisfaction is the reward for a job well done. Thanks to all.

*L. Haggerty, Sgt.*  
Producer.

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# THE MARITIME NAVIGATOR

by F/O M. J. PIERCY

EVERYBODY has heard of NATO. Most of us have read in our national papers of the contribution the Canadians are making of Sabre squadrons to Germany and England to bolster NATO defences. I wonder how many of us have stopped to consider the contributions being made by the RCAF's Maritime Air Command. Few headlines tell of the ceaseless patrolling of the waters off our eastern shores by the Lancasters of (MR) Squadrons. Many NATO exercises have been held (e.g., Castenets, Mariner, Convex III and IV, etc.), but they seldom make the headlines. Why? The reason is mainly because this function of air power has in one way or another been in constant operation since the end of World

The maritime squadrons are one of Canada's commitments to NATO and are continuously working with member countries of the NATO organization on training exercises. These exercises take place from the Carribean to the English Channel and North Sea. During the period of an exercise a squadron may move in total to Florida, other American bases along the Atlantic, to Newfoundland or to England for

periods up to a month at a time. At times when exercises are not in progress training trips to foreign bases are scheduled. On these trips crews may visit Bermuda, the Azores, Greenland, Iceland or other bases along the east coast.

Not all flying is of this nature, however. Many local exercises are carried out—bombing and gunnery, interception of merchant ships, patrols and searches with naval

The author, F/O M. J. Piercy, has recently come to Station Winnipeg from Maritime Command Station Greenwood. His article is the first of a series intended to provide trainees with first-hand information of the detail and duties of the various RCAF operational commands to which they may be assigned upon graduation.

War II, and secondly because MAC is still operating old type aircraft.

The navigator who has just graduated and is posted to the OTU for further training in the maritime role is indeed fortunate. The experience and training gained on a maritime OTU and squadron is second to none in the navigation field. Some navigators when hearing they have been selected for maritime duties are not too enthusiastic, primarily because they are not aware of the nature of the work, but after a short time on the squadron they realize the opportunities for practical experience combined with the opportunity to travel to foreign bases.





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vessels, and exercises with submarines, tracking them while they are submerged. Another commitment of the maritime squadron is the northern ice patrols in the summer months. These patrols consist of finding the path of least resistance through the ice for re-supply convoys on the way to northern bases. During this period each crew will have a tour of ten days to two weeks flying out of Resolute Bay, which affords ample opportunity to practise grid navigation techniques. Another important task of the squadrons at present is that of searching for lost aircraft and ships.

The present day aircraft used in the maritime role is the Lancaster (MR), a dependable interim aircraft, which will be replaced in the near future by the Neptune P2V, a more modern aircraft. The Lancaster has many useful aids for the navigator:—AP1, GP1, Loran, Rebecca, search radar, radio compass, radio and radar altimeters, and as many as five drift aids. Another important instrument for which the navigator is responsible is the Low Level Bombsight which is used for dropping depth charges and other weapons used in anti-submarine warfare. The navigator will have opportunity to use all of these aids during his diversified flights, which may be over land, ocean, or from two hundred to twenty thousand feet in altitude.

The esprit-de-corps of the maritime squadron is high, with a friendly rivalry between squadrons in the Command. Not only is there rivalry between squadrons but also between individual crews and crew members. Here the navigator comes into his own. He has the opportunity to practise all methods of navigation, and can gain an unlimited amount of practical knowledge and experience in the navigation field. The navigators along with other crew members combine to form an efficient team for the protection of our sea lanes and coastal areas.

Good luck to the future members of Maritime Command — a truly operational command of the RCAF.

