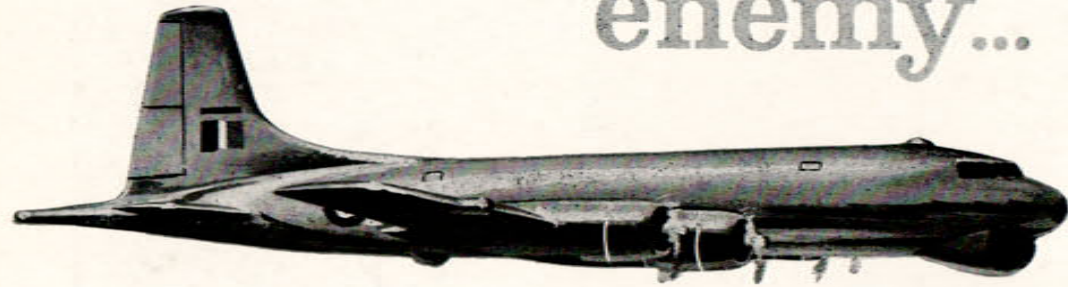


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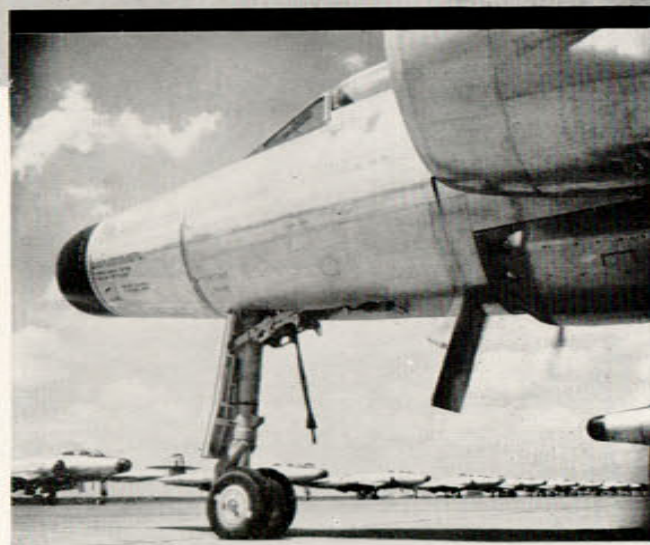
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AN AIRFORCE NEWSMAGAZINE •

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3052 (AUX) Technical Training Unit

HOW many RCAF Station Winnipeg personnel know what 3052 TTU is, where it is located, how it is staffed, or the job it has to do?

In the twenty-seven months since 3052 moved from 122 Carlton St. to Station Winnipeg I have often been asked, by station personnel, where I am employed. When I reply "3052 TTU," I am always asked, "What is that?" I hope that the following will at least partially answer that question for many who wonder what this unit does, and also awaken many more to the fact that this unit is a very active one at Station Winnipeg.

The title, I trust, is self-explanatory. Technical training is the duty of 3052, with trades including aero-engine, air-frame, instrument, electrical, munitions and weapons, mobile equipment and safety equipment, to which are added, during the summer, trades employed in the Aircraft Warning Units, plus clerks and supply techs.

Located in building 16 (old site), this unit of Air Defence Command is commanded by S/L W. R. Lee, who has a staff of auxiliary officers and airmen, supplemented by a number of regular force personnel and a few civilian instructors. The regular force executive assistant, F/O Al Turnbull, is responsible to S/L Lee for the nine regular force airmen who, with him, form the regular establishment of the TTU.

Trade advancement for Auxiliary technical tradesmen who do not hold the highest outright grouping for the trade in which they are employed is one job done by the instructors of the TTU. Top priority during the period from March through August is training of the Primary Reserve—RTTP.

Since the Reserve Technical Training Plan takes precedence over all training at this unit since preparation for it in compiling and amending precis, keeping information up to date, and so on, accounts for most of the regular force time throughout the whole year.

