

PLANE FACTS
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• AN AIRFORCE NEWSMAGAZINE •

Honorary Editor-in-Chief...W/C F. GAFFNEY

EditorF/O ROBERT GENNO

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EDITORIALS

MARILYN BELL

THE 32-MILE swim of Marilyn Bell ranks as one of the greatest swimming feats of all time.

It should be borne in mind that great as a Channel swim is this was greater. This 16-year-old schoolgirl swam 32 miles through fresh water, which lacks the buoyancy of salt water. She fought against waves and currents that added miles to her course, and in fact Marilyn swam more than 40 miles during her 21-hour ordeal.

This remarkable young lady had completely recovered from the strain of her achievement within a few hours, and astounded everyone by appearing at a reception the same evening.

All Canada is proud of Miss Marilyn Bell.

* * *

VOXAIR

WITH THE establishment of the navigation school in the new building on the west side of the field the station magazine has moved to more spacious quarters at "the same address."

Room 229 on the top floor is now the Voxair office. Contributors will find it quite convenient as most people pass the building at meal times, and copy can be delivered then.

There have been several staff changes in recent week. In most cases the replacements are made necessary through transfers—very rarely, we are happy to say, does a member leave because of loss of interest. It is comforting to know that when we acquire a new staff member we may depend on him

for good service until he leaves the station.

A job with Voxair is no sinecure. The work is hard and much of it must be done during evenings and weekends. The only reward is personal satisfaction . . . pleasure in helping to produce what we feel is one of the best of station publications.

There is still room, lots of it, for new staff. Most of the workers on the magazine are doing more than their share, and a few extra helpers would ease the load considerably. Experience is not essential—we give "on-the-job training"!

If you feel you would like to join us call local 285 (our temporary phone number) . . . we'll be happy to hear from you.

* * *

RECREATION HALL

PLANS FOR the proposed new recreation hall have been finalized, and work is to commence sometime in 1955.

This \$800,000 structure will contain many new features including "bleachers" which can be folded away when not in use, a station theatre to seat about 500, a miniature rifle range, a barber shop and beauty parlour, and a swimming pool.

The building will also house the usual amenities—library, bowling alleys, hobby shop, snack bar, and so on, but on a more modern scale.

When we have all the facilities planned for us Station Winnipeg should be not only the biggest but the best Air Force station in Canada.



COVER STORY

NEW GROUND SCHOOL FOR NAVIGATORS

At the official opening, on Wednesday, 15th September, 1954, of the new Ground Instruction School at Station Winnipeg, our photographer caught the reviewing party in an informal pose, as G/C Ingalls (CO) lends a thoughtful ear to the remarks of W/C Walker (OC 2 Air Navigation School).

At 1010 A.M. A/C Bryans, accompanied by G/C Ingalls, inspected the guard of honor, support party and a flight of officers, to the strains of the Air Force March Past. The inspection over, G/C Ingalls introduced A/C Bryans, who then accepted the scissors from the Commander of Cadets, and, cutting the tape on the front doors, declared the new building officially open. Addressing those assembled for the ceremony, A/C Bryans stated that this was "a memorable day in the RCAF when we see established, for the first time in any service, a large, permanent and efficient navigation training centre. With the advance of the machine, the requirements of navigation have gone up; we are, therefore, fortunate to be provided with these facilities in which to learn our skills."

On concluding his remarks, A/C Bryans inspected the school.



Personality

MISS JENNIE STADNYK

THE observance of local social customs is both a pleasure and a duty. In Canada, where many of our communities have been founded within living memory, the milestones of true progress are recognized to be those occasions when some place of public resort first becomes available; the first church, the first school, or the first restaurant. Man being a social animal, and woman even more so, it can be said that when its places of "customary resort" are bright, cheerful and attractive, a community is alive and growing; when they become dull, cheerless and deserted, that community is dying. Canadians as a whole are deeply conscious of the point, and it is possibly for this reason that, placed high among the prerogatives of the Canadian workingman, right up alongside the right to chain-smoke and the right to grumble about having to do any work whatsoever (as he does it), is the right to spend 10 minutes every week-day morning of his life guzzling his particular brand of brewed or bottled refreshment, tea, coffee or soft-drink.

In addition to the old familiar Snack Bar in the drill-hall and the imaginatively styled Flightway in 3 hangar, Station Winnipeg now has a third temple devoted to the mysterious rite of the "morning coffee-break." Votaries of the cult who had found themselves stranded in the barren desert of the new site far from life's amenities may now rejoice in Number Three Snack Bar, a throbbing little "bistro" operated by this issue's 'Peg Personality.' Number Three is rapidly acquiring its own particular charm, and, while it may never loom through the swirling snows of a cold January morning with quite the same promise of snug warmth and breakfast as the Flightway, nor become quite the gracious summer-evening meeting-place that the Snack Bar has become in the last three years, nonetheless it serves our simple needs as a gathering place, a gossip mart, and a place to get something to fill that aching void, still that throbbing head, or just break the monotony of a dull grind. Here, for a few minutes, it is possible to relax and hear how snarled up the other

fellow's affairs are. It fills a deep-felt need, and so, on the occasion of its opening, as 'Peg Personality' for this issue, Voxair has chosen Miss Jennie Stadnyk.

When we consider the 8,000 cups of coffee served in an average day, over the counters of the snack bars Miss Stadnyk runs for the station fund, only the greatest editorial restraint (a sawed-off shotgun in the ribs) prevents us from nominating her "Queen of the Coffee-break." The title does, perhaps, fail to give full credit for the soft-drink and food sales which form a substantial part of the immense catering task. But there must be few "morning coffee-break-ers" indeed who, observing Miss Stadnyk's rapt survey of the hungry throngs, have failed to catch her eye and receive a flashing grin along with the "cup o' char." So recollections of Winnipeg in later years cannot fail to include a memory of Jennie and the institutions she operates.

Born in Manitoba, Miss Stadnyk was educated at Margaret Scott and Lord Kitchener High Schools in North Kildonan, and later attended Dominion Business College in Winnipeg. An evening job in her father's restaurant helped pay for business college and became a permanent vocation on graduation. Miss Stadnyk stayed with her father until 1950, when she decided to go into business for herself, and opened a restaurant at the University of Saskatchewan. On returning to Winnipeg in 1951 Miss Stadnyk was asked by the RCAF to open a snack bar at Station Winnipeg. Her engagement, originally for six months, has stretched into three years and the operation of three snack bars.

Miss Stadnyk says the first five months of her engagement were "really hectic." Opening day, which was December 1st, found her with no shelves or storage space, but lots of customers. This, of course, was in the best tradition of opening days at Winnipeg during the period of rapid expansion. The immense popularity which the new coffee bar immediately gained, came as something of a surprise. Accurate forecasts of what supplies would be needed were not possible, so these early days were a period when everything had to be

(Continued on page 31)



Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

MALAN'S DECISION IN SOUTH AFRICA

By P/O K. R. CRYDERMAN

GO BACK, if you will, and imagine a traveller in a flying saucer, studying from above the southern continent of Africa. Tiny sailing vessels ranging in size from fifty to two hundred tons, and carrying on their flags the Cross of His Most Christian Majesty, the King of Portugal, could easily be seen at that time converging on the western shores of the continent. Inland along these same shores lay Africa in all its savagery, the same Africa of jungles and fierce animals, disease and drought which meets the visitor today.

During the war the Continent of Africa had played a vital part in the over-all strategy of the Allies. We need hardly mention the tremendous value of the Suez Canal and the Middle Eastern bases in winning the war in this theatre. It was from these bases that General Montgomery was able to save Egypt and the rest of Africa from

the threatening pincer movements of Hitler's forces under Rommel. It was from Africa, too, that the Allies were to make the attack on Sicily into Italy.

Today it is no longer the clash of arms, but of ideas, that keeps Africa in the world's head-lines. Today it is Doctor Malan and his Nationalist race policies that continue to provide the focal interest for the Continent. France, too, is having her own tremendous difficulties in Morocco. While this question is of prodigious importance to the other Western powers, the struggle in South Africa is primarily an internal one.

In the sixty-nation special committee of the United Nations in November, 1952, South Africa was specifically accused of "threatening the peace of the world by persisting with its policies of political, social, and economic discrimination between white and black." This is

a very serious accusation, and one that bears examination.

As stated above, France, and virtually every colonial power in Africa, is experiencing difficulties. It is not very hard for Malan or any other Afrikaner to look about him at the rest of the Continent and to fear for what might happen to his own Republic. In the colony of the Gold Coast it was not long ago that Kwame Nkrumah won self-government for his land. Although he had been previously imprisoned by the British for fomenting disorders, he was still allowed to become Prime Minister, with an all-Negro Cabinet. The neighbouring West Africa British possessions of Nigeria and Sierra Leone are following essentially the same pattern. To the North-West in Kenya Malan sees the tribal outbreaks of the Mau Mau. And even within his own Republic he has seen the violent ravages and outbreaks that accompanied the 1952 riots in Port Elizabeth, East London, and Kimberley. All three centres in which the riots exploded were strongholds of liberal opinion. Port Elizabeth was, and still is noted for its liberal local national policy. Within its boundaries the Bantu have been subjected to a minimum of restrictions and control. Its Brighton township, scene of the most violent of the riots, is reputed to have the most modern, progressive, and attractive housing schemes in Southern Africa. A liberal looking on might well declare that "all is well in this the best of all worlds." Such upheavals, he feels, might be necessary in the winning of the franchise. When the clouds clear, lo and behold the African will realize the great value

of British democratic institutions, and white and black can settle down to a well-deserved peace in mutual trust and harmony. But Malan and his fellow Africans do not see the matter in this light, nor, in all fairness, do the great majority of whites in Africa. They are in these stirrings of the Negro and perhaps the complete destruction of white civilization in South Africa. They realize, as we must, too, that Africa today is standing at a fateful crossroads from which the black will either fall back into primitive darkness, or go forward with the white through mutual co-operation to a brighter and a happier tomorrow.

