

PLANE FACTS
See Page 36.

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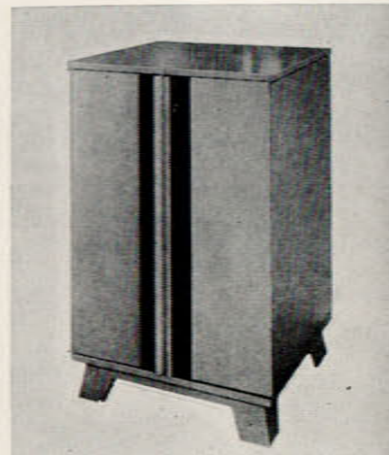
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EDITORIAL

A MATTER OF DOLLARS AND CENTS

(From "Schwarzwald-Flieger"—No. 4 (F) Wing, Germany)

WHEN YOUR original enlistment has almost expired, you will have to make a most important decision. It will be up to you to choose between Release or Re-Engagement; between returning to civilian life or remaining in the service of your country and the RCAF. Before you rush into a wrong decision on the fallacious basis that farther fields look greener, let us point out just how prosperous you are in your present position.

During the time you have been in the RCAF you have become a skilled tradesman, and to what purpose you use this skill, and the benefits you accrue from it, depend on you and your immediate decision. Should you return to civilian life, you will be faced with the problem of finding suitable employment. Many industry lay-offs have made good jobs increasingly difficult to obtain, and you would have to find a very good job in order to live on the scale to which you have become accustomed while with the RCAF. In fact, your new employer would have to supply you with a minimum of \$152 per month (pay for an LAC Gp 3 increasing to \$162) PLUS:—

1. Free board and lodgings — amounting each month to a minimum of \$76 per person on civvy street.
2. Free hospitalization — on civvy street, hospital fees are approximately \$10 a day and doctor's fees about \$3 a visit. An appendix operation costs in the neighbourhood of \$200.
3. Free dental treatment — teeth extractions and fillings are from \$3 to \$5 each, dentures cost as much as \$75.
4. Thirty days leave on full pay each year, in comparison to a 2 weeks holiday on civvy street.
5. Ten statutory holidays per year, plus time off at Christmas and New Year.
6. Progressive pay, in addition to

which there have been four pay increases since 1946.

7. Excellent chances of promotion — during the last two years there have been approximately 7,000 airmen and airwomen promoted. This trend is expected to continue for some time.
8. Travel in both Canada and overseas, plus travelling allowances.
9. Isolation pay and foreign allowances.
10. Recreational facilities.
11. Clothing allowances.
12. Excellent pension plans—There is no doubt that the RCAF has the best pension plan in existence. Take the case of a man who joins when he is 20 and is retired at 50 as WO1. That will have given him 30 years of service and made him eligible for



COVER STORY

LILY POND. Suspecting that all work and no play might make Jill lose her verve, LAW Loretta Trowsdale (left) and LAW Dobrowsky went last week to lovely Assiniboine Park for an afternoon of relaxation. There they met Donnie Peterson and there our cameraman found all three by the water's edge, reflecting.

pension at the rate of \$258 a month. In civilian life an insurance policy yielding similar benefits would cost upwards of \$1,100 a year, making a minimum total of \$33,000. The Defence Service Pension Act scheme costs about \$6,000. Can you think of a better way saving \$27,000 over a period 30 years? Going a little further, the life expectancy at the age of 50 is another 25 years, during which time this man will receive 25 x 12 x \$258 or \$77,400 in return for a \$6,000 investment.

If you are a single man or woman contemplating re-engagement these facts and figures will be of vital interest to you. However, if you are married they become even more important. Good housing and an education for your children are the responsibilities of every married man. Will the job you are contemplating provide you with good married quarters and free schooling? Furthermore, will it offer marriage and subsistence allowances, as well as separated family allowances? We would suggest that the answer is No.

Personal financial security plays such an important role in our society today that the money coming into your pocket at the end of each month will perhaps be the greatest factor affecting your decision to return to civilian life or stay with the RCAF. Note well what you are now earning and what you may expect to earn in the years to come, and remember this—a very conservative estimate shows that to parallel in civilian street the life you are now leading as an airman you would have to earn at least \$350 per month. This is the most fantastic comparison yet, for it means that you would have to make \$4,200 a year. That is, you would have to make more than young graduate engineers, doctors, lawyers, and schoolteachers whose starting salaries are rarely over \$3,600 a year.

With this in mind, consider carefully what the RCAF has done for you, and what it can still do for you. Remember that your decision affects not only yourself but the defence of your country.

Choose wisely.



Personality

W/O LAPENSEE

JOINING the RCAF in 1936 in his native Ottawa, and taking his early training at Trenton, this outstanding 'Peg Personality' served for a time as Station Warrant Officer of RCAF Station Camp Borden. Throughout the operation of the British Commonwealth Air Training Plan, during the last war, he served in repair depots, "backing up" the Plan with large scale re-

pairs and modifications to equipment. "Just a production job," he says, "nothing colourful," apparently unaware of the glamour surrounding the whirring lathes, milling machines and plate punches operated so casually, to the constant amazement of the bumble-fingered rest of humanity, by the skilled technicians under his command.

Eighteen years of conning specifications and the actual installation of aircraft components, with an ever more practiced eye, has given him a fund of engineering knowledge into which he is always willing to delve for the answer to a problem perplexing a baffled tradesman. If you have a problem, take it to him, assured that his never-failing fund of good-humor and tact will spare your bruised ego. (Get a work order signed by the Chief Technical Officer, though, if you want immediate production of some "brain child.")

Although he maintains an office in Station Workshops, just behind the hangar line, WO1 Lapensee can usually be found at the Station Carpenter Shop these days, up to his ears in sawdust, handling minor modifications to our new barracks and working areas. In off-duty hours he can be found tracking down the deadly dandelion on the vast expanse of lawn outside his home on Sharpe Boulevard.

An ardent amateur hockey player in his teens, now an occasional visitor to the rush seats at the auditorium during the Grey Cup and Stanley Cup playoffs, he occasionally participates in a fast game of pool. His chief hobby is wood-carving.

WO1 Lapensee is selected as Voxair's 'Peg Personality' because he was one of the permanent force airmen who formed the framework about which was built the vast structure of the wartime RCAF. These were the men who built the RCAF as we knew it in the last war. Voxair, in this issue, presents to you an outstanding representative of them, WO1 Lapensee.

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

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Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

PARADOXES FROM PARIS

Contributed by

PROFESSOR C. MEREDITH JONES
of the University of Manitoba*

The quick moving tourist who sees France as a picture book country surviving from another age will wonder why this brilliant and gifted nation, living in a land of unusual natural riches, on whom for so long we have lavished a boundless generosity, should today be looked on as the great international headache, the 'sick man of Europe.' The reasons become obvious if you look for them in her social and political chaos.

THE CLEAREST thing about France is that nothing in her modern make-up is clear; nor is it simple. She is the home of Cartesian reason; yet she is so much the land of paradoxes that many of the practices of her civilization could quite reasonably be described as irrational. With a 30% budget deficit (3 billion dollars), she carries about the most thorough and expensive social security system in the world. Business in 1954 is booming; but the State estimates that 60% of her citizens earn less than the minimum livable wage, which is only \$72. Roughly 25% of her voters elected 103 Communist deputies to her present parliament. Yet for seven years she waged, mostly single handed, a major Far-Eastern war against Communism. Now she refuses to join in our scheme to protect her from the Communist threat on her own frontiers.

The actual average salary paid in the Paris region is around 40 cents an hour; but the cost of living index is about 2600 and her sky-high prices are at least 30% higher than any of her neighbours'. Seventy-seven percent of Paris houses have no bathroom; 54% have no inside water closet; the housing shortage is scandalous. Yet while England has built since the war at the rate of 24 rooms per 1000 inhabitants, France's average is only 9. Eight percent of the na-

tional income, 10% of the family budget goes for alcohol; one out of six adults is said to be alcoholic. Yet the State subsidizes the industry, pays 50 million francs a year to the Wine Propaganda Committee and only 500,000 to the Committee for Defence against Alcoholism. It just doesn't make sense.

If our earnest Francophile ventures into the maze of her political structure, he finds himself in a Cretan labyrinth, with no lovely Ariadne to soothe away his headache. Since 1946 France has had a new constitution devised to avoid the patent weaknesses of the old. Yet hardly a Frenchman has a good word for it. Instead of responsible government, it substitutes the same host of splinter parties voted into office for five years in an all-powerful Assembly and provides no practical means of controlling, coercing or dissolving that Assembly. Compromise governments come and go, with no executive power at all, as shifting as the North African sands whose loss to France their pressure-group policies are now ensuring. All-powerful deputies make and break unsubstantial cabinets and produce a sense of frustration and stagnation that tortures the nation and hampers its recovery. M. Mendès-France is not the powerful, magic, revivifying hero-leader we read of in our papers; like the others, the National Assembly can use him or cut him down to

size whenever it likes.

The State governs France with a directness of control we find hard to imagine. Every conceivable kind of industry is run directly by the State, which relies on 35% of the budget to subsidize activities that do not or cannot live on their own low productivity. It exercises compulsive power over production prices, wages and hours on a nation-wide basis. Subsidies help the inefficient to survive at the expense

**Professor Jones is Head of the Department of French of the University of Manitoba. He knows and loves France but is aware of her weaknesses. He has spent the last year in Paris.*

of the alert competitor, who pays in taxes. Taxation, one of the world's heaviest, drives people to seek salaried security and to shun the dangers and penalties of higher-taxed enterprise. Last year's paralyzing August strikes were mostly caused when the Government wished to raise retirement and pension ages from 55 and 58 to 62! It takes 40% of the worker's pay envelopes to pay for Social Security, for medical, children's accident, pension, holiday and even house-removal expenses.

But on this side of the water it is France's apparent inertia on the international level, on the question of E.D.C., that has most exasperated her friends. M. Mendès-France's failure should not have surprised us; the fate of the plan was predictable from the beginning. But what does surprise us is that, while we look on it as something near-holy, the man in the street in France is not even interested enough to argue about it with you, which is serious for a Frenchman. He leaves E.D.C. arguments to his politicians and journalists, and happily damns the government. He sees his country as a helpless pawn between two colossal antagonists, neither of whom is much concerned about his sensibilities. Whatever he thinks will have no effect on his own destiny, caught as he is between an expansionist imperialism from the East, whose danger seems remote to him, and what he thinks is the more dangerous emotionally irresponsible opportunism from the West.

Conflicting statements pour across the Atlantic from apparently responsible political figures. They offer no room for the discussion of alternatives, which he thinks do exist, or even for differences of opinion. And they bring him no feeling of real confidence.

To be quite honest, he does seem to have a point. He is being asked to do more than most human beings would do readily. We Canadians would hesitate to accept a plan that would integrate our military forces, production and planning and put them in charge of a U.S. general and a council on which we would be outnumbered. We haven't even achieved within our country, after years of trying, a fusion of peoples that will stand up to violent strains. France is asked to abandon her sovereignty, to integrate at once with her traditional enemy; to accept on her soil as allies and in almost equal numbers to her own troops the Power that three times within living memory has made her life hell. The Frenchman in the street, rightly or wrongly, fears most earnestly that German guile will again triumph over an E.D.C. That without power of veto he will be involved in a war, fighting side by side with those he most fears, helping them to achieve their announced first objective of reunion of the two Germanys. The major allies have made contradictory statements, have hesitated, have been reluctant to commit themselves to maintaining a permanent military force in France to defend her on her own soil. The strategy of peripheral defence and liberation instead of containment mortifies her. And recently, at the very time when it was proposed to reduce American military manpower, Admiral Radford's forecast of the withdrawal of American troops from Europe after the setting up of E.D.C., final-scuppered any chance of France rushing to join E.D.C. At most she would have been a very reluctant dragon, even after the statement had been officially toned down. France is realist enough to recognize that German rearmament is inevitable and is ready to accept it in some form. In her opinion, she must fear, first and almost exclusively, a Germany rebuilt, as she was in 1920-1930, at Allied expense, coddled and encouraged to demand her sovereign rights, and

burning with the avowed desire to recover at once and at any cost those lost Eastern provinces. The Russian threat in the West seems very secondary to her.

In international politics an idea does not have to be true to have the value of truth. It is sufficient for it to appear to be true; then it must be taken seriously. We think E.D.C. the only conceivable protection massive enough to protect Europe from danger. Its proponents have never been prudent enough, until too late, to air publicly and examine with France the alternatives that do exist and might turn

out to be more practical because they are less idealistic.

Those who call France the sick man of Europe overlook other European countries that are infinitely sicker and with more deadly diseases. Hers is a sickness born of the intense savagery of two wars waged on her own soil—wars that decimated her youngest men, ravaged her land, caused strains and torture to her social structure, left fears and sensitivities whose agony many of her friends can never fully appreciate. Her troubles will not be solved by any imposed treaty; they call for major surgery from within.