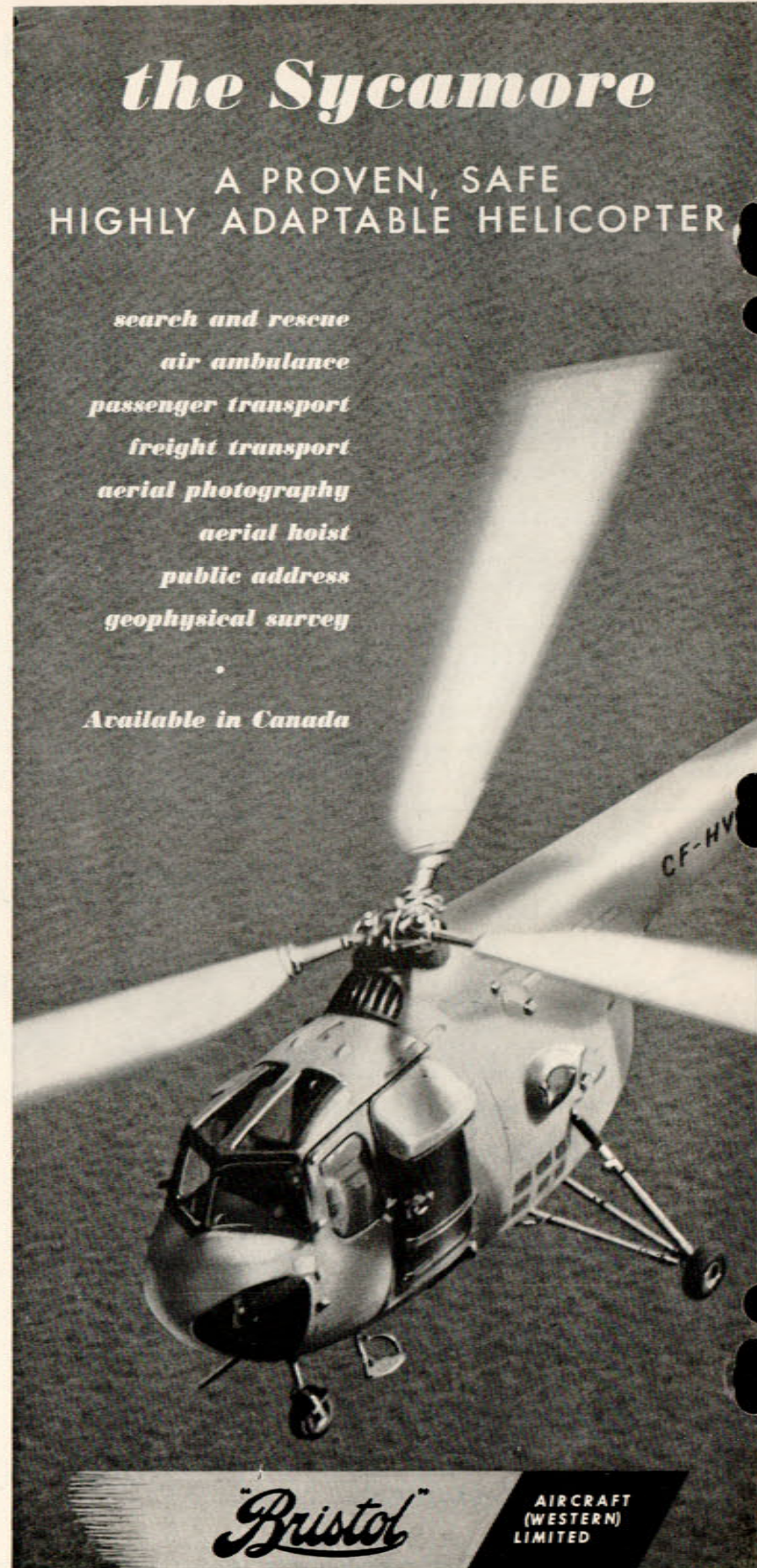
(Continued on page 27)

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FROM THE EDITOR'S NOTEBOOK

People often say to us, "Why don't you print more section news, stuff about the 'little' people in the flights and the hangars, in the offices and the canteens?" We've answered the question in the same words every time it has been asked, "You write it; we'll print it."

