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AN AIRFORCE NEWSMAGAZINE

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**FOURTH ANNIVERSARY ISSUE - MAY 21, 1956**

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## AN AIRFORCE NEWSMAGAZINE

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

EDITOR-IN-CHIEF  
F/O ROBERT GENNO

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The views expressed herein are not necessarily those of the RCAF or the staff of VOXAIR.

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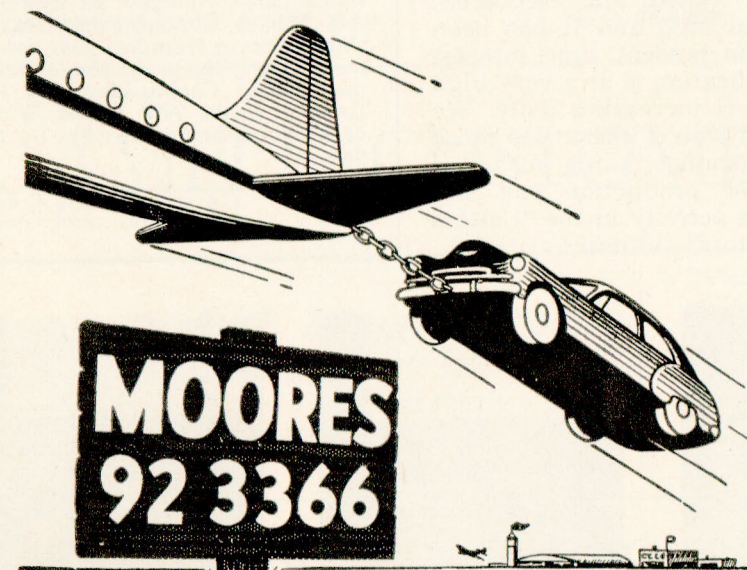
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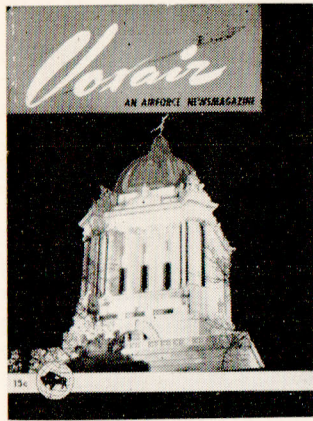


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*An Editorial*

# FOURTH ANNIVERSARY

This issue marks the completion of four years of publication of VOXAIR and our cover records the changes in cover design which have taken place during those years.

VOXAIR came into being in 1952 as a result of the efforts of a group of officers serving at Winnipeg at the time. Flying Officers Reid and Bolan spearheaded the attempt, and one of the first steps taken was a "name the magazine contest."

A look through the file on the contest reveals that station personnel entered into the spirit of the thing with gusto, and whilst a few of the suggestions were weird and wonderful, for the most part they showed considerable imagination. The contest was won by Flying Officer "Kelly" Callin (still at the station, with Radio Flight), and his entry, VOXAIR, was adopted.

F/O F. Bolan was the first editor, succeeded in turn by F/O Ken Reid, F/L (now S/L) Russ Bowdery, F/O Stu Nutter, F/O Harry O'Hara and F/O Genno.

The magazine was printed by the Stovel-Advocate Press for the first year, using photo offset process. In 1953 the decision was taken to change the grade of paper to the present heavier stock, and the job of printing was taken over by The Wallingford Press where it has been ever since.

There have been many ups and downs during the four years. Interest has waned, and recovered; it has been high and it has been low. At the present time interest in the publication is at a very high level, and is increasing daily. We of the staff would like to see more station personnel taking an active part in the production end and much more activity in the "Letters to the Editors" column.

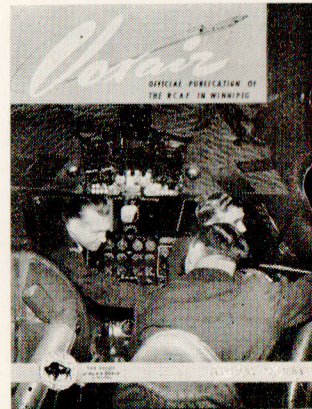
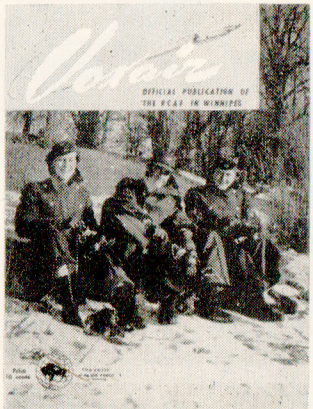
Let us all pitch in with whatever help we can give, and make the fifth year the best yet.

### COVER STORY

The four airwomen on our cover indicate the passage of the four years of VOXAIR by showing how the cover has changed with each year of publication.

AW Elizabeth Graham of station orderly room holds an issue featuring four of her comrades, but of an earlier era; LAW Isabella Irwin of the same section exhibits 1953's youngest jet jockey; AW Shirley Elmore from MIR shows a cover from last year commemorating the promotion of former Group Commander A/V/M Bryans; whilst AW Esther Watt of Accounts brings us right up to date.

(Cover photography by LAC J. B. Smith. Art work by Ron Lessard, Wallingford Press.)



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Edited by F/O SANDY IONSON

### Airport In Cyprus Being Run By R.A.F.

NICOSIA—Operations at this city's international airport were taken over by the Royal Air Force recently. The drastic move was designed to eliminate the possibility of sabotage of civil or military aircraft. Under emergency measures now in effect fluoroscopic machines have been set up at passenger and baggage terminals at the airport. All persons, baggage and packages will be inspected before being allowed aboard aircraft.

### Air Force Wives Forego City Luxuries, Don Parkas and Slacks

GOOSE BAY—If you have a relative up here and want to please her don't send her a pair of warm slacks or a parka—she's brought those with her. What she wants most is something frivolous—a gay pair of gloves, a she blouse, a pair of shoes—and things she can't get here and things she hasn't seen since her arrival. Women can't and don't complain about their living quarters. The press was taken to Spruce Park, the base's residential area. The houses are as comfortable and as well-furnished as you'd find in any similar income group in the city. The houses are furnished and all a couple has to supply are the knick-knacks to give the house a personal touch. Married personnel get a 2-year posting and although the occasional man asks for a 6-month or year extension, the wives agree it's a poor idea. Two years in Goose and, say the women, "you've had it."

\* \* \*

### Shirley's Bay Telescope To Follow Sun

OTTAWA—A \$40,000 radio telescope on Ottawa's western outskirts may soon give Defence Research Board scientists here an explanation of the sun's interference with long-distance radio communication. Resembling a giant reflector and mounted on a huge steel framework, the telescope has been under preparation for two years and will go into operation next month, it was disclosed. Installation is taking place at the Shirley's Bay electronic laboratories of the DRB and is the first in this country.

\* \* \*

### Canada Not Prepared—Simonds Hits Defence Policy

VICTORIA—There are two alternative concepts of defence today, and Canada has not taken adequate steps to support either of them, "nor any shade between them," Lt.-Gen. Guy Simonds said. Some people, he said, advocated a defence concept of placing full stress on airpower and the threat of massive retaliation. He described this concept as very dangerous, chiefly because for years the offensive has been in the ascendant in aerial warfare. The other concept was that of "the balanced or graduated deterrent," he said—being able to deal with small conflicts without becoming involved in all-out war. Gen. Simonds likened this defence to the ways of the pioneer: a thin shield of sentries while most of the people worked with arms stacked in readiness. "That's the way we have to adjust ourselves," he said. "We have to be so organized and trained that we can spring to arms quickly to back up that very thin shield."

### Resolute Bay Air Base Is Bursting At Seams

RESOLUTE BAY—Airmen operating out of Resolute Bay, a huddle of red-painted prefabricated huts sticking out of deep snowbanks and a gravel landing strip 1,560 miles northeast of Edmonton, believe it is time the base is expanded. As the hub for far Arctic flying operations, they see a need here for more housing facilities, a concrete runway and a hangar. The accommodation is preferable to the big American base at Thule, Greenland, 400 miles to the east, according to airmen who have visited both. They also say the large helpings of fresh, canned and frozen food served at Resolute are more plentiful than at Thule. "According to our standards," one officer commented comparing the U.S. base to Resolute, "they have four times the vehicles and one-quarter less food."

\* \* \*

### Indo-China Worrying Ottawa

OTTAWA—Now that the Indo-China crisis has come to a head, the Government here is in a quandary. Should it, or should it not, withdraw the Canadian commission which, with the Indian and

### AMERICAN BEAUTY



Faye Arnold of Raleigh, North Carolina, in a happy mood after being crowned North Carolina princess for Washington's Cherry Blossom festival.

### HEIGH-HO!

Just another reminder that spring is no longer just around the corner. It's really here, and AW1 Alice Astley and LAC Al Ratcliffe herald it's arrival with a display of balls, bats and gloves to be used this softball season. Both Alice and Al are Recreation Specialists on the station. Alice, whose home is New Westminster, came here in October, 1955. Al, also from New Westminster, arrived here in January, 1954.



Polish commissions, have kept the peace for the better part of two years in that divided country? For many selfish reasons, the Government would like to see nothing better than its withdrawal. The commission is a heavy drain not only on the External Affairs Department but on the Defence Department as well. The vast majority of the 160 Canadians in Indo-China are military men; the cream of our staff trained majors and captains are out there; in fact, it is said that Indo-China is almost as much a drain on the services as Korea was.

### Weekend Visitor

SASKATOON — A Fairey Gannet visited Saskatoon recently. The Gannet is an antisubmarine, carrier based aircraft in production for the Royal Navy's Fleet Air Arm. This aircraft incorporates a Double Mamba engine with twin propellers, has a crew of three, and a maximum speed over 300 m.p.h. The Gannet was on a flight from RCAF Namao, Alta., where it has been undergoing winter testing.

\* \* \*

### Hit RCAF Ad For Teachers Asking To Specify Religion

SUDBURY—The Ontario Teachers' Federation was asked to investigate advertisements for teachers placed by the RCAF at Falconbridge, in which applicants were asked to indicate their religion. The investigation was requested by the Sudbury section of the Ontario English Catholic Teachers' Association. Members pointed out that requesting teachers to list their religion on an application was inconsistent with government employment practices.

\* \* \*

### West's Fliers Hard To Beat Says Officer

VICTORIA — Western Canada produces better fliers than the rest of the country, RCAF director of personnel manning said in Victoria recently. Group-Capt. W. C. Van Camp, Ottawa, was on a routine visit to the Victoria recruiting unit as part of his first tour of the west since his appointment last year. "Victoria has always been a good place with regard to the armed forces.

People here seem to realize that the armed forces is everybody's business." The officer was pleased with the high ratio of enlistment figures for the Island, which is handled by the Victoria recruiting unit. A feeling of fear which for some years cloaked the minds of prospective jet pilots is vanishing, Group-Capt. Van Camp said.

\* \* \*

### South African Pilots Here

OTTAWA—Four pilots of the South African Air Force are currently taking operational training in Canadian Sabre jets at the RCAF's Operational Training Unit, Chatham, N.B., it has been announced by Air Force officials.

The training has been arranged by special agreement between the governments of Canada and the Union of South Africa, and the cost will be borne by the latter.

(Canadair Limited, the Canadian manufacturers of the Sabre, announced last summer that the company had negotiated for the sale of Mark VI Sabre jets, plus spares, to equip two squadrons of the SAAF. The contract was valued at \$10,000,000.)

The four South African officers under training are: Capt. S. T. W. Inglesby, Capt. L. P. T. Eagar, Capt. R. E. Nienaber, and Lt. E. A. C. Pienaar

\* \* \*

### U.S. Apology Is Given Over Gun Incident

OTTAWA—Defence Minister Campney, who already has received U.S. apologies, says he hopes to make a statement to the Commons on the gun-drawing incident which followed the crash-landing of a U.S. Globemaster aircraft near Hamilton April 17. The incident involved a U.S. Air Force lieutenant who drew his pistol when Godfrey Scott, reporter-photographer for The Globe and Mail, approached the downed aircraft at the Mount Hope RCAF base. Meanwhile, U.S. Air Secretary Donald Quarles telephoned Mr. Campney from Washington to express his regrets and concern that the incident might injure relations between Canada and the U.S.