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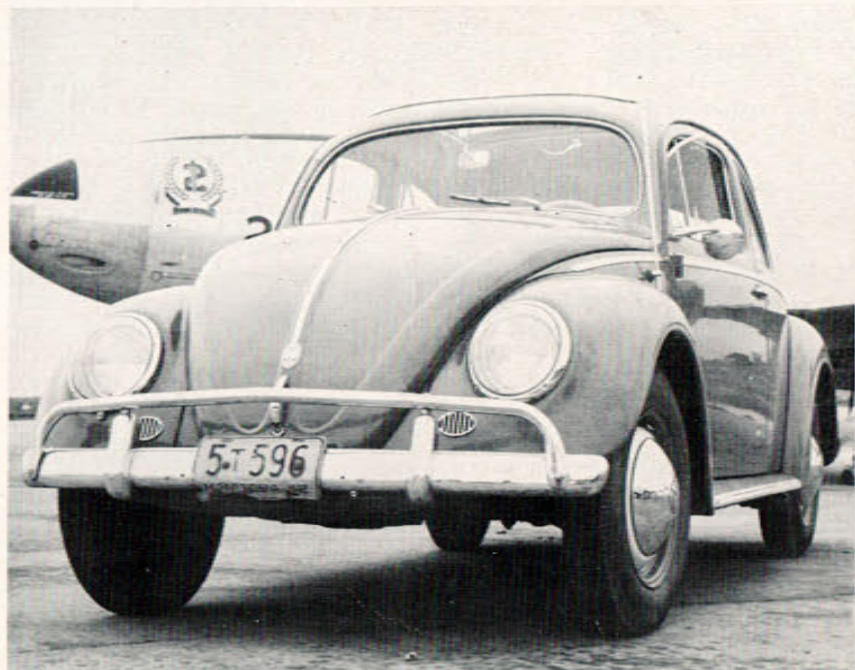
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ENGINE:
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 Compression Ratio: 6:1.
 Horsepower: 36 at 3700 rpm.
 Air cooled.
 Oil sump: 2.2 imp. quarts.
 Gear Ratios: 15.8, 8.3, 5.4, 3.6, reverse 20.4.

DIMENSIONS:
 Test Weight: 1980 lbs.
 Wheelbase: 94½ in.
 Length: 13 ft. 4 in.
 Width: 5 ft. ½ in.
 Height: 4 ft. 11 in.
 Clearance: 6.8 in.
 Maximum Load: 880 lbs.
 Turning Circle: 36 ft.
 Gas Tank: 8.8 imp. gal.

PERFORMANCE

0-30: 7.5 secs.
 0-50: 22 secs.
 30-50 top: 22 secs.
 30-50 3rd: 12 secs.
 All times average of four runs.

SPEEDS IN GEARS:
 First: 20.
 Second: 40.
 Third: 56.
 Top: 66.5.
 Min. in top: 11.
 Cruising speed: 65 mph.

FUEL CONSUMPTION:
 33 normal driving.

WEATHER CONDITIONS:
 Heavy rain with strong winds.

MANUFACTURER:
 Volkswagenwerk GMBH, Wolfsburg, Germany.

LOCAL DEALER:
 Purves Motors Ltd., Lombard St., Winnipeg.

NO, it's not exactly a primadonna, nor does the Volkswagon's appearance fit in with the normal concept of a car—BUT it's one of the most intriguing little machines ever built, and with typical German thoroughness it is built to last a hundred thousand miles with no trouble at all! Yes, this odd-looking beetle has captured half the European small car market—which is huge—and is at present making rapid inroads into the other car markets of the world, including Canada's. Why? Because this, for once, is **reliable** transportation at a low price, something few makers can claim when the phrase is taken literally.

In the middle of a sleepy, mucky, muddy, Winnipeg Saturday morning I climbed into Willy Fost's Volkswagon which had been kindly provided by Purves Motors, and set off to drive the guts out of the little car. Through the maze of Winnipeg traffic Willy leant over my shoulder and poured into my ear a torrent of facts about, and praises for, this example of the workmanship

of the Fatherland, so that by the time we reached Sgt. Beaudoin and his long-suffering photo section I felt I knew this little beast from stem to stern.

All I can say about the lines is that they are functional in that the faster you go the more downward pressure is exerted on the front wheels by the stream flowing over the car. The owners tell me that one becomes quite fond of the shape with use, so that, eventually, one is able to put up with all the usual assinine remarks from station attendants. The finish and chrome couldn't be better (Detroit, please copy), likewise the accessories, but I'm sorry to see that the Bosch lights aren't fitted in Canada. The suspension is well made and the whole underneath very smooth. I'm afraid I found entry and exit awkward despite wide opening doors, and it seems that this could be improved only by placing the seat right back. All the window seals are excellent, but the rear glass area could be enlarged to help to cut out that big blind spot. Trunk space is limited, there is little room in front what with gas tank and spare wheel, so you'll have to use the back seat for your luggage.



The sun roof, for only \$55 extra, is beautifully made and almost a must at the price. Even in our winters you should be as warm as toast. The driving position is comfortable although, as usual, the pedals are too close together. On the other hand that long-handled gear shift is a joy; it works as smoothly as a knife through butter. On a long trip I don't think I'd fancy the rear seat, not that the ride isn't good but the space is a bit too cramped for my liking. All the interior fittings are very good and well laid out, including

(Continued on page 32)

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Today in SPORT

By CPL. HOWARD O'BYRNE

RUGBY

The rugby season opened with a bang this year, teams for the WRFU travelling east, and some of the Big Four teams visiting the west for exhibition games. Our Blue Bombers called on the Ottawa Roughriders and beat them, and returned home to do the same to the visiting Toronto Argos.

On the 21st August the regular WRFU schedule got underway with the Edmonton Eskimos visiting Winnipeg, and getting the same treatment as the eastern visitors. So far, they have won 3 and lost 1, and are now tied for first place in the league with the Regina Roughriders.

STATION BASEBALL

We all agree that our baseball team did very well this year. When the regular schedule ended they were tied for first place in the league with Station Gimli. Since two teams were tied it was decided that all four teams should play a best 2-out-of-3 semi-final series. Winnipeg and MacDonald have emerged the victors. The first game of the best 3-out-of-5 final has been played, with MacDonald edging the Winnipeg boys 4-3 in a very close match. Tempers flew high at one time and two players were banished from the game. However, the umpire had the game under complete control and there was no further incident. It looks like this series will run the full five games, and should be very interesting. Now is the time, boys!!

INTERSECTION FASTBALL

The regular schedule was completed on 24th August and the semi-finals started on 30th August. It was decided to have the semi-finalists play a sudden death series, and the finalists a best 2-out-of-3 series. The Telecom (Garbles), after excellent playing all season and coming out on top of the league, lost in the semi-final game to Armament Systems. 111 C. and R. Flight lost to Primary GIS.



at the Tuxedo Golf Club on the 26 August and winning all eight matches. Six of the eight-man team strolled in with scores in the 70's. This gained them a berth in the finals, set for the middle of September. The other members of our team are F/O Scott, F/O Turnbull, Cpl. Paquette and P/O Howard.

With this team stacked so well we feel that the club can bring the trophy home to rest at Station Winnipeg.

CRICKET

7th August—
 NATO Exiles v. NATO Nomads
 NOMADS: 53 (C. J. Newton 20; R. Hubbard 15; Burdett 6-9; Wells 2-13).

EXILES: 57 (Woodward 41 not out; Field 3-10; Goddard 2-19).

14th August—
 NATO Nomads v. RAF Astrals
 Nomads: 56 (Symonds 18 not out; Newton 11).

Astrals: 47 (Burgess 5-18; Fields 2-10).

21st August—
 NATO Nomads v. RAF Wanderers
 Nomads: 52 (Field 16; Symonds 12).

NATO NOMADS C.C.



Front row (L to R.): W. G. Featonby, S. Persad, P. Goddard, C. J. Newton, D. T. Smalley.
 Back row (L to R.): E. D. Bond, B. R. Reynolds, R. A. Sherratt, A. J. Field, P. G. Masterman.
 Inset: R. R. Burgess (L.), M. J. Townley (R.).

Wanderers: 23 (Burgess 4-6; Field 4-7).

* * *

NATO Select v. Victoria Cricket Club

The Victoria ground is in a very picturesque location on the edge of Beacon Hill Park and the NATO team was very pleased to note that the pitch was grass, very fresh and green after a little rain the previous evening.

The NATO captain, Hammond, lost the toss and led his team out to field amidst applause from the hundred or so spectators around the field.

Success came swiftly with three wickets down for 12 runs against the bowling of pace-men Burgess and Curry. This collapse was unfortunately short-lived and Greenwood and Bristowe settled down to some serious batting. Greenwood's foot-work was adept and his strokes crisp; a late cut with the score at 77 was brilliantly caught by Hammond in the gully, the fielder diving full length to his right. Next to go was Bristowe whose painstaking innings had taken him nearly two hours. After this, some opposition was encountered from the tail-enders, Richards being particularly severe on the slower bowlers. When tea was taken, the Victoria captain declared with the score at 141 for 8 wickets.

As the NATO opening pair walked to the crease, rain started to fall and continued for some time. This may have affected the pitch slightly and the Victoria bowlers were quick to take advantage of it. Within the hour 5 wickets were down for 38 runs, Hammond being the only batsman who appeared

confident. As time was now getting short the later batsmen put bat to ball with vigour to the delight of watching Victorians. Smalley hit a bright 21 before a misunderstanding caused him to be run out. Burdett and Curry managed to hold the fort until seven o'clock, the former showing an unexpected aggressiveness.

The match was thoroughly enjoyed by both teams, and it is hoped to make this an annual fixture.

NATO SELECT: (D. Smalley 21; P. Hammond 16; Moss 2-13; Twamley 1-4; Richards 1-4).

VICTORIA C.C.: (A. Bristowe 38; K. Greenwood 41; J. Richards 22; Newton 3-34; Burgess 2-34; Curry 2-82).

* * *

RIFLE ASSOCIATION

In the latter part of September there will be a Service conditions match held at the St. Charles Rifle Range. This will be held regardless of weather conditions.

This coming winter it is hoped to get a small bore rifle team organized for station personnel. The new constitution has been drawn up in the rough and will be presented for approval shortly.

It is essential for the welfare of the Rifle Association that as many personnel as possible participate in this sport.

* * *

CURLING

The first meeting of the season was held recently and plans for the coming season discussed. The application forms may be obtained at the sports office anytime after the 15th of September. A total of 36

teams will curl this year, at the Granite Curling Club. The draws will start at 0800 hours and at 1045 hours, every Thursday morning. We understand that the ice making machinery will get into operation around the first of October, so ice should be ready anytime after the 15th October. LAC Bill Ballantyne was seen sneaking his broom into the orderly room a few days ago.

* * *

SOCCER

11th August—

2 ANS v. Luxton Royals

The visitors won 6-1, mainly due to the inability of the ANS team to score when the opportunity arose.

The scorers were Bolger (2), Bambina, Crawford (2), and Jones for Royals, and Pierpoint for ANS.

* * *

14th August—

2 ANS v. RCAF MacDonald

For the first fifteen minutes neither side played good soccer and it was through a lucky pass that PIERPOINT scored for ANS. During the last ten minutes of the first half the MacDonald team tired, resulting in three quick goals for ANS by BRETT, DAMOISEAUX, and PIERPOINT.

GOMES scored a hotly disputed goal ten minutes after the resumption, and within seconds of the kick-off COSGROVE dribbled through the ANS defence and scored the visitors' first goal.

After about 40 minutes GOMES scored again, and with only seconds left to play MacDonald got their second goal through COSGROVE.

Result: ANS 6, MacDonald 2.

* * *

21st August—

RCAF North Bay v. 2 ANS

North Bay took the lead after minutes, but HIDDING evened the score through a penalty. There was no further score.

Result: RCAF North Bay 1, ANS 1.

* * *

22 August—

North Bay All-Stars v. 2 ANS

The civilian team were just too
(Continued on page 20)



KEEPING UP THE PITCH

By PADRE A. B. SIMPSON

IT IS said that on one occasion when Robert Louis Stevenson was engaged in writing a book he came to a place where he felt unable to continue. So far the story had moved freely and interest was intense, but suddenly ideas ceased, and in despair he said: "How shall I keep up the pitch?"

That is a mood which is common to all of us. Life may be compared to a climb uphill, and when things become too easy it may be well to ask if the ascent is being continued.

There is no scriptural promise that life will ever become a primeval path. God does not bribe people into His service by promising them exemption from sorrow, disappointment and difficulty. Religion is not an insurance policy against sickness, loss or misfortune. Often we hear people say with resentment after some trying experience, "Why should this thing have happened to me?" There is more than chagrin expressed in those words; there is a protest that somehow God has not kept the faith, that a bargain has not been lived up to.