As you will realize we in VOXAIR have our primary duties to see just like the rest of you, consequently we just haven't the time to stroll through the various workshops, hangars, and offices picking up material for the news page. We must depend upon contributions from interested people in those sections.

But we want it, and if you will send it in we'll print it.

* * *

The story, "Bomber Command, RCAF," starting on page 4 of this issue, will bring back memories to those of our readers who "were there," and should be of great interest to those who were a little too young to have taken part. For permission to reprint this article we are indebted to George Mainwaring, Editor of *Northern Lights*, and the Hudson Bay Mining and Smelting Company Ltd.

Some of you will no doubt recognize old friends in the pictures accompanying the story. If you do, please write us and let us know who they are, and if possible what they are doing today.



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BOMBER COMMAND R.C.A.F.



Crew members, just back from hammering bomb installations in France, report for interrogation.

Part 1 of a three part story of an actual bombing operation over Dessau, Germany, carried out by Royal Canadian Air Force bomber crews during World War II.

DURING the early years of World War II the work of Bomber Command was overshadowed by that of Fighter Command. The latter's victory over the Luftwaffe in the Battle of Britain was followed by daylight bombing raids on enemy industrial targets. Then, since the Luftwaffe had complete control of continental skies, it became necessary to resort to attacks by night.

By 1942 new aircraft had been designed for the highly technical job of carrying the war at night to the enemy. The Halifax and Lancaster bombers were the workhorses of the R.A.F. Bomber Command. By this time all-Canadian squadrons were also working with Bomber Command. The roar of heavily laden aircraft leaving the English countryside for "Happy Valley" and other points in the Reichland became a familiar and ever increasing sound. Navigation methods and navigation aids were improved by scientific research. Electronics and radio became involved in a war behind the scenes—new inventions by both German and British scientists were designed to offset each other. Thus the tide of aerial warfare swept back and forth during the years 1941 to 1944.

To increase the accuracy of night bombing fleets a specialized Pathfinder force was developed in 1942. This force, made up of several R.A.F. squadrons and one Canadian squadron, developed a technique for locating targets and marking them with aerial and ground flares. The flares then became aiming points for the following bomber stream. As a result of this, bombing accuracy increased tremendously.

Before starting our story proper, let's take a look at a typical Airforce Bomber Command Station situated "somewhere in England." Buildings in the average airforce station were kept as far apart as conveniently possible in order to minimize bomb damage from German hit-and-run raids. As a result the bicycle became the standard means of locomotion. Airforce personnel lived in wooden barracks or the ubiquitous Nissen hut with its round galvanized iron roof, cement floor and blackout curtains. These huts were grouped into communal

sites and scattered around the perimeter of the aerodrome. Mess buildings, theatre, post office, gymnasium and chapel were also located in their respective communal sites.

An administration centre was usually located near the aerodrome control tower. There one found briefing rooms, clothing stores, aircrew lounge room, and parachute room. The hospital was usually found in some quiet corner of the station. Air raid shelters were scattered throughout the station and at all communal sites.

Aircraft were located at their own dispersal points around the perimeter of the aerodrome. Near each aircraft was a small canvas-covered shack to shelter the ground crew servicing their charge. Half a dozen ground crew men—fitters, (engine mechanics), riggers (airframe mechanics) and instrument men were attached to each bomber aircraft. That particular "kite" became their "baby" and come hell or high water it was ready to fly when needed. If any engine were found to be unserviceable, even an hour or two before take off time, it could be torn down and reassembled. One could rest assured it was in as nearly perfect running condition as human hands could make it. Aircrew generally became quite attached to their own particular ground crew and spent many off-hours together. Such was the general layout of an R.C.A.F. Bomber Command Station.