### "Democratic" Principles Prevail In West German Army

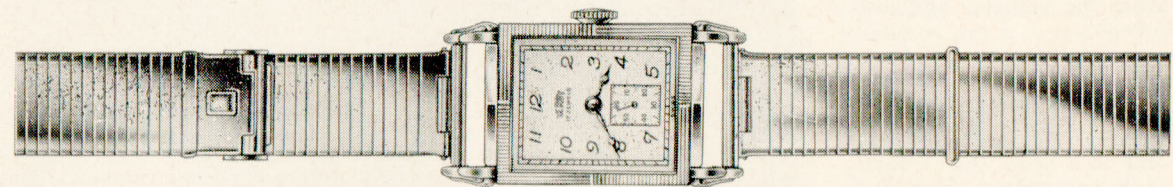
ANDERNACH, Germany—A stocky scar-faced sergeant with vivid memories of tank battles on the Russian steppes stretched out on a foam-rubber mattress April 19 and conceded that things were never like this in the old Wehrmacht. The "democratic" aspect of the new army reflects the firm resolution of the West German Government not to revive the old Prussian military tradition of iron men and steel weapons. Though the first 100,000 men are to be volunteers, the new army is to be made up of citizen soldiers. Whether the liberal policy will survive the practical demands of an efficient military establishment is open to question.

### RCAF Language School Uses Most Modern Aids

OTTAWA — The RCAF's Russian-language school, in existence since 1951, has grown into a tri-service Russian-language school. Before 1951, army and air force personnel were sent to learn Russian at the U.S. Army foreign language school at Monterey, Calif., and naval personnel to London University. Students at the tri-service school receive 1,400 hours of lectures and are required to do an additional 600 hours of homework. By the end of the course they should be able to speak and write Russian and to translate texts of a general nature from Russian to English and vice versa.

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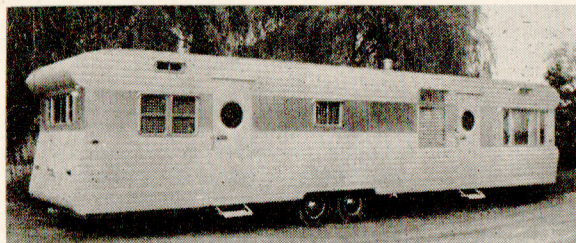
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## Personality

SQUADRON-LEADER

J. H. C. BOBY

ONE of the things I remember whenever John Bobby's name is mentioned is a soccer match on the station some two years ago. Soccer is a game that very quickly separates "the men from the boys": a hard and tiring ninety minutes "at the double." Most of us, out of consideration for our advancing years, took things pretty easy during the game, resting whenever the play happened to be at the other end of the field, lay flat on our backs during the half-time period gasping for breath.

But S/L Bobby at inside left followed the ball throughout the entire ninety minutes, jog-trotted around the field during the fifteen minutes rest, and ran off the field at the end of the game!

S/L Bobby's career right from the time of his birth reads like a travel guide. He was born in Lincoln, New Brunswick, in 1919, of English parents, and it would appear that transfers in the N.B. Provincial Police were almost as frequent as those for air force personnel, for young John's father, an officer in the force, saw service in St. Elgin, Chatham, Sackville, Moncton, Campbellton and St. John. So Officer Bobby's son received his education in a wide variety of schools, including one year at an English school, and managed to excel in most sporting activities, captaining the school rugby team for two years running.

The number 13 may be unlucky for some people but not for this personality, for it was on Friday, 13th, in 1940, that he embarked upon his distinguished service career when he reported to the RCAF Manning Depot. After a period of guard duty at Yarmouth and Toronto he commenced aircrew training at Malton, followed primary training with bombing and gunnery at Jarvis and astro at Penfield Ridge, and graduated

as a sergeant observer in July, 1941.

Here we find the "Baedecker" touch again—a tour with 116 squadron (Catalinas) at Dartmouth (where G/C Hall, the present SASO at 14 Training Group was one of his captains); an overseas posting in December, 1942 at OTU in England; a second operational tour with 202 squadron in Gibraltar; return to Canada in 1944 as

(Continued on page 32)

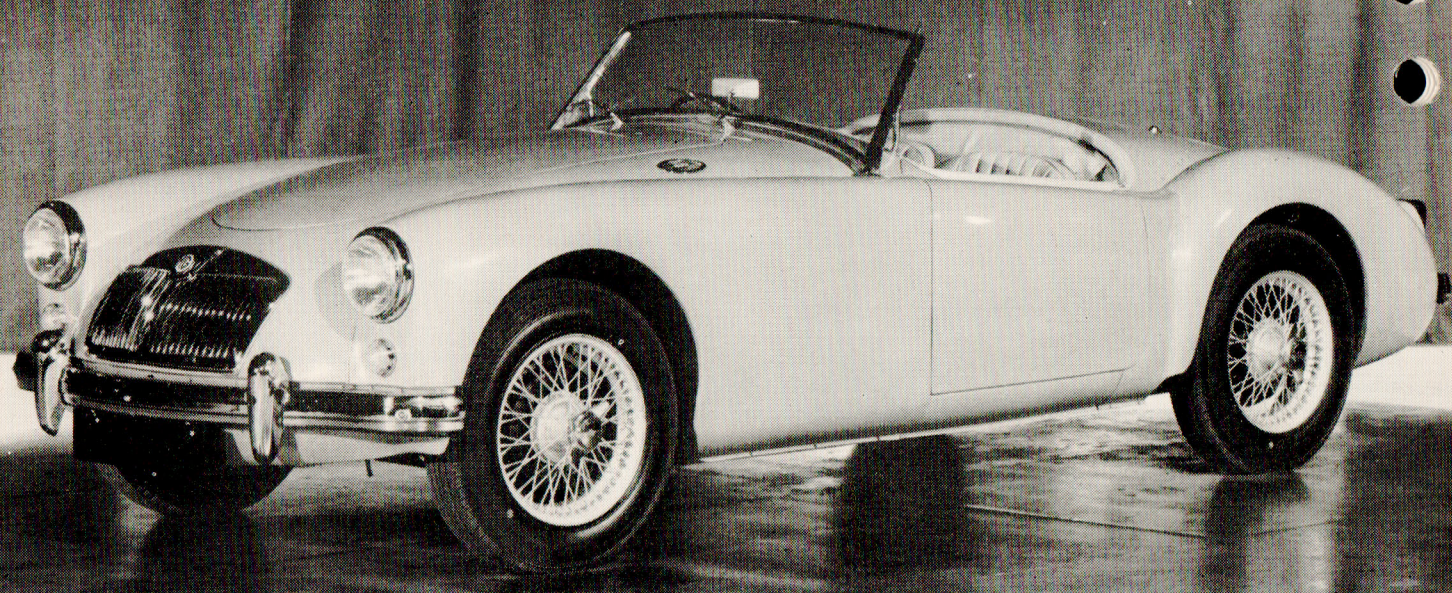


No. 1 RADIO NAV COURSE—SEPTEMBER 30, 1946 - APRIL 19, 1947

Back row, l. to r.: F/L D. G. Sheridan (DPM/AFHQ); S/L H. T. Wilson (DGT/AFHQ); S/L H. D. Thomas (COR/AFHQ); S/L S. WOODMAN (Staff College); S/L P. W. Holloway (Plans, Strategic, AFHQ); S/L R. J. Thorndycraft (Pers/ATC); S/L R. J. Gurney (2 AOS); S/L M. W. Emmott (DDB/AFHQ); S/L G. A. Robertson (Manning, St. John); F/L E. Lee (Comm Flt., St. Hubert); S/L W. J. Lafferty (CGI, Maritime OTU, Summerside); S/L C. L. Heide (DAT/AFHQ); F/L J. A. Hickey (Released); S/L R. C. M. Bayliss (3 A.W. OTU, Cold Lake).  
Front row, l. to r.: S/L J. H. C. Bobby (2 AOS); S/L J. N. Naulty (Air Div. H.Q., SO Int); S/L K. C. A. Smith (DAI/AFHQ); S/L A. Nordman (Exchange, USA); S/L A. B. Stewart (TCHQ); S/L G. G. Agnew (Maritime Warfare School); W/C E. C. Long (Director Radio Warfare); F/L Holgate (Whitehorse); Sgt. (unidentified); F/O C. Gates (Released); S/L J. A. Goldsmith (St. Johns, Quebec); W/C R. T. Paul (Vancouver).

# AUTOMOBILES

By PETER McLOUGHLIN



## An Afternoon's Enjoyment With The New M.G. - A

**E**VEN though the snow was thick on the ground, and the keen chill air cut through our clothes, we have to admit that such adverse conditions modified only slightly the pleasure of whistling around the country in this new "A" with the top down. This is a far cry from the late 40's when the MG-TC arrived on our continent and started the sportscar movement all by itself. As the years passed concessions were made to the pleas for comfort originating here, and the lovable little mutt progressed through the TD and TF stages, acquiring an ever increasing assortment of devoted fans. Out of the Nuffield blue last summer came the first copy of this new creation which had been repeatedly requested by the vast majority of buyers from the States and Canada—the MG EX 182. The prototype was successfully raced at Le Mans and Ulster, and the production model of this machine, the MG-A, has just started to arrive in quantity. Personally, we fail to see how England can possibly meet the voracious demand for this little jewel for at least two years. As proof, go downtown in Winnipeg and try to get one ordered for early delivery!

Rollie Claydon, the small (6 ft. 3 in.) owner of this red beast, looked as

happy as a man who had just won the Irish Sweep as he devotedly polished the gleaming finish, disregarding the unpleasant fact that five minutes of driving would make everything as dirty as before. But that's what a sports car can do to you. The MG company has carried out exhaustive wind tunnel tests to determine the present shape and it has paid off handsomely with a 21% decrease in wind resistance and an increase in top speed of 11 mph. The rolling resistance at 60 has been cut from 119 lbs to 94 lbs, which partly accounts for the considerable increase in performance. In addition the engines turned out from the production line actually put out between 71 and 72 bhp instead of the advertised 68. In comparison with the earlier cars, which had been renowned as wind traps and seemingly delighted in trying to flap themselves to pieces with the top up, the "A" is so tight you need ventilation. Even with top stowed the driver and passenger have adequate protection from the elements. For the first time the side curtains don't billow out and the signalling vent at the bottom stays firmly shut. Like the Healey and TR-3 the top is now plastic, in place of the old canvas.

If anything the handling on the high-

way has improved despite the "softening up" process applied to the suspension. The steering appears even lighter than the TF, and just as positive (2.7 lock to lock), while the gear box, supplied with the normal stubby lever, is virtually crash-proof. The pendant foot pedals look to be set up with greater spacing and it appears possible to "heel and toe" with little difficulty. For once, praise the Lord Nuffield, it is possible for the man of greater length than five feet to stretch out that left leg on lengthy trips. The right nestles comfortably against the propeller shaft and in fact the whole seating position is improved; perhaps a couple of inches could be added onto the front of the seats for leg support.

Cornering produces no appreciable greater roll and the "A" is as nicely glued to the road as before. Anybody and we think you can take that a stands, can drive, drift, and even race this car without getting into trouble; traditionally this has always been a strong point with MG's. We feel that even the greatest opponent of the sports car cult would be an easy convert after half an hour's driving in this agile performer.

Two small points that need rectifying are the tendency of the electrical

system and plugs to get soaked when driving through deep puddles, and the ease with which the brakes water-log and grab under similar conditions. Baffle should correct the first trouble, but the second needs some investigation.

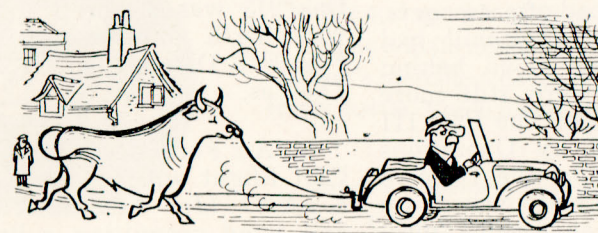
Interior finish is better on the seats but the doors and dash have been Americanized to some extent and this softening of quality is evident in one or two minor items. In all fairness we must admit that this car has had to be built to a budget and considering what is offered at the price we can't complain.



... instruments are steady and easy to read ...