It seems almost a contradiction that today, under Malan, South Africa should be witnessing the greatest negro influx of its history into the mines and cities. The country native in his ancient kraal has all but disappeared. Detribalized, industrialized, and without religion, possessions and leadership, the natives are drifting into the burlap huts and town settlements to become part of the vast proletariat, without purpose and without the social restrictions that formerly kept him from crime. There are, in fact, men and women in every tribe, even in the most remote parts of Africa, who have worked in the mines and towns, and who have brought back with them tales of injustice; some true, some false, but all believed.

Under the Boers, before the turn of the century, such a condition did not exist. There were, of course, some scuffles between the native Bantu and the Dutch settlers as they moved ever eastward. But these were comparatively minor.

Both the Afrikaner and the Bantu were primarily farmers. They understood one another. There were then no town slums. There were few mines and no factories. The blacks were satisfied to work outside in the wonderful freedom of the outdoors. And the white man let him. The work then, too, was something that he understood—the tilling of the rich soil and the herding of the cattle on the wind-swept veld. The white man had said, "Before you run, you must walk." They believed him, and believed that one day—not tomorrow, maybe, but one day, he would say to them, "Come, and we will work together to build our land." But he did not say this. This is the native's way of saying, that yesterday there was hope, but today, there is none.

Today, as the native knows too, his existence in the city is a tolerated one. It is now the declared aim of the Nationalist Government of Dr. Malan that there shall be in South Africa, two separate societies—a white and a black, each to develop along its separate lines and according to its separate abilities. Nor is it only the native blacks who are experiencing the effects of a change in policy. The British, too, are finding themselves relegated to a secondary position within the Republic. Until 1948 the "single stream" policy had always been followed. That is, the South African Cabinet was always composed so that both the English and the Afrikaners were represented on as nearly an equal basis as possible in all government bodies. This policy no longer applies. Legislation had been drafted by the Malan Government to the effect that no

one can hold government office unless he can speak Afrikaans. Children must be educated in separate English speaking schools, and must follow courses in Afrikaans. Nor can British immigrants secure citizenship until after a five-year period of residence, or until they have learned to speak Afrikaans. Thus even the British and the Dutch-speaking South Africans are being separated into a separate stream. There seems to be little that the British can do about it.

Simultaneously, of course, the African native is crying for more freedom and less and less restrictions. Why should he work long and hard for 24 cents a day? Why can he not be allowed to emerge into the ranks of the skilled worker and thereby improve both his standards of living and his social prestige as was done in the Belgian Congo? The "Apartheid," as Malan has attempted to apply it, just cannot work. The industrial centres urgently require the native labour, as do the mines. The gravitation of the Bantu towards the city which began with the discovery of diamonds in 1867 has never ceased, nor can it possibly do so. At that time, from every part of South Africa, black labourers streamed to the diamond field to spend a period of months in the mines. Later discoveries of gold and diamonds made in the Transvaal and the Witwatersrand only increased this flow. What Malan does now to solve the problem before him might well decide not only the destiny of the 150 natives in Africa but the entire stake and continuance of Western and British democracy throughout the Continent.

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Today in SPORT

By CPL. HOWARD O'BYRNE



BASEBALL

The Winnipeg Goldeyes have hung up their baseball gloves for another season. After a struggle they ended the season holding down the third slot in the Northern League. They lost a best 2-out-of-3 semi-final series to the Fargo-Moorhead Twins, the league winners for the second consecutive year. We think Pop O'Neil and his team deserve a lot of credit for finishing up so high in the league after such a grim start. The Goldeyes should have a good season next year, although we understand there will be some changes.

STATION BASEBALL

The station baseball team wound up the season on 5th Sept. with a loss to the RCAF MacDonald team. The final series was a best 3-out-of-5 affair, with the champs winning the first game by a very close score of 4-3. The second ended in a 1-all deadlock, and the third game ended by the same score as the first one. The final was played in the late afternoon, and seemed to lack the zip usually witnessed in such a series. The only highlight was the home run by F/O Harry Matties. This is nothing new for him since he had done it in the previous game at MacDonald. So ends the baseball season for another year.

RIFLE ASSOCIATION

Once again the Station Rifle Association has put its .303's in mothballs after completing another busy season of good shooting.

On Sunday the 19th Sept. a black sky with light rain overshadowed the St. Charles Rifle Range as 52 sharpshooters of the 'Winnipeg and District' participated in the final wind-up for 1954 of the MPRA "large bore" competitions. Six members from RCAF Station Winnipeg took part in these events with F/O "Dead-Eye" Kerr

topping our competitors. The RCAF Air Cadets seemed to be our greatest rivals and we are hoping that during the coming winter months and next year our team will be able to show these young enthusiasts a thing or two.

We feel that more personnel could avail themselves of the opportunity of shooting at this unit. New members for the association are welcome to join at any time. All officers and airmen stationed in the Winnipeg area are eligible. During the winter season there will be ample time for new members to try out their skill with the opening of small bore shooting shortly. The selection of the indoor range has as yet not been made but the location will be advertised in the very near future. Give the association a "boost" by your support at the next meeting.

STATION GOLF

The heavily tree-lined fairways, multiple sand traps and lightning-



Cpl. Tapp receiving the Individualists Medal from A/C Bryans.

fast greens took their toll at Pine Ridge and Elmhurst Golf Clubs, where the 14 Training Group Station finals were held on 17th Sept.

The morning at Pine Ridge was taken up in deciding a group medalist. Cpl. A. B. Tapp emerged on top by a stroke over LAC Gordie Forth. Cpl. Kerr from RCAF Station Moose Jaw collected low net, and the runner-up was Cpl. Paquette of RCAF Station Winnipeg. Gross scores of each team were taken to decide the finalists for the G/C Mitchell trophy which was played in the afternoon. The two remaining teams also played for consolation honours. In the afternoon Station Winnipeg came through with a decisive win in the finals to hold the trophy for the first year.

RCAF Station MacDonald was a worthy opponent taking a few

matches to the final hole, before bowing out 7 matches to 1.

RCAF Station Penhold got the better of RCAF Station Moose Jaw in the consolation event, winning 5 matches of their 8.

A pot of gold was held on the 17th green—won by F/O Piercy who was closest to the hole on his 1st shot. LAC Gordie Forth took the next closest.

A banquet was held in the Composite Mess at day's end with the presentation of the trophies by A/C Bryans. All competing stations praised a well-organized day.



Cpl. Paquette won the trophy for the lowest net score.

INTER-SERVICE GOLF

The final Inter-Service Golf tournament was held at the Tuxedo course on 23rd Sept., the top honours being taken by RCAF Station Winnipeg team number 1. This team was comprised of F/L

Laing, Cpl. Paquette, Cpl. Tapp and LAC Forth. In the runner-up slot was a team sparked by a brilliant sub-par round of golf by G/C Mitchell of Group Headquarters. Other members were F/O Scott, F/O Turnbull and Sgt. Dunsmure. Third spot was taken by a team of RCHA from Fort Osborne Barracks, Winnipeg. In fourth place was another RCAF Station Winnipeg team consisting of LAC Babcock, LAC Brewer, LAC Nelson and LAC Skreslet.

All in all it has been a good year for the station golfers. May it create more interest for the coming year.

* * *

CRICKET

End of the season.

Manitoba's cricket season came to an official end last Saturday, when in perfect weather, Station Winnipeg's two NATO teams played other local clubs in the Assiniboine Park.

The Manitoba Cricket Association said goodbye to the old season at a Dinner and Dance held at Moore's Restaurant the same evening, this also being the occasion for the presentation of the several cricket trophies.

Station Winnipeg walked off with one trophy this year; that won by the NATO Nomads' skipper, Austin Field, for a magnifi-



The prize for the third lowest net score was won by F/L Morley.

cent bowling performance. Austin bowled a total of 130 overs to take 52 wickets for an average cost of 4.65 runs apiece. He is of course now back in the old country, and the Buckland-Large Trophy for bowling was presented, in his absence, to Chris Newton, who has been skippering the Nomads since Austin left. In presenting the cup, Ron Turnbull, who captained the St. George's league-winning side, paid tribute to Austin when he said, "He never gave up trying for those wickets."

The past season has been one of average success for both teams; confronted by an extreme shortage of players at the beginning they started at a disadvantage. Manitoba's matting wickets did not suit most of our boys, who have been playing back home on turf, and it was noticeable during our away game at Victoria, B.C., that the



RCAF Stn. Winnipeg—Runners-up in the RCAF Manitoba League. Back row—LAC Christenson, Cpl. Jack Dixon (Playing coach), F/C Tony Coraza, F/C Bob Ross. Front row—F/C George Baker, Cpl. Fred "Boats" Ingram, F/O Archie Siellars, F/O Harry Matties, F/C "Rocky" LaRock, LAC Bill Balance. Bat Boy—Gordie Elek. Missing—F/O Fred Meadows, Playing Manager.



RCAF Stn. Winnipeg golf team—winners of the 14 Training Group trophy.

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TURNBULL TROPHY HOLDERS

RCAF Station Claesholm, winners of the 14 Training Group Skeet Shoot.

team was far more at home on a grass pitch.

Now that the season has come to an end we look forward to next year, and another chance to play against our many friends here in Winnipeg.

Good luck to future NATO teams!

* * *
SKEET SHOOTING

G/C Turnbull of RCAF Station Saskatoon, who is himself a very ardent participant of this sport, has offered a trophy to the station with the best skeet shooters in 14 Training Group.

RCAF Station Winnipeg eliminated Station Gimli and automatically entered the final which was held at RCAF Station Claesholm on 11th Sept.

Our team comprised F/L Gilmour (captain), F/L Tyler, F/L Avent, Sgt. Pringle and LAC Mikkelsen. The boys did very well and came close to winning from the Claesholm boys, losing by only one bird. However, it was a good try and you can bet our representatives will do their best again next year to bring home the coveted trophy.