The daily routine with no operations in sight started with personnel cycling to their respective messes to get breakfast, which often as not was sawdust-like sausage and well-watered powdered egg. Then on bicycle to the flight rooms with pilots reporting to their respective officers, bomb aimers to bombing leaders. If weather was unfit for flying, classroom lectures were in order. If weather was suitable for flying, and no operations signal had been received from bomber command headquarters then a flight training program was assigned each crew. For fighter affiliation a fighter aircraft made dummy attacks on the bomber, the latter taking evasive action. The fighter pilot reported on the bomber pilot's ability in eluding him. In gunnery practice

—generally carried out over the North Sea—the gunners would fire at a smoke float dropped on the water. Occasionally an air drogue was used as a target. Bombing practice usually consisted of small smoke bombs dropped on a ground target, the results being assessed by two observers stationed on the ground. Blind bombing practice consisted of a timed run from a navigation "fix" to a specific town. And, of course, there were cross-country trips, practice navigation flights of an hour or two duration to keep the navigator on his toes.

After 2½ to 3 hours' training the air crew returned to base and a meal of brussels sprouts, cold mutton stew, tea and vitamin pills. Afternoon duties were usually quite light. Checking aircraft equipment, skeet shooting for gunners to keep their reflexes sharpened up, dinghy drill, a drill carried out by the whole crew in their aircraft while parked at the dispersal point.

In the way of recreation, the station movie was always popular, with officers at the rear, in raised seats. The seating was slightly different on occasion, as for instance a moral-lifting leg show. Then the officers sat in front. Mess entertainment was varied—darts, dominoes, shove-ha'-penny, and the popular "mild and bitter." A "Line Book" was always handy. Any mess member caught shooting a "line" had the story entered in the line book and paid the usual penalty, a round for each man in the mess.

When Bomber Command planned a night operation a signal was sent to all squadrons concerned by the previous noon. That signal gave all details of the raid as planned including the number of aircraft required from each squadron. The squadron commander picked out the crews required and a list of the pilots' names with time of briefing was posted in all the messes and flight rooms. Crews were anxious that they should not miss an "op." The average tour of operations required about 35 trips and everyone seemed to be in a hurry to find out how his luck would hold out.

(Continued on next page)



Flight sergeants of the R.C.A.F. Moose Squadron sit down to "Ops" meal.



R.C.A.F. Lancaster Bomber.

OPERATION TO DESSAU, GERMANY

The signal from Bomber Command has come through and pilots' names posted. Operational crews spend their spare time checking their aircraft and then sleeping, as no one knows as yet where the "op" is, or how long the trip may take. An hour before briefing the crews have an "ops meal" of bacon and eggs, toast and coffee—a meal that is obviously enjoyed despite the implications.

As briefing time approaches the crews gather at the briefing room dressed in their flight boots, heavy sweaters and battle dress. Personal belongings are left in tagged bags with the intelligence section. Escape aids and candy rations are picked up and distributed to crew members. Escape aids consist of two plastic cases about 5" x 6" x 1" made to fit into battle dress pockets. These cases contain equipment that would be useful if one is shot down over enemy territory and attempting to leave the country on foot. They contain small compasses, oil silk maps of Europe, knife, razor, fishing equipment, medical supplies, water purification tablets, language sheets, and two weeks' concentrated rations.

For briefing the crews are seated at long tables, one crew per table, windows are blacked out and doors locked. The briefing officer, generally the squadron commander, an-

nounces the target for the night—DESSAU. It is pin-pointed on a large wall map at the front of the room and a red ribbon marks the route to and from the target. After the "ohs and ahs" have subsided, the C.O. gives an account of the operation as planned. First, the reason for attacking this particular point—Dessau contains large marshalling yards and is a key communications centre. Second, the number of aircraft and types—400 heavy bombers, about half of which will be Lancasters. Third, fighter cover, if any—at night a few squadrons of night fighters will operate with the bombers. These are usually Mosquito twin-engined aircraft. Their main function is to harass the enemy night fighters at their own bases in Germany—they give no actual support to bombers in the bomber stream.

The type of raid to be carried out is then discussed. There are several possible types which may be used.

1. NEWHAVEN — used when the target will be free of cloud cover. The Pathfinder aircraft, of which

there may be two or three dozen, drop flares by parachute on the target area. These illuminate the country and the aiming point. The aiming point is then marked by red or green flares which burst a couple of thousand feet above the ground and cascade down onto the ground burning there for three or four minutes. The master bomber and his deputy, flying above the target, direct the bomber crews by radio, calling for bombs directly on the ground flares or perhaps a slight overshoot or undershoot depending upon the relation between ground flares (called T.I.'s for target indicators) and the aiming point.