The Jaeger instruments seemed steady and easy to read (oil was high at nearly 75 psi); the engine is a smoother idler than the XPAG series, and we liked the higher speed wipers. It is a pity that the dash could not have been made more rigid as it will undoubtedly be used by many passengers as a help in levering themselves out, and it doesn't look as if it will stand much of that sort of treatment. Better use could have been made of the space available under the dash to provide a glove pocket, and the radio could have been fitted with ease and comfort on the firewall, instead of taking up room on the dash. (Although the doors each have large pockets for odds and ends.)

Behind the seats there is a small space which looks good for potential



smugglers when the top is up. Also the release for the trunk is behind the driver's seat. This space is long and fairly shallow but despite the obstruction provided by the spare wheel there is useful space for two if used judiciously. A point here — I wonder if the trunk lid could be strengthened enough to mount the spare wheel outside?

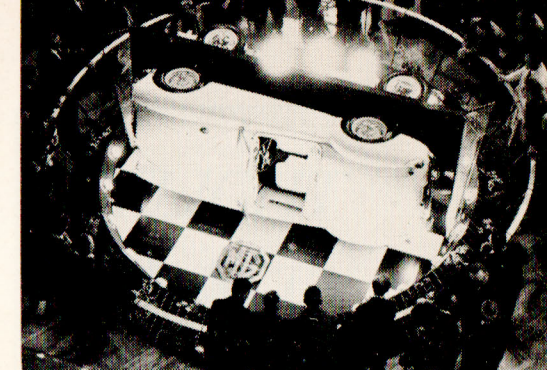
The exterior finish is first rate, and excepting small assembly errors which caused the doors to chip at front and rear extremities, the MG Company are to be commended on such a good job for a car of this class. The front grille, now slanted and squashed but still recognizable, looks most delicate stuck out in front. A third over-rider or strong badge-bar would be a useful protection.

The underside is clean and unobstructed by low hangers on— though the exhaust pipe is still a bit exposed for these roads. The pan looks better protected than on earlier models. The engine compartment has a neat, full appearance but it is more awkward to reach things. Still, you can't have your cake . . . The hydraulic clutch and brake cylinders are neat and easy to reach, but not the distributor or oil filter. We still prefer individual exhaust ports for each cylinder and not the "siamesed" animals used so often, and even here. The engine compartment and larger engine have necessitated more cooling which, in this instance, is provided by two intakes on top of the hood (see cut).

The poor old MG Car Co., has been pestered, badgered, and bullied from this side of the Atlantic for more than five years, with repeated demands that something be made to suit our tastes. This has been done; and we doff our hats in gratitude at the thoroughness with which the request has been met. If the English companies can continue



The release for the trunk is behind the driver's seat.



General view of the M-G stand at the London Motor Show 1955.

### TECH SPECS

#### ENGINE

4 cyl, ohv, 2.875 x 3.5, 90.8 cu. in. (1489cc), twin H4 S.U. Carbs, C.R. of 8.3, H.P. 68 at 5800 (93.6 mph), torque 77.4 ft/lbs at 3500 (59.5 mph), Consumption 28/32.

#### GENERAL

Gear ratios—4.3, 5.91, 9.52, 15.65, mph per 1000 rpm—17.0 mph @ 2500 fpm—73, wheelbase, 94 in, track 47.4/48, tires 5.60-15, clearance 6 in, curb weight 2020 lbs. weight distribution 52/48.

#### PERFORMANCE

Courtesy "Road & Track"

Top speed—97.5

Mean—95.1

Max in gears,

3rd—74

2nd—46

1st—28

Acceleration

0-30—4.6 secs.

0-60—14.5 secs.

0-80—30.4 secs.

Standing ¼ mile—19.6 secs.

Speedo error—

plus 4 at 60

plus 4.8 at 80

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WINNIPEG, MANITOBA

## 111 C & R FLIGHT

By F/O NORM McMILLAN

DURING the last few weeks we have been flying flood survey parties along the route of the Assiniboine and Red Rivers. For a while it looked like we were going to have a flood greater than that of 1950. Several times, groups of 8 to 15 men from the Flood Control Committee at the Parliament buildings were flown over the rivers. But, fortunately, the temperatures were below normal for May, causing the snow to melt more slowly than usual, and the rivers drained off most of the excess water without much damage. The worry is over now, and the rivers are dropping. Plans had been made to evacuate up to five thousand people, if necessary, to cities and towns around this area.

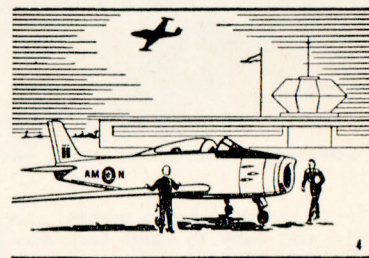
\* \* \*  
A Search and Rescue exercise with the USAF at Edmonton is coming up this month. The para rescue and para medical types have been making practice jumps into the mud around Winnipeg the past few weeks. F/O McNarry will be taking the para team to Edmonton on this exercise.

\* \* \*  
On April 30th, two Dakotas filled with hay flew to Norway House and dropped the hay to the Indians. There has been so much snow and the winter has been so long that the animals have run out of feed. The hay was dropped to keep the horses and cattle alive until the spring thaw.

\* \* \*  
Thursday, May 3rd, F/L Ron Dickson and crew took off in Dak 568 for The Pas. From there they airlifted 29 Eskimos to Dorset on the east side of Hudson Bay. Returning Saturday afternoon from Churchill with a load of passengers, one engine failed. Churchill had closed in with low cloud behind them, and, they were still more than two hours from The Pas. 111 C&R was notified by Operations who were notified by the Telecom section. Telecom had picked up F/O Roy Cutt's emergency message from 568. F/O Fox was air-



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JUNE 9, 1956



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borne in the T-Bird on his way to intercept the Dak within minutes. Dak 913 was airborne and on its way north minutes behind F/O Fox. F/L Dickson landed safely at The Pas.

\* \* \*  
On Air Force Day, June 9th, 111 C&R Flight will be demonstrating a JATO (Jet Assisted Take-Off) and, wind permitting, a live para-drop.

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## FLIGHT SAFETY

By F/L A. MORTON

THE SCENE is any busy present-day airport — the cast are the members of the aviation occupational field, both civil and military — and the time is TOO LATE, for an accident has happened!

When the wail of the crash siren raises the curtain on the drama of crash rescue, all normal airport activity is suspended. Although a few have special "roles" associated with crash rescue operations, the majority of the airport personnel become agitated, speculating spectators, avid for knowledge of cause and effect.

After the initial flurry of activity is over, the "plot" of the accident drama usually develops along fairly predetermined lines, the "script" varying only slightly with the season and the seriousness of the accident. It is at this point that the major difference between the "accident drama" and a theatrical presentation becomes evident. In the theatre, a strict disciplinarian (the director) controls the presence of characters on the stage, and ensures that the plot develops as planned in the script. But, in contrast, curious crowds soon gather at

(Continued on next page)

## FLIGHT SAFETY

(Continued from previous page)

even the remotest of crash scenes, adding to the difficulties to be overcome by the rescue crews.

Any Aerodrome Controller, Fire Chief or Accident Investigator would welcome the presence of an all-powerful "director" to control the entrance of "characters" onto the "stage" of rescue operations at the crash scene. Milling groups of undesired spectators frequently obliterate vital evidence in the crash area — and some of the "keener" spectators even pocket souvenirs of aircraft material whose absence later may puzzle or frustrate the accident investigator.

Once the "on stage" part of the cast has performed its rites at the crash scene, the still-excited remainder of the cast slowly begin to abandon its role of "special spectator", although the crash will remain a prime topic of conversation and speculation for a day or so. It is in this phase of the accident drama that a powerful safety hazard appears. Saturated with speculative discussion, the "cast" is not prepared to review and interpret the eventual accident causes and safety precautions later disseminated by the accident investigators.

A critical review of the "accident drama", then, must dwell upon two major defects:

- (a) lack of general appreciation for the need of isolating the crash scene frequently hampers crash rescue operations and the subsequent accident investigation, and
- (b) the inevitable time-lapse between the occurrence and the determination of the cause may result in apathy in the "cast" so avidly interested a few days before.

In addition, the high degree of specialization in the aviation occupational field tends to produce very narrow fields of individual interest in accident histories of safety bulletins (e.g., a gas-turbine specialist may ignore all information resulting from the investigation of accidents involving piston-engined aircraft).

The Fire Chief is the "director" of crash rescue operations, but he is far too deeply engrossed in the immediate problem to be able to give more than cursory attention to crowd control. So, just as you wouldn't walk, uninvited and unrehearsed, onto a theatrical stage in the middle of a play, don't clutter up the stage of the "accident dramas". And finally, we in aviation have a vital responsibility to learn all we can about *all* aircraft accidents—a responsibility emphasized by the trust of the air travelling public whose protection is our goal.

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AT

RCAF STATION WINNIPEG

ON REQUEST

## HOW TO WAKE AN OFFICER — BRITISH STYLE

The gentle art of waking an officer is being taught on a RAF batman's course. Most of the men on the course at Spitalgate, Lincs, are Regulars. Their teachers are women—WRAF sergeants and corporals.

This is the "waking-up" drill:

The batman must enter the officer's room quietly and place a cup of hot tea, sugared to taste, on his bedside locker. Then the batman must gently shake the pillow until the officer opens his eyes.

An airman told me: "We are taught that when he wakes up we must wish him 'Good morning,' and tell him what the weather is.

"Then we must ask him what clothes he will be needing for the day and when he wants his washing and shaving water." Other men on the course said: "We are taught to place the officer's shoes, nicely polished, side by side in front of a chair. One end of each bootlace must hang each side of the shoe, and the tongue must be turned down so that the officer can slip his foot in without any trouble."

The order in which clothes should be laid out must be strictly adhered to. Jacket, shirt and underwear must be draped over the back of the chair, trousers and folded socks on the chair seat. The chair must be near enough to the bedside for the officer to reach his clothes without standing up. And we are told to empty his pockets when he changes his trousers and put notes, copper and silver in separate piles on his dressing-table.

Apart from the "waking-up" drill, the men are being taught to launder and fold an officer's clothes, darn his socks, and sew on his buttons.

A WRAF instructress at the camp told me: "The men are taught how to do these things, but that does not mean they will have to do them. Everything depends on the officer they are looking after. Some are very particular. Some take no looking after at all."

The training course lasts seven weeks.

—London Daily Mirror



THE  
MILDEST  
BEST-TASTING  
CIGARETTE

Best Air Striking Force  
Unlikely To Leave NATO

LONDON—There have been rumors that the Canadian air division may be withdrawn from France and Germany in whole or in part. In the last few days word has come from a number of people—some of them high ranking officers, some of them newspapermen, usually well-informed, and some of them just ordinary flying folk. They don't think it is likely the RCAF will quit Europe as long as NATO wants it there.

Canada May Train German  
NATO Pilots

METZ—Canada very shortly may be training West German air force pilots for their role in NATO's defence of Europe. Air Vice-Marshal H. B. Godwin, commanding the RCAF air division in north Europe, admitted the possibility first heard discussed in higher echelons, but would say only "It's still a matter for speculation." However, it is a fairly safe bet. West Germany is a member of NATO.

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# CURRENT AFFAIRS CLIPPINGS

Edited by BOB MAITLAND

## HERE'S HOW CANADIANS EVOLVED 'BRAINWASH' ABLE 'TO BREAK DOWN ANYONE'

Canadian and U.S. experiments have demonstrated that anyone can be 'brainwashed' within a relatively few hours. The experiments were stepped-up variations of the isolation technique employed by Chinese Communists on prisoners in the Korean war. Most of the important results of the Canadian experiment have been classified secret by the Defence Research Board of Canada, but Dr. Robert H. Felix, director of the government's national institutes of health, outlined the method used.

\* \* \*

## STRESSES H-BOMB DESTRUCTIVE FORCES

HALIFAX—An H-bomb attack on Halifax would cause total destruction over a radius of seven miles from the centre of the explosion and "the only defence is evacuation," R. B. Curry, National Director of Welfare Civil Defence, told a large gathering of Civil Defence workers and other interested citizens at Saint Mary's University. In Canada, he said, evacuation was being planned in two phases. Phase A covered the declaration of a state of emergency and probable war when priority cases such as inmates of institutions, aged persons and other groups would be evacuated to reception areas. Should warning of an actual attack be received and it was estimated the time available would be a few hours, Phase B would be put into operation—the evacuation by all means possible of the balance of the city's population.