RCAF Station Winnipeg—the runners-up in the skeet shoot held at RCAF Station Claesholm. L. to r.—F/L Dave Avent, F/L Dick Tyler, F/L Ron Gilmour, LAC Mikkelsen, Sgt. Bruce Pringle.

STATION BOWLING

A meeting was held on the 22nd Sept. in the station Drill Hall to organize the bowlers for the coming season. It is anticipated that at least 30 teams will participate again this year. Cpl. M. C. Curry will look after the handicaps and Miss Babs Thomas will be secretary. Plans so far call for the league to open on October 4th and to operate every Monday through Thursday each week. If the competition is as keen this year as it was last, this should be an interesting league to watch.



A/C Bryans presents the Mitchell trophy to F/L "Doc" Laing.

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NORTH SIDE DRILL HALL

Chaplain's
Page



HOW TO GIVE

By F/L P. GORIEU

"MAKE to yourself friends with the Mammon of iniquity" is one of the mysterious words of Our Lord to those who do not understand its meaning. "Mammon" is a Syrian word meaning money and it is called the "Mammon of iniquity" because those to whom Our Lord spoke too often used it for the purposes of injustice and iniquity. A dollar bill in our pocket, if it could speak, might scandalize us in telling us the things for which it was spent, the transactions it had assisted, and the sinful pleasures it had bought. Our Lord tells us that there is a time when it fails, for the man who has money is only a steward. Death says to every man: "Give an account of thy stewardship for thou canst be steward no longer." Money simply cannot be transferred to the world beyond.

Here we come to the purpose of money according to the Saviour. Give away money to those who are in need, for by relieving their necessity you will make friends of those who will intercede for the salvation of your soul. Money will not buy heaven; but it will make friends for us that will help us when we fail. "Inasmuch as you do it to the least of these my brethren, you did it unto me." Those who have been helped by our charity will lead us before the throne saying: "This is he of whom we have spoken and who did so much for us in the life below."

A traveller in a foreign country changes his own currency for that of the other land. So, too, the wealth we have here can be exchanged for spiritual wealth in the next world which "rust does not consume, moths eat, nor thieves break through and steal."

What is the psychology of those who will never touch their capital for charity? They keep piling up more and more reserves, each new addition becoming as sacred as the one before. The answer is that every man is made for the infinite, which is God. But his reason becomes blinded through prejudice or sin, so he substitutes another infinite which is money. He then wants more and more of "having," instead of more and more of "being" which is life in God. No matter how many hairs a man has in his head, it hurts to have even one pulled out. No matter how much capital a man has, it hurts to touch even a cent of it. He knows "he can't take it with him" so he denies there is any place to go.

The Christian way is to use money that those who are helped may be our intercessors for heaven. A wealthy man once told his maid to give away fruits in his garden to his neighbors in order that she might make friends of them. Wealth thus becomes worthy of its name, which is weal.

A wealthy woman once got into heaven where St. Peter pointed out the mansion of her chauffeur. She said, "If that is my chauffeur's home, think what mine will be." St. Peter pointed out to her one of the more humble bungalows of heaven, saying, "That is your home." "Oh," she said, "I could never live there." St. Peter answered, "Sorry, Madam, but that is the best I could do with the materials you sent me."

There is much money given away, but little of it is used for the soul. Some give it away in order to have their name glorified on the door of a hospital or a university. Men who have had very little education are conspicuous for endowing libraries, that they might create the impression of being learned, which they are not. Our Lord said, "Let not your left hand

know what your right hand gives." This was followed by the second principle of giving—the gift must be offered for a Divine reason. The cup of cold water will be given a reward a hundred fold if it is given in Christ's name.

Some years ago the cloister of Carmelite nuns was opened to the public on the feast of St. Theresa. Many curious people poured in to see those women who led a life of silence, prayer and penance. One man who could not understand their life called the attention of a young and beautiful nun to the finest residence in the city which stood on the opposite hill. He said to her, "Sister, if you could have had that home, with all the wealth, luxury and pleasure that went with it, would you have left it to enter the Carmelites?" She answered, "Sir, that was my home."

There is so much giving that is wasted because it is not done for the soul. The world thinks that the highest thing must be used for the lowest, for example, the intellect to make surplus wealth. The man of God believes that the lowest must be used for the highest, that is, money must be spent to help spread Divine Truth, to solace the afflicted and to cure the sick that their souls may be free to work out their salvation. The truest answer to "You can't take it with you" is—"You can, provided you give it away." Then it is stored up as merit in the next life.



111 C & R FLIGHT

By P/O DICK CRACKNELL

WE REALLY must apologize if this column appears to be very hurriedly put together, but time slipped by so fast this month that deadlines were upon us before anything was prepared.

The highlight of the past month's activities was "Operation Manitoba," a combined RCAF and USAF Search and Rescue Exercise designed to try to standardize procedures and give each team a

chance to benefit from the other's experience. In this respect the exercise was a success.

On September 12th one of our Dakotas left for Coral Harbour, spent most of the week in the North and returned via Churchill and The Pas with thirteen sick Eskimos bound for hospital in Winnipeg and Brandon. September 13th saw our other Dakota bound for The Pas and Flin Flon airlifting Red Cross personnel for their Blood Donor Drive; both a/c returned on Friday 17th.

On the personal side, we are sorry to hear of Ed McNarry's posting to jets. Ed is our oldest inhabitant and claims that he has worn out three O/C's. We wish him a lot of luck with his new type of steed.

This month we welcome two newcomers to the field. Harold Wannamaker comes to us from Summerside, and Howard Hawley from Torbay, where he was with 107 Rescue Unit. Tom Kirkwood has left to take a 10-week course on 'copters at Vancouver and Bagotville; maybe this is a sign of some whirlybirds being added to our strength.

The wedding bells rang twice this month, for Boyd Bauerfind and Ray Cutt; we wish them the best of luck and hope they will be very happy.

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We really take a drastic reduction in strength this month when all our servicing personnel leave us to come under Station Maintenance. We have visions of doing our own inspections; hope this is not a reality.

R.C.A.F. Personnel:

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Would you like to own—

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By LAW ANN ZAWADIUK

WELCOME to another session of the latest news and do's of our girls in "blue." So bear with us—we'll tell you why at the end of the column.

We wholeheartedly approve of the change that has been, is, and will undoubtedly continue to exist. We are, of course, referring to the numerous girls who are replacing their blue uniforms for bridal gowns. (At least for one day, since most of the girls are preparing to continue their service life.)

LAW Gladys Burrows and LAC Andy Anderson have tied the knot and are on their way to Cold Lake, Alberta, where they are both to be stationed. Just before Gladys left us, the airwomen presented her with a gift very appropriate for a new bride. Water kettle—no burnt water.

LAW Joan Otway was another lucky recipient of a water kettle prior to her departure for home to be married to LAC Bob Janeck. Both Joan and Bob are stationed at Winnipeg. We understand Joan will take her release from the Airforce and give full attention to the career of housewife.

Before this is printed LAW Laura Hutton and LAC Roy Surette will have entered the insti-

tution of matrimony.

And for those who knew Cpl. Marg Horning, we have news to the effect that she's very happily married. Marg left here last spring for Camp Borden.

To all couples we extend sincerest congratulations.

Best wishes to Cpl. "Robbie" Robson who is now flashing an engagement ring. Any set date, Robbie?

What occasion warranted champagne on a recent Friday night for a couple of Telecom personnel? Too bad Sheila, but he won't be too far away.

Our latest overseas postings went to LAW's Sally Maxwell and Marg MacGillvray. Travelling on the sea of success? We'll say!!!

Speedy recovery to LAW Loretta Trowsdale, who is recuperating from an operation in Deer Lodge Hospital. Let's have you back with us soon, gal.

We wonder if the composer of the song "I'm Undecided Now," knew our gal, Rose Dobrowsky. Certainly the most undecided person we've met in many years is Rose. (At least for the past few months.) Her latest report, however, told us that, "Yes, I've decided to re-enlist for another two years of service." Big decision, we know!

We have news from LAW Gerry Henderson who left us recently on a posting to Calgary. Tells us she's quite adjusted to the regulations

at her new station and very happy to get a home-cooked meal week-ends when she visits with her parents.

We would like to take this opportunity to invite Cpl. Jean Snider to visit the airwomen's Lounge soon. Appears that since her return from leave spent in Calgary, she doesn't attend our parties any more. Can't resort to common lounge parties after being entertained by the R.C.M.P., Jean?

Finally, a lingering farewell from your scribe. We're passing the pen and paper to Cpl. Bonny Wade, who will continue to bring you "gen" on the airwomen of Winnipeg. May our paths cross again... Anne.

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Edited by F/O A. C. BERNIER



(Nat. Def. Photo)

S/L Andy MacKenzie who, as reported in the last issue, is still held prisoner in Communist China following his capture in North Korea in December, 1952.

EASTERN CANADA

WINDSOR — Conferences between U.S. and Canadian defence officials are scheduled to open shortly on the establishment of sites in Southern Ontario for a screen of guided missile stations expected to be located possibly as far north as Toronto. The U.S. government already has started construction on at least one such guided missile station across the St. Clair river from Windsor. Plans are under way for a considerable number as the basis for a screen for the Detroit-Windsor area. It is understood the first stations in the Canadian area, around Windsor at least, will be manned by U.S. troops. Discussions will include the possibility of training Canadian army personnel to man other Canadian stations.

MONTREAL—The RCAF is working towards perfection of an optical instrument that will allow speedy eye testing of thousands in the event of a quick mobilization. The great benefit of the instrument, known as the Rodenstock refractometer, is that it can be operated by relatively inexperienced personnel and does not require the services of an eye doctor. It is assumed, quite logically, that eye specialists would be in great demand during wartime and their services would be freed from the task of routine eye tests—a time-consuming job

in peace or war. The advances made in the uses of the refractometer were reported to the International Congress of Ophthalmology by Wing Cmdr. Sean B. Murphy, chief ophthalmologist of the RCAF, stationed at Rockcliffe, Ont. Wing Cmdr. Murphy, a native Montrealer, said the refractometer was a post-war development of West Germany and was an instrument that all 3 Canadian services were "watching with great interest."