2. WANGANUI — used when the target will be cloud covered. Pathfinder aircraft locate the target by

(Continued on page 16)



Waiting for crews.

ROBERTA MAUNDERS'

LIBRARY CORNER

HAVE you ever thought of making a visit to your Station Library? Your visit can be a profitable one whether you realize it or not.

During the course of one's work and contact with friends, one often comes across questions and subjects about which one would like to know more. By making a visit to the library you may consult the encyclopedia, or other reference, dealing with the topic. Acquiring this information is not only enlightening but it may be valuable—if you are ever on a quiz program!

Some movies and stage plays are more interesting if you have read the books from which they were adapted, or if you know something about the author's life. Many magazines now carry "movieratings," and by studying these you will be able to select those films which best suit your interest and taste.

If you are a shutterbug, a fisherman, a do-it-yourselfer or a hobbyist in some other field, you can find helpful information in the library. There may be some magazines you enjoy reading but which you do not subscribe to, and these you can often find in the library.

Magazines available for your enjoyment in the library are:

- Time
- Newsweek
- Saturday Night
- Rod and Gun
- Sports Illustrated
- Popular Mechanics
- Popular Science
- Q.S.T. Amateur Radio
- True
- Argosy
- Esquire
- New Liberty
- Aviation Age
- Canadian Aviation
- Flight
- Journal of The Institute of Navigation
- Life
- Saturday Evening Post

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"BONJOUR TRISTESSE"

by Francoise Sagan

(Reviewed by A/P/O P. W. Miles)

Bonjour Tristesse is a short novel by a seventeen-year-old French Girl—Francoise Sagan.

It tells of the life of a young girl and her father. The girl, young, emotional and gay, and the father, an attractive widower, have so far led a life of gaiety, without a thought for the next day and what it will bring. Suddenly a mature and handsome woman, a friend of the family, enters their life and threatens their happiness. She persuades the father to promise to marry her, thus ensuring a respectable and a boring life for both the father and the daughter. The plot lingers on the attempt of the girl to defeat the plan, together with the help of one of the father's woman friends.

The characterisation is brilliant; Miss Sagan plays beautifully on the girl's emotional struggle—between love for her father and a loathing for the "new" life that she has been promised. It must, and indeed does, end in tragedy, with the father and daughter re-united.

This is a book to remember. It has already been widely acclaimed and is a best seller in half a dozen languages. Francoise Sagan has revealed a deep understanding of people and writes with great pathos and understanding.

"Doctor in the House" "Doctor at Sea" "The Captain's Table"

by Richard Gordon

Laughter is the lubricant of life and any writer who can make us laugh usually has the world at his feet.

Richard Gordon, recruited from the ranks of the British medical profession, achieves just that in this triumvirate: "Doctor in the House," "Doctor at Sea" and "The Captain's Table."

Drawing on his own personal experience at medical college and several years sailing as a "ship's surgeon," Doctor Gordon relies on the macabre vein of humour that underlies the life of a student and doctor, as a framework for his three novels.

No one could suffer from reading these books except perhaps an over-nervous patient awaiting an operation. You will likely enjoy taking this form of medicine—between covers.

"MEN FROM THE SEA"

by K. M. Wallenius

(Translated from the Finnish by Alan Blair)

The author of this saga of the seas is a retired Major-General of the Finnish Army and his knowledge of the Arctic and its people is the result of many years spent in Lapland, so he writes with deep understanding of, and sympathy for, the hardy people who live in this land.

"Men From the Sea" is a collection of four short stories, and one long, about the Laplanders. The book is a descriptive narrative and its theme is the age old struggle of man against nature with survival as the prize. These are extremely simple stories and are as devoid of artificiality as the people, a brave and vigorous people, it describes. It is a story compounded of the elements—the fight to live, the battle with nature before which men are often helpless but on which they must depend to live.