God saves His people not from trouble, but in trouble. Take, for instance, the problem of suffering. Man's main concern with the dark fact of suffering is not to find an explanation: it is to find a victory. Even if you knew the answer to the riddle, that would not be enough, would it? For the pain itself would still have to be borne.

The promise God makes to His people is not to deliver them from trouble, but to sustain in the hours of severe trial. That, in the last resort, is the real demand of the human spirit—not the explaining of this thing, but grace and help to bear it. And that is why God gave us Christ.

We are so apt to think of God as standing outside the sufferings of this world, apart and aloof in the serenity of heaven. But when we look upon the Cross of Christ, when we grasp that the Sufferer hanging is not just another martyr dying for his faith, but God Incarnate, when we set that against the background of Christ's own word, "He that hath seen Me hath seen the Father"—then we begin to understand. God is not outside

the tears and tragedy of life. In every pang that rends the heart of man, woman, or little child, God has a share. In every dark valley of trouble and suffering, God is always present.

As I write these lines, sitting at my desk in Building 25, I hear fierce winds blowing outside and I know that storm clouds are gathering. Yet every few minutes I hear planes roar past overhead—their schedules uninterrupted by the storm. How do they manage it? By having a source of power within. And to all waiting and willing souls God gives power and enables them to meet difficult and adverse circumstances in a victorious mood.

"Yea, though I walk through the valley of the shadow of death, I will fear no evil: for Thou art with me." That is the secret which can give us confidence and power and enable us to keep up the pitch.

"Son though he was, he learned by all He suffered." Heb. V. 8.

*I could not do without thee,
O Saviour of the lost,
Whose precious blood redeemed
me
At such tremendous cost;
Thy righteousness, Thy pardon,
Thy sacrifice must be
My only hope and comfort,
My glory and my plea.*

*I could not do without Thee,
For years are fleeting fast,
And soon in solemn silence,
The river must be passed,
But Thou wilt never leave me,
And though the waves run high,
I know Thou wilt be near me
And whisper, "It is I."*

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STATION SPORTS PERSONALITIES



F/O DAVID COURT-SMITH †

Has done a fine job as President of the N.A.T.O. Club, but he is also an invaluable player, and has occasionally captained the Exiles.

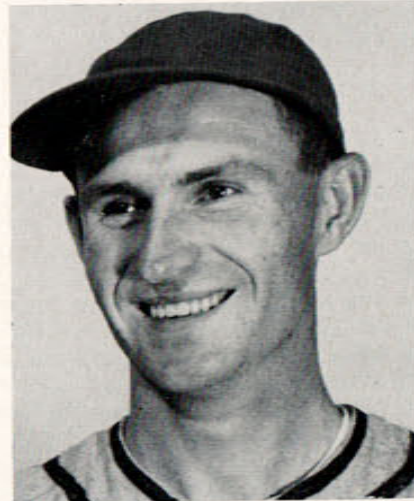
This is David's second season in Canada. In 1953 he was stationed at RCAF Station, Claresholm, and played in Calgary. While in England he was given a Technical Training Command trial, and played for each of the units he has been stationed with during his five years in the RAF.

He is a hard-hitting right-hand bat and a cunning off-break bowler, but because of his modesty, he often puts others on to bowl when he should be bowling himself.



F/C GEORGE BAKER, 3rd Base →

Started his baseball with the Moose Jaw Kiwanis Club in 1947. Jumped to senior ball the following year with the Moose Jaw Clippers of the South Saskatchewan League. In 1953 he went west looking for a chance, and ended up with the Athletics in Campbell River, B.C. He joined this club at the beginning of the season and has been holding down the number 3 bag ever since.



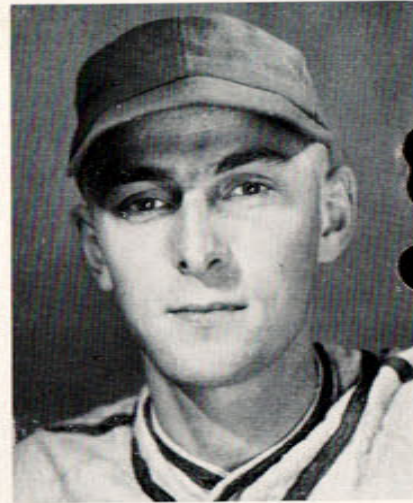
CPL. ART RIMER, Centre Field †

Started baseball in 1945 and continued the next year with Concordia College in Edmonton's Inter-Collegiate League. In 1947 he played for RCAF Station Centralia. No ball in 1948 or 1949 due to bush postings. In 1950 took a try at fastball in the Whitehorse Commercial League. Back to baseball in 1951 for RCAF Station Sea Island. Spent 1952 with an army fastball league at 12 Group, but went back to baseball with Sea Island the following year. Has been with the team since its inception and has done a very good job out CF.

A/P/O AUSTIN FIELD ←

Hails from Surrey, England, but went to school in Mill Hill, Middlesex. Played for the First XI in 1953 as a fast bowler and took 25 wickets for 14 runs each.

After leaving school he played for Winchmore Hill C.C., Old Millhillians C.C. and Dales C.C. Came to Winnipeg in January and this year skippered the N.A.T.O. Nomads and is also secretary of the team. Has so far taken 58 wickets but as a batsman has had a poor season. His best bowling performance this season was 9-14 against RAF Wanderers in May.



CPL. ALBERT TAPP

One of the leading members of the station golf team.

Has had considerable success this year. Winner of the Hartney Championship. Runner up in the city and district championship at Brandon. Winner of the August interservice tourney. A member in good standing of the "Hole In One Club" with a belt of 290 yards into the can.

Joined the RCAF in 1949 and spent a tour in England. While there he honours at a local club near the cap. Has been playing some short seasons. With ambition set on being a contender in Manitoba golf in the future, Ab is also a staunch addict of the roaring game—curling.



WD's Report

By LAW ANN ZAWADIUK

WE HAVE decided to dispense (at least for one issue) with the usual chatter, and endeavour to write about a different topic. After scanning through the various subjects, we decided to bring you up to date on our Lounge.

Our Lounge is located in B.B.9, a downstairs section of our living quarters. The grand opening of this entertainment spot was in May 1953, shortly after the first contingent of Airwomen arrived at Winnipeg. It is not, perhaps, too large, but upon entering one receives a correct impression of a home-like atmosphere where one can spend a leisurely evening "chewing the fat" with friends, reliving the joys of the day, discuss-

ing favorite beefs, (your own and others . . . as women will), or watching television.

Friday night has been set aside as "open house" when the girls bring in their best beaus for an evening of entertainment. The rugs are rolled up, scores of platters readied to be spinned, and everyone's set for a good time. Even the exceptionally shy are soon adjusted to a gay mood in the pleasant environment. Later in the evening a couple of trays of "goodies," obtained from the Mess, are served. Closing time is one o'clock, at which time all activities cease, and



Spaciousness and tasteful decoration are the keynotes in this interior view of the Airwomen's Lounge.

the doors are locked to end an evening of enjoyment too exhilarating to miss.

That briefly sums up the Airwomen's Lounge, our home, which we think compares favourably with any Airwomen's Lounge in the RCAF.

THE ENCHANTMENT

I did but look and love awhile,
'Twas but for one half-hour;
Then to resist I had no will,
And now I have no power.

To sigh and wish is all my ease;
Sighs which do heat impart
Enough to melt the coldest ice,
Yet cannot warm your heart.

O would your pity give my heart
One corner of your breast,
'Twould learn of yours the winning art,
And quickly steal the rest.

Thomas Otway
1652-1685

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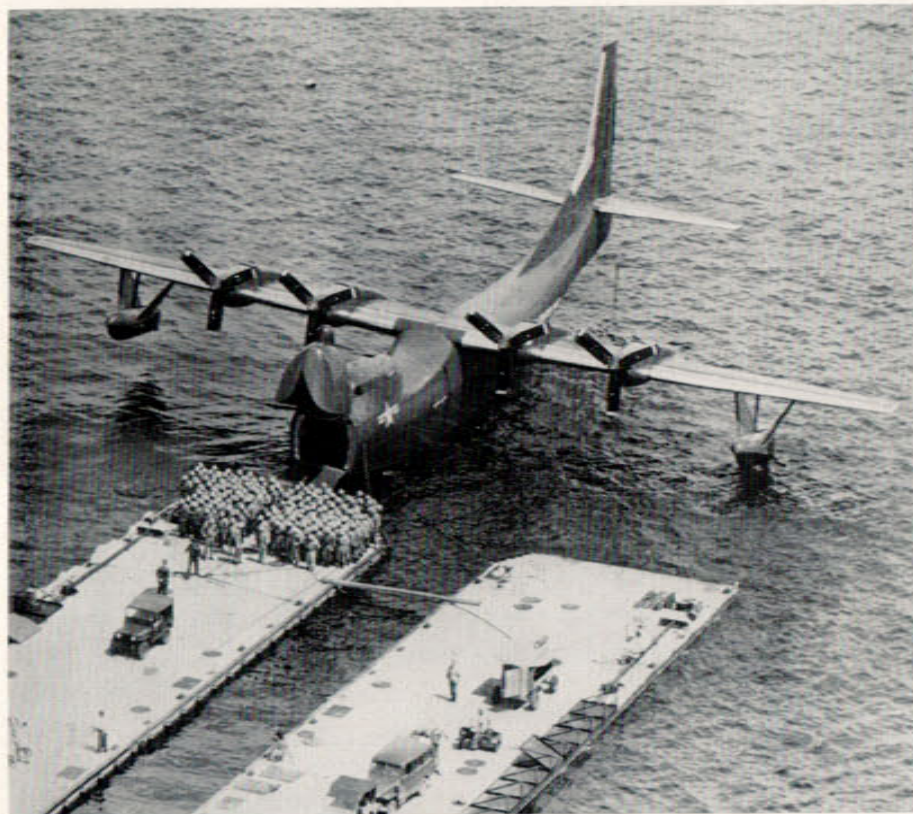
Ph. 93-5518



Edited by F/O A. C. BERNIER

UNITED STATES

WASHINGTON—American ground troops in Europe will soon be supported by guided missiles, the Army announced. A battalion equipped with Corporal guided missiles with a range of at least 100 miles will be sent to Europe "soon," the Army said. The battalion has 10 launchers and 531 officers and men.



(AP Wirephoto)

Flying LST.

SAN DIEGO, Cal.—One hundred and three U.S. Marines group in front of the U.S. Navy's "Flying L.S.T.," a new whale-like flying boat which is designed to open its huge nose and discharge men and machines directly on a beach in amphibious warfare. This preliminary test was made at a floating dock in San Diego bay, but the aircraft is intended to put men directly ashore on sandy beaches.

WASHINGTON — President Eisenhower reported without bitterness the Soviet Union's refusal to go along with his proposals for sharing peacetime uses of atomic energy. But rather than calling names and giving up, he said he would make certain that the world was informed by demonstration that this new science had tremendous possibilities for good.

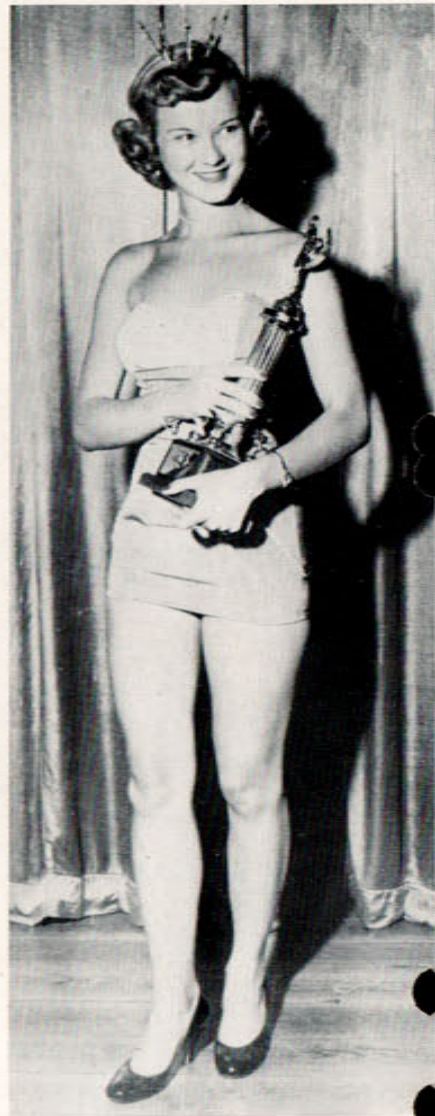


Lionel Hampton.

—Photo by Mikkilsen.