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## STATION THEATRE

March 14 RETURN TO PARADISE Gary Cooper Barry Jones	March 26 FULLER BRUSH GIRL Lucille Ball Eddie Albert
March 15 VICE SQUAD Ed. G. Robinson Paulette Goddard	March 28 WALKING MY BABY BACK HOME Donald O'Connor Janet Leigh
March 16 A YANK IN THE RAF Tyrone Power Betty Grable	March 29 THE MOON IS BLUE William Holden David Niven
March 17 BODY AND SOUL John Garfield Pili Palmer	March 30 MISSISSIPPI GAMBLER Tyrone Power Piper Laurie
March 18 ALL I DESIRE Barbara Stanwyck Richard Carlson	March 31 BAND WAGON Fred Astaire Cyd Charisse
March 19 AFRICAN QUEEN Humphry Bogart Kath. Hepburn	April 1 PHANTOM FROM SPACE Ted Cooper Noven Nosi
March 21 FARMER TAKES A WIFE Betty Grable Dale Robertson	April 2 No Show
March 22 JACK McCALL, DESPARADO George Montgomery Angela Stevens	April 4 MONEY FROM HOME Dean Martin Jerry Lewis
March 23 BLOWING WILD Gary Cooper Barbara Stanwyck	April 5 DESERT LEGION Alan Ladd Richard Conte
March 24 SLIGHT CASE OF LARCENY Mickey Rooney Eddie Bracken	April 6 HAPPENS EVERY THURSDAY Loretta Young John Forsyth
March 25 BECAUSE OF YOU Loretta Young Jeff Chandler	April 7 GIRL IN THE NIGHT Joyce Hollen Leo. Freeman



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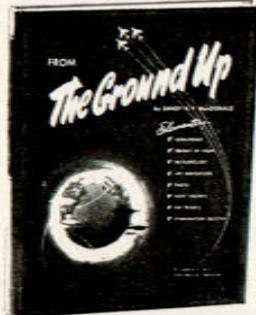
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## PLANE FACTS

(See back cover)

**WINGED ENEMY OF SUBMARINE**  
—Arrangements have been made for the RCAF to acquire "Neptune" Aircraft for use by its Maritime Squadrons, to replace the Lancasters now being used. The first of these aircraft are to be allotted to the East Coast Squadron, due to Canada's NATO commitments. Neptunes have been in service since 1945.

Third Neptune built established a long-distance flight record which still stands — 11,236 miles nonstop without refueling, from Perth, Australia, to Columbus, O. Carrying specialized radar and electronics instruments, the Neptune was developed to meet snorkle submarine threat. Compound engines were first introduced on this aircraft. It is the heaviest airplane ever to take-off repeatedly from aircraft carrier runways.

The P2V-5 Neptune strongly resembles its predecessors, chief visible differences being the added nose turret and larger center-mounted tiptanks.

Under the Mutual Defense Assistance Pact and release of certain key U.S. equipment to friendly nations, both Great Britain and Australia have received the first of their Neptune fleets.

### \$ \$ 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.

VOXAIR VIXEN

*Sara Shane*

Height ..... 5'6"  
Weight ..... 115 lbs.  
Bust ..... 37"  
Waist ..... 23"  
Hips ..... 34"

Photo by courtesy  
Russell Birdwell  
Los Angeles

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Centre Row, left to right: APO's Fraser, Hoyte, Temple, Whitebread, Jekyll, Turner, F/C Deveau.  
Front Row Kneeling, left to right: APO's Morley, Barlow, Tait, F/C's Scott, Cloutier, APO's Carpy, Carpenter, Green.

## COURSE NOC 5307 - LR

A is for aristocrat for that's what we are  
We spend all our time in the pit and  
the bar  
With women we've little or nothing to  
do  
It's all boys together except for just  
two.

B is for Barlow he says he's English  
But the language he speaks is hardly  
distinguished  
To climb in the Alps is his greatest  
ambition  
But he'll never do that in his present  
condition.

Our next B is Bartlett, his passion is  
flying  
The drone of a Harvard to us is just  
trying  
But as an ex-pilot to him its life's blood  
Tho' we've heard how he ground looped  
and stuck in the mud.

C is for Carpenter, he's off to get wed  
He met a young nurse and so lost his  
head  
Says that it worked on him just like  
a tonic  
But we all must confirm it was only  
platonic.