Edited by F/O SANDY IONSON

MARCH OF DIMES



"JOIN THE MARCH OF DIMES?" Private Henry Friesen, 23, left, Canadian Postal Corps, issues challenge to Acting Pilot Officer Iain McNair, 23, Royal Air Force navigation student from London, England, who cheerfully responds. Pte. Friesen, a Winnipeg resident, is the son of Mr. and Mrs. A. H. Friesen, of Giroux, Manitoba. He reports a generous response to the appeal made with each sale of stamps at the RCAF Station Winnipeg post office. Other March of Dimes coin posters have been placed in offices, messes and canteens throughout the station. A/P/O McNair's home is London, England.

Air Defence Gets Electronic "Brain" to Guide Planes

NEW YORK—In the nation's new system, called "SAGE," the interceptor pilot plays a second part. He virtually "goes along for the ride"; his plane is controlled electronically from the ground. SAGE, an abbreviation for "Semi-automatic Ground Environment," is thus a new step toward the automation of war. The system was described by the Pentagon as revolutionizing air defence. The scientists of Massachusetts Institute of Technology, who envisaged it, called it a "quantum jump," or a very major advance, in effectiveness.

AMERICAN BEAUTY



TERRY MOORE

World's Most Modern Fighter

TORONTO—Behind security wraps at Canada's biggest aircraft plant, a revolutionary delta-winged plane is being literally taken off the drawing boards and put into production. It is Avro Aircraft Ltd.'s new CF-105, a two-place, all-weather super-jet fighter of reputed breath-taking performance and awesome armament. Well along in pre-production tooling at Avro's Malton plant the triangular-shaped 105 is expected to take to the air this year or early in 1957. With its Mach 2 speed the radical plane, in theory, could reach any point in Canada in a matter of an hour or two. It would also smash, by hundreds of miles an hour, any known records of speed for jet-propelled aircraft. But more remarkable, perhaps, about Avro's new craft are the number of "black boxes" to be stowed in its sleek frame. These will permit electronic devices to take over from the team of pilot and radar navigator, to guide the big fighter unerringly to an approaching bomber, "lock on" to the intruder and dispatch it with all the dispassionate effectiveness of a robot. The futuristic 105 is Avro's answer to specifications laid down at Ottawa a few years ago for an aircraft to succeed Avro's current CF-100—that would match anything which might now be on the drawing boards or put into production by a potential enemy.

Helicopters Bearing Big Share of DE Load

CALGARY—The helicopter pilot's voice came in loud and clear—"Knob Lake Radio, this is chopper two zero—two miles north—request local traffic and clearance to ramp." The voice belonged to Flying Officer M. W. "Milt" Sills, 33, of the RCAF, and it was reporting to a radio shack at Knob Lake, 700 miles northeast of Montreal. F/O Sills was returning from just one of many flights he and other RCAF pilots are making to help build the mid-Canada early warning line. The line is this country's defence against a surprise enemy attack. Ferrying men and materials to desolate hill tops, uncharted a few years ago, the helicopter is saving precious time in the job of stringing a band of aircraft detection stations across Canada's middle.

New Brunswick Airwoman Only Female in RCAF's Fighter Wing in Germany

METZ—LAW Jean Durette, of Atholville, N.B., recommends working with more than 100 men as a good way to get over being shy. Jean should know, for she has been the first female at the RCAF's No. 3 Fighting Wing, Zweibrücken, Germany, to invade the precincts of a Squadron dispersal building. She is now a clerk in 427 Squadron Orderly Room.

RED CROSS BLOOD DRIVE IN WINNIPEG



Above, left to right: On arrival each volunteer supplies a drop of blood from a finger tip in order that his blood group may be determined. The staff of the Red Cross mobile unit. The donor relaxes on a comfortable bed whilst his blood donation is taken.



Below, left: A general view of the unit at work in the drill hall. In the background is the "reception centre" where the bottles are collected and packed into cartons.



Below right: W/C Gaffney, W/C Branscombe, and the Commanding Officer relax over a cup of tea after donating blood.

RCAF's Defence Dilemma: What Job For Reservists?