The one and only Lionel Hampton and an unidentified member of his famous band give out with a hot selection during their recent visit to the Sergeants' Mess. The surprise visit was arranged by the members of "Peg-air Revue" who appeared with Lionel on Armed Forces Night at the Red River Exhibition Grandstand Show.

NEW YORK—The American commander in chief of NATO's Atlantic Fleet warned of a "feverish" Soviet naval construction program underway and aimed at surpassing the West's traditional maritime superiority. Soviet strategy in the event of war, he said, would be to sever the Atlantic Ocean "life lines," connecting Western Europe with North America. Admiral Wright cited the "around-the-clock" Soviet activity in building surface fighting ships, submarines and merchant marine vessels. He estimated the Soviet submarine strength at 375 to 400 and asserted that this already excelled NATO's strength. The Russians are far outbuilding the United States, he added, and have more high-speed modern cruisers on active duty than any other nation.



(AP Wirephoto)

"Bernier Beauty"

OKLAHOMA CITY — Charlavan Baker, 20-year-old Oklahoma City secretary, was named Miss Oklahoma of 1954 in the annual state beauty contest last month. Miss Baker stands 5 feet 5, has 35½-inch hips, 35½-inch bust, 23-inch waist, and weighs 119 lbs.

WASHINGTON—The Pentagon intelligence analysts have reluctantly concluded that the Soviet Union is already producing a jet engine about twice as powerful as any yet produced in the United States. This is the biggest shock, the bitterest pill in a development that was generally shocking and unexpected. To find the Soviet strategic air development two years ahead of schedule, was unpleasant enough in itself. It was even more palatable to find that this remarkable Soviet jump forward depended upon, and in fact probably resulted from, the successful design of a jet engine greatly surpassing any jet engine as yet designed in the West.

* * *

OMAHA — Gen. Nathan Twining, chief of staff of the U.S. Air Force, said that the United States should retaliate against an aggressor with every weapon in its arsenal, including nuclear weapons. At the same time Twining said the best proof of the peaceful intentions of the U.S. lay in the fact that "there is already sufficient reason for war, if we are seeking war." "We will not appease, and we will not surrender," he told the gathering. "We must continue to convince the Communist enemy that we will strike back as fast as we can, and as hard as we can. We must continue to count on our capability for a massive counter-attack to keep him in check and to prevent another war."

* * *

CENTRAL CANADA



W/C Walker.

WINNIPEG — W/C D. R. Walker, DFC., C.D., is now the new Officer Commanding 2 ANS. Prior to his appointment in Winnipeg, he was Director of Air Operations at AFHQ, a position now held by his predecessor at 2 ANS, W/C Craig, DFC, CD. W/C Walker was Navigation Officer of the famous Dam Buster Squadron during the last war.



(Nat. Defence Photo)

Neptune.

One of the latest additions to Canada's Air Force, the long range "Neptune," is scheduled to begin operations with Maritime Command this fall. Canadian graduates from 2 Air Navigation Long Range School can expect to see much more of this aircraft in the near future.

and seemed especially interested in what events the cowhands entered during the show. He found that most of the many people he met were well-informed about Canada and Canadian industry.

* * *

EASTERN CANADA



(Photo: ACI J. B. Herron)

QUEBEC—Flt.-Lt. Robert D. (Bob) Carew, native Quebecer who now is flight commander with 431 Fighter Squadron in Bagotville, was presented with the United States Air Medal at a brief ceremony at the United States consulate. Consul Herbert F. Propps congratulated the Canadian airman after Consul George W. Renchard pinned the medal on the officer. He received the award for his contribution to the air battle in Korea last year when on loan to the United States Air Force by the RCAF.



John Rae Douglas.

WINNIPEG—Air cadets from local squadrons were on hand to look over the RCAF's newest jets during Operation "Prairie Pacific." Here cadets from the Red River squadron examine the cockpit of a CF-100 whilst Flying Officer F. J. Hesjdahl answers their questions.

FAR EAST

TOKYO — Communist China's Government Council has approved unanimously a suggestion by Chou En-lai, Premier and Foreign Minister, that determined action be taken to "liberate" Formosa. There has been an increasing volume of threats to Formosa in Red China's propaganda releases. Mr. Chou said the "liberation of Taiwan" (Formosa) would be "an exercise of China's sovereignty, and it is China's own internal affair." He said the Government would not tolerate foreign interference in its attempts to capture the island off the mainland.

AIR CADETS

CALGARY—Calgary and its Stampede are famous in the British Isles according to WO2 Eugene Brailsford, of No. 52 Calgary Squadron, RCAF, who returned following a 5 week Air Cadet exchange tour to Britain. Cadet Brailsford said every time he mentioned he was from Calgary Britishers would ask him about the Stampede,

TORONTO—John Rae Douglas is the new contracts administrator for the sales and service department of Avro Canada's Aircraft division succeeding Charles Luttmann, who is now secretary of the newly formed Canadian Aeronautical Institute. Mr. Douglas comes to Malton from Ottawa, where he was deputy contracts administrator of the aircraft production branch of the department of defence production.

KINGSTON—Canada's rating is tops today with the peoples of western Europe, and there are two big reasons, Maj.-Gen. J. D. B. Smith, CBE, DSO, declared in an interview at the National Defence College. First reason for this post-war feeling toward Canada is due to the superbly-trained armed forces, especially the Royal Canadian Air Force, which this country maintained overseas under NATO. Second reason, the general said, was that, for the first time in history, Canada is represented in Europe by "a new kind of diplomacy, that of the ordinary, sailor, soldier and airman." The job being done over there by our armed forces is "a magnificent one," he declared.

NORTH BAY—A CF-100 jet fighter with seconds of fuel left and its pilot's vision cut off by an iced-up windshield, was brought into a safe landing at the North Bay RCAF station. The story came out Aug. 14 when Sgt. E. R. Caird was presented with a letter of commendation from the chief of the air staff for his part in averting the near tragedy. The letter was presented at a station parade. Sgt. Caird, 31, was the ground control approach technician who acted as eyes for the pilot to bring the 17-ton fighter plane to a safe landing.

MONTREAL—Canada is pressing for the return of Sqdn. Ldr. A. R. (Andy) Mackenzie, held as a prisoner in Communist China, but has not learned when he will be released, an External Affairs Department spokesman said. Mrs. Joyce Mackenzie, wife of the RCAF fighter pilot, is still waiting for her husband to come home—two months after it was announced he would be released. A Chinese Communist delegate to the Geneva Conference told the Canadian Department of External Affairs June 25 that Sqdn. Ldr. Mackenzie, 33, was a prisoner and would soon be returned to Canada. It was the first official word Mackenzie was alive since his Sabre jet fighter disappeared in action Dec. 5, 1952 over North Korea.

HALIFAX—Wing Cmdr. J. W. Bellis became RCAF director of the Maritime warfare school at the Navy's Stadacona shore base, September 5. He succeeds his brother, Sqdn. Ldr. A. R. B. Bellis, who has been moved to Toronto where he is attending the RCAF Staff College course. The Stadacona warfare school trains Navy and Air Force air-sea crews to work closely together in perfecting top-secret anti-submarine techniques.

OTTAWA

OTTAWA — Group Capt. John H. Roberts of Vanderhoof, B.C., assistant for standardization at air force headquarters, has been appointed to the staff of the Military Standardization Agency, Canadian Joint Staff, London, Eng. He will be succeeded at AFHQ by Group Capt. Wilfred Crossland of Barrie, Ont.



Work Horse Helicopter.

Air Commodore R. A. Cameron, RCAF Air Attache in Washington, D.C., enters the Royal Canadian Air Force's new H-21 Work Horse helicopter, which was formally accepted last month at the Morton, Pa., plant of Piasecki Helicopter Corporation. Greeting him, as he enters the big transport helicopter is Frank N. Piasecki, board chairman of the helicopter manufacturing concern.

The H-21 was the first of six to be delivered to the Canadian Air Force. Procured from Piasecki Helicopter Corporation, through the U.S. Air Force, the H-21's will be used for rescue, troop and cargo transport work in remote Canadian areas.

Designed specifically for operation in cold weather mountainous regions, the H-21's will extend rescue and transport service to the remote northern areas where their ability to carry 14

troops, 12 litters or the equivalent in cargo will be well utilized.

The H-21 which is the holder of the world's helicopter altitude and speed record has demonstrated its ability to operate at temperatures as low as -65°. It has also demonstrated adequate performance to conduct rescues at altitudes as high as 14,500 feet.

OTTAWA — Canadian Defence Research Board scientists are trying to learn secrets of the earth's atmosphere by "listening" to a group of "noisy" stars, the nearest of which may be 12 quadrillion miles away. The "noise" reaches the earth in the form of radio-frequency signals, similar to radio static. It is not, incidentally, sent out by "little green men up in space." It is purely a physical phenomenon.

OTTAWA — Group Capt. John G. Stephenson, of Windsor, conducting officer on Prime Minister St. Laurent's round-the-world flight early this year, has been appointed senior air staff officer at training command headquarters, Trenton. The air force said that G/C Stephenson will be succeeded as commanding officer of the RCAF station at Rockcliffe by G/C Alexander Miles Jardine, of Victoria.

OTTAWA—Canadian development of an air-to-air guided missile is in its final stages. For nearly four years, scientists have been working at the Canadian Armament Research and Development Establishment at Valcartier, Que., to produce a guided missile to arm fighter aircraft. It is hoped that the missile will be at least part of the answer to the threat of long-range Russian jet bombers.

OTTAWA — Air Commodore J. L. Hurley, CBE, of Fredericton, N.B., Commandant of the RCAF Staff College at Toronto for the last two years, will retire from the service this month, it was announced by Air Force Headquarters.

He joined the RCAF in 1931 as a pilot, receiving his training and pilot wings at Trenton, Ont., the following year.

In 1944, he was transferred overseas to No. 6 Canadian Bomber Group, to command No. 62 Base, comprising six Canadian Halifax Squadrons.

Returning to Canada in 1945, he was transferred to Trenton, and later held senior staff officer positions at Edmonton and Winnipeg. From 1948 to 1951, A/C Hurley was Senior Air Force Liaison Officer at London, England, and on his return was appointed commandant of the RCAF Staff College, Toronto.

OTTAWA — Canada is shelling out roughly \$63,000 to train a single aircrew member for North Atlantic Treaty Organization air forces. The Department of National Defence said that Canada has spent slightly over \$900,000,000 to date on NATO commitments, about one-quarter of which went to train aircrew personnel. Canada has agreed to train 1,200 aircrew for NATO annually for the next 3 years.

WESTERN CANADA

COPPERMINE—The Duke of Edinburgh is now officially known as "an airborne ice worm of the initial degree." He became a member of the exclusive ice worm order on the 10 August 1954, at the moment he crossed the Arctic Circle.

OVERSEAS

PARIS — Sources close to General Alfred Gruether's Supreme Headquarters, Allied Forces Europe, say the North Atlantic Treaty Organization's air bases in Europe are due to receive during the next few months a large number of Republic F-84F Thunderstreak aircraft. They will replace some of the Sabre jets deployed to Europe as an emergency measure during a period of international tension last year. These and other new aircraft coming into practical assignment in Europe indicate, military experts here believe, an important change in the concept and application of technical air strategy, a change which may have influenced the decisions of the statesmen of the Western powers in recent conferences.

ANDOVER—A tiny British jet, not 21 feet long, passed sky tests last month. It is the Folland Gnat. Its makers claim that it is the world's first light jet fighter, that it can outperform existing fighters, and that it is far more economical to build than any other fighter. A prototype forerunner of the Gnat, the Folland Midge, passed its first air trials at this Hampshire airbase in July. Test pilot E. A. Tennant stated after two short flights that the Midge "handled extremely well."

FRANKFORT—The U.S. Air Force has bought 25 cigar-shaped guided missiles from a Swiss factory and put them through secret tests at Alamogordo, N.M., earlier this year. Costing \$20,000 each, the rocket-propelled missiles, which could carry atomic warheads, were designed to travel up to 852 miles an hour to knock out enemy planes.

LONDON—Russia is acquiring a navy capable of convincing the Russian people that they are a sea power again

and able to deal with any naval opposition that may be offered, the Admiralty reported. It predicted that total Russian naval strength by 1957 would comprise 30 cruisers, 150 destroyers, 500 motor torpedo boats, 1,000 minesweepers, 300 escort vessels and numerous patrol and landing craft, in addition to the 500 submarines and 4,000 planes. To counter the massive Russian submarine strength, the United States, British and Canadian navies now have about 1,000 destroyers and frigates, the chief anti-submarine type vessels.

W/C KEITH GREENAWAY

In the last issue Voxair inadvertently referred to S/L Greenway. This officer's promotion had been overlooked by our "keeper of the records." Voxair, therefore, apologises to Wing Commander Greenway for this error.