Then we have Carpy, a terrible Scot  
A hell of a sciver and also a sot  
In the cuisine of astro he is to be found  
But the recipe used is B & A sound.

The third C is Cloutier with plenty of  
dough  
So he wants to meet Russell and also  
Monroe  
He's off to survival and who is to tell  
He may get acquainted with Eskimo  
Nell.  
Crawforth comes last in our list of the  
C's

He plays clarinets and knows all the  
keys  
The moustache which he sports has been  
growing for years  
And soon it will reach right round to  
his ears.

D is for Deveau, the shortest one here  
But nevertheless he drinks the most  
beer  
His legs only just reach down to the  
ground  
But you can be certain they get him  
around.

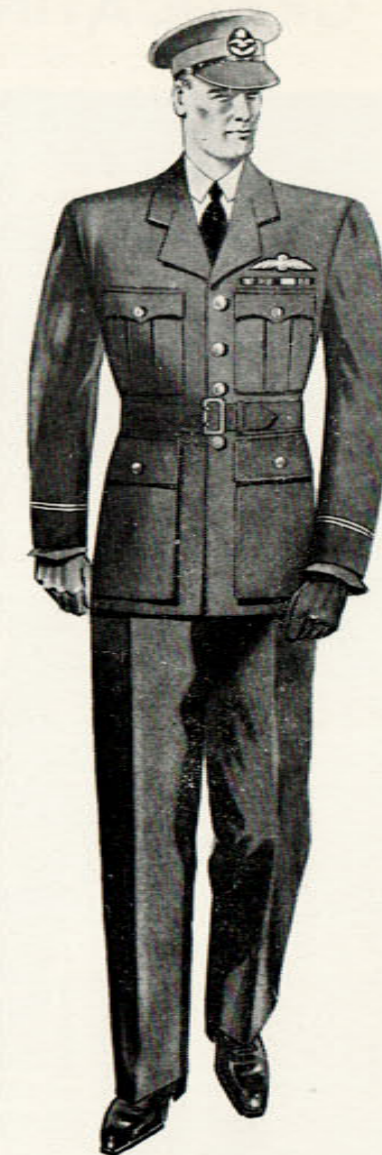
E is the Expeditor in which we all fly  
We know that they stay up but cannot  
guess why  
Whenever there's turbulence up there in  
the sky  
Nearly all of us honk though this we  
deny.

F is for Fraser, our hunter of game  
The way that we treat him is a horrible  
shame  
Of the bearskin he owns he tells a good  
tale  
But all of us know it came from a sale.

G is for Green, he bought a car cheap  
Now it stands in the car park reduced  
to a heap  
He offered us rides and then like a heel  
Made us all do the pushing with him  
at the wheel.

H is for Hoyte, who's a student of Bach  
He sings in the choir and sounds like a  
lark  
He plays classic music which makes us  
all mad  
Not a piece do we know but it sounds  
very sad.

(Continued on page 27)



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# GRADUATING CLASS NOC 5307 W (AI)



F/C Whitford, F/O Richards, F/C Jensen, F/O Gabriel, F/C Lepine, F/C Delionnet,  
F/O Crofts, F/C Lund.

## Delionnet.

Hobby—St. Boniface.  
Favourite expression: That's easy.  
Probable destination: Indo-China.  
Famous last words: I'm staying single.

## Lund

Nickname: Elu.  
Favourite expression: I couldn't care less.  
Hobby—Shooting airmen.  
Probable destination: Following Jensen to bootlegger and carrying him home.

## Jensen.

Nickname—Shorty.  
Probable destination: Amputation Club.  
Hobby—Bootleggers.  
Favourite expression: Let's go for coffee.

## Whitford.

Favourite expression: I'm sober.  
Probable destination: A long way away from Victoria Hospital.  
Hobby—C.O.C. and Victoria Hospital.  
Classroom expression: I can't buy that.

## Lepine.

Favourite expression: Let's live a little.  
Hobby—Met.  
Nickname—Bad Frenchman.  
Probable destination: St. Catherine's St., Montreal.