\* \* \*

## U.S. GIVES 25 MILLION TO TURKEY FOR TRADE

WASHINGTON — The International Cooperation Administration has announced a \$25,000,000 loan to Turkey and a new contract for

agricultural education in India. The I.C.A., the U.S. Government's foreign aid agency, said that the Turkish loan would help finance that country's importing of commodities and equipment needed in industry there. The Indian project will draw on the long experience in agricultural education of four United States land-grant colleges to assist India in the development of its agricultural schools.

\* \* \*

## OPERATION ALERT FOR WASHINGTON IS POSPONED FOR LACK OF MONEY

WASHINGTON—While the date for the test has not been announced it is understood that it will run from July 20 to 25. The Office of Defence Mobilization and its related agency, the Federal Civil Defence Administration, have discovered that other agencies cannot finance a staff excursion out of Washington until the new appropriations become available July 1. This year the O.D.M. and Civil Defence officials hoped to conduct a much more ambitious "retreat" from Washington. The 1956 exercise will last for five days and will involve twice as many Federal workers as did last year's alert.

\* \* \*

## BONN STILL FIGHTS NATO TROOP COSTS

BONN — Government sources said the West German position had been set forth in notes delivered to the embassies of Britain, France, the United States and Belgium. While the contents of the notes were not made public, they were said to have reflected substantially the views of Fritz Schaeffer, Minister of Finance, that West Germany could not afford to continue the support cost payments to the Atlantic pact forces while at the same time paying for its own armament program.

## U.N. UNIT REJECTS GERMAN RED BID

GENEVA—The peace and harmony that prevailed at April 5 opening session of the United Nations Economic Commission for Europe was shattered later by an off-handed East-West row. It arose over a Czechoslovak proposal to seat delegates from East Germany as non-voting members of the commission. When it became clear that the non-Communist Governments were going to vote overwhelmingly against this, the Czechoslovak delegation tried, just as the vote was about to start, to amend its resolution to bring the East Germans in as observers.

\* \* \*

## SPEED IS STRESSED — BUT MOSCOW CAUTIONS AGAINST 'EXTERNAL INTERVENTION'

MOSCOW — The Soviet Union offered to support a United Nations settlement of the Arab-Israeli conflict. It also promised backing for the implementation of decisions by the Security Council in the Palestine area. At a press conference, the Foreign Ministry issued a statement calling on Israel and the Arab countries to refrain from further incidents on existing armistice lines.

\* \* \*

## BOHLEN CAPITAL FOR POLICY TALKS

WASHINGTON — The United States Ambassador to Moscow, Charles E. Bohlen, flew in to Washington recently for important consultation on United States-Soviet relations. The consultations will bear on the deflation of Stalin. One of the most immediate of these questions will be the policy governing the exchange of persons between the United States and the Soviet Union. This has been under review for weeks and was due to reach President Eisenhower for decision before the end of the month.

## OVERHEARD . . .

"Anything Goes!" is a statement that very well describes today's trend in recorded music and unless the listener is a confirmed classic or jazz addict with a "narrow minded" ear for his kind of music he can find himself enjoying music in almost any category as the outcome of Jazz-Classics and Pop-Jazz combinations. The record shops today are no longer comprised of endless shelves of little black records called 78 RPM's. As a matter of fact the 78's are disappearing rather quickly and in no time at all the recording companies will discontinue these releases. At last they have realized that the 78 RPM record is as obsolete as the "Tiger Moth" and, competition wise, a comparison of the Long Play and Extended Play records with the 78's would be ridiculous. Consequently with the disappearance of the 78's better music will be more apparent, and in due time recorded music will rise another rung on the ladder of better music.

Some are inclined to think that "Rock and Roll" is a fad. For some it may be! For others—an outlet, or should we say a stepping stone to stardom (e.g. Pat Boone, Roy Hamilton) but actually Rhythm and Blues has always been and is very much a part of music. The

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## . . . ON RECORD

good part of it will become musical history and the bad naturally will disappear into oblivion like all other fads.

Lately we've had occasion to listen to some very beautiful releases, some of which are touching on Jazz' border like a child playing the border of Jazz, yet in very good taste. Take for instance Frank Sinatra's new release "Songs for Swinging Lovers" on Capitol. As usual this is a superb recording and the inimitable Mr. Sinatra swings and sings for swinging and swooning lovers. Lets face it, Sinatra is the greatest. Dick Haymes comes through in his casual and warm style on this new 12" Capital LP. You've heard a great number of gimmicked recordings in the last 5 or 6 years and for many singers this has been their sole claim to fame. But Al Hibbler was singing long before the age of synthetics but has unfortunately given in to this artificial way of becoming a top star in the last year

or so. However, his latest release "Al Hibbler sings Love Songs" 12" Verve Long Play, has allowed him to stand on his own ability and sing his songs in a manner which appeals to the people who like the Al Hibbler of the Ellington era.

For the Broadway fan, a new 12" Columbia Long Play platter with the original cast of "My Fair Lady" is a must. This is the latest great hit on Broadway with tickets sold out to one year from next August. "My Fair Lady" is a musical adaptation of Shaw's "Pygmalion" and hearing the show on record featuring Rex Harrison and Julie Andrews only adds to the disappointment of not having these productions within easy reach.

After two years in London, and two more very successful years on Broadway "The Boy Friend" is coming to the Winnipeg Auditorium featuring the original cast, and we hope with all the vitality and gaiety that has impressed audiences of two continents. Tickets for the show are reasonable and this definitely an opportunity to see and enjoy a great show of the "Flapper Era".

—TERRY LABROSSE

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ANNOUNCES

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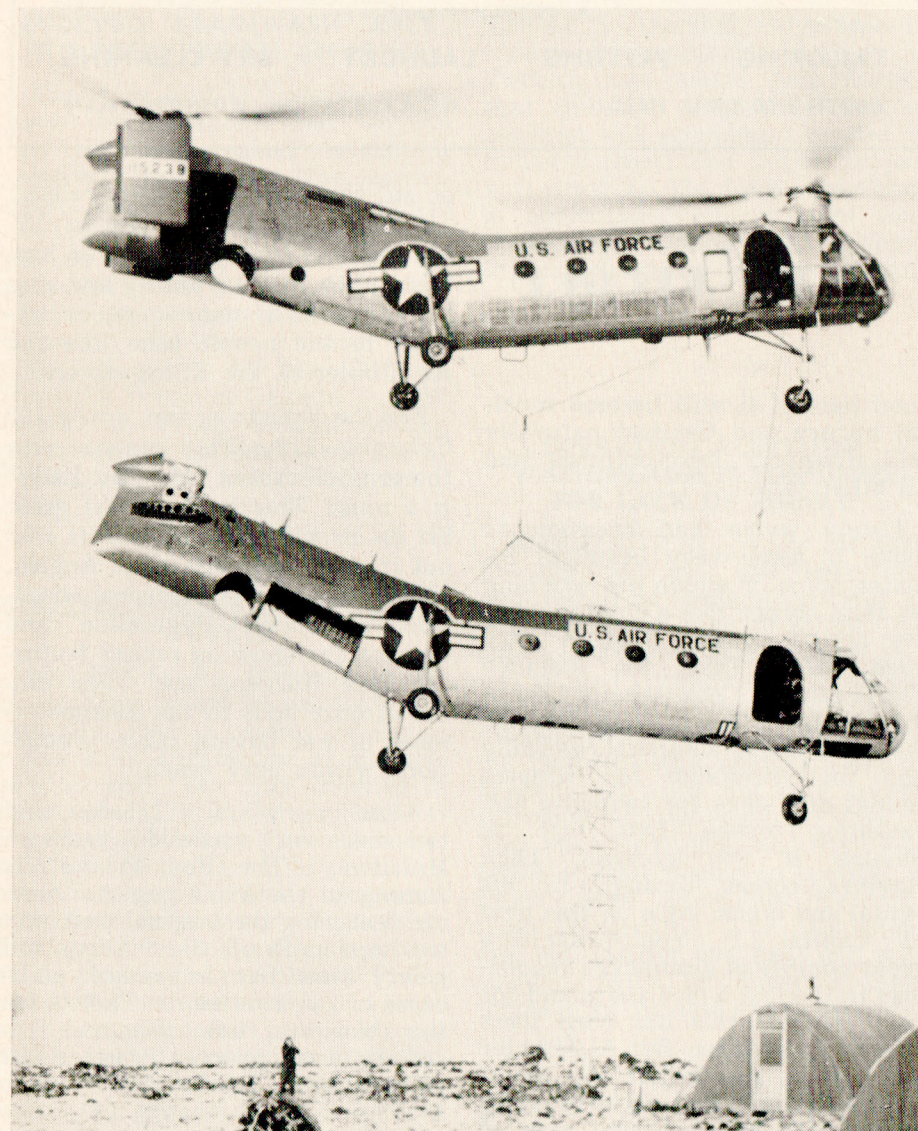
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Edited by F/O STU PARMALEE



Vertol H-21 "Workhorse" 'Copters.

## HELICOPTER AIRLIFTS HELICOPTER

While supplying a mountain-top radar communication site in Alaska, a Vertol H-21 helicopter was damaged during a landing. Another Work Horse came to the rescue—with crew members and lifting power. With some parts removed, the stranded H-21 was fastened onto an external sling and quickly carried from the mountain top to its home base for repair. Without the airlift, it would have been necessary to make repairs on the mountain top with crews and supplies flown in by helicopters. Uncertain weather conditions and lack of hangar facilities might have delayed the work and lengthened the H-21's absence from its important job.

The Canadian Air Force is using Vertol H-21's in the construction of the Mid-Canada radar network, and search and rescue operations.

## OKANAGAN HELICOPTERS LTD.

In providing a mountain training program for helicopter pilots we have been privileged to serve,

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**THE FRENCH AIR FORCE**

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VANCOUVER

TORONTO

OTTAWA

TORBAY

GANDER

## NEPTUNE AIRCRAFT ARRIVES AT SUMMERSIDE

Two Neptune aircraft, housing every modern device used in detecting and destroying submarines, arrived at RCAF Station, Summerside, where they will be based permanently, for use in the training program conducted by the No. 2 Maritime Operational Training Unit. The two aircraft arrived from Greenwood, N.S., and a third will follow from Ottawa. A slight increase in personnel on the station will result from the over-all increase in aircraft strength, together with the greater maintenance problems necessitated by the highly technical equipment carried by the Neptunes.



## CPA INCREASE BRITANNIA ORDER

Canadian Pacific Airlines have increased their order for Bristol Britannias to five aircraft, delivery to begin in 1957. The airline's option on five more Britannias remains unchanged.

The original CPA order for three Britannias, placed in October last year, was increased to four last month.

The CPA Britannias are series 310 aircraft, which have a body longer than that of the initial production version (series 100) now being delivered to BOAC, are fitted with Proteus 755 engines of 4120 ehp, and incorporate increased fuel tankage in the wings giving maximum range of 6,220 miles.

When the CPA order was signed last October, it was announced that the Britannia would fly initially on CPA's long-haul Pacific and Polar routes, operating services from Vancouver to Amsterdam, Tokyo to Vancouver, and Honolulu to Vancouver.

The increased order can be regarded as a re-assertion of the faith in the Britannia expressed by Mr. Grant McConachie (CPA President) when the contract was first signed. Mr. McConachie then said:

"When the Britannia comes into operation, it will be superior in

performance to any other airliner in service on the air routes of the world at any time. The Britannia, the most modern aircraft in flight today, is particularly suited for use on CPA routes because of its long range characteristics. The smooth, quiet operation of the turboprop engine will set a new standard of passenger comfort with the introduction of these advanced aircraft."

## BRITAIN HAS A "WEATHER EYE"

**Ekco Radar Storm  
Warning System**

During a recent Britannia passenger flight over Europe, the airliner's radar "weather eye" gave warning of a severe thunderstorm many miles ahead in the aircraft's flight path. The airliner changed course to fly around the storm rather than through it. The passengers, who in the normal way might have had a rather severe buffeting, were thus able to see the spectacle of the storm while flying smoothly past it; for at least ten minutes they watched dark masses of cloud on their starboard horizon illumined by vivid flashes of lightning.

This experience was typical of the way in which the Ekco 3cm

Search Radar system installed in all Britannia airliners gives pilots warning of bad weather ahead and enables them to take avoiding action.

The effective range of the weather eye is such that large cloud formations can be detected up to 170 miles away. This gives the pilot almost half an hour's warning and leaves plenty of time to plan an alteration in course.