OTTAWA—A decision on the future of Canada's Auxiliary Air Force is now being worked out, after consultations with officers of most of the squadrons from across the country. It is hoped that new plans for the RCAF Auxiliary may be announced fairly soon, but it is both complicated and delicate to fit the squadrons into the new conceptions of air defence. Auxiliary officers, it is thought, could fly the machine, now that many of them are being jet-trained on the 2-seater T33 and on Mustangs and Vampires. But effective use of the complex weapons system is something else again. CF-100's are most unlikely to be issued to the auxiliary squadrons.

Psychological Weapons Claimed Equal To Arms

WASHINGTON—An army board of review has established the policy that there is little difference between the use of psychological pressures and the actual carrying of arms when considering collaboration-with-the-enemy charges against servicemen. The board said the psychological aspects of warfare had been refined and developed to the point where "physical capture is no longer enough, but men's minds must be captured as well." The decision also said that "psychological weapons have become as important as arms, ammunition and guided missiles."

RCAF Seeking 70 Fighter Control Operators

OTTAWA — In a campaign which will carry over into February, the RCAF is seeking to recruit 70 Ottawa men and women for No. 2416 Squadron as fighter control operators. Offering pay equivalent to regular force scales, the Air Force plans to train the recruits two nights a week and one weekend every four. They will also spend two weeks at a heavy radar site in Eastern Canada during the summer, in work associated with North American air defences.

Unexpected 'Guest' Was World Famed

WINNIPEG—RCAF officers at Gimli had an unexpected and world-famous guest recently, soprano Kirsten Flagstad. Madame Flagstad, celebrated Wagnerian singer, was one of 18 passengers aboard a Scandinavian Airlines plane which landed at Gimli after heavy fog forced it to be diverted from its scheduled landing at Winnipeg.

Says War Would Last Seven Hours

SHERBROOKE, Que.—A war starting today would be over in seven hours, says Air Vice-Marshal K. M. Guthrie, president of the Royal Canadian Air Force Association. He said recently during a visit to local RCAF installations that: "It is not necessary for the enemy to bomb the principal cities in a country to destroy that nation," he said. "A few bombs strategically dropped would suffice to wipe out all form of life. Everyone would die from radio-active particles."

Forces Don't Want "Young Mobsters"

VANCOUVER—The armed services today formed a united front against a police proposal to drive Vancouver's young hoodlums into the forces. "We're not running a reform school," was the unanimous reaction of army, navy and air force recruiting officers. The proposal was made by Deputy Chief Gordon Ambrose in a report to Chief George Archer. He said troublemakers "must be driven out of the city, convicted and sent to prison or 'volunteered' into the armed services." Recruiting officers took the stand that the services are doing an important job which they can't allow to be jeopardized by inducing "a bunch of young mobsters who would merely transfer their gang tactics from the street corner to the barracks."

Election in Saar Won by Backers of German Union

SAARBRUECKEN — Official, complete returns gave a total of 375,577 votes to the pro-German parties, which have vowed in coalition to throw off France's economic controls and make the Saar the tenth state of the Bonn Republic. That is 63.9 per cent of the total turnout. But the three parties fell short of their goal of winning a 75 per cent majority, by which alone they could erase constitutional restrictions upon union with West Germany.

Dutch Disturbed by West Germans

THE HAGUE—For the most part, tempers have been held in check and official comments have been muted. The Dutch are trying to exercise restraint and moderation, presumably in recognition of the need for unity in the Western alliance at this time. They also are represented as wanting to avoid inflaming domestic political sentiment in West Germany to the embarrassment of the government of Chancellor Konrad Adenauer.

Soviet Leaders Pledge Afghans \$100,000,000 Aid

LONDON—The touring Soviet leaders wound up their South Asian tour recently by granting Afghanistan a \$100,000,000 loan. A Moscow broadcast said the Afghans had promised to continue their policy of neutrality in world affairs. The Moscow radio announced these developments from Kabul, last stop on the month-long tour by Soviet Premier Nikolai A. Bulganin and Nikita S. Krushchev, Communist party secretary. The broadcast said the two countries had decided to extend their agreement on neutrality and mutual non-aggression concluded in 1931. They also signed a joint declaration calling for general disarmament and an unconditional ban on atomic weapons. The broadcast said the loan was to finance a Soviet-organized technical air program.