KINGSTON — When approximately 100 recruits arrived at Royal Military College to begin their first year of training at Canada's oldest tri-service college, they comprised the first class destined wholly for Canada's permanent armed forces since the college reopened in 1948. This year all cadets in the first year of recruit class signed into the permanent forces and will serve with them for a stated period upon graduation. The new policy has been brought about as a result of a pressing need for young officers in all 3 of Canada's armed services.

CENTRALIA—A concentrated 4 day course in recreation leadership for air force personnel was conducted at RCAF Station Centralia with the assistance of the Community Programs Branch of the Ontario Department of Education. 80 volunteers from 15 RCAF stations in Ontario attended the course which included practical training and instruction in handicrafts, puppetry, painting, social recreation and group leadership. They came from all ranks on a voluntary basis and on returning to their own stations were to assist in organizing and conducting recreational activities during their off-duty hours.



IN STEP WITH AIR AGE

Striding across the west ramp at Station Winnipeg can be seen a typical NATO group of navigators, training at 2 Air Navigation School. They are, l. to r.: Sgt. Jack Jacobson, Denmark; F/C Neil Harris, Ottawa; 2nd Lt. Bill Vandenberg, Belgium; Seaman Louis Dejean, France; A/P/O Geoff Brown, England; Private Tony Verbeek, Netherlands; F/S Roy Claro, Portugal.

Something of the spirit that invigorates these men, the cream of Europe and Canada, here to take the RCAF's toughest training course, has been caught in this candid shot. In their hands they carry the tools of a trade that is essentially international in its scope, air navigation; their parachutes, the hangar and the aircraft in the background are necessary adjuncts of the air age; and striding along together they symbolize the determination of the free world to remain free through cooperation. They are, indeed, in step with the modern, free, and international air age.



(RCAF Photo)

TORONTO—Looking over a model of a T-33 "Silver Star" jet trainer while setting up RCAF displays at the Canadian National Exhibition are two Winnipeg airmen, Sgt. Errol Smith and Sgt. Mike Kowsinak. RCAF had a large display at CNE including the showing of how the many complicated systems of modern fighters and trainers operate.

KINGSTON — Historical researchers have set up "classrooms" on the bottom of the St. Lawrence river with the aid of Canadian Navy frogmen to study the sunken remains of the old Great Lakes fleet of the War of 1812. The divers, working under the guidance of Dr. G. F. G. Stanley, head of the history department at Royal Military College, have succeeded in locating, measuring and tentatively identifying the Prince Regent, and also have examined the remains of the flagship St. Lawrence.

The underwater party headed by Lt. Cdr. K. D. McAlpen of Defence Headquarters, Ottawa, has carried out diving operations off Kingston and at Penetang on Georgian Bay where other warships are known to be.

WESTERN CANADA

SASKATOON — W/C C. M. Black who assumes command of No. 1 Advanced Flying School at the Saskatoon RCAF station, succeeds S/L Earl Banks. Wing Cmdr. Black served in coastal command and bomber command during the war and was commanding officer of 426 squadron.

VANCOUVER—Appointed Chief of plans and intelligence at RCAF headquarters in Ottawa, is Air Commodore Murray Duncan Lister, recently promoted from group captain.

VICTORIA—A Victoria officer, Wing Cmdr. Vernon Crompton Woodward, DFC and Bar, has been appointed to an advisory post with the British Air Ministry.



(National Defence Photo)

FRANCE—Flying Officer T. R. "Terry" Axcell, son of Chief Inspector and Mrs. R. J. Axcell, 132 General Avenue, Ottawa, Ontario, is having quite a time swapping yarns with two of the legendary Foreign Legionnaires during an air show in northern France. F/O Axcell is stationed at No. 1 Air Division, Metz, France.

OVERSEAS

BONN—The Russians have produced enough uranium in East Germany since World War II to make 44 atomic bombs, according to a West German government survey. German scientists estimate this number of bombs could destroy or cripple every major city in the United States or in West Europe, the survey said.

UNITED STATES

WASHINGTON—A big Russian IL-12 transport plane which buzzed the United States Air Force T-3 ice island base in the Arctic, May 5, carried some of the Soviet Union's top Arctic experts, according to intelligence reports revealed here recently. The Air Force said May 14 that a Russian plane had made three low passes over the base, subsequently abandoned according to plan. The fact that the Russian transport was able to fly over T-3 may indicate a gap in radar defences in the far north, which has become a critical defence area.

AIR CADETS

CORNER BROOK—Squadron Leader W. E. Watson, a member of the air staff at the RCAF's Maritime Air Command Headquarters in Halifax for the past two years, has been appointed Air Cadet Liaison Officer between the RCAF and all Air Cadet Squadrons in the Atlantic provinces. He succeeds S/L A. L. Jewett of Toronto, ACLO in the Atlantic provinces since July 1951, who has been selected to attend RCAF Staff College in Toronto.



(AP Wirephoto)

"BERNIER BEAUTIES"

Our News Editor has gone hog-wild and presents not one but five beauties in this issue. The girls are all models, and show off the latest hair styles developed by the National Association of Hair Dressers and Cosmetologists of the United States.

Centre is Karen Kennedy, then, clockwise, Susan Brown, Maxine Reeves, Wanda Hotrum, and Rosenell Krech.

OTTAWA

OTTAWA—Reports that Canada has cut its defence spending by \$56,000,000 in the first 4 months of the current government fiscal year, starting April 1, convey a wrong impression, Defence Minister Hon. Ralph Campney said. "To leave an inference there has been a change in policy in regard to defence spending is entirely incorrect," the minister stated. It was true that treasury figures show a decline the early part of this year but expenditures in the early part of any government year don't necessarily mean that there will be any decrease for the year as a whole. Deliveries and payments in each of the armament build-up years since Korea have been light in the early part of the year, the minister pointed out. Mr. Campney said the government is "catching up" on its defence construction pro-

gram and is making considerable headway in building up stocks. To that extent there has been some tapering off this year. On the other hand, the overall defence program is still going "full steam ahead." The time has not yet come when the government might feel it can make any substantial cut in the defence outlay and coast along.

OTTAWA—The RCAF and the national research council announced that the RCAF ice-wagon no longer will be used to study weather conditions that cause ice to accumulate on the wings, fuselage and propellers of aircraft. The big North Star aircraft has ceased to be known as the ice-wagon. Elaborate equipment designed for icing research has been removed and the plane will be used in future by the RCAF to test navigational instruments.

OTTAWA—Plans are under way to put up for competition in the Junior City Hockey League a trophy to perpetuate the memory of F/O Peter Cunningham, who was killed this summer in an air accident over France. Former teammates of the RCAF jet pilot laid the foundation for a Peter Cunningham Memorial Trophy, to be awarded annually to the player who best combines sportsmanship and gentlemanly conduct with outstanding ability.

OTTAWA—A Korean village "adopted" by Canadian troops will soon have a brand-new 5-room school. The soldiers have built up a fund to pay for it and employed a Korean firm, Chang Chan Hun Construction Company, to build it. Officers and men of the 25th Canadian Infantry Brigade, who contributed to the fund, have already provided the children with school supplies.

OTTAWA—Group Capt. Richard C. Stovel, of Winnipeg and Vancouver, has been appointed commanding officer of the new RCAF weapons range at Cold Lake, Alta., air force headquarters announced. Since late 1951 he has been RCAF representative on the staff of the military standardization agency, Canadian joint staff, London, England.

OTTAWA—Group Capt. E. H. Sharpe of Winnipeg, senior accounts officer at the RCAF Air Division in Metz, France, is being transferred to Air Force Headquarters as deputy budget and finance director. He will replace Group Capt. E. L. Gerow of Regina, who will take over new duties with Air Materiel Command.

OTTAWA—The RCAF's new search-and-rescue helicopter, the Flying Banana, looks like a whale with a broken back, but it can do almost as many tricks in the air as a veteran seagull. Reporters were given a ride in the big, ugly-lined but fast-travelling Piasecki H21A workhorse. The pilots were RCAF Sqdn. Ldr. R. L. Heaslip, of Oshawa, Ont., and Max Nebergall, one of the company's flyers. The model the RCAF bought set a world's helicopter speed record of 146.7 miles an hour at the national air races last year at Dayton, Ohio. It also rose to a world helicopter altitude record of 22,200-odd feet. Piaseckis will replace 8 smaller S-15 Sikorsky helicopters used by the air force in search and rescue work since 1947. Cost of the 6 new Piaseckis was estimated at \$2,436,000, including spare engines, rotors and other parts.

OTTAWA—The new commandant RMC is an RCAF officer, Air Commodore Douglas A. R. Bradshaw, DFC, C of London, Ont., formerly chief of training at Air Force Headquarters. He is being succeeded at AFHQ as chief of training by Group Captain V. H. Patriarche, OBE, AFC, CD, of Winnipeg, promoted to air commodore rank, who has been serving as group commander of the RCAF's Auxiliary Group Headquarters in Toronto.

"ONCE UPON THE TIME"

A SHORT STORY

By A/P/O J. A. NEWBIGGING

VEGAS was a very peculiar city and the River Vega was a very peculiar river, because nobody ever crossed it. Nobody, that is, except Johnnie.

The business men of the South Bank used to stand staring out across the muddy water, swearing terrible curses on the flashing lights of the North Side. Everyone was disgusted with the zazy neon lights, shocked by the stories that crept across the river, and more than jealous of the midnight music and laughter that sometimes floated over. Everyone, that is, except Johnnie.