The system not only gives warning of bad weather, though this is its primary purpose; it also "sees" mountains looming up in the distance, and so eliminates the danger of flying into high ground during fog.

In addition it can be used for navigation by ground "map painting". This is done by tilting the radar beam downwards to pick up prominent landscape features.

The radar eye equipment is carried in the nose of the Britannia. An 18 in. paraboloid aerial sweeps an arc of 150 degrees every 1½ seconds, scanning 75 degrees on each side of the fore and aft line. A radar beam transmitted ahead of the aircraft is thrown back, or reflected, by any solid objects which it strikes, and indicates their position on a radar scanner mounted close to the pilot in the cockpit.

In the case of clouds the beam is reflected by the water droplets or  
(Continued on page 32)

# ENTERTAINMENT AND RECREATION



## CINEMA

### Programme For June

Friday, June 1	THE NAKED SPUR & SERIAL (G)
Sunday, June 3	GREAT WALTZ (G)
Louise Rainer	Fernand Gravet
Monday, June 4	INSIDE DETROIT (A)
Dennis O'Keefe	Pat O'Brian
Tuesday, June 5	ANGELA (A)
Dennis O'Keefe	Mara Lane
Wednesday, June 6	TEEN AGE CRIME WAVE (A)
Tommy Cook	Gene Griffin
Thursday, June 7	THEY WERE SO YOUNG (A)
Scott Brady	Johanna Matz
Friday, June 8	KETTLES IN THE OZARK & SERIAL (G)
Sunday, June 10	DOCTOR AT SEA (G)
Dirk Bogarde	Brigitte Bardot
Monday, June 11	PURPLE PLAIN (G)
Gregory Peck	Win Min Than
Tuesday, June 12	WEAK AND WICKED (A)
Diana Dors	Glynis Johns
Wednesday, June 13	RANSOM (A)
Glen Ford	Donna Reed
Thursday, June 14	MODEL AND MARRIAGE BROKER (G)
Jeanne Crain	Scott Brady
Friday, June 15	MURDER CASE
DOWN DAKOTA WAY AND SERIAL (G)	
Sunday, June 17	FOREVER DARLING (G)
Lucille Ball	Dezi Arnaz

## DRAMA CLUB SCORES

### "TIME OUT FOR GINGER" BIG SUCCESS

F/O Don Oliver and the cast are to be complimented on their presentation of "Time Out For Ginger," a three-act comedy written by Ronald Alexander. In a period of four weeks they prepared a play which has taken first prize in the 13 Training Group Competition.

The cast consisted of Al Gaucher, Marg Rose, Lorraine Szaligyi, Marg Matthews, Esther Watt, Leona Storozuk, Paul Antoniuk, Bob Webber, Floyd Laffin, and Geoff Coxen, with Stage Management, Sound Effects and Make-up by Paul Bennet, Fred Upperborn, and Don Cooper; Prompters, Roberta Maunders and Phyllis Sargent.

The story is built around the family of Howard Carol (Al Gaucher), a moderately successful banker in a small American city. Following a speech given by Mr. Carol on teen-age freedom his daughter Ginger (Esther Watt) makes best advantage of her freedom by joining the local football team. The events stemming from Ginger's attempts at football provide the comedy which make the play a success.

The adjudicator, Prof. Broderon of the University of Manitoba, was especially pleased with the play, having no adverse comments regarding the acting, the casting, or the stage management. He also stated that the cast is certainly not lacking in potential and with a little more polish can aim for the Dominion Drama Festival next year. It has been reported that the



Esther Watt as "Ginger."

group will attempt a play along more serious lines as their next production. We wish them the greatest success with their next play.

—BILL SPORNITZ

### Announcing THE FORMATION OF A STATION HOME MOVIE CLUB

All 8 and 16 mm. movie enthusiasts are invited to contact Cpl. Angus at Local 546.

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## STATION AUTO CLUB

This relatively young idea came into being last November in Building 32. After six months it was decided that the location was unsatisfactory and so Building 31 has become the new location.

The club operates on a "do-it-yourself" basis whereby the tools and the space are available to all service personnel at a small nominal charge. However, because of the number of people making use of this facility, and because of the limited space, it is necessary that anyone interested call Local 439 and reserve space. There is a man in charge from 1000 hrs. to 2200 hrs. Monday through Friday and from 1000 hrs. to 1800 hrs. on Saturday. An engine build-up room is also available at a small charge per day.

Through local firms, tires and parts are available at a discount and delivery on standard parts is quite fast. Those people interested should contact Sgt. Irving at Local 479 for further information.

## ARCHERY

The budding "Robin Hoods" are holding weekly sessions on Tuesday evenings in the Drill Hall. George Learmonth tells me the interest is tremendous and that quite a few of our lads and lassies are becoming very proficient. The Winnipeg Archery Club were out last week to help the locals along and have volunteered their services at any time.

Sunday, May 13, will be a big day for the station club when for the first time in history the Manitoba Archery Association will be holding its annual tournament at the station. It is expected that teams from the Winnipeg Canoe Club and the Winnipeg Archery Club will be there, and at the time of writing the officials are still awaiting word from Brandon, Portage and Shilo who competed last year. There will be prizes for 1st, 2nd and target winner, after each entrant has fired off some thirty-six arrows. We'll bring you a full report in our next issue.

## DIRECTORY OF STATION RECREATION GROUPS

### Station Recreation Council

Chairman: F/L Maclean, (Rec Centre 511)  
Member for Sports: F/O Genno (Voxair 216)  
Member for Hobbies: F/O Hollingsworth (AOS 335)  
Member for Entertainment: F/O Eaton  
(Meetings: Third Thursday in month)

## COMMITTEES

### Station Hobbies Committee

Chairman: F/O Hollingsworth (AOS 335)  
Members: FS McBurney (Woodworking), Sgt. Irving (Auto club), Cpl. Askett (Photo club), Sgt. Gray (Amateur Radio), LAC Ratcliffe (Model Trains), FS Stockdale (Wire Jewellery).  
(Meetings: Second Thursday in month)

### Station Sports Committee

Chairman: F/O Genno (Voxair 216)  
Members: F/O Ray Griffiths (Rugger), F/O Archie Sillars (Soccer), WO2 George Learmonth (Archery), P/O Hall (Rifle Club), F/O Keenan (Track and Field), F/L Piercy (Badminton and Golf), Cpl. Woodhams (Volleyball), F/O Langen (Curling), F/O Williams (Basketball).  
(Meetings: Second Thursday in month)

### Station Entertainment Committee

Chairman: F/O Perry Eaton  
Members: FS Boeriu (Theatre manager), Sgt. Johnson (Square Dancing), F/O McNee (Station Dances), F/O Oliver (Drama Club), LAC Truelove (Bridge and Euchre Club), F/O Vensel (Judo), LAC Delasalle (Body building).

## CLUBS AND GROUPS

### Rugger

President: F/O Ray Griffiths (AOS 485)  
Secretary: A/P/O Ritchie (AOS 485)

### Soccer

President: F/O Archie Sillars (Radio school 517)  
Secretary: LAC Staff (GCA Maint. 349)

### Cricket

President: F/O Genno (Voxair 216)  
Secretary: A/P/O Godwin (AOS 303)

### Rifle Club

President: P/O Hall (NPF Accts. 311)  
Secretary: (not known)

### Badminton

President: F/L Piercy (AI School 224)  
Secretary: LAC MacDonald (205)

### Golf

President: F/L Piercy (AI School 224)  
Vice-Pres.: F/L Sparks (AOS 584)

### Curling

President: F/O Langen (AOS 303)  
Secretary: (not known)

### Volleyball

President: Cpl. Woodhams (358)  
Secretary: (not known)

### Archery

President: WO Learmonth (Station Workshops)  
Sec.-Treas.: LAC Leckey  
Publicity: Mr. M. Gillman (AOS)

### Track and Field

President: F/O Keenan (AOS 377)

### Basketball

President: F/O Williams (256)

### Theatre

Manager: FS George Boeriu (S.E. 254)

### Square Dancing

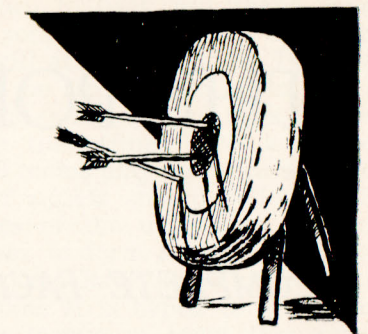
Organizer: Sgt. Johnson (Fire Hall 501)

### Station Dances

Organizer: F/O McNee (225)

### Drama Group

F/O Don Oliver (AOS 256)  
LAC Ramsay (Rec. Centre 511)



### Bridge and Euchre

President: LAC Truelove (246)  
Secretary: AW Ruth Brock  
(Closed for Summer)

### Judo

President: F/O Vensel (AOS 225)  
Secretary: (not known)

### Woodworking

Organizer: FS McBurney (404)

### Auto Club

Sgt. Irving (425)

### Photo Club

Cpl. Askett (422)

### Amateur Radio

President: Sgt. Gray (352)  
Secretary: Cpl. Allison

### Model Trains

LAC Ratcliffe (Rec. Centre 511)

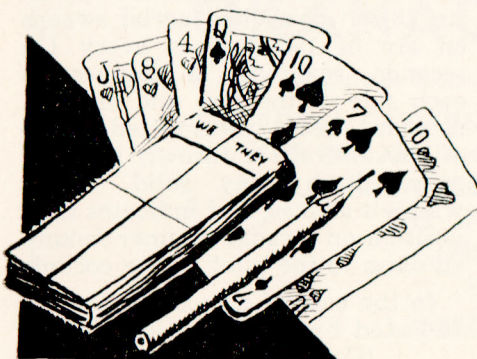
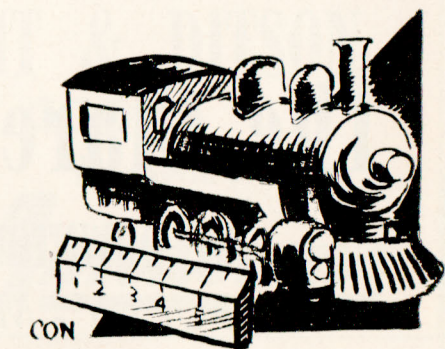
### Wire Jewellery

FS Stockdale (Rec. Centre 511)

(All the sub-committees should meet during the first week of each month, and minutes of the meetings passed to the chairman of the appropriate committee by the end of the week.)



"Murray's Boathouse — Lake Memphramagog" the prize-winning entry in the recent 14 Training Group Hobbies Show, painted by F/L Don Connolly of C.N.S.



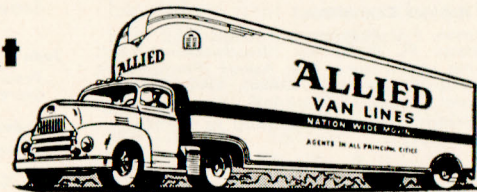
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June 9, 1956

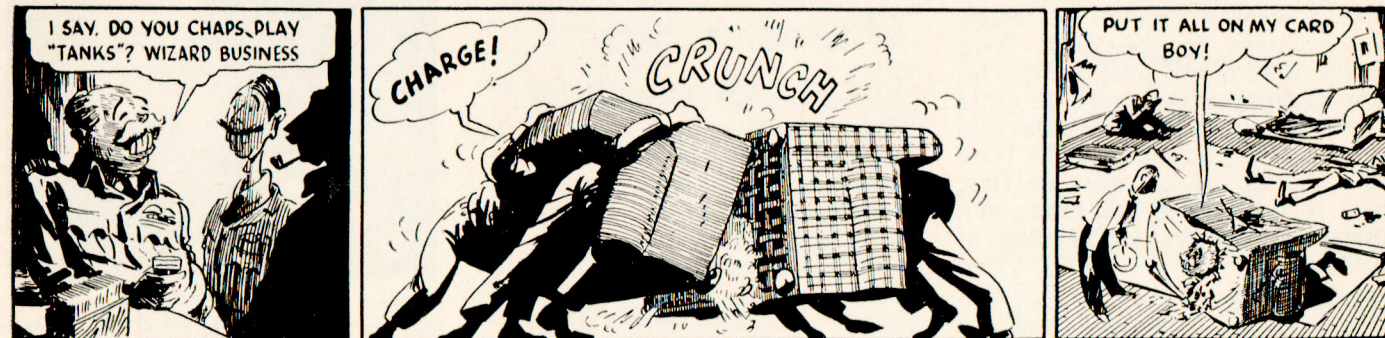
VOXAIR VIXEN  
DOREEN LORD

Another pic from the Windmill Theatre, this time of attractive Doreen Lord of Hornchurch, Essex. Doreen joined the Windmill company in February, 1953, after an extensive tour with the Follies Bergere.