## Richards.

Nickname—Ted.  
Favourite expression: I'm staying single.  
Probable destination: Blip chasing.  
Hobby—Silver Heights.

## Gabriel.

Nickname—Dick.  
Favourite expression: I can't understand this stuff.  
Probable destination: Ers and Ale.  
Hobby—Ers.

## COURSE NOC 5307 LR

(Continued from page 25)

It's the intentions which we all had  
To work very hard and not to get mad  
In neither of these did we ever succeed  
And how anyone passed is a mystery indeed.

I is for Jekyll, in the morning he's a sight  
With smears on his face from the previous night  
He attended all dances as he was P.M.C.  
But spent all the time in the darkened library.

K is the keenness which we've all shown  
Especially on trips on which little is known  
We've strived very hard to get to the end  
And as you will see we've gone quite round the bend.

L is for Lanes, who tells tales very tall  
He gets on our nerves but so do we all  
To be a rich man is his greatest ambition  
But he'll spend all his money at home going a'fishin.

M is for Morley, our only red head  
He reads lots of books when all are in bed  
He smokes like a chimney but that's no disgrace  
And you've got to admit he's an ordinary case.

N is for nothing for that's what we've done  
When work is just mentioned we're off like a gun  
One record we have, though we say it ourselves  
We've left all the girls on the proverbial shelves.



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P is for Pratt, the man with the money  
The way that he saves strikes us as quite funny  
How he ever got by on a dollar a week  
Is a mystery of which he's sure not to speak.

S is for Scott, in the West he was born

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When posted back here his face was forlorn  
In matters of speaking he's always on top  
And even when sleeping his tongue's on the hop.

The next S is Stewart, he comes from the city  
Where spires are in plenty and girls are so pretty  
He's got one ambition to own his own barrow  
And sell nylons blackmarket to Eton and Harrow.

S if for Stringer, he hails from the 'Puddle'  
All the beer he drinks puts his mind in fuddle  
When the air in the classroom becomes over-ripe  
You can be sure that Long John is around with his pipe.

The last S is Stubbles, a specialist true  
In exams he's surpassed by only a few  
When marks go a begging they're sure to be caught  
As his battles for points are always well fought.

Our first T is Tait, he's from North of the Tweed  
He's a man for the women, a slave to the weed  
He's so lazy by nature it's even been said  
That he'd rather die hungry than get out of bed.

We now come to Temple, he's also a Scot  
He gambles a little and drinks quite a lot  
On home rule for Scotland he's right on the ball  
He hopes to achieve it by early next fall.

Finally Turner although he's not old  
It's really surprising the tales he has told  
His love of the past is only exceeded  
By the slap on the face that he actually needed.

With W comes Webb, he's engaged to be married  
But on Saturday night his expression is harried  
For Lorraine lives afar in an uptown location  
And returning at four gives a bad reputation.

W is for Whitehead, his standards are high  
He sees the mess food but has no wish to die  
No weiners, nor smelts, not even smoke haddock  
It's a taxi downtown and a steak at the Paddock.

For X, Y and Z we have no earthly use  
We could express them in proverbial abuse  
This is the end of the alphabetical rhyme  
We're all off back home and not before time.

## JET BARONS TURN TO CANADA

(Continued from page 11)

crews will be studying other problems of jet flying in cold climes.

Canada's own Avro Canada Jetliner has made extensive flights at extreme height so that researchers could write the first reports on weather conditions there. Scientists from the National Research Council are working on other problems. Their joint efforts are a natural outcome of an earlier example of Canadian help.

"When we took first delivery of the Canadian-designed and built Canadair 'North Star,'" said Sir Miles, "I can say without exaggeration that it at once began to change BOAC fortunes."

This Montreal transport plane became available when the British state-owned airline had no U.S. dollars to spend on the only other modern transports on the market. "Our own industry," explained Sir Miles, "had not recovered from its complete preoccupation with military planes—bombers and fighters."

Four years ago, when the first North Stars were delivered from Montreal, BOAC was losing some \$2,000,000 every year. "It was the combination of Canadian-built airframes and British engines which helped us plug the economic gap and fly on our own wings," he added.