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A Matter of Honour

By A/P/O J. A. NEWBIGGING

BIG JOE had been a champion, and a good one. But he didn't look much like a champ as he trudged home, a day's growth on his face, his massive shoulders hunched despondently.

"How am I ever going to break it to Betty?" he asked himself. "How, how?"

"Do I need to tell her at all?" he wondered, and felt ashamed at once. Betty had always been there, right at the ringside though she hated boxing, smiling happily when he was winning, and once Joe had caught sight of her look of agony as Kid Lorenzi's right sank into his guts . . . just before he blacked out. That look had hurt Joe more than the punch, and he'd wanted to quit boxing for good.

"Let's face it," he told Betty, "that's twice the Kid nearly kills me. I'm a has-been."

But Betty wouldn't let him quit. That was a laugh, thought Joe, but then, Joe didn't understand.

He kicked viciously at a stone on the sidewalk. Betty's voice from the window broke through his depression. "Supper's ready, honey."

"Be right with you. . . ."

Betty kissed him, and turned quickly back to the kitchen. She knew Joe too well . . . something was wrong. A frown wrinkled her forehead. What could be wrong? But she busied herself with supper and tried not to show her worry. "This should make him feel better," she thought as she set two sizzling steaks in front of him.

"Good day at the gym, honey?"

Joe toyed with the steak. "Yeah, fine,"

Silence.

"You timing that left better?"

"Uh-huh."

"Joe, for Pete's sake tell me about it. You haven't smiled since you came in, and that's not like you. Maybe I can help."

"It's nothin'."

"Joe!"

"Okay, but don't be sore, I've signed up for a fight."

Betty's face cleared. "Why should I be sore?" She smiled across at him.

"She looks lovely when she smiles," thought Joe. "The way her golden hair falls like a halo around her face . . . she looks like an angel . . . she is an angel."

"Why should I be sore, honey? It's wonderful. You've been training for weeks for a chance like this! When is it? Who're you fighting?"

"The Kid."

She dropped her cup with a crash, and the blood drained from her face. Her lips were dry, and she couldn't speak. She wanted to scream, "Joe, if you go into the ring with the Kid again I'll leave you, so help me." But the words stuck in her throat. And Joe wouldn't believe her, anyway. Finally she smiled ruefully. "It's done now," she thought, "But there is always the promotor. I'll speak to him, and have the fight cancelled."

Joe saw her smile, and, misunderstanding, could hardly believe that she wasn't mad. He took her in his arms and kissed her. . . .

* * *
Stewart, the fight promotor, leaned across the desk and stared

at Betty. He was a conceited, boastful fellow, but shrewd . . . very shrewd.

"As I understand it, Mrs. Fernie, you would like me to find another opponent for the Kid . . . a better one, maybe? But Joe is so much cheaper. . . ."

Betty bit her lip. He was playing with her, she knew it, but losing her temper wouldn't help Joe. Stewart paused, thoughtfully fingering his tie. "Of course," he went on, "these things can sometimes be arranged." He smoothed back his hair, "I think we could provide the Kid with a more suitable opponent . . . if you could take a little trip out of town with me, so that we could settle the details."

Betty shivered as his black eyes bored into her own. Those eyes, and the utter confidence of the man, left her in no doubt as to the meaning of his offer. She felt the sweat break out on her body.

"I've got to get out of here," she thought, "but . . . time, I must play for time."

"Tell you what," she heard herself saying, "I'll think it over and call you tonight."

"Swell," he leered, "but do think too long or it may be late."

Somehow she got out of the office without breaking down. She started to walk, not knowing where. "What shall I do," she thought. "What would Joe want me to do? No, that's crazy! I can't ask him. But what would be best for him? Would he find out?"

The sidewalks became less and less crowded as she walked, but she didn't notice. Soon there was no sidewalk at all. On and on she walked. . . .

Betty stopped. She was surprised to find herself so far out in the country, but she knew what she had to do. She felt a wonderful detached calm, almost like being dead.

From the next service station she called Stewart. As she dialed the number she felt sick, and horribly frightened, but she forced herself to go on with it.

"Stewart speaking . . ."

Betty answered mechanically, "Six-thirty."

"I'll be there."

She ran from the box hearing Stewart's triumphant laughter in her ears, and suddenly she felt a strange compulsion to get home . . . to get to Joe. She jumped into a cab and gave the driver her address. . . .

Joe's voice, loud with anger, was coming from the living room. "You can tell Stewart to go to hell, Lorenzi. Nobody's calling off the fight. And if you don't take back that damn' dirty lie about my wife . . ."

Betty ran into the room, but she knew she was too late. She saw it again . . . the lights, the screaming fans, that right sinking into Joe's stomach and the pain in his eyes. She covered her face . . .

But this time was different. Joe was getting to his feet, his eyes blazing. She had never seen him like this . . . he had always boxed, never mixed it. But now he was moving in with murder in his eyes, standing toe-to-toe with the unbeatable Kid, swapping punch for punch, fighting like a madman.

He took a hard one on the side of his head and went down. Gasping he pushed himself to his knees, fighting for breath. Springing across the room the Kid lifted Joe to his feet with his left hand and swung a hard right to the head. The blow seemed to clear Joe's head and, his eyes burning with rage, he rushed his man, taking a dozen blows without feeling them. When he saw it! A split-second warning! Moving in fast he ripped right to the Kid's unprotected stomach. The Kid lurched forward and met a murderous uppercut full on the point. He hit the wall with a crash, and slumped to the floor. His face wasn't pretty any more.

(Continued on page 36)

CINEMA

September 19 MA AND PA KETTLE ON VACATION (G) Margorie Main Percy Kilbride	September 26 MOGAMBO (A) Clark Gable Ava Gardner
September 20 GIVE A GIRL A BREAK (G) Debbie Reynolds Marg & Gower Champion	September 27 DIAL M FOR MURDER (A) Grace Kelly Ray Milland
September 21 BANNERLINE (G) Sally Forrest J. Carrol Naish	September 28 FAST COMPANY (G) Howard Keel Margorie Main
September 22 RED BADGE OF COURAGE (G) Audie Murphy	September 29 TENNESSEE CHAMP (G) Shelley Winters Keenan Wynn
September 23 JIVARO (A) Fernando Lamas Rhonda Fleming	September 30 BOY FROM OKLAHOMA (G) Nancy Olson Will Rogers, Jr.
September 24 STRANGER WORE A GUN (G) Randolph Scott Claire Trevor	Show Times: Sundays: 6.03 to 8.45 Monday to Thursday: 7.30 Friday: 7.00

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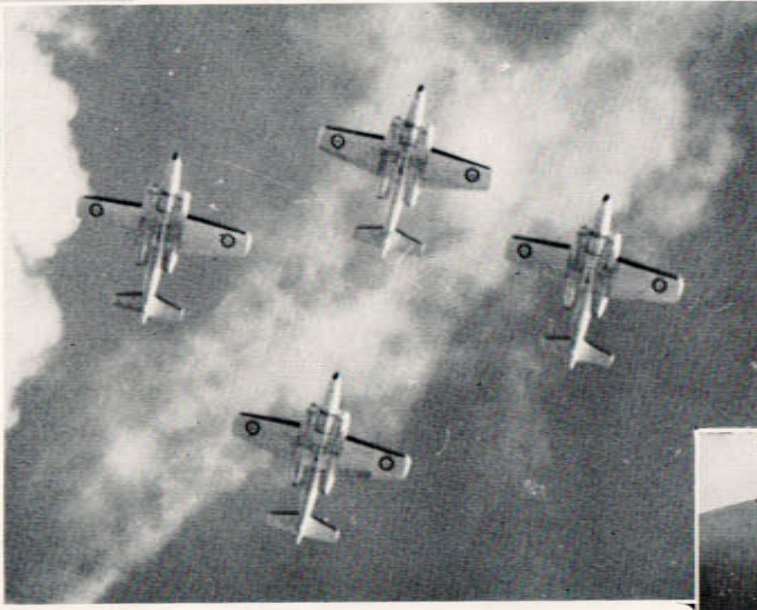
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Above: The F86 Sabre team shows its skill in a high speed turn.



Right: CF100's in box formation show off their lines to the crowd.

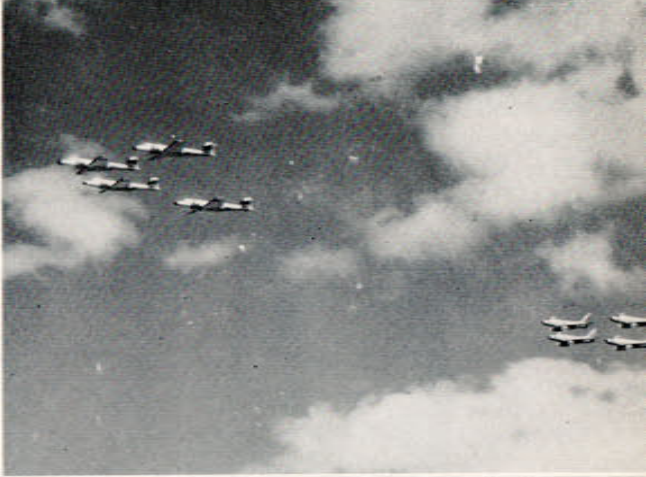
LARGE CROWDS gathered at the Station last month when Operation "Prairie Pacific" started its western tour with a display of formation flying which was as perfect as anything yet presented by RCAF pilots. The spectators were thrilled by aerobics in formation so close that at times it seemed that wing tips were inches apart.

The force was made up of five F86 Sabres, five T33 Silver Stars, five CF100 Canberras, and three C119 boxcars, with a lone Canso flying boat transporting the advance party.

The main purpose behind the operation was to gain information on the mobility of modern jet squadrons used in the defence of Canada. It also gave residents of Western Canada a chance to see the various types of fast jet fighters with which the RCAF is being equipped.

In addition to formation and aerobatic displays the public were treated to close-up examination of the fighters through static displays on the tarmac, with the pilots of the aircraft in attendance to answer questions. Press and Radio staff were taken for familiarization flights over outlying towns during which country residents were given a chance to see the jets.

The self-contained task force was under the command of Wing Commander C. C. Lee, of Vancouver, with Squadron Leader Booth as Ground Co-ordinator.



These pictures were taken on the Sunday afternoon and show some of the early arrivals inspecting the aircraft on the tarmac. The flying part of the "operation" took place over in the day when about 25,000 people were on hand to see the Air Defence teams in action.

Above: The display held the interest of spectators of all ages.

Upper right: The aircraft in a high speed fly pass into the aerobatic demonstration.

Lower right: Sleek and powerful, the RCAF jet fighters in formation over Manitoba.

—Photo: AC1 J. B. Herron.



NO. 2 AIR NAVIGATION SCHOOL CADET OF THE WEEK



F/C Michalchuk
24-30 August



A/P/O Hendley
31 Aug. - 6 Sept.

Each week a cadet who exhibits an outstanding example of dress and deportment to his fellow cadets is chosen by the Senior Course of Cadets and is named "Cadet of the Week." During the week his picture is prominently displayed in the school as an incentive to all cadets. At the end of the week this picture, autographed by the Officer Commanding, is presented to the chosen Cadet on the Commanding Officer's parade and the cadet then acts as aide to the reviewing officer on the parade.

Cadets chosen for the past two weeks are pictured here.

SPORTS

(Continued from page 8)

strong for ANS and ran out winners by 5-2. PIERPOINT and GOMES scored for ANS.

* * *

28th August—

RCAF MacDonald v. 2 ANS

The home team were beaten by the ANS for the second time this month.

Scorers: Noizet, Goodman, Cosgrove (MacDonald), Gomes (3), Brett (3), Pierpoint (ANS).

Result: RCAF MacDonald 3, 2 ANS 7.

* * *

"THE GAME OF THE CENTURY!"

If you didn't attend the "Pilots versus Navigators" game on 1st September you missed a good laugh and lots of fun. Never have two

teams appeared on a field in such a variety of uniforms. The weather was perfect, and the pitch in good condition—only six inches of mud! After ten minutes of play it was impossible to identify either team.

Flying Wing took the lead after ten minutes when some unknown mud-covered figure scored after dashing through the swimming pool on the southeast corner of the field.

ANS scored six goals to win the game and despite the conditions everyone had a good time.

* * *

It is hoped to arrange more section games before the end of the season, and any section wishing to take part should contact F/O Cove at Local 304.

F/O Cove would like to hear too from anyone interested in playing for a Station team next year. It is hoped we shall be able to enter a team in the Winnipeg League next season but more players will be needed.

LETTERS TO THE EDITOR

Sir:

I had the pleasure recently of receiving a copy of "Voxair" from a Canadian friend serving with the RCAF in Europe.

I must congratulate you. Your station magazine is one of the most interesting publications of its kind I have seen.

I feel sure the personnel at Winnipeg must be proud of their magazine. Keep up the good work.