She left the Windmill last year and is at present enjoying great success as "The Girl in the Champagne Glass" at a New York theatre.

## LORD WHIFF of GRAPESHOT

I mean, after all, where was the Battle of Whatsitsname won, y'know *by Ozzie*



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**FIRE HALL**  
Standing, l. to r.: B. J. Levesque, J. W. A. Vince, W. A. Zilman and S. Kowal. Kneeling: J. H. Couillard and W. Russell.

## SOCCER

Our Soccer experts have really been putting on an all out drive for perfection. Although the league doesn't open till May 25, the club has had 6 games to date and their won and lost record is 3 and 3.

On Saturday, May 12, the club travels to Vancouver to play against North Shore Aircos. These same Aircos are the former Uniteds of Dominion soccer final fame. Our local experts, F/O Archie Sillars and LAC Staff have assured our reporter that the local club will give them a very good game. It will be a feather in our caps if we manage a win. Best of luck, fellows.

May 3, saw the locals take on the St. James Thistles. Our club was out-lucked on this one, losing by a 2-1 score. The complete first half saw our goalkeeper only called upon to handle one save, while at the other end, the Thistle net-minder was really put to the test. He came up with some spectacular saves and held the Thistles together. In the second half, poor clearances by the Station backs caused the first goal.

We picked up the second goal from the foot of LAC Staff. The third and last goal was once again the fault of poor clearances. Ivor Dacks, attempting to clear, put the ball off the feet of one of our own defenders into the net. Too bad, especially after such a grand start.

## RUGGER

The Astrals took on their counter-parts from Portage on Saturday, May 5, and emerged victorious by a 26-8 score. F/O Griffiths tells me that Portage, a new entry

in the league, have strong possibilities. Our Astrals were better conditioned and showed much better team work on the field. The league schedule will follow in the next issue, and it is hoped that the Station personnel will come out in force to cheer their representatives on to a repeat victory this year. It should be remembered that our club are the league champions.

## TRACK and FIELD

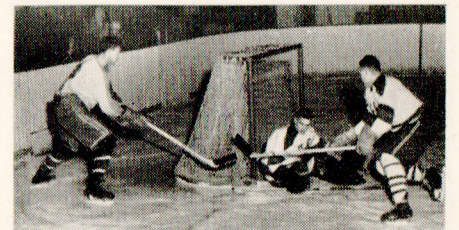
F/O Bill Keenan tells me that the weather is holding his charges back somewhat. This I can quite understand, coming as I do from the sunny island of Vancouver. It is pretty rough on the old muscles to try to loosen up and condition at 20-30 degrees. But "Bill", as the coach is affectionately known to his trackmen, tells me that a few hardy souls are working out. There is a definite lack of airwomen in the club. What's the matter, girls? Getting old, or is it that you are just too tired? Our female weight expert June Oronowski has been conspicuous by her absence, but she has assured me that she will once again be with the team to help the club to another championship plus hold on to her individual trophy which she won last year.

## SOFTBALL

Intersection softball is on the way. The various sections on the station are already out practising and all have assured me that they have the team to beat this year. If the above is gospel, then there should be some excellent games this year. Last years champions,

CNS, feel that once again they are the club to beat, but there have been some postings and transfers that will affect their club. Telecom should be strong once again, but I think that one or two dark horses are in the offing. With a league and 18 teams playing twice weekly, lots of upsets should follow. The females of the unit have banded together to form a club and from all reports have come up with a good one. It is hoped to get them into a league in town this year, but failing this, games will be scheduled both on and off the unit, with clubs from town and also airwomen from various units around the Province.

## HOCKEY



Another shot of the action in the finals of the Training Command hockey tourney at London. Here LAC Jones and LAC McPherson attempt to foil F.C. Coulin, London's captain, in his successful shot at goal.

## GOLF

Mike Piercy president of the Golf Club reports that at the opening meeting the enthusiasm was high and great plans are being formulated for very successful season. Once again, Tuxedo Golf Club will be the course and already I can visualize the sighs of content from so many of our budding Hogans. Yes, it is an easy course, but it is the same for every one playing, so  
(Continued on next page)

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## SPORTS

(Continued from previous page)

to the experts I say watch out! Some of us dark horses could knock you over this year. 'Nuff said. Hec Paquette, last year's station champ, tells me that the opening tournament will be on May 17 at 1300 hrs. at Tuxedo. This laddie is real keen and has been practising religiously to hold his championship. He tells me he is sharp this year and also that he has purchased a new set of woods to keep him on.

\* \* \*

## SWIMMING

We are really looking ahead on this one, but for those of you who are enthusiastic, keep the following in mind. On the opening of the new Rec Centre, it is planned to have a swimming team from this unit, to compete in all the City and District meets, plus take on any Station that happens to have a club. So, if there are any budding Weismullers, Crabbes, Lumsdens or Marilyn Bells, keep the above in mind.

## CRICKET

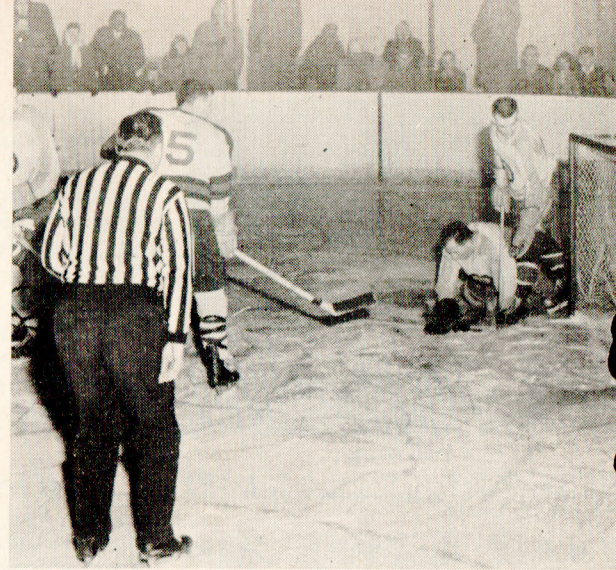
The station's "Nomads" cricket team had a work-out at the Assiniboine Park on Saturday, May 12, in preparation for the start of the league schedule on May 19.

Judging by the performances of several of the newer arrivals to the station it might be that the club could have a very successful year. We would remind all cricketers who have not yet registered that they should do so at once, and those who arrive on the station

during the next few months, and would like to play for the station, should get in touch with either A/P/O Godwin or F/O Genno as soon as they arrive.

We noticed F/L Gil Bowser of Radio Flight at the park last week. We thought we might put a bat in his hands and let him try his luck, but it seems he beat a hasty retreat. How about next week, Gil?

The scene in the park on a warm summer afternoon is a most pleasant. (Continued on page 33)



In a forcing play by Winnipeg's Maintenance team LAC Bechtold is stopped by London's goaltender and defence man.

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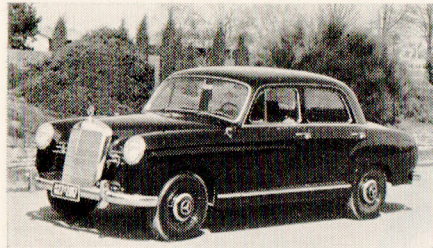
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**MERCEDES ANNOUNCES NEW CARS**

by PETER McLOUGHLIN

**THE 190**



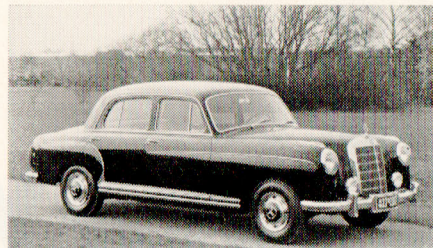
Mercedes-Benz 190 sedan with deflector panes.

This car complements the 180 series, but uses a detuned version of the 190SL engine which develops 84 bhp at 87 mph. The engine is a 4 cylinder, single overhead camshaft and the chassis embodies the usual swing axle at the rear. For interested individuals posted overseas the cost will be near \$2400. In Canada it is likely to sell at \$3700.

**THE 219**

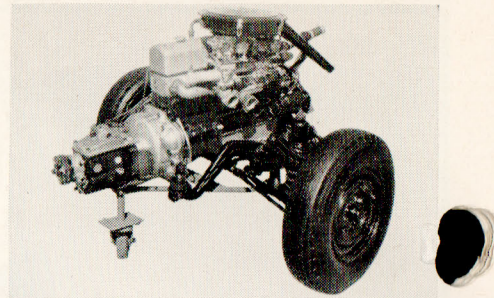
A new economical car with the engine formerly used by the 220. Standards of comfort and luxury are of the order of the 190. Price should be pretty close to that of the 190.

**THE 220S**



Mercedes-Benz 220S showing to perfection the well-balanced and clear outlines of this powerful six-cylinder car.

This, the most interesting of the three, looks as if it is intended to replace the standard 220. The engine has had an additional carburettor added which has upped the h.p. to 112 at 100 mph. Fuel consumption has been kept down to 29.4 mpg at 50. The ingenious heating system demists the windshield, and both front windows at the same time; the gear shift is conveniently provided with synchro-mesh on all four gears. Power assisted brakes and fog lamps are fitted as standard. Cost will be near \$3,300 in Germany and \$5,000 here. As a further point of interest it is worth mentioning the ease with



The 112 b.h.p. engine which is supported on four points, is mounted together with the transmission block, front wheel suspension and steering gear system in the U-frame which can easily be wheeled out.

which the engine and transmission can be taken out of the chassis for overhaul. The compact, easy to maintain, design is obvious from the photograph above.

Behind the wheel of a car, men and women both, whose behaviour in all other circumstances is beyond reproach, become suddenly transformed into bad-mannered autocrats. This inconsistency is certainly one of the unsolved mysteries of our times.

*Emily Post's "Motor Manners."*

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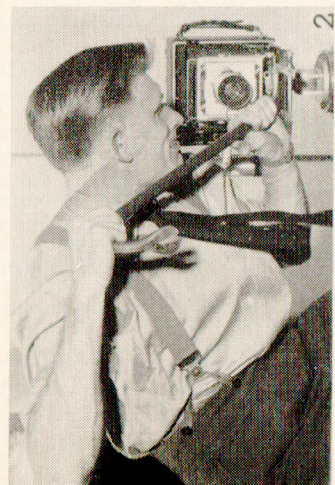
AC2 Jack Collins.

*Tips for the Amateur Photog*

1. Keep your mind on your work!
2. Don't force equipment!
3. Keep your darkrooms and workrooms clean!
4. Don't overload electrical circuits!
5. Disconnect electrical equipment by grasping plug, not the cord!
6. Don't attempt to adjust delicate shutters yourself!
7. Use only recommended materials for cleaning optical surfaces!



Hands off.



We might have to blast.



Missed! Didn't I?



Anybody got another 3-way plug?



Must be welded.



Just one more whack.

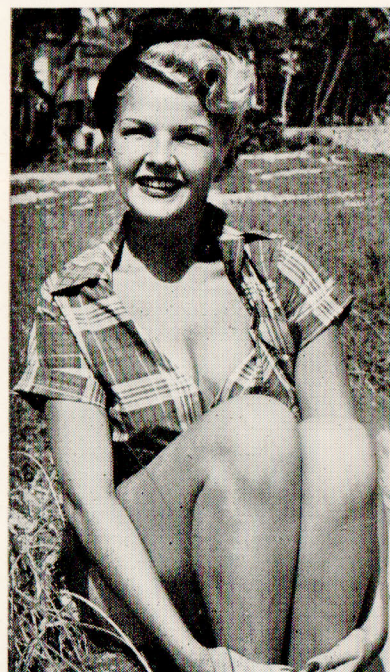


Where's the sandpaper?

Photos by AC2 Jack Collins—all photos posed by Photo section staff.