Today, Britain is able to leap ahead. "And it has given us pleasure to see Canada ready to take an imaginative and practical share in these developments," added Sir Miles. He pointed out that the first jet and turbojet airliners to appear on the American continent were Canadian-owned: Canadian Pa-

cific's Comets, Trans-Canada Airlines' Viscounts and the RCAF jetliners.

### BARRIERS SWEEPED AWAY

He had a word of warning against defeatists who thought Canada should not attempt to develop her aircraft industry further. "There's no reason why Canada can't compete all over the world in markets where goods can be paid for still in dollars," he said. "It would be a mistake to suppose the U.S. was too big or too ingenious a neighbor to leave room for a rival."

In use over the new routes he planned, Sir Miles felt certain his planes would bring a real family feeling to the Commonwealth. "Besides the northern route," he said, "we'll have the southern hemisphere run from London to New

York and across to San Francisco, then over the south Pacific to Fiji, New Zealand, Australia, and thence back by way of Singapore, Calcutta and the Middle East."

The two main global routes, confined almost entirely to Commonwealth airports, will nearly eliminate the tiresome demands of foreign governments which now take place between destinations. The world traveller who just wanted to make the round trip, in fact, might even get away with no customs, no passport and none of the medical certificates now demanded. By sticking to schedule he might expect to circle the globe in less than three days.

These were not pipe-dreams, Sir Miles Thomas was quick to point out. They were merely the imme-

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diate prospect. Then there were other remarkable jetliners on British drawing-boards, including civil versions of the powerful new jet bombers, Avro Vulcan and Handley-Page Victor and the Vickers VC-7.

I went to Sir Roy Dobson for information on a typical example of these. It's the Avro Atlantic, an adaptation of the Vulcan, which has already impressed the world by its huge triangular wing and futuristic nose.

The Vulcan bomber is a super-priority order for the RAF and it

may be some time before the civil version is ready to fly. But preliminary study shows it will fly from Montreal to London in less than six hours.

"We know we're in advance of anything in the world today," said Sir Roy Dobson. "These new jets will be capable of flying non-stop between New York and Paris, Karachi and London, at economical and efficient rates and more or less regardless of all weather conditions."

His Avro Atlantic is designed for anything between 76 and 113 pas-

sengers and will make transatlantic crossings at speeds certainly more than double those of today. Fuel will be stored in the huge, delta-shaped wing.

As for later developments, Sir Sydney Camm assured me that though he believed it was necessary to advance slowly and thus make certain that lives were never endangered, he did think we were on the eve of tremendous developments.

"And don't be discouraged by talk of human limitations," he added. "I remember with some embarrassment once telling a New York reporter that I thought the latest British fighter was just about the ultimate in speed—at 170 miles an hour.

"We've been told no one could possibly fly faster than sound. Now we're told there's a temperature barrier—that beyond certain speeds, everything simply gets white hot and melts. There'll always be barriers and we should be grateful to have a chance to break them."

#### LIKE SCIENCE FICTION

It is a fact, however, that military aviation today is veering toward rockets and missiles which will be controlled by earth-bound pilots. In this sphere, too, Canada is playing an increasingly important role. And once again the jet barons are teaming up with their Canadian counterparts.

It's refreshing to hear these men plotting our future in the skies. Here, for instance, is a statement made during a conversation when three of them sat with me one morning in Toronto:

"Rockets!" Sir Frank Spriggs exploded. "We can send 'em to the moon any time. Wouldn't want to be in one, that's all. But why bother with space ships when there's so much to tackle in the air here?"

That sort of thing is enough to make a science fiction fan blink. Yet it's typical of conversation among our aviation scientists who are making true the words of jet baron Sir Miles Thomas:

"To work in fluid elements is a moody between ugly danger and calm transcending beauty—as are the sea and air—brings out the best in us. This present Elizabethan age is repeating in the air what the first Elizabethan era saw at sea."