There were a few good men who wanted to make the cities one, to see the Vega's bridges thronging with traffic. None of them could see any point in a Northside newspaper, and a Southside one, Southside standard time, and

Northside zone time. None, that is, except Johnnie.

It was on July the first that Johnnie decided to kill his father, Raymond J. King. That would teach him to tell all Southside that Johnnie was mad. Deranged, he'd called it.

"I'll show him who's smart," Johnnie schemed. "And those fool policemen. They'll know it was me, but I'll outsmart them. Me, Johnnie King! I'll show them!"

And so every evening at 10:30, for the next six months, Johnnie drove across the bridge, with a song on his lips and murder in his heart. At eleven he reached the "Stork" where he stayed for exactly an hour. He always sat at the same table, and so he got to know the waiters, and cigarette-girls, and dancers. The girls were frightened of him, though . . . there was some-

thing about his eyes that spelt danger and . . . well, queerness. Belle was the exception. "After January," thought Johnnie, "who knows."

At twelve he would take his hat and coat from Belle, and move on to "Danceland." There he sat at Sperry's table till four, when he bought a paper and drove home. Sperry wasn't like the other waiters. He never watched the floor-show or hovered around the women, like the rest of them did. That, of course, was why Johnnie sat there. It was all part of his beautiful alibi.

It was January 1st. "I am dead," was all that Johnnie wrote, and he signed it Raymond J. King.

He laughed crazily to himself as he thought of the fat police commissioner opening it in the morning.

"You're not so sure of yourself now, fat stupid policeman! You're not smiling, are you? You didn't think it was 'suitable' for me to marry Sylvia. I'll show you what's

(Continued on page 28)



CENTRAL CANADA

WINNIPEG—Shown above is the RCAF Station Winnipeg Band marching along Broadway from St. Stephens United Church, after the Battle of Britain service, shortly after the Lieutenant Governor placed a wreath at the cenotaph. Sgt. G. Boure is director of the band and Cpl. Ferris, Drum Major, leads.

FAR EAST

TAIPEH—A Chinese Nationalist news agency said that Russia has agreed to equip 12 divisions of North Korean troops by June 1955. The Interior Ministry's Tatao news agency said a 4-point agreement by Russia, Red China and North Korea provides also that North Korea will get 2 groups of fighter planes and 1 of bombers before June, 1956, and that Russia will send an unspecified number of warships. Tatao attributed its information to underground contacts in Peking.

MANILA—The draft of the Asian pact states that each signatory would recognize that "Communist aggression by means of armed attack in the treaty area against any of the parties, or against Cambodia, Laos or the free Vietnamese Government, or against any states or territory which the parties by unanimous agreement may hereafter designate would endanger its own peace and safety." The draft says that the contracting parties would act to meet aggression in accordance with their constitutional procedures. It also provides for immediate consultation on measures for common defense and for the maintenance of peace if any of the parties are threatened in any way other than by armed attack or by any situation that might endanger the peace of the area encompassed by the treaty. The treaty area is described as the general area of Southeast Asia and of the Southwest Pacific below a line that excludes Formosa.

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NAVIGATION SCHOOL'S

OUR photo story this week deals with the moving of the Navigation School ground instructors into their new building on the west side of the field.

The transfer was accomplished in less than a week, the exit of ANS making way for the occupation of the old building by CNS and AROS.

The new building is constructed on three floors, and incorporates the most modern facilities for lecturing and demonstration of equipment.

Light and airy classrooms, an up-to-date theatre, gymnasium and briefing room, and ample office space, combine to make the new school one of the most pleasant working areas on the station.



Locker space for storing flying clothing, lecture material, navigation equipment and so on, has always been difficult to find. The new building has over 600 steel lockers distributed in banks on either side of the wide central corridor on each floor. Lecture and demonstration rooms lead off the central corridors, with staff offices at the south end of the building.

NEW GROUND INSTRUCTION BLOCK

The move was made by sections, each supplying its own labour. An efficient scheduling system under the control of F/O Rex Crofts helped to avoid confusion.



Below: F/O Pete Guilbault and his exam centre men are shown laden with steel cupboards full of exam papers. All locks remained intact throughout the 'operation'!



The south door was a busy thoroughfare for several days. Here F/O Dave Weir totes in a bundle of flying clothing.

Below: Aircrew Practices, with one eye on the legend on the door, were one of the first sections to change quarters!



Right: Packing up and preparing to move. Cpl. Thompson makes a few helpful suggestions as AW1 Essex and Mrs. Pengelly puzzle over what to take and what to leave for the next tenants.

Far right: LAW Birkelund and Mrs. Pengelly find the west side Orderly Room more pleasant.



Above: A/C Bryans stops during his tour to exchange a few words with AW1 Essex.



Above (left): F/O Pete Hans tries out the telephone in the new programming room, watched by F/L Dingleline and F/O George Phillip.

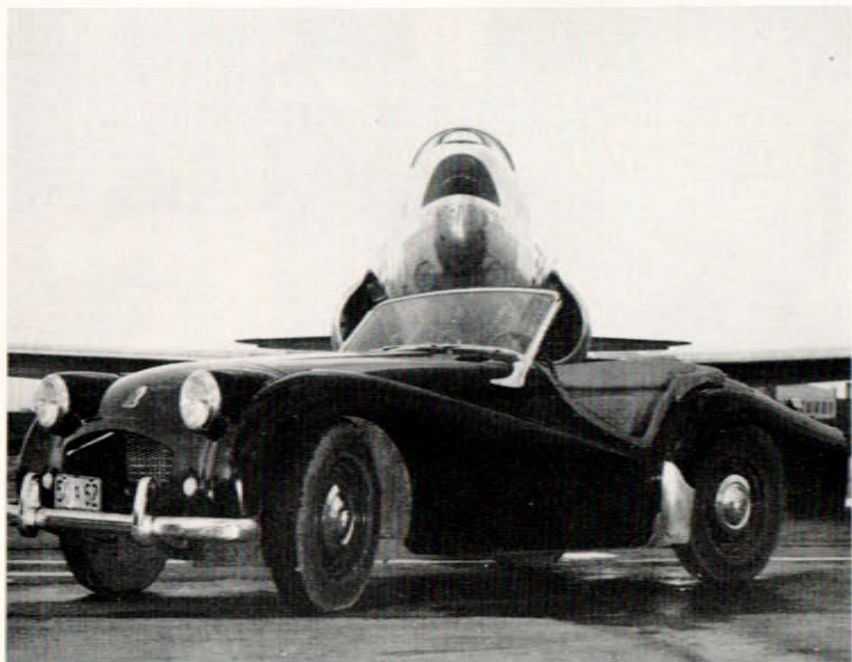


Above (right): Spacious classrooms make lecturing (and learning) a pleasure. F/O Phillip's happy smile reflects his satisfaction with the new surroundings.

Below: In his inspection of the newly opened school A/C J. G. Bryans (AOC 14 Trg. Grp.) pauses to address G. C. R. B. Ingalls (CO Stn. Winnipeg) and W/C D. R. Walker (OC 2 Air Navigation School).



By F/O E. P. McLOUGHLIN



TRIUMPH TR-2

DATA

PRICE: \$2,495 F.O.B. Toronto

EXTRAS:

- \$150—Overdrive
- \$ 32—Heater
- \$100—Wire Wheels
- \$ 17—Competition Suspension
- \$ 35—Tonneau Cover
- \$115—Undershield
- Plus—chrome engine cover, adjustable wheel, tools, suitcase, grand prix steering wheel, leather upholstery (\$42), etc.

ENGINE:

- Capacity: 1988 C.C.—4 cylinders
- Horsepower: 90
- Overhead valves
- Compression Ratio: 8.5:1

HYDRAULIC CLUTCH:

- Gear Ratios: 12.5, 7.4, 4.9, 3.7, 3.03

DIMENSIONS:

- Weight: 2,100 lbs. As Tested: 2,500 lbs.
- Weight Distribution: F-52, R-48
- Turning Circle: 32 ft. (2¼ turns)
- Height: 4 ft. 2 in.
- Length: 12 ft. 7 in.
- Wheelbase: 88 in.
- Width: 4 ft. 7½ in.
- Tank Capacity: 12.5 Imp. Gals.
- Ground Clearance: 6 in.
- BODY COLOURS: Black, two Reds, White, Cream, Racing Green.

PERFORMANCE

Figures Courtesy of "Autocar"

ACCELERATION:

- 0-30: 3.6 secs.
- 0-60: 11.9 secs.
- 0-80: 22.3 secs.
- 30-50 top: 9.3 secs.
- 50-70 top: 10.4 secs.
- 70-90 top: 14.5 secs.
- All times average of four runs.

SPEEDS IN GEARS:

- 1st: 30
- 2nd: 50
- 3rd: 78
- 4th: 105
- O.D.: 112
- Min. in Top: 10
- Min. in O.D.: 14 (should be 35)
- Maximum Speeds:
- Best in Top: 105
- Mean: 103.5
- Best in O.D.: 112 in good conditions
- Mean in O.D.: 106
- Speedometer Correction:
- Actual: 20 40 60 80 100
- 20 38.5 57.5 76 95

FUEL CONSUMPTION:

- 33 in city
- 36-38 on long runs

WEATHER CONDITIONS Warm and dry

MANUFACTURERS: Standard Motor Company of England.

LOCAL DISTRIBUTOR: Leonard and McLaughlin Motors Ltd., Portage Ave., Winnipeg.

I EXPECT that by this time even the most short sighted of us have noticed this snarling little black car hurrying around the station under the control of Flying Officer John Erickson. Yes, once again I have had to fall back on a trusting private owner to supply my mount, this time because there just isn't another of these cars yet in Winnipeg. So John, before I continue, many thanks for a most enjoyable evening.