D. M. Spencer,
Birmingham, England.

Ed: We are most gratified to learn that Voxair appeals to our English readers as well as to RCAF personnel.

★

Dear Sir:

Just finished reading the August 6th edition of "Voxair"—it really is the best Air Force news magazine I've yet seen.

What happened to the Observers this time, though? Observing other parts of the country on their annual leave, maybe?

Would you please change my mailing address on your circulation list from Station Saskatoon to Station Claresholm.

Sincerely,
LAW R. B. Morrison.

Ed: Unfortunately "The Observers" have finally reached retirement age, and reluctantly we have pensioned them off, bless their old grey beards! All is not lost, however, for we have been fortunate in obtaining the services of a couple of young sprouts who call themselves "Scoop and Droop." Watch for their column "Observation Post" in future issues.

★

Dear Sir:

I wonder how many letters and remarks you have received re your Central Canada news article, Page 14, August 6th issue.

You state that Bill Bayley is 35 years of age and a little further on you say that he was on the first Silver Dart Jet conversion. Knowing Bill I don't think he looks that old. However he may be one of the lucky types who hides his age . . .

. . . we enjoy your mag very much, and wish you and Bill continued success . . .

Yours truly,
Flying Officer D. T. Rivoir,
Editor, Jet Air.

Ed: We stand most emphatically corrected by our fellow editor and the several hundred other observant people who drew our attention to the error! There is, of course, a slight difference in era between the two aircraft! For "Dart," therefore, read "Star" . . . and our apologies to Messrs. Bayley and McCurdy.

TECHNICAL NEWS -

CESSNA 620



Cessna Aircraft Company, Wichita, announce plans for the first four-engine, fully pressurized, all-weather business aeroplane.

The 250 mph, eight to ten seat 620 is past the engineering and mock-up stages, and the first prototype is expected to fly early in 1955.

Unusual features in this type of aircraft include a gas turbine-powered air-conditioning system which increases cabin pressurization automatically at any desired rate as the aircraft climbs, heats and ventilates the aircraft in the air, and serves as a refrigerated-air conditioning unit when the aircraft is on the ground.

The spacious cabin is designed for passenger comfort, with full head-room for a six foot man, large picture windows, large wash-room with toilet, baggage compartment which is accessible in flight, and fully adjustable seats which may be reversed in flight without tools.

The low-wing design and under-slung engine nacelles make the engines easily accessible on the ground without ladders, and the modern hydraulic tricycle landing gear with its wide tread and long wheel base provides maximum safety in cross-wind landings.

There are high-pressure de-icing boots on the leading edge of wings, fin, and tailplane, propeller anti-icers, windshield wipers, alcohol anti-icing and windshield de-fogging, and full sets of flight instruments in both pilot positions. An overhead panel in the cockpit contains engine instruments, propeller feathering controls, and engine fire extinguisher controls.

The engines are air-cooled 320 h.p. Continental GSO-526's, supercharged and geared, giving maximum continuous power of 290 h.p. to 15 thousand feet. With one propeller feathered, the service ceiling is 23 thousand feet. The aircraft

will be equipped with three-blade, constant-speed, fully-feathering propellers.

Electrical power is provided by four 50-amp generators as standard equipment, with four 75-amp generators as optional equipment.

The Cessna 620 will be the first true corporation (business executive) transport designed as such.

* * *

BOEING PORTABLE AIR COMPRESSOR PASSES USAF QUALIFICATION TEST

A portable air compressor for starting large turbo-jet engines and testing aircraft pneumatic systems, designed by Boeing Aeroplane Company, has passed an official U.S. Airforce 200-hour qualification test.

Powered by a light-weight Boeing 502-series gas turbine engine, the compressor is a centrifugal type which turns out 140 air horsepower as a single-engine unit. This means the compressor puts out 90 lbs. per minute of air to an absolute pressure of 53 pounds per square inch and a temperature of 425° F.

(Continued on page 27)

R.C.A.F. Personnel:

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HOBBY SHOP

In the southwest corner of the Drill Hall, between the Coffee Bar and Sports Stores is the Hobby Shop, a well-equipped workshop maintained by the Station Fund for the convenience of all members of Station Winnipeg. Two craftsmen completed projects there last week.

Corporal J. A. Hutcherson of 402 Squadron built himself a combination radio and record player that should turn both Hi-Fi fans and style-conscious homemakers green with envy. In incorporating high fidelity Bogen tuner and am-



plifier, a high quality record changer, and twin 8" speakers in a cabinet lined and baffled with 1/2" felt, the set is considered to render, without appreciable distortion, a wider range of notes than can be detected by the average human ear.

The cabinet, built of 3/4" birch plywood, is finished with blonde stain and two coats of varnish. In view of the high quality of the materials used and the care and work that went into the building of this set, expert appraisal places its value at around \$1,200.



Also completed last week, by F/O Wasiuta for the Officers' Mess, was a poker table. Highly finished and built to an exacting design, the table exhibits craftsmanship in every line. The card players of the Officers' Mess should be deeply appreciative of this decorative accessory during the coming fall and winter.

\$ \$ Voxair Vixen \$ \$

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

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DAILY HOME DELIVERY

BUSINESS—

Trends and Comments

By F/L. J. A. GAUTHIER

ACE IN THE HOLE

That large hole in down-town Winnipeg is someday going to be the head post office for this area. For several months there has been no work done on this project, and the Federal Government says it will be at least November before a start on the actual construction will be made.

Many guesses and evasive answers have been forthcoming on the reasons why no work is being done; all of them tend to say that changes in the plans are the big hold-up.

My educated guess is that this will be the government's "ace in the hole" for unemployed construction workers during the off-season.

This slow start could be a good thing for many of these men, especially during the Christmas festivities.

An item on display at the Canadian National Exhibition may be of interest to those people who arrive late on parade because of time spent on shining shoes. It is a "bomb" which sprays any type of leather article and makes it gleam within 30 seconds. The liquid has no colour and won't show on shoe laces or socks. For those who are interested it is called "Thrifty Spray Shine."

A Swiss firm which has established itself in Canada recently had to change its name due to an old Canadian custom of borrowing a few dollars between pay days. The name of the firm was "Protrade

Commercial and Finance Co." It is in the 'exporting-importing' business. That word "Finance" tagged on the end caused all their trouble, as it reminded Canadians of the usual loan office and they were calling around in great numbers.

The company dropped the word "Finance" and substituted "Development" in the firm's title.

A year from this date, 50,000 Canadian homes will have had fires ranging from minor to major blazes with a total loss of more than \$20 millions. Are you one of the 60% of Canadian home owners who do not have even one half their home covered by fire insurance? Don't forget that property value has increased these last few years so check up on the insurance coverage of your home. Read the fine print, too. You may find clauses that you never heard of before, such as "if a home is to be unoccupied for a period of more than 30 days the insurance company must be notified."

A firm that has many connections with the RCAF, Canadian Aviation Electronics, will be expanding into the electrical appliance field in a big way in 1955. CAE now produces Du Mont television sets and will be producing a radio phonograph by fall, and next year washers, ironers, clock-radios, refrigerators, etc., will be rolling off the production lines.

Did you know that plastics were first developed in 1868 as a substitute for ivory billiard balls; now the back room in the pool hall has taken over with the latest plastic development in playing cards and in dice. A most interesting subject.

SCHOOL FOR SURVIVAL

By ROBERT CHRISTIE

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"A MAN'S first mistake in the Arctic is usually his last," says Squadron Leader Scott Alexander of the Royal Canadian Air Force's Survival Training School at Cambridge Bay, 200 miles above the Arctic Circle. Here, in a land of snow, ice and rock, mauled by vicious polar winds, a handful of experts are teaching Canadian airmen how to stay alive in the event of an emergency landing. More than 2000 students, among them a number of potential American survival instructors, take the tough course annually. "If you survive," the men jest wryly, "you've passed."

The course begins at Hargwen, 170 miles west of Edmonton. Here the 30 or 40 men in each group receive ten days' instruction in bush experience that combines the best of civilized knowledge with the wisdom of the trapper, Indian and Eskimo. Nothing is overlooked that might help a man live through an emergency.

Then comes the most grueling session. Dressed in heavy survival gear and parachute harness, their faces bearded from their stay in the bush, the men board a Flying Boxcar and take off for Cambridge Bay, 1200 miles north.

A short time out of Yellowknife, five air hours from Edmonton, the tree line is left behind for the Barrens—immense, glittering white, troughed with shallow valleys shaven of all vegetation, awesome.

At Cambridge Bay the men get out. The air is bitterly sharp and

the wind has a knife in it. The tiny outpost contains a Mounted Police detachment, a signals and weather station, a Hudson's Bay Company trading post and a few Eskimo dwellings. It looks like the end of the earth—and it is. The men now must walk five miles to their camp. They file off into the whiteness, gnomelike in their heavy garments and fat humps of pack.

But once snowhouses are built, Primus stoves lit, and a meal from their emergency rations is steaming in the pressure cookers, the outlook brightens. Caribou skins are spread on the shelf of snow inside the igloos and sleeping bags laid on top of them. Bedtime comes early. Because dampness increases the danger of freezing, socks, mitts, shoepacks and shirt all go into bed with the man—to be dried out during the night by body heat. This is the first precaution men learn to take in the Arctic. Moisture is one of man's most dreaded enemies in a land where frostbite comes with stealth and swiftness and can seriously maim or kill.

Ignorance is dangerous. A P-36 pilot made a safe wheels-up landing in muskeg. Walking around in the snow he got his boots soaking wet, tried without success to dry them over a small fire, then got back in his plane. When he was rescued three days later his feet were terribly frozen; he was crippled for life because he had never been told of the dangers men face when forced down in the Arctic.

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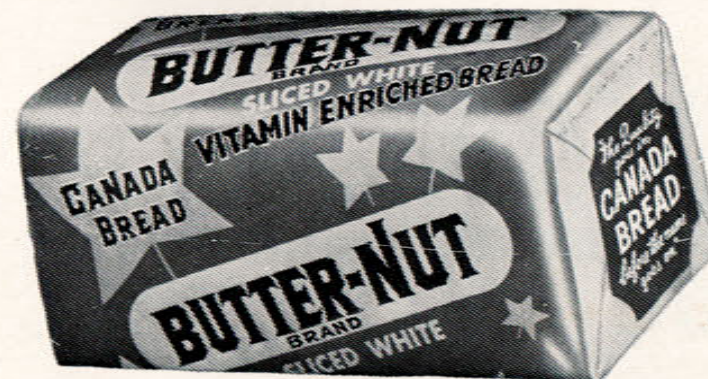
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The importance of getting out of a downed plane with its inadequate protection and into a land-made shelter is emphasized repeatedly. The men are taught to build three kinds of shelters, the largest and most comfortable being the igloo. They are warned against overheating it, for icing then occurs and ice does not have the insulating effect that the more porous snow has. Only small fires are used for cooking. Even a single candle radiates a surprising amount of heat.

If the snow is not firm enough for an igloo, a para-snow house is made of snow blocks, cut out with snow knives, then piled in the manner of a wall and covered with a parachute. Simplest protection of all is a "fighter trench," a ditch in the snow roofed over with a peak of snow blocks.

Snow blocks may also be used as signals to attract rescue aircraft. The snow walls form the letters, which, though white themselves, cast shadows readily discernible from the air. "Drop Food" or "Doctor Needed" are thus spelled out in international code.

Before help arrives, it may be-

come necessary to supplement the emergency rations. Diet will largely depend upon where one comes down, but a man need not starve if he will use his wits. Trainees learn that if they are forced down in wooded country the tips of spruce trees make an excellent tea, nourishing and not too bitter. Many kinds of berries are available during certain seasons; the men are taught to distinguish the nonpoisonous. Ordinarily there are rabbits, squirrels and birds. Grasshoppers, in summer, are edible when toasted—"something like popcorn," one man said. Or grubs can be fried, though many a stomach has done a wing-over at the thought!

North of the tree line the menu changes. The Barrens lichen can be powdered and made into soup. Lemming—the tiny, stub-tailed Arctic mice—are nutritious. If you are without a fire but manage to bag a caribou, the contents of his stomach are rich in vitamin C. "Not a bad salad at all," claims a man who tried it.

The men learn to hunt seal Eskimo fashion. The seal keeps a breathing hole free of ice all win-

ter. Having located such a breathing hole, the hunter makes a scrapping sound with his rifle or boot heel. When the seal, notoriously inquisitive, pops up to investigate, he is shot. His body provides food, clothing and fuel.

Throughout the training at Cambridge Bay cold is always a constant enemy. Students are surprised at how it penetrates their heavy survival garments. "I've seen it 50 below in Quebec," one pilot said, "but nothing like this and it's only about 42." The wind, sweeping from the polar icecap, makes a liar of the thermometer.