(Compliments *The Star Weekly*)

#### EDITORIALS

(Continued from page 2)

the girls bought them like mad because they 'knew a bargain when they saw one.'

Early in their married life most husbands come home one evening and discover that they have become purchasers of "the three best magazines" or if they are real lucky a set of 'Children's Books' or Encyclopaedia. In some cases it takes a sharper eye to detect the work of the 'lady sellers'. Hubby just suddenly notices that he has all sorts of weird brushes about the place and realizes that the door-to-door boys are still eating.

However, these lads have nothing on the bigger operators who assail our better-halves via the air waves, so here is the low-down on the 'give-away' boys. Standard practice on the riddle-guessing program is to pick a riddle so simple that everyone will get it right off then during the weeks of 'waiting for the lucky winner' provide enough 'clues' to keep everyone certain that they have the right answer. Sometimes the answer is so obvious that everybody gets it immediately and our 'genial M.C.s are hard put to find incorrect answers to read on the program. Oh, they don't throw your correct answers away or anything like that, but they do make certain that a right one does not come 'out of the barrel' until the proper date to commence another campaign. We notice one program which is now getting so many box-fronts that it has taken to cleaning out its 'barrel' once a week to "give everyone a chance." Actually this is only strategy to ensure that the regular suckers bite more than once.

Here is the picture from the sales

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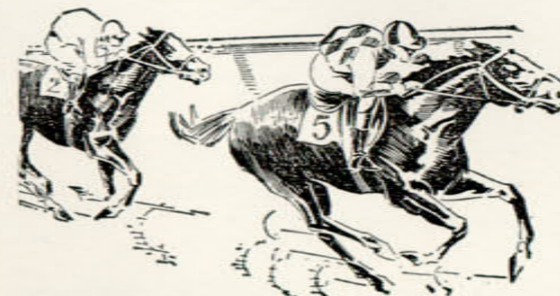
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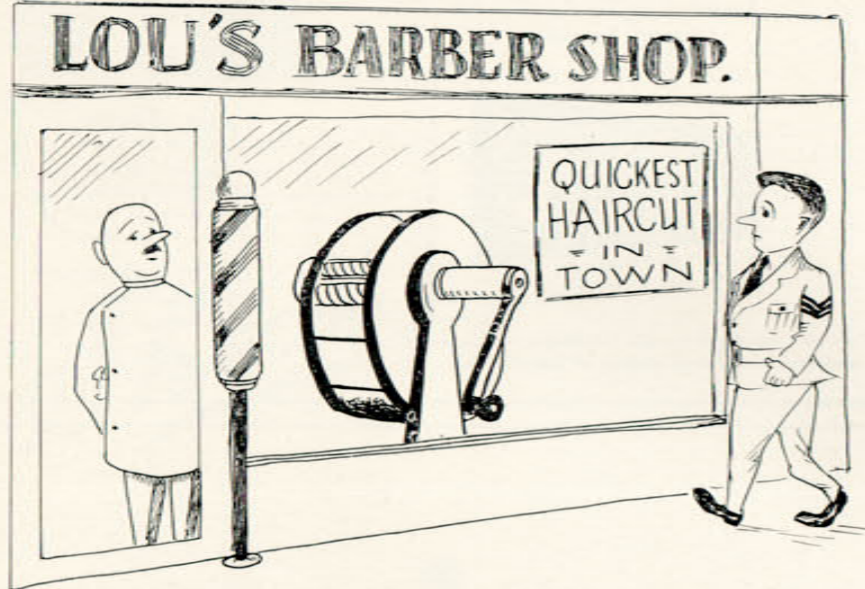
manager's desk. This type of approach, although not entirely on the level, does sell a lot of merchandise. In each neighborhood as well as his regular salesmen calling on the corner stores there are hundreds of ladies looking for his specific product and insist on it by

name. Small wonder that even nationally known manufacturers are tempted to tie in with the idea. One sales manager told us that in the "second week when the correct answer gets around the neighborhoods the sales graph really takes a jump."