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## GRADUATING CLASS 5505 (LR)



Back row, l. to r.: F/C D. Lewis, F/O S. Pierce, F/C A. Hannah, F/C J. Gaarder.  
Front row, l. to r.: F/O I. Woodburn, F/O R. Griffiths (Class Director), P/O P. Fitzpatrick

One bright winter morning in January of this year, seven sturdy souls, their minds and bodies refreshed by two weeks vacation in such sunnier climes as Mexico, Texas and the cocktail bars of British Columbia, assembled to commence the Long Range Navigation Course here in Winnipeg.

Strolling nonchalantly into "Kipper Kollege," their hands thrust deep into their pockets searching frantically for their remaining worldly wealth of one cent and one unused Winnipeg bus ticket, they hesitated at the welcoming sign caught their eyes, "Lose innocence all ye that enter here," but nothing daunted they ventured on into the dark interior past the ever-open door of the Officer Training Section, which is easily distinguished by the scorch marks from the frequent blasts of fire and smoke which belch forth from the inhabitant.

Upon reaching the room that was to be "home" for the next sixteen weeks they learnt that the Course Director was to be none other than that famed Blower of Bugles, the "Poor Man's Louis Armstrong," F/O "Wong" Griffiths (the nickname apparently stems from the fact that in his spare moments he also runs a Chinese restaurant on Sherbrook). The course soon met the rest of the staff under whose tuition they were to suffer. An expert in both astronomy and gastronomy

F/O Bernier, whose brightness was of considerable magnitude, lowered his reputation somewhat when he tried to poison two members of the course prior to their final exam in order that he might win his wager, but right prevailed and the course won the day, even though the award was in half measure. F/O "Too-loose" Levesque, Long Range School's other example of the "Entente Cordial," helped improve the "sketchy" knowledge on the electrical side of the syllabus but not before one or two fuses had blown through overloading.

The national composition of the course was most fortunate in that it was three a side in the permanent Anglo-Canadian feud, with a Norwegian to act as referee. Giving pride of place in the personal portraits of the course members to the one farthest from home the spotlight falls on that handsome flaxen-haired example of Nordic youth, F/C Jan Gaarder, famous for his inability to remember anyone's christian name, and for some rather revolutionary theories on which way up it is best to land a Harvard. Coming westward we arrive at the "Old Country" and home for three of our members. P/O "Jock" Fitzpatrick and F/O Ian Woodburn formed a pretty strong clan against the solo Sassenach

(Continued on page 36)

## GRADUATING CLASS 5505/06 (AI)



Back row, l. to r.: F/C L. B. Neumeyer, F/C R. E. Gipp, Sgt. U. B. Gustafsen, F/C R. B. Day, F/C P. J. Maunsell, F/C J. F. G. Boissoneault, F/C D. G. Phinney and F/C R. J. Brown.  
Front row, l. to r.: F/L A. Tulloch, F/O A. J. Kroger, F/L C. L. Vaessen (Class Director), F/O J. Allison, and F/L V. L. Kunce.

### A HONKING WE WILL GO

The day was bright, the skies were fair,  
and on the tarmac, crouching there,  
were the "Horrible Mitchells" — the  
"Honkers' Delight",  
Chuckling and smiling, awaiting the  
flight  
Of potential young tigers, whose hope,  
above all,  
Was to fly in these monsters and not  
honk at all.

Now airborne at last, and dreading  
their fate  
At the hands of the "Chief", who had  
threatened, to date,  
To come over the set with the fire axe  
in hand,  
And splash their poor brains all over  
the land,  
Unless they would learn you can't run  
a true beam  
On the same side of pickup, n'roll out  
like a dream,  
Were Neumeyer and Phin, the nerve  
shattered lads,  
Who'd been told by the "Chief", "You'll  
never make rads."

At the same time nearby, with their  
lunch in their teeth,  
Were the Gipper and Daisy, a-crying  
their grief  
In a weave at 200, the target below,  
With the pilot just sweating, 'cause  
he didn't know  
If they'd hit that Exploder, which he  
couldn't see,  
And if ever again, with his wife on his  
knee

He'd be sippin' a brew, or would  
shovelling coal  
His next occupation be, far down  
below;  
When the target he spied, sittin' 20  
port side,  
Just as nice as could be and he smiled  
then with glee,  
"These lads got the gen", to the co-joe  
he said,  
And blessed F/O Penwell who'd saved  
him from dead.

In the Montreal Forum, number 278,  
Were the Frenchmen, young Boisy and  
Lafreniere,  
With the Scotsman, "The Browner",  
Who swore up and down,  
"What! ride in that backseat, why I'd  
rather drown  
In a sea of warm beer than ride back  
in that hole  
Cause I can't read my skin book." "You  
must pay the toll,  
You need some back set time, you  
dummer you dope,"  
And to Boisy, Laf said, "You're on the  
front scope,  
You'll be doin' five runs and I'll never  
tell

What type you'll be runnin'; but if you  
hear me yell  
Then you'd better do something, or so  
help me, friend,  
I'll be on top of your back, and it won't  
be the end  
Of the matter of weaving at minimum  
range,  
When I'm through with you, you sure  
will look strange."

Now down at the "Empire" at eight on  
the dot,  
Were a bunch of keen types, who'd just  
had their shot  
At the last of their bridge game, till  
12 o'clock noon,  
When the yells and the cursing from  
"AI staff Room"  
Would resound thru the halls of the  
rounded tin shack,  
And they hoped that dummies would  
come get their whack  
At a few sterns and orbits, so they soon  
could go  
Back to the staff lounge, where cries  
of "one no"  
Would once again echo, mixed in with  
their tales

Of how so and so overshot, and then  
their loud wails  
On the dumbness of students, whose  
turning hard port  
With a target on starboard, brought  
such a retort  
As, "Dummer and idiot, on lock-on  
yet,  
Turned away from the target and you  
thought you'd get  
It into the dead ahead; ain't you been  
told

To turn into it quickly, and, don't  
forget, hold  
It right where you want it, don't let  
it drift in  
Till 2000 yds, and then it's no sin  
To hold dead ahead and throttle right  
back,  
Doesn't work well on these things,  
you'll get it yet, Mac."

And a few hours later, airborne again  
Were the rest of the course, among  
them the men  
By the names of Kroeger, and Allison  
too,  
Who wished they, last nite, hadn't had  
that last brew,  
At the thrash in the mess, and they  
held their poor head  
And proclaimed in a weak voice, they  
wished they were dead;  
Fabbro, poor chap, didn't know if he'd  
seen  
Such horrible scope dopes, as these two  
did seem;  
So they diddled around and it seemed  
they were high;  
'Cause they played at blip-chasing all  
over the sky.

While not far away in another old kite,  
Billy Kunce and Arn Tulloch, who  
thought of the night  
Of the stag which was coming, and  
chasing the blip  
All over, which made Glendinning just  
flip.  
"You're nothing but blip chasers,  
dummer and dunce,  
I've told you ten times, if I've told  
you once  
That at 40 above and in a hard turn,  
(Continued on page 34)

## GRADUATING CLASS 5503 (AI)



Back row, l. to r.: F/C G. E. Edge, F/O J. A. Macdonald, F/C L. Mitchell, F/O C. B. Anderson, F/O F. G. Cressy, F/L A. C. Faulkner, F/O K. D. Monro and F/C J. M. Mortimer.  
Front row, l. to r.: F/C R. G. Morotti, F/C L. G. Taylor, F/O V. Cruickshank (Class Director), F/C H. A. Hall, F/C S. G. Wright and F/O W. E. Stewart.

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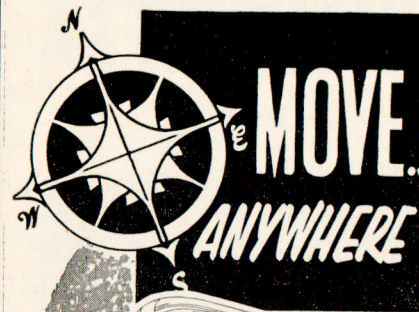
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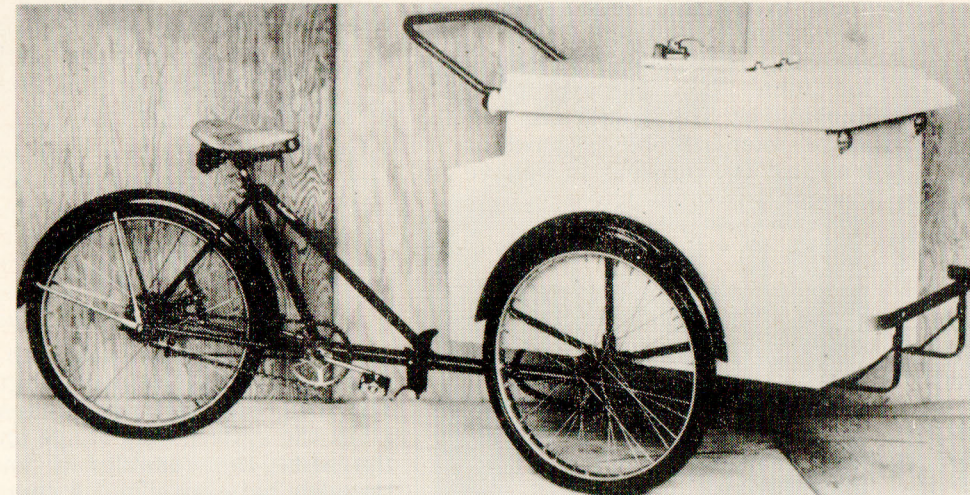
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## PERSONALITY . . .

(Continued from page 7)

intelligence officer at Dartmouth; a tour with 168 heavy transport squadron, on transatlantic mail runs using Liberators and Fortresses; and, in July, 1945, a second overseas posting to the Canadian detachment at Biggin Hill for mail and passenger transport work to the continent.

S/L Bobby recalled a few of the highlights of this period and the subsequent few months with No. 12 Communications Squadron. "S/L Torontow and I were part of a V.I.P. crew," he said. "Flew together for more than 1500 hours. Torontow is now with 'postings and careers' at A.F.H.Q."

"When 168 squadron was disbanded on March 21, 1946 I joined No. 12 Comm. squadron under W/C (now G/C) Diamond, the present C.O. at Trenton. We carried out some very interesting trips with No. 12—and carried a variety of interesting people, including the Governor-General, the Earl of Athlone and Princess Alice, the Viscount Alexander (whom we carried to the Victory Parade), Air Marshal Leckie, then C.A.S., and many others.

"Spent a wonderful 33 days in Trinidad on one trip," he mused, "In the middle of winter, too."

In 1946 S/L Bobby was a member of No. 1 Radio Nav. course at Clinton, Ontario and for the following three years flew with 426 squadron on Dakotas, and later on North Stars. During these years he took the SNIN course at Summerside and in 1950 he returned as an instructor.

He is one of the only three RCAF officers with the three-prong observer training—navigation, radio and AI—completing his AI training at James Connolly AFB and Tyndall AFB in the United States in 1951.

John came to Winnipeg in July, 1953 as chief instructor at the newly-established AI school, after a year at AFHQ in the Directorate of Operational Requirements, and our tour through his log book revealed, in addition to the dates we used for this article, a total of 4600 flying hours, an impressive contribution to our last war effort and to the flying training of post-war students.

With all the activity associated with the training of a ceaseless stream of embryo observers, one might imagine that evenings and weekends would be spent in restful recuperation. Far from it. The ducks and the fish within several hundred miles of Winnipeg are caused every weekend, within season, to match their wiles and cunning with one who has given much study to making their acquaintance. Mrs. Bobby has no difficulty in choosing Xmas and birthday gifts for John. Any 500-page tome on hunting or fishing will do. In his spare moments he is hard at it training his gun dog to behave in the proper manner.



S/L and Mrs. Bobby on their wedding day.

Whether it be teaching Sunday School children, taming tigers, perfecting the antics of a gun dog, filling the bag with ducks, or landing the whoppers from lake or stream, S/L Bobby excels.

He is married to the former Clara Bell of Ottawa, and they have two fine little sons: David Ian who is eight months old, and Gordon John who is two and a half.

John leaves for Staff College in September, and he has this to say about his tour as Officer Commanding Applied School, 2 AOS:

"It has been a most satisfying job. There was a challenge, which

must be if the work is to be really worthwhile, the problem of setting up the AI school organization.

"I have had the good fortune to have had a better than average staff throughout the tour—a group of people who have shown loyalty and enthusiasm in everything they have undertaken.

It has been a pleasure."

We echo those sentiments, S/L Bobby. It has indeed been a pleasure and a privilege to work with such an able administrator and such an all-round good sport.