Gusts of over 70 miles an hour were recorded this past winter. Roughly speaking, each one-mile-per-hour of wind is the equivalent of one-degree-below-zero of cold. Thus, if the thermometer shows it to be 54 degrees below and the wind is at 40 miles an hour, this combination has the same effect as 94-degrees-below of still cold.

Cold and loneliness sometimes have drastic mental effects on the students. One trainee developed a violent claustrophobia from the

(Continued on page 36)

TECHNICAL NEWS

(Continued from page 21)

TRANS-SONIC JET TRAINER

North American Aviation's modified, two-seat, trans-sonic jet trainer, designed for advanced pilot



Trans-Sonic Jet Trainer

training, has successfully completed its first test flight.

The 650 mph trainer, a modified version of the F-86 Sabre Jet, is powered by a General Electric J-47-GE-27 turbo-jet engine of over 5800 pounds thrust. It has a maximum service ceiling of 45,000 feet, and a combat radius of more than 100 miles.

* * *

NEW ASSAULT TRANSPORT

FAIRCHILD AIRCRAFT have flown the first production model of its new U.S. Air Force C-123B Avitruac assault transport in an initial test flight of more than two hours.

Describing the first flight as "entirely satisfactory," General Manager W. L. Landers pointed out that Fairchild has modified, built, and flown the production version of the

Avitruac just 11 months after the company was awarded the U.S. Air Force prime contract to manufacture C-123B's.

Since announcement of the contract on Oct. 12, 1953, the Fairchild Engine and Airplane Corporation's aircraft division here has retooled its shop, engineered and tested a number of modifications, integrated production processes with its current Air Force C-119 Flying Boxcar program on the assembly line, and turned out its first model. An undisclosed number also are nearing completion and will roll out of the Hagerstown plant on schedule over the next several months.

Fairchild has had the C-123 prototype at its plant since December for study and modification. Nearly 100 test flights have been made to determine the value of proposed changes which the experimental program has indicated would enhance the flight characteristics and versatility of the new production models.

Major modifications which have been built into the C-123B include a high dorsal fin, rudder and elevator spring tabs, and doors over the main landing gear.

Other modifications include redesigned paratroop doors and pilots' corner windows, an improved de-icing system, antennas with reduced drag, and improved access to the powerplant installation.

When the Avitruac is formally delivered to the Air Force later this summer after company and USAF tests, it will be the first production assault transport ever placed in

(Continued on page 34)

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 Middle Row, left to right: A/P/O Wood, A/P/O Unsted, F/O Court-Smith, Sgt Gomes, F/C Lenton, A/P/O Mitchell, P/O Serafimoff, P/O La Chance.
 Back Row, left to right: P/O's Graham and Ironside, F/C's Bellis and Quinn.

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"GOING! GOING! GONE!"
 5316A

PERSONAL

GRATEFUL THANKS TO ST. PAUL, St. Leslie, and St. Frank—for favours received.

A THMILE FROM JOHN BUTCHER.

16 (A) SENDS GREETINGS TO THE perpetual flight cadet who spends Saturday nights with his friends in the guard house.

WELCOME TO COURSE 5409.
 (Continued on page 36)

GRADUATING CLASS 5316B (LR)



Front Row, left to right: F/O Whiteley, F/C Van Humbeck, A/P/O's Cornforth, Edmonds, Brett, Grundy, Field, and F/O Townley.
 Back Row, left to right: F/C Goddard, A/P/O's Rowden and Singer, P/O Burgess, P/O Blackford, A/P/O Moore and A/P/O Baigent.

A/P/O T. A. Edmonds—"Gnomey" is a little man from Hampshire, England. He confesses he is the blindest man in the Airforce. He enjoyed his stay in the States so much that he is believed to have pawned his baggage in Minneapolis to pay his way back.

A/P/O B. P. Rowden—"Dad" was very disappointed to hear the RCAF doesn't issue bath chairs to long-service men. He spends his time looking after 5316's worries, and dreaming of his own private "Shackleton" waiting in the U.K.

P/O Blackford and A/P/O Singer—"Merv and Dave"—as inseparable from each other as they are from trouble, woman trouble! Their hobby is dicing with death in their "blue chariot."

Instructor to Blackford: "Carry on, Blackford."

Blackford: "ZZZZzzzzz."

Instructor: "BLACKFORD . . ."

Blackford (stirring and stretching): "Oops! I was listening . . ."

A/P/O G. Brett—Lootenant Brett, USN—Pensacola's gift to the Air Force. His main hobby—worrying about his car. Alas, all in vain!

F/L "Ozzy" Osborne and F/O "Oully" Oullette—Our two genial guides through the dark vales of D.R. What was amazing was their capacity to "grin and bear it."

F/C P. Goddard—An exiled "Limey" who was a late arrival on the course. He astounded us all by getting leave in the middle of the course. He is now improving Anglo-German relations in Toronto. (Diplomat?)

A/P/O J. Moore—The course Casanova, is always falling head over heels—in love, and otherwise. Course film-star ref.: Pete Baigent's films.

A/P/O A. Field—As Canada has survived the impact of Austin Field it can be expected to survive any other disaster the future may hold in store. Austin leaves the Prairies a desolate region of broken hearts, crockery, and automobiles.

(Continued on page 36)

GRADUATING CLASS 5316 (AI)



Left to Right: F/O's Kueber, McGale (Class Director), Laviolette, Roy, Chisholm, Madore, Martinoli, and Filiatrault.

P/O P. (Paulus) Chisholm:

Appearance: You wouldn't believe it, so come and see for yourself.

Favourite Expression: "Get a new hat."

Hobby: To get married.

Ambition: To be promoted from F/C back to P/O.

Biggest Boob: Mistaking the relief tube for the intercom.

Probable Destination: Mitchell No. 5278 intercepting a U/S target.

P/O J. L. C. (Claudius) Filiatrault:

Appearance: Map-folding type.

Favourite Expression: "You owe me a coffee."

Hobby: Collecting honk boxes.

Ambition: To show a certain instructor how to lock-on.

Probable Destination: National Radex (Classique).

Biggest Boob: Giving the command "Gate and Dive."

F/O A. M. (Joe) Keuber:

Appearance: Ops. type.

Favourite Expression: "All straight forward! Let's go for coffee."

Hobby: To log more nose time in the Mitchell.

Biggest Boob: To get a yellower car.

Probable Destination: ERS instructor in Winnipeg.

P/O J. P. (JP) Laviolette:

Appearance: ? Married.

Favourite Expression: "Clime Bup."

Hobby: Phoning.
 Ambition: To have a lunch without salami sandwiches.

Biggest Boob: Buying a pound of salami.

Destination: A station with no PMQ's.

P/O Stan "The late man" Madore:

Appearance: Never on time.

Favourite Expression: "Contact, the target is at . . . hum . . . about . . . now let's see . . . approximately, maybe, ha, ho, ho, very censored—overshoot."

Ambition: To get a new camera.

Biggest Boob: Intercepting a Mitchell that was intercepting his target.

Hobby: Paying coffees to . . .
 Probable Destination: Accounts' Section (for Travel Claim).

(Continued on page 36)

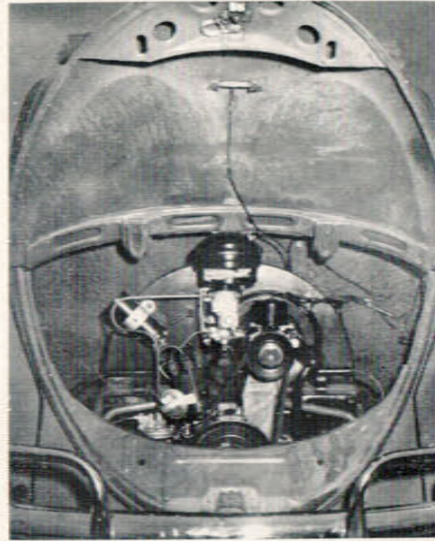
AUTOMOBILES

(Continued from page 6)

heating system that is very adequate, but . . . that horn! If anything will give you an inferiority complex that miserable beee-p will!

If you go around to the rear and open up what is normally the trunk you will discover an engine which looks small even in this car. But, as you see in the photograph, everything is easily accessible, and in fact it takes only 40 minutes to take out the entire engine, which means that overhaul expenses are kept to a minimum. A clutch costs only \$8 plus a couple of hours labour! The engine equipment all looks to be well made and built for longevity, something we all appreciate these days.

For town driving I fail to see how



this car can be beaten, for it nips around with all the agility of a small bug, and is guaranteed to remove all your traffic frustrations as far as is humanly possible. The steering is light and provided with excellent return castor (although rather too stiff when new); clutch and gear change are first rate, but the brakes fall down a bit, not from fade but from too stiff a return spring. Turning off the paved surfaces we wandered down some roads under construction at speed, and that four wheel independent suspension came through with flying colours. To be frank it was amazing, for that ride over awful surfaces has to be experienced to be believed. What's more I don't see much on this car that is likely to fall to pieces under such treatment.

On the highway the acceleration isn't bad, but if top only is used it takes a month of Sundays to get up speed. Once you have opened up to full speed, however, you can stay there all day if you

wish, for the simple reason that this engine is turning over at a speed well below the theoretical cruising speed of 2500 feet per minute. Personally, I found 65 to be quite comfortable, with no trace of instability on the road. Cornering, also, is quite good, but don't forget that the rear end breakaway is different in a car such as this, which has a rear engine, and oversteers.

To sum up I'll say that, despite the high price and odd looks, this is decidedly the best all round small car on the market anywhere in the world today—and that's quite a statement!

Next: Triumph TR-2.

MY PRAIRIE HOME

Oft I have trod the foreign shore,
And gazed on wondrous sights,
Seen stately homes in well-kept grounds,
And miles of fairy lights.

I've seen the best, I've seen the worst,
I've travelled far and wide,
And now my sunset hour is nigh,
Home will I go to bide.

Home to the rolling prairies vast,
Across this restless sea,
To where the towering Rockies stand,
And where I long to be.

Where unspoiled Nature's grandeur lies,
White draped on winter nights,
As 'cross the starlit cloudless sky
Sweep awesome Northern Lights.

Where tinkling sleigh bells echo clear
Betwixt the glistening trees,
And powdery snow goes drifting on
The gentle freshening breeze.

Now memory conjures visions of
The yellow autumn fields,
Rich with the golden harvest that
The fertile land there yields.

Those fields that in the summer are
So bright and green each year,
As rippling grain moves in the wind,
Beneath skies blue and clear.

Where lies the heart they say is home,
And mine lies there I know,
Where stand the rugged mountains
with
Their age-old crowns of snow.

There will I go, there will I stay,
My wandering days are o'er,
Once I have reached my prairie home
I'll leave it nevermore.

FROM THE

OBSERVATION POST

by 'Scoop and Droop'

Question of the week . . .

A very "scratchy" point to bring up, but when is someone going to donate a new needle for our Station theatre record player so that we may once again enjoy good music before each evening's performance?

One of our more conscientious airmen awoke the other morning at twenty past eight and, with a bellow that could be heard in St. Vital, realized he was late for work. With a flash, socks, shoes, pants, shirt and hat were donned, then down the stairs, out the door, a fast gallop across the field, a mad dash to the Section (Radio Room) - - - to find, much to his dismay—it was his day off.

For those of you who have wondered who those strange smiling faces are around Winnipeg Station, we are pleased to announce that they are the new kids from Summerside and Clinton . . . glad to give you with us, gang, and we are sure that your stay will prove to be very beneficial.

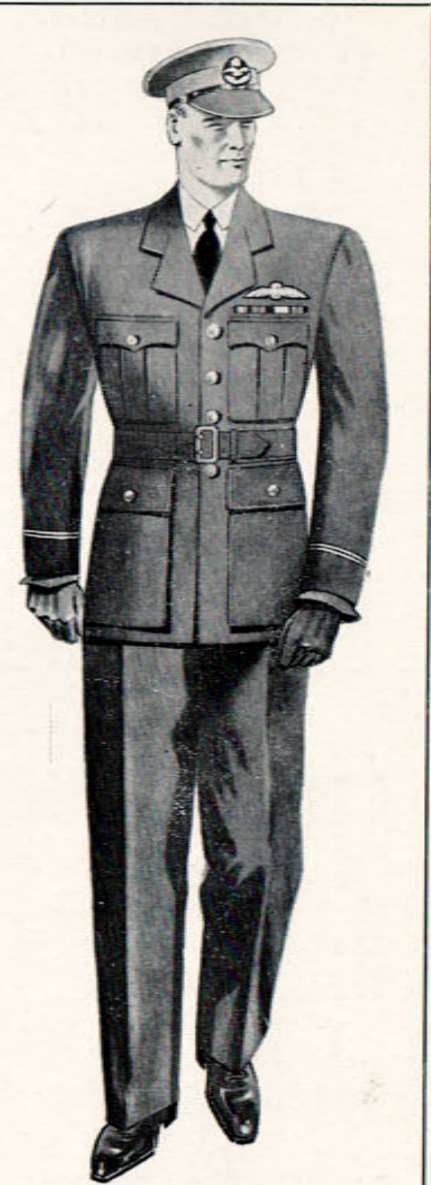
"What price glory"—An airman we know with two rows of ribbons from the Second World War was refused admittance to one of the

local pubs because, of all things, he had forgotten to bring proof of age. Well, anyway, he can always join the Junior YMCA! (Give us your secret, will 'ya?)