Please don't ask me what TR-2 means, because I have no more idea than you, but it is the second Triumph sports car since the war, that's my guess. Believe it or not, but somebody has yet to write an unfavourable road report on this little car which is a record few can claim; and I'm afraid I have to agree, because it is truly a magnificent machine and well worth every penny you put into it. Furthermore, it is possible to say that the TR-2 is the only sports car in the world which provides the owner with so much power, quality, comfort, and handling qualities for such a low price—no wonder every one which enters the country is sold!

The odd hole in the front is the cause of many wisecracks and stupid questions, but it is a most efficient source of cool air for the engine and it even assumes an attractive look after a while. The general lines are quite good and this car definitely looks like a sports car. What's more the body is

also solid and easy to repair (all fenders are bolted on). The finish is moderate, the chrome first class, and all bits and pieces fit well. The suspension is firmer than in the majority of modern sports cars yet is still comfortable because of magnificent seats that just fit to a 'T.' The frame is solid and the whole underneath appears exceptionally neat—something I can't say for all of the sports cars I've tested. Wire wheels are an optional extra though not too necessary to the lines or driving. The top and side curtains should keep anybody both dry and warm, even in Manitoba. For once here is a cheap sports car which provides you with a first rate (dustproof) trunk which will take one large grip without any difficulty; there are even three locks to protect your valuables. If you are interested, the windscreen can be removed for racing. (Photo 2*)

All the engine components are easy to get at and are well situated in the engine room. The interior of the cockpit is roomy and very comfortable; there is even quite a bit of space behind the seats for luggage, or the odd third person on short trips. The rayon type finish on the seats, doors, and dash looks good and durable, besides being attractive. All of the instruments are well spaced and neatly mounted. The overdrive control is mounted just to the left of the wheel and is a push-pull switch. The heater throws out a blast of heat at all times if required, since this is a hot-running engine, so there is no winter difficulty. Unfortunately, the instruments are lit by a very bright light which produces a glare at night, but a rheostat would cure the matter easily. The mirror is too small to be of much use, but the rest of the fittings (wipers, hand brake, etc.) are fine.

The TR-2 is an absolute gem on the road and if you want to build up your ego just hop in for a short ride. The exhaust is noisy by our standards, but all the same makes a most satisfying

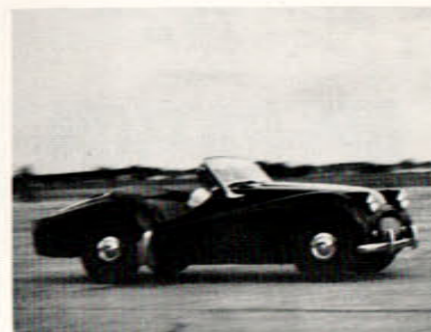


... the interior is roomy and very comfortable ...

roar—this seems to delight all little boys you pass who always yell, "Do it again." You don't have to be an expert to drive this car, for the minute you're in, it feels like part of you. The controls are ideally spaced, including, for once, all the foot pedals. The clutch, a delightfully smooth hydraulically actuated one, is set up just nicely for "heel to toe" changing. In town the car is quick, neat and beats all domestic challengers at the stop lights despite the smallness of its size. In fact it is just as nice for driving through the city as to take out on the open stretches. On gravel and bad surfaces the Triumph holds the road very well but there is a lot of shock at the wheel which would become uncomfortable after a lot of driving. The road holding on curves is good though I feel the Austin-Healey would have the edge here if we took them both to their limits. Don't worry about that acceleration—it's decidedly vivid at all times and should pull the driver out of all trouble.

On the highway the TR-2 seems to be happy at almost any speed and 80 to 85 should prove quite practical for cruising with overdrive installed, perhaps 75 without it. Overdrive on this car is not as essential as with the Austin-Healey because here you are provided with four well chosen gears compared to the other's three. But it is a nice luxury to drive along at 80 while the engine merely ticks over at 3,000 r.p.m.! The overdrive engage and disengage is good though there is quite a jar, as with the Healey. I noticed no high speed instability with this car so she should be quite safe up to her maximum speed, if you have the roads, and no police. Gas consumption shouldn't worry any driver, unless he wants his car to run on air, because it's outstanding even when nearly flat out.

If, when you get a close look at this car, you have any complaints, please remember what you are getting for your money before shouting. This is decidedly the first sports car to be put on the market at such a low price, offering the driver comfort throughout the year, a solid and reliable car, and yet one which can be taken on rallies and race tracks for some fun without the owner fearing he'll be disgraced. It's a good car and all credit to the



... seems to be happy at almost any speed ...

manufacturers for turning it out at that price.

I don't know what I'll get hold of next, perhaps I can dig up some interesting items on the West Coast whilst on leave; if so you'll have it. Incidentally, we have been promised a complete report on this year's show in England at the end of October, and an Australian correspondent is looking around for promising articles from "down under."

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OPERATION MANITOBA

For this purpose, an imaginary situation was outlined in which Winnipeg Air Traffic Control reported a Stinson piloted by Mr. Dimwit of Flin Flon, Manitoba, overdue on a flight direct from Churchill to The Pas on the 7th of September, 1954. A United States citizen, Mr. I. M. A. Hunter of Minneapolis, had chartered the Stinson and was its only passenger. A radio check failed to locate this aircraft at any possible alternate landing place, so 111 Communications and Rescue Flight Dakotas were sent to search. By nightfall both the direct route from Churchill to The Pas and the railway had been thoroughly searched, without success, for 8 miles on either side of these tracks.

On 8th September personnel from Winnipeg Radio Communications Centre, Pararescue, and Telecommunications were sent to The Pas in a 111 C. & R. Dakota to set up the advanced base for the RCAF Otter and the USAF Mallard aircraft, and their ground-search and pararescue crews. Because a reliable sighting of the lost

In a unique, "hands-across-the-border" demonstration RCAF Station Winnipeg and Lowry Air Force Base in the United States, combined last week to conduct a "search and rescue" training exercise. The intention was to test present methods of searching for, and rescuing the occupants of, a downed aircraft; and, perhaps, to develop new procedures.



Top left: N/S Marge Fera and N/S Marion MacDonald help with the cooking. "Cookie" checks on their work.

Top right: S/L Hudson briefs Col. Gibson, Capt. Belyea and the USAF Air Sea Rescue people.

Centre: N/S Marge Fera sheds her tree suit immediately after landing in the dense timber.

Lower left: The message centre "Black-bass" was set up and manned by WO2 Adams, Cpl. Smith and LAC Richardson.

Lower right: T/Sgt. Hyatt and S/Sgt. Johnson of the USAF prepare to load one of the "survivors" aboard the otter with assists from Cpl. Jenkinson and N/S MacDonald.



aircraft reported it over Cormorant, the search was concentrated between that settlement and The Pas.

The area was blocked out on a map and each of the aircraft crews assigned a block which they were responsible for searching. While these searches were being made, one of the Dakotas reported, to the advanced base, a sighting of the crashed aircraft near Atikameg Lake.

The Searchmaster sent a Medical Officer to land in the Otter on the nearest lake, while U. S. and Canadian Pararescue teams jumped to the scene of the crash from their respective aircraft. The condition of the survivors was too critical to permit immediate evacuation. Camp was set up nearby and the survivors given all possible medical attention. The Mallard was sent to The Pas airport to obtain medical equipment required by the survivors could be moved.

All concerned were returned to Winnipeg by air on 10th September.



THE NEW DRAFT

By F/L ERIC LEE

Many of us at Winnipeg have heard that the Central Navigation School has moved here from Summerside, P.E.I. and that the Air Radio Officer School has moved from Clinton and Centralia, Ontario. We have seen new faces in the corridors of the old Ground Instruction School and seen strange equipment being installed. It will perhaps help us to welcome the new arrivals with practical assistance if we have a clear idea of what these two schools are, and what they will be doing.

THE HISTORY of the Central Navigation School started in the spring of 1948 when the need for Staff Navigation Instructors was felt. A course was organized and the instructors who taught this course became "specialist wing" of 1 Air Navigation School.

In the fall of 1948 a course was started to teach the specialist navigators who would, as replacements, man this "specialist wing." As "instructors of instructors" became available from this course, it was possible to train courses of staff navigation instructors to man 1 Air Navigation School and to serve as navigation leaders at squadrons, until such time as enough specialist navigators were available. A parallel course of staff navigation instructors (pilot) was started, to provide navigation instructors for pilot trainings schools and navigation officers and flight commanders at single-seater units.

In the summer of 1951, Canada undertook to train navigators for the North Atlantic Treaty Organization, and, to meet this demand, a second school, 2 Air Navigation School, was opened at Winnipeg. At this time, the "specialist wing" was enlarged to form Central Navigation School. Under the new name it continued to train (a) navigation instructors, (b) pilots as navigation instructors, and (c) specialist navigators. It also acquired a navigation standards and examination section which has since moved to Trenton.

At the same time Central Air Navigation School undertook production of the Navigation Bulletin which had been published by "specialist wing." This publication will now be issued from Winnipeg. The Bulletin will be compiled by a navigation services section which

also includes a test and development unit, which had been started in the days of "specialist wing" and has now grown to be quite an important part of the Central Navigation School. Navigation services are under the direction of S/L Rayson, an RAF exchange officer.

At Winnipeg, the Central Air Navigation School will continue to train specialist navigators, and instructors for 2 Air Navigation School and may eventually undertake the instruction of Staff Radio Officer Instructors for the Air Radio Officer School. Navigation instruction is under the direction of S/L Corrigan, while the overall direction is under W/C Forbes.



W/C H. A. Forbes, Officer Commanding Central Navigation School, which moved from Summerside, P.E.I., to Winnipeg last month. C.N.S. will conduct two courses here, the Specialist Navigation Course and the Staff Navigation Officer Course. We extend to them our best wishes for success in Winnipeg.