"But it's so much fun to try," says wifey. Well go ahead and try but bear in mind that even with the right answer your chances are ridiculously small, so small in fact that it makes the investment in time spent listening to mentally unimproving programs a very poor one. Above all, never go out and buy something that you don't need to get into the act. Only if you use the products anyway decide to have your fun with the box tops or fronts. Don't ever be kidded that your chances are good enough to warrant a cupboard full of frontless boxes of cake-mix.

From an honest salesman's point of view there is nothing that can ever justify giving away correct answers to sell products as is now being done regularly on several national programs. It is 'trick selling' pure and simple. The only thing that we have seen to beat it lately in the 'sell the sucker' field is a cellulose tape contest where you not only must buy the product to enter the contest, you use it all up preparing your entry.

Keep an eye on the 'lady-sellers', girls, they quietly remove a lot of money from your purses every day.



Lou Cancilla, Prop.

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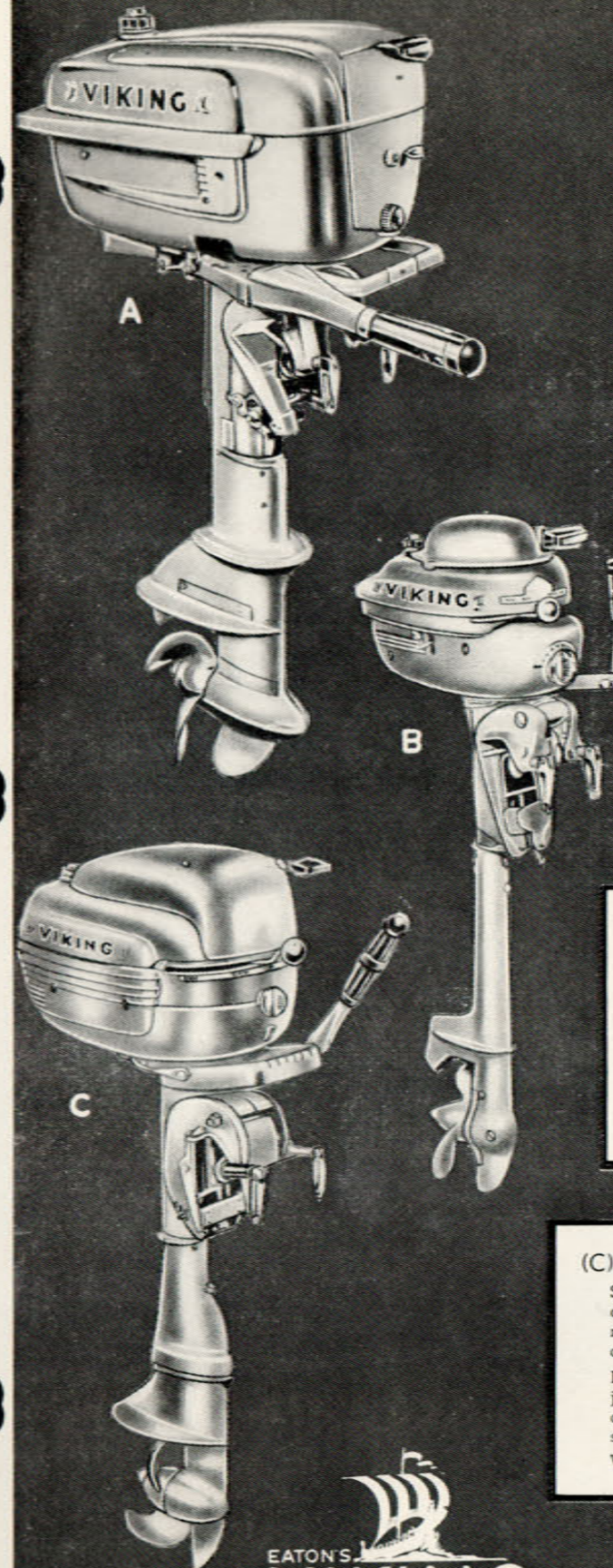
#### (C) 5 H.P. VIKING . . .

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