Something we would like to know! How come a certain Flight Cadet has recently removed the white flash from his hat and is now accepting salutes . . . No one minds saluting the bearer of a "Queen's Commission" but don't you think it is just a trifle premature, old man? . . . "You're welcome."

"Surprise of the week." There finally was a Station dance. Hope we don't have to wait as long for the next one.

We take great pleasure in doffing our hats to the Station Warrant Officer, WO1 Blundell, who has shown that we who live in barracks have not been forgotten, as witness the recent 'stand to.' WO1 Blundell has organized a new committee whose job it will be to organize indoor and outdoor sports as well as to accept complaints and beefs, etc. If everyone gets behind it, there is no doubt that it will be an outstanding success.



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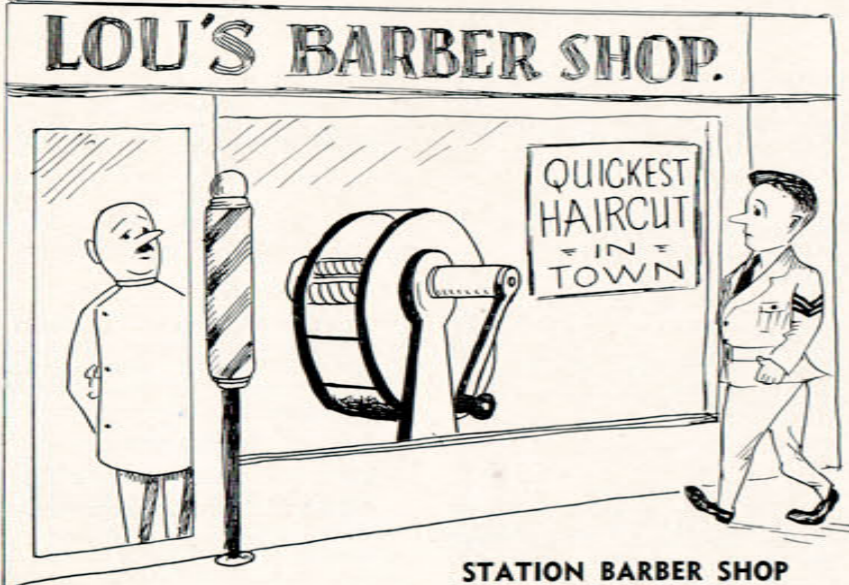
(Pembina Highway)

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TECHNICAL NEWS

(Continued from page 27)

service with the United States Air Force.

Addition of this type of aircraft has long been regarded as one of the most urgent requirements to provide greater mobility of ground forces and a more air-transportable army. The U.S. Army and Air Force designated the proposed aircraft as an assault transport because it could land in or immediately after the initial assault.

War-time experiences in Europe and later in Korean and Indo-Chinese battle zones showed a vital need for rugged transports of high payload capacity capable of operating in and out of hastily-prepared or unsurfaced fields in forward

areas. Ground forces required planes that could land with troop reinforcements, artillery, and other supplies, then take off again for rear areas with litter patients.

The Avitruc is a high-wing monoplane in the 200-miles-per-hour class with a top speed of over 240 miles per hour. It is powered by two Pratt & Whitney R-2800 piston engines developing 2,500 horsepower at take-off and has a range of 850 statute miles with a payload of 16,000 pounds.

With a crew of two, the C-123B is capable of airlifting and landing 61 combat troops and their equipment. It also can carry 50 litter patients, six ambulatory or walking patients, five nurses, and more than 1,300 pounds of equipment on medical evacuation missions.

Ideally suited for the airlifting of vehicles required by airborne or ground forces, some of the new transport's typical loads include: a 2½-ton 6 x 6 truck, two men, and 3,750 pounds of equipment; a 1½-ton truck, two men, and 5,000 pounds; two ¾-ton trucks, four men, and 3,400 pounds; or four ¼-ton jeeps, four men, and 4,550 pounds.

When artillery is required by assault forces, the C-123B can fly in and unload such equipment as: a 155mm howitzer, 19 rounds of ammunition, and 1,300 pounds of miscellaneous equipment; a 105mm howitzer, a ¾-ton weapons carrier, six men, and 90 rounds; or a 90mm howitzer, 90 rounds, and 6,000 pounds.

The distinguishing characteristics of the Avitruc's outline are its low silhouette, the sharply up-

swept rear fuselage, and a large tail-section which includes a tall fin-and-rudder assembly and a dorsal fin.

This upswept portion of the fuselage is so designed to house a special two-piece door assembly featuring a built-in ramp for the loading of cargo and troops. The high tail provides ample vertical clearance for wheeled vehicles and artillery pieces which can be loaded or unloaded in combat airheads without cargo-handling equipment.

The unobstructed cargo compartment area is 36 feet 8 inches long, 9 feet wide, and 8 feet high, providing 3,400 cubic feet of space plus accessways on both sides which can be utilized on bulk-freight missions for crated or other types of cargo. The compartment's treadway for wheeled equipment is stressed for 6,800 pounds axle loading, and the remainder of the floor is stressed for 200 pounds per square foot. Heavy-duty tie-down fittings stressed for a maximum of 20,000 pounds are laid on a grid pattern throughout the cargo compartment.

Fairchild's newest addition to the military transport field has 110-foot span, an overall length of 76 feet, and a height of 34 feet. The maximum gross weight at take-off is over 50,000 pounds.

Additional studies now are being conducted which include consideration of such modifications as the use of turboprop powerplants and extension of the radius of action, changes which will further increase the versatility of this new transport.

(Photographs of the Avitruc will appear in the October issue.)

111 C & R FLIGHT



S/L W. H. Nickel
New Officer Commanding.

WE FIND that quite a few people at Station Winnipeg are either unaware of the existence of 111 C & R Flight or a little bit vague about how and why the Flight operates. This column then is to try to put everyone in the picture.

The functions of the Flight are twofold. Firstly, to provide facilities for transportation and flying practice for the staff of 14 Training Group, and secondly, to carry out Search & Rescue operations as directed by the Group Commander through the Rescue Coordination Centre here at Winnipeg. The Unit is responsible for the Central S and R Area which covers Manitoba, most of Saskatchewan, half of Northern Ontario, Hudson Bay and the District of Keewatin, northward to the Arctic Ocean.

In the transport field our aircraft have carried many prominent people, including Cabinet Ministers, and high ranking members of NATO and our own Armed Forces. In the S and R field, since the unit's inception in 1951, we have averaged about ten searches per year. All were successfully com-

pleted with all but one of the sightings made by our aircraft.

In the past year the Flight has had a large staff turnover. In January, we bade adieu to F/L Buck Korol, who returned to civvie street and is now flying for Spartan Airways. In February F/O Harold Wildman returned to civvies in London, Ont. In April F/O Jim Watson was transferred to ANS and F/O Bill Towns came to us from Station Macdonald.

June of this year saw the return of F/O Johnny Locke to Winnipeg to join our other three helicopter pilots. John is now awaiting a posting to a newly formed squadron at Bagotville. In July F/O Jack Ellard was posted to the C119 OTU at Trenton whence he was subsequently transferred to 435 Squadron, Edmonton. We shall miss F/O Wally McLeod who also returned to civilian life, along with F/O Walt Judd and F/O Chick Johnson.

From ANS to 111 came F/O Ray Cutt along with P/O Dick Cracknell who will replace Johnson. Also this month we welcome F/O "Ack" Achron to our fold. "Ack" comes to us by way of "AI" Flight, ANS, and 4 (T) OTU Trenton, where he was on the same course as our Training Officer, F/L Ron Dickson.

Last but not least, our O/C, S/L E. H. Shaw, was posted to Staff College at Toronto. F/O Ed McNarry presented him with an engraved mug at a party given in his honour. At this party we had the pleasure of meeting our new O/C, S/L W. H. Nickel, who comes to us from staff college, Toronto.

SERVICING
The Servicing Section consists of approximately 100 personnel under the supervision of a Warrant Officer. A close liaison exists between air and ground crews for the main-

tenance of the unit's two Dakotas, three Expeditors, one Harvard, and the Otter. In addition the section also has the responsibility of servicing visiting a/c.

The turnover in servicing is not so big, but we find that we are losing our Engineering Officer, WO1 George Gayton, together with F/S Jack Fraser and Sgt. Don Wilbur who are going to Station Winnipeg.

To sum up, during the nine months period ending 31st August our aircraft flew a total of 2,497 hours, of which 205 hours were on Search and Rescue operations, and the balance divided between mercy flight, training and transportation duties. We hope that this column has answered a few questions—in future articles we will try to keep you up to date on some of our operations.

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5316A (LR)

(Continued from page 29)

WANTED

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CITIZENSHIP—GUY SERAFIMOFF.

FREE TELEPHONES — SGT. GOMES.

5316 (AI)

(Continued from page 31)

P/O (Doughnut) Martinoli:

Appearance: Bulky.

Favourite Expression: "I'll prove it."

Biggest Boob: Yes, he is.

Ambition: Sometimes—but not often.

Destination: Who cares?

Hobby: Arguing.

P/O R. (Skinny but sexy) Roy:

Appearance: Not very often.

Favourite Expression: "Let's go home."

Ambition: To drive to work.

Hobby: Not applicable—now married.

Biggest Boob: Believed the met man

when he said there would be no flying.

Probable Destination: Long Range.

F/O T. (Terry) McGale, course director:

Appearance: Very seldom.

Favourite Expression: "Might be back on Tuesday."

Hobby: Long week-ends.

Biggest Boob: Course director 5316 AI.

Destination: Leave.

5316B (LR)

(Continued from page 30)

F/C Van Humbeck and P/O J. Burgess

—Two immigrants from 5314. Van and John both added to the course's total of cars, but, amazingly enough, not to the number of accidents and "tickets".

A/P/O G. Cornforth — The course's cheerful Yorkshireman. A long-service ex-Halton "brat," he gave up his morse tapper for a pencil and dividers, and also presiding over the mess.

F/O B. Whiteley—The only westerner (of England, that is), and the only man on course who can recount "upside down with nothing on the clock" without shooting a line.

A/P/O P. Baigent and A/P/O R. Grundy — "Magic Eye" — the course photographer.

"A blinding flash when sipping beer,

"Ten to one old Pete is here."

Otherwise Pete has passed his days and spent his money struggling to keep a battered old wagon he operated with Dick Grundy running. Dick denies he is training for the local stock car races. Says he can't wait to get back to his Welsh mountains.

F/O M. Townley—Admiral Tim is the grand old man recently seen steering the bar around the mess. It is believed he is forsaking navigation for the Commandos, a very sensible choice judging by his ability in avoiding booby traps. (By kind permission of Burgess and Whiteley.)

SCHOOL FOR SURVIVAL

(Continued from page 26)

low-domed igloo and had to be restrained from wildly running out into the Arctic night. Another refused to eat, suffered dizziness and nausea and finally had to be brought out by dog team. But the men in general stand up well, recognizing that this training may save their lives.

There is another practical aspect to the RCAF's survival course. It costs Canada at least half a million dollars to train one air crew. These men, if lost, cannot be readily replaced. They daily fly hazardous routes, which makes it imperative, should misadventure occur, that they be able to care for themselves. All RCAF flight personnel are now scheduled to take the course. It is the best insurance they can carry.

One youngster summed it up: "It's like your parachute. It's a great thing to have. But still you hope you'll never have to use it."

A MATTER OF HONOUR

(Continued from page 17)

Joe stood and looked down at him for a long time . . . until the bellows in his chest stopped heaving, and the hammering of his heart died down.

Turning he held out his arms. "You know something, honey," he grinned, "I've fought my last fight."

"But Joe, you can beat the Kid any old time."

Joe remembered something he'd read in a book. "There's no need. I guess my honour's vindicated."

Betty smiled. "Mine too," she thought, happily.

PLANE FACTS

(SEE BACK COVER)

HANDY WHIRLY-BIRD

Seen in cross-country flight, the CH-1 helicopter built by the Cessna Aircraft Company of Wichita, Kansas, derives improved flight and hovering characteristics from the forward mounting of the engine. The 260 h.p. Continental FSO-470 power plant is easily serviced in its forward position, and in flight is easily cooled. In addition, mounting it forward leaves ample room about the centre of gravity for a balanced payload immediately behind the pilot and passenger.

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