(Continued on page 31)



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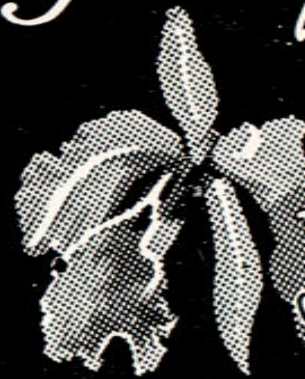
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CINEMA

October 10
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 Judy Holliday Peter Lawford

October 11
 OUTCAST OF THE ISLANDS (A)
 Ralph Richardson Trevor Howard

October 12
 STALAG 17 (G)
 William Holden Don Taylor

October 13
 MARRY ME AGAIN (G)
 Marie Wilson Robert Cummings

October 14
 BIGAMIST (A)
 Ida Lupino Edmond O'Brien

October 15
 GUN FURY (G)
 Rock Hudson Donna Reed

October 17
 SUN VALLEY SERENADE (G)
 Sonja Henie John Payne Glen Miller

October 18
 CRY OF THE HUNTED (A)
 Barry Sullivan Polly Bergen

October 19
 ROMAN HOLIDAY (G)
 Audrey Hepburn Gregory Peck

October 20
 APPOINTMENT IN HONDURAS (G)
 Glenn Ford Ann Sheridan

October 21
 THE FAKE (G)
 Dennis O'Keefe

October 22
 NEBRASKAN (G)
 Phil Carey Roberta Haynes

October 24
 GENTLEMEN PREFER BLONDES (A)
 Jane Russell Marilyn Monroe

25 October
 INDISCRETION (A)
 Jennifer Jones Montgomery Clift

October 26
 WITNESS TO MURDER (A)
 Barbara Stanwyck George Sand

October 27
 THE LONG WAIT (A)
 Anthony Quinn Peggy Ca

October 28
 IRON GLOVE (G)
 Robert Stack Ursula Thiess

October 31
 ORCHESTRA WIVES (G)
 Glen Miller

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Voxair Vixen

Our vixen is a newcomer to the movies by the name of Allison Hayes. A former Washington, D.C. society belle, she's now ringing the bell in Hollywood, her first movie role being in "Francis Joins the WACs," with Donald O'Connor, Chill Wills, Julia Adams, Mamie Van Doren—and 600 WACs! Look for Allison later in "The Sign of the Pagan."

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 Allison Hayes
 Courtesy Universal

OBSERVATION POST

by 'Scoop and Droop'

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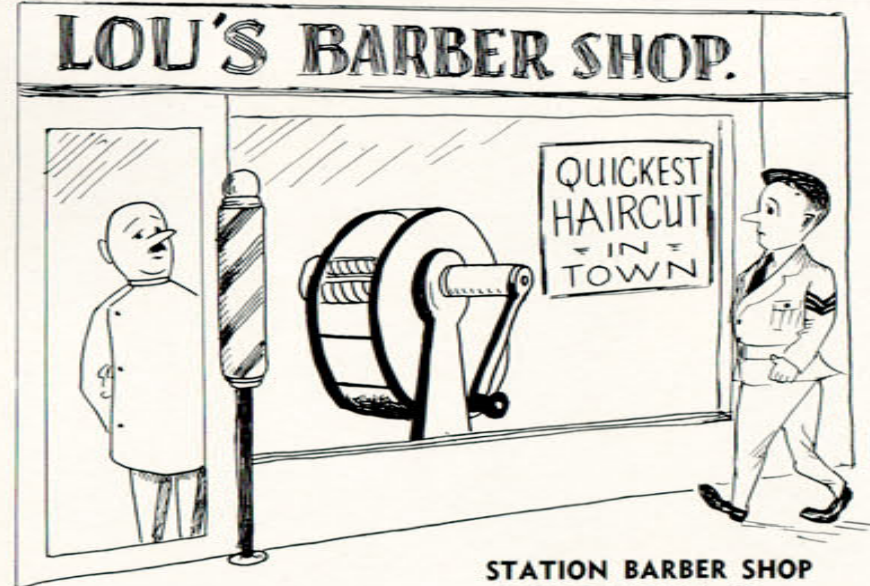
is any indication of things to come, let's have more of them—it was excellent.

Overheard in a Winnipeg Court Room

An elderly Indian woman who obviously had just come to the city for the first time found herself staring into the stern face of a grizzled old judge. The charge—crossing the street against a red light. Without hesitation the old judge administered a fine of \$2.50 for which the old lady handed him a five dollar bill. Then, without saying a word, she strode down the aisle toward the door. "Madame," cried the judge, "you have given me a five dollar bill yet your fine is only \$2.50." "Oh, that's alright, judge," she replied, "you see, I have to cross back to the other side."

There are lots of ways to save money when going on temporary duty but this one sort of tops them all. Recently while travelling to the east coast, a young fellow we know had as provisions for this journey the following items: two loaves of bread, one jar of peanut butter, and an assorted array of sandwiches, besides a fair amount of other goodies. We feel the title "most thrifty man in the Air Force" should be bestowed on this lad.

Well done! the chappies who organized the smoker at the Airmen's Club recently. It was the first in quite some time, and if it



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At this point we would like to take a moment out and bow our heads in homage to all those fellows who have left our home in the Barrack Block to get married. Only think we can say, lads, is—you had it coming!

A lot of people have noticed that the morale of the airman has picked up considerably of late. Could it be the arrival of those attractive new airwomen? At least it might seem that way 'from the Observation Post.'



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BUSINESS—

Trends and Comments

By F/L. J. A. GAUTHIER

MANITOBA may look to a promising future in the oil business. By the end of 1954 the oil production in this province will reach half of the province's consumption. The expected total of producing wells by December 31st will be 200; there are 160 to 170 in operation at the present time. This oil production is encouraging news but is still far short of Alberta's total; a recent average for one week's drilling in that province was twenty producers out of fifty drill holes put down.

The Financial Post tells us that Canada has the world lead in exporting nickel and newsprint. Canada also has the lead in life insurance sales abroad—nearly seven billion dollars worth of insurance with Canadian companies is in force in other countries.

To clear up the rumours about Canada's auto industry Mr. M. Sale, president of the Ford Motor Company of Canada, said that 1954 retail sales of all makes of passenger car will be 13.5% lower than in 1953 and Ford of Canada sales will be down 1.9%. The interesting fact is that 1954 is the second best year ever for auto sales; 1953 was tops.

Two of Canada's largest airports will be getting a face-lifting in the near future. Montreal Airport (Dorval) will be getting a complete new set of buildings for offices and passenger loading. Passengers will be able to walk right into their aircraft from the waiting rooms without going outside. Some thirty aircraft will be handled at one time from this building.

At Gander strengthening of runways is now underway so that traffic can be handled all year round without closing down due to weather deterioration in the spring. As a point of interest 43,000 passengers went through Gander in August—even with the construction underway.



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Front Row, l. to r.: F/O Gamblin, F/O Kendall, F/O Dennis, F/O Kennedy (Instructor), F/O Glendinning, F/C Remond, F/C Beuparlant.
Back Row, l. to r.: F/L Timmins, F/O Crawford, F/O Protz, F/O Donnell, F/O Sullivan F/C Hansen.

Beuparlant

Nickname: "Beau."
Favourite Expression: "Is dat right."
Ambition: To have a beat on Main Street.
Hobbies: Lingerie.
Probable Destination: Running a lingerie shop.

Gamblin

Nickname: "Bingo."
Favourite Expression: "Ying Yang."
Ambition: More trophies for his wall.
Appearance: Worn out and weak.
Hobbies: Girl Guides.
Probable Destination: Girl Guide Camp or Maritime Squadron.

Kendall

Nickname: "Happy."
Favourite Expression: "Look there behind."
Hobbies: Sleeping in his car.
Ambition: Doing stern chases.
Probable Destination: Home.

Glendinning

Nickname: "Winston."
Favourite Expression: "Is that right, no guff?"
Ambition: Smoking.
Appearance: A big cigar with something on the end.
Hobbies: Fumigating the classroom.
Probable Destination: Foreign Legion.

Sullivan

Nickname: "Sully."
Favourite Expression: "What's that terrible smell?"
Ambition: Slipping Glendinning a loaded cigar.
Appearance: Five square.
Hobbies: Trying to get leave.
Probable Destination: On leave or the movies.

O'Donnell

Nickname: "Shot Gun."
Appearance: Whacked out.

Favourite Expression: "Who me? Never!"
Ambition: To rule the Yukon.
Hobbies: Being sick.
Probable Destination: Whitehorse.

Hansen

Nickname: "Yo-Yo."
Favourite Expression: (Deleted.)
Ambition: None.
Appearance: Unemployed artist.
Hobbies: Nurses.
Probable Destination: Happy Gang.

Remond

Nickname: "Lover."
Favourite Expression: "Ou est le boite d'honk?"
Ambition: Captain of the Gendarmes.
Probable Destination: Bastille.

(Continued on page 32)

"ONCE UPON THE TIME"

(Continued from page 15)

suitable, lousy policeman! Me, Johnnie, I'll show you!"

Johnnie couldn't stop giggling as he thought of his alibi.

* * * *

At 10:30 Johnnie drove over the bridge, singing a duet with the bubbling water. At twelve, he took his hat from Belle, made a date for the next afternoon. Then laughter engulfed him again as he turned his watch back an hour.

"What an alibi! I'll show you, lousy, fat policeman! Good old Johnnie!"

He crossed the bridge again and drove to his father's house. There was a light in the library. Johnnie's key made no noise, but he was nervous, and his hand shook as he turned the handle. He poured himself a drink downstairs and then went up to the library, opened the door, stood smiling stupidly.

"My boy! You've come back to me."

There were tears in old King's eyes, and he laughed with relief. Johnnie laughed too, and shot him in the stomach.

His watch said 11:40.

* * * *

At 12:10, almost his usual time, Johnnie was in 'Danceland,' and took his usual seat, where Sperry was waiting.

"A little late tonight, sir," he ventured.

"Just a little," Johnnie agreed. Perfect! Sperry had noticed the time!

He ordered his usual meal and, at 4 o'clock, bought his usual paper. He glanced over the news.