Good luck.

## TECHNICAL NEWS

(Continued from page 17)

ice crystals which make up the cloud structure. The wavelength of 3cm has been chosen because it gives the system long range and at the same time enables it to distinguish between cloud formations which threaten severe weather, and those which are innocuous.

Horizontal stabilization of the radar scanner is essential for accurate readings, and the Type E12 installed in the Britannia incorporates the so-called platform-stabilized scanning system. The stabilization system employs a gyroscope as a reference, and should the platform tend to depart from the horizontal, "correction" signals are produced by the gyroscope and fed in to the control unit of the stabilization motors.

## New Cockpit to Safeguard Fliers

The US Navy recently took the wraps off a model of an ejectable cockpit capsule designed to enable bail-out from fighters, bombers, interceptors and possibly even atomis-powered planes of the future. The airtight cockpit, which has reached the development stage will be interchangeable on survival in plane bail-outs at several thousand miles an hour. "Each pilot may have his own cockpit, like a cowboy has his own saddle," commented Cmdr. George W. Hoover, of the Office of Naval Research, Washington.

## Pilots say DEW 'Lift Craft are Obsolete, Dangerous

Some very sour notes are being injected into the paean of praise hitherto heard for Canada's "mammoth", "staggering", "historic", contribution to the air supply of the DEW Line chain of radar stations in the Canadian North. Men close to the situation, some of them pilots and aircrew members taking part in the airlift, charge that the Canadian contribution is actually small and that the toll of death and injury due to pilot fatigue and un-serviceable aircraft is high. They charge also that Canada is losing a golden opportunity to train fliers and develop equipment for Arctic air freighting—a matter of vital importance to the military security of Canada and the economic development of the Far North.

## CRICKET

(Continued from page 24)

ant one, and the boys would really welcome some spectator support from the station. So how about it? If any of you are at loose ends on these Saturday afternoons why not take the wife or girl friend for a stroll through the park, and stop off at the cricket field for an hour? The lads will be glad to see you there.

\* \* \*

Bad traffic manners would seem to be due to the shortness of the existence of the automobile. After all, courtesy has been slowly developed through the ages and its precepts handed down from generation to generation. The automobile is still so new and has come upon our society so rapidly that in one or two generations we have not completed the necessary code for the proper use of it.

*Emily Post's "Motor Manners."*



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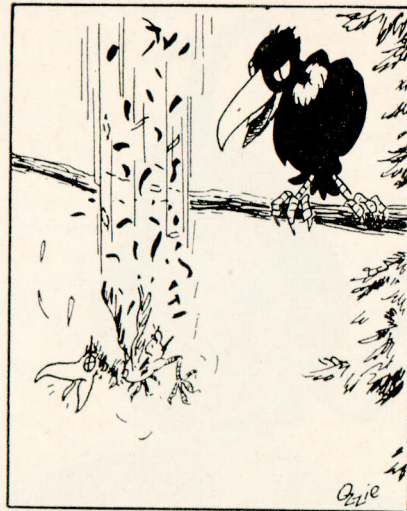
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**SPORTS CAR JOTTINGS**

The decision has at last been made that Le Mans will be run on the weekend of the 28-29 July. This clashes with the German Grand Prix which will no doubt be changed to August 5. The engine size for prototypes has now gone up to 3-litres and there will be a revision of the minimum body widths. Hence the 3-litre Ferraris, 3-litre Maseratis and the Aston Martin DB3S will all be eligible. Both Mercedes 300S1L and "D" Jaguar are eligible as production sports cars anyway.



Junior! What did Mama tell you about your terminal velocity?

Those interested in joining the Winnipeg Sports Car Club this season should drop in to Nairn Motors and see Frank Mancini. Memberships for a very full year are \$6 (including CASC affiliation). Application has been made to race on Netley and it remains to be seen what the Government thinks of this. If successful the first races will be during the first half of June.

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**5505/06 (AI)**

(Continued from page 29)

The targets above you; will you never learn

That you can't go on harder, and still not break lock?

Let's head her for home skipper, put her in dock."

A three student trip, and the pilots of fear

Is that Lewis, Pete Maunsell and Gus will appear

All in the same aircraft, a four ho trip

What with "overshoot starboard" and "Sir, lost the blip",

But the favourite expression of one we know well

Is, "hold speed" and climb faster", and then "what the hell,"

Says the pilot "You're not on Meteors yet"

And if I know this aircraft, a nice stall we'll get

If you keep climbing faster at minimum speed, chap,

We may even wind up with the ground in our lap.

At the end of the course, if we ever get there,

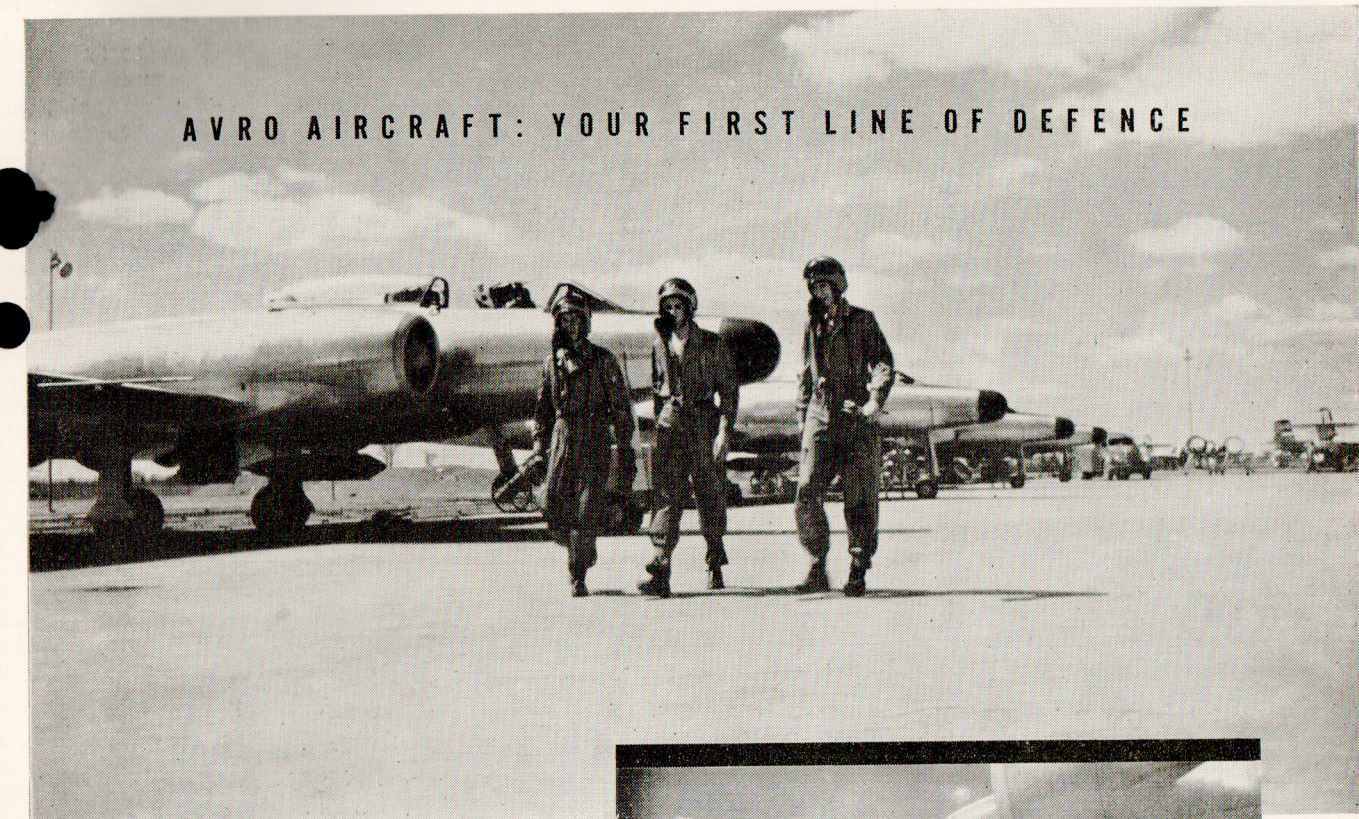
We'll have one guy to thank, tho' he's been in our hair

For the last few odd months, with his "Let's have a test"

He's kept us quite busy, still we think he's best,

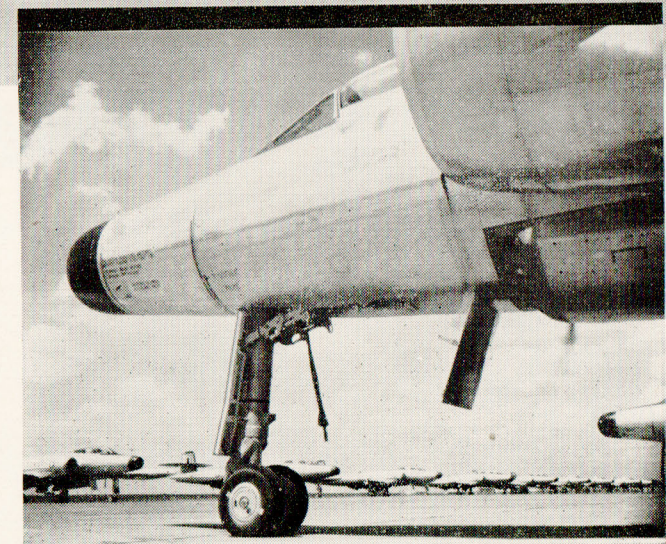
That's our course director, "The Chief" though he's called,

Here's to you, Chuck Vaesen, Thank You from us all.



Squadrons of RCAF CF-100s manned by keen, alert pilots and navigators guard Canada's northern approaches on a "round-the-clock alert."

During 1956 NATO will begin adding squadrons of CF-100s, manned by RCAF air crews, to its Air Division in Western Europe.



**FLIGHT OVER:  
INTERROGATION  
TO COME**

There's something about the bearing of these men of the RCAF . . . something in their confident stride as they return from an interception exercise . . . that speaks of a job well done. For many months they received intensive training to prepare them for exercises like this . . . and for the dark day when enemy aircraft may actually appear in the skies over Canada. And what of the planes they fly? Avro Aircraft's CF-100 all-weather night interceptors have greater range, more power and more striking force than any all-weather night interceptor in service anywhere. Newer and more powerful flight projects are constantly underway in Avro Aircraft's extensive engineering division, staffed by the most outstanding research, design and development engineers in the aeronautical industry.



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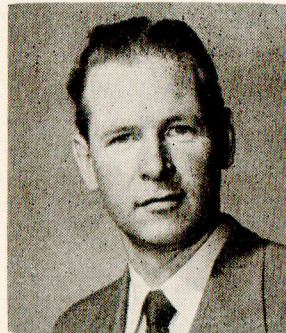
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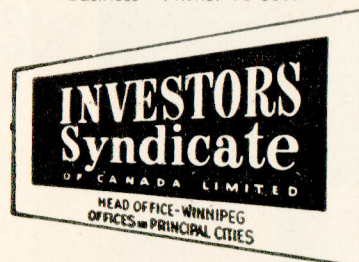


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5505 (LR)

(Continued from page 28)

on the course, F/O Stu Pierce. In fact Scottish nationalism at times was so strong that it might be a good idea if the Stone of Scone were placed under heavy guard as from June 15, 1956. F/C "Streak" Hannah, that esteemed authority on T.C.V., who was well-known for his lightning decisions and wide awake appearance, was apparently so impressed by the lecture on Gyro Theory and the direction-seeking properties of magnets that he was soon transfixed rigidly in space pointing permanently toward St. Boniface, and seeing spots of 'bank-manager-red' dancing before his eyes. F/C Lew Lewis divided most of his spare time between maintaining discipline in the Long Range School and in vain attempts to

reduce his waistline after the C.B.C. had offered him the job of understudy to Jackie Gleason.

The course was very sorry to lose as recourses to 5506 and 5507 F/C Mahaffey (one of the original Sioux Indians) an P/O Jerry Woolmington, skilful player of the pigskin game (British version), but our loss is gain and it is hoped and thought it will only be a question of time before their names will be added to the list of graduates appearing in this publication.

And so we say farewell to this land of pleasant memories, and, packing all our happy thoughts and trophies into a small paper bag designed exclusively for the use of passengers in Expeditor aircraft, we take off for Edmonton to learn how to live for three days on six jelly beans.

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