"My God! Am I seeing right?" There, in a neat square at the foot

of column one, was the unbelievable question.

"Did you remember to forward your watches and clocks last night?"

Johnnie's eyes goggled. That word 'forward' danced up and down before them. Slowly, Sperry's words burned into his brain.

"A little late tonight, sir?"

"When are you being electrocuted, sir?" But Johnnie wasn't finished yet.

"Fingerprints," he gasped. "Fingerprints," howled the wind through the trees. "Fingerprints," bubbled the river, as he raced over the bridge to his father's house.

"You gotta keep calm," Johnnie told himself. "There are three hours before the commissioner gets the letter."

First, the front door. Wipe it all down with your handkerchief, Johnnie. Fine! Now you're inside. Did you touch the walls? Maybe. Well, wipe them, too. Harder, Johnnie, harder! Wipe till the sweat runs down your neck, till the woodwork's shining like brass.

Fine! What did you do next? The whiskey glass! You nearly forgot that. You can't forget anything, Johnnie. Wash it under the tap. Clean it till it sparkles. Now the decanter. But which one was it, Johnnie? Wash them all That's better! Upstairs now.

Oh God! The taps. You forgot to clean them, didn't you, Johnnie? Well, find some gloves. Look in the bedroom! Which drawer? None in that one, Johnnie? Or that one either. Try them all, but wash them all later. Don't panic, Johnnie. You've got two whole hours yet!

Back downstairs, still sweating. What about the handrail? Did you touch it, Johnnie? Think! But the taps first. Good! They're gleaming like the walls now.

The walls! You didn't have your gloves on then. Do them again, Johnnie! Do them again! Rub your anger out on the walls. And the handrails. And the drawers. Hurry, Johnnie, hurry! Only two hours to go!

You've not been in the library yet. That's where your father is, Johnnie. Your dead father. See if he's still there. Don't run, Johnnie! Don't sob! There's plenty of time.

Yeah, there he is, lying on the floor. The sticky, wet, floor. You didn't touch . . . did you, Johnnie? Get a pail! Wash every floor in the house. Make them shine like the walls! And the taps, they're good too. But what about the drawers, Johnnie? And the handrail, and the light-switches. Hurry, Johnnie, hurry!"

When the police arrived in the morning, they heard sobbing from the cellar. And that's where they found Johnnie, polishing the coal.

A former Washington writer, before transferring to New York, explained how he avoided getting parking tickets for leaving his car in forbidden zones. He just put this printed note behind a windshield wiper: "Please note that this is government property. All tickets, therefore, must have nine duplicates, be notarized, and bear an autographed photograph of the officer registering the complaint." It worked every time!

TECHNICAL NEWS -

Edited by F/L C. CHESHIRE

LATEST SABRE JET

A sixth model of North American Aviation's Sabre Jet series, the F-86K, has been ordered by the U.S. Air Force.

An all-weather jet fighter, the new Sabre Jet is actually a cannon-firing version of the F-86D, U.S.A.'s first and only one-man jet interceptor and twice holder of the official world speed record. The new U.S. Air Force contract calls for an undisclosed number of "K's" to be built by North American at its Los Angeles plant. The planes are being procured by the Air Force with Mutual Defense Assistance Program funds for delivery to NATO countries.



The new fighter is almost identical in appearance to the rocket-firing F-86D, except for an addition of eight inches to the length of the fuselage. Its chief difference is armament, which consists of four 20-mm cannon instead of the 24 "Mighty Mouse" rockets carried by the interceptor.

The additional eight inches in the fuselage was necessary to re-balance the new plane due to the shift in position of the armament.

Along with its new firepower the F-86K is equipped with a new automatic fire control system designed to enable the pilot to shoot down enemy planes even at night or in murky

weather. The new fire control system was developed by North American at its Downey, California plant.

Like its rocket-firing cousin, the F-86K is powered by the General Electric J-47-33 turbo-jet engine, rated at 5,600 pounds thrust plus afterburner. This puts the new fighter in the "over 650 m.p.h." speed class, as is the F-86D. Its combat radius is listed as approximately 500 miles.

Also incorporated into the 35 degree swept wings of the F-86K are the aerodynamically actuated wing leading edge slats for high lift and improved low speed handling characteristics. Like all later models of the Sabre Jet the new fighter is equipped with the North American "all-flying tail," in which the entire horizontal stabilizer is moved for control, and hydraulic power-operated irreversible controls with artificial "feel" for the pilot.

As in later models of the F-86D, the F-86K is equipped with a parabake for aid in landing on short or slick runways.



THE FAIRCHILD C-123B AVITRUC

The first model of the Fairchild C-123B Avitruc assault transport to roll from the production lines at Fairchild Aircraft Division's Hagerstown plants, flies high above the clouds in its first test flight Wednesday afternoon, Sept. 1. The new plane is designed for operation from hastily-prepared or unsurfaced front-line combat areas. It has a payload capacity of 8 tons. An article describing this aircraft was published in the last issue of Voxair.

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(Continued from previous page)



THE BRISTOL TWIN ROTOR HELICOPTER

The twin rotor whirly-bird shown, designed for use on passenger carrying feeder line services, is at present reaching the production stages at Bristol's Filton factory in the U.K. It is an interesting conjecture that the Bristol Aeroplane Company may consider setting up a production line at MacDonald Brothers Aircraft Ltd., which they purchased recently.

JET POWER FOR FLYING BOXCAR

Fairechild Aircraft is now flight-testing an experimental turbojet power augmentation installation on a C-82 Packet to determine the value of jet assistance in increasing take-off loads and rate of climb.

In present tests the C-82 is employing the small J-44 engine providing an additional 1,000 pounds of thrust during take-off.

Tests here are expected to show that the jet power boost will reduce required take-off distances over a 50-foot obstacle and permit substantial increases in maximum take-off weights, possibly as much as two to three tons. When the aircraft is not completely loaded to its new gross weight, the augmentation also may provide an additional safety factor in case of engine failure on take-off.



The test installation is mounted on top of the cargo fuselage on a fixed pylon. This system is practical as a permanent installation since the engine's air intake can be closed by remote control to reduce drag when not in use. The assembly also can be installed so it may be retracted within the normal aeroplane structure.

Single or multiple J-44 packages may be mounted on the top, bottom, or sides of fuselages or adapted for wing-tip installation.

The J-44 operates on regular aviation gasoline, eliminating the need for special jet fuel. The standardized package unit, which requires no redesign or structural modification of the aeroplane, features low initial cost and minimum maintenance cost. Only 72 inches long and 22 inches in diameter, this reserve power plant is quickly removable and easily accessible for service. Several fuel and electrical connections on the pylon permit maintenance crews to install or remove the power plant in a matter of minutes.

PERSONALITY

(Continued from page 3)

re-ordered in a hurry. As Miss Stadnyk says: "We were sure busy, but it was fun." But problems were solved as they arose; shelves and new counters were eventually installed; and hundreds of satisfied customers now attest to the efficiency of her arrangements. There were other opening days and there will probably be more; for the future, Miss Stadnyk has no crystal ball but is sure that it holds "something worth looking forward to."

There is no doubt that Miss Stadnyk and her dozen waitresses enjoy their work, and that Station Winnipeg is made a pleasanter place by their ministrations. Vox-air is sure too, that with Miss Jennie Stadnyk, and her crew to provide the coffee, the future will be fun.

THE NEW DRAFT

(Continued from page 21)

The Air Radio Officers School which was moved into the old ground instruction school with the CNS will operate as a separate unit. It will continue its present syllabus until five more courses of radio officers are graduated. As each course graduates, instructors will be "bled off" into the primary portion of the navigation school which operates in the new building. As the new primary school supplies students prepared for training in Air Interception, Airborne Communications, or Applied Navigation these instructors will then return to the Air Radio Officers School.

The three types of training are to be combined in an advanced section of 2 Air Navigation School.

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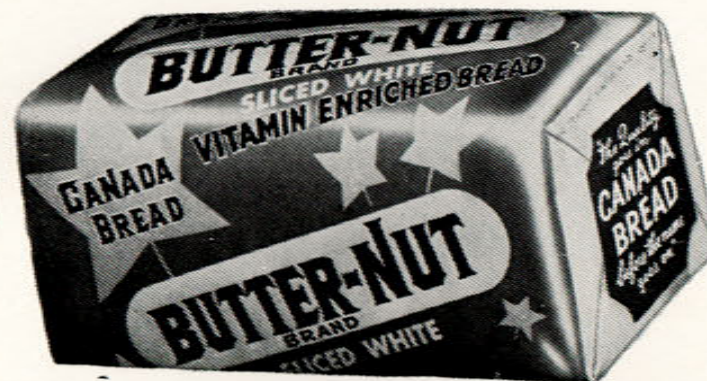
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5317 AI

(Continued from page 27)

Protz

Nickname: "Square-headed Yuke."
Favourite Expression: "Isn't that nice."
Ambition: To graduate.
Appearance: Ex-pug.
Hobbies: Winning beer drinking contests.
Probable Destination: Closest pub.

Timmins

Nickname: "Timmy."
Favourite Expression: "I'm married."
Ambition: To pass final check.
Appearance: Hen-pecked.
Probable Destination: Dog house.

Dennis

Nickname: "The Menace."
Favourite Expression: "Searching: no joy."
Ambition: To pass a truck bigger than a bus.
Hobbies: Studying.
Probable Destination: AI hall of fame.

Crawford

Nickname: "Porky."
Favourite Expression: "Ha! Ha! HA!"
Appearance: Small boy.
Hobbies: Wrecking Cadillacs.
Probable Destination: We don't know.

Kennedy

Nickname: "Dad."
Favourite Expression: "What is it, Doc?"
Ambition: To raise a Hybrid species of AI types.
Hobbies: Baby farming.
Probable Destination: ?

PLANE FACTS

(SEE BACK COVER)
COMET 3

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