CPLS. MESS DINNER



COMMANDING OFFICER being greeted at recent Corporals' Mess Dinner by Cpl. C. M. (Mac) McQueen, PMC. In the background are Cpl. Stan Mills and Cpl. Robinson.

VISIT OF MAJOR-GENERAL ROCKINGHAM

Pictured, right, at a luncheon honoring Major-General Rockingham on his recent visit to the station are: Left to right—S/L A. W. Appleby, F/L W. W. McBride, W/C F. Gaffney, A/V/M J. G. Bryans, Maj.-Gen. Rockingham, G/C G. F. Jacobsen, A/C H. H. C. Rutledge, W/C D. L. Forbes.



Below—A/V/M J. G. Bryans, AOC Training Command (left) and A/C J. B. Harvey, Chief Staff Officer, illustrating some of the problems of high-speed ejection to Major-General J. M. Rockingham during the latter's visit to RCAF Station Trenton.



Canada Not Ready For Attack—Simonds Blames Politicians

LONDON, Ont. — Lt.-Gen. Guy Simonds, former Chief of Canada's General Staff, said recently Canada is not prepared for a thermo-nuclear attack because "political leaders in this country will not face up to the problem of organizing national manpower." "Organizing the national manpower does not mean drafting everybody into the Army, Navy or Air Force—it means a studied policy—deciding what branches of the national effort must continue or be accentuated if a sudden crisis came. . . ." The general said that if Canada's manpower were organized as he felt it should be, everyone would now be carrying a card telling him what he was expected to do in a national emergency.

Greeks Charge Turks Bombed Own Consulate

ATHENS—Greek investigators have accused the Turkish consul-general and vice-consul at Salonika of having been the "moral authors" of a bomb explosion in their own consulate, Sept. 6. Two other Turks have been arrested

on charges of possessing explosives, and Greek foreign ministry officials are examining books on protocol to see whether the consul and vice-consul can be brought to trial as well.

GOOD-NITE TO PHONETIC SPELLING

Fonetic spelling of a grate many words has been Chicago Tribune stile for seventy-five years. The system was adopted to help skool children spell words like "photographer" (fotografer), "sophomore" (sofomore), "freight" (frate), "through" (thru), and so phorth. But instead of helping it hurt since many children who read The Trib didn't no wich was the rite way spell and on tests found themselves behind the ate ball. Last week The Trib announced it was going back to conventional spelling. Said one Trib reader of the change: "Few! It peels punny."



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EXTRA SPECIAL!

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DREWRY'S

It's a matter of . . . **TASTE!**

**HERE'S HOW BOEING 707
WILL LOOK IN TWA DRESS**

The purchase of eight Boeing 707 Jet Stratoliners for Trans-World Airlines was announced by Howard Hughes on February 7. Here is an artist's sketch of the airplane as it will look in TWA dress. The original order was for \$36,000,000. Hughes said 22 additional jet transports will be ordered during the next few months. The first of the TWA Boeing jet fleet will be delivered in April, 1959.



—Boeing Airplane Company

— TECHNICAL NEWS —

Edited by S/L C. CHESHIRE

RCAF AUTOMATIC EJECTION TESTS START

Aerial tests of various automatic seat ejection systems designed for increased safety when bailing out of T-33 or Sabre jet aircraft will be conducted by the RCAF, beginning in February at RCAF Stations Up-lands, near Ottawa, and Cold Lake, Alta., it was announced by Air Force Headquarters.

Carried out from a T-33 aircraft and using dummies, the ejection seat trials will extend over an eight-week period and are designed to study recently incorporated safety features in bail-out equipment for F-86 Sabres and T-33 Silver Stars. The new features include time-delay devices incorporated in the ejection equipment and parachute.

Approximately 15 dummy ejections using the automatic devices, with parachutes supplied by various parachute companies, will be carried out at RCAF Station Up-lands during the first phase of the

trials. The last phase, to be conducted at RCAF Station Cold Lake, will include at least one dummy ejection using each of the parachutes supplied for the tests.

In the automatic system, the single action of firing the seat will at the appropriate time automatically free the pilot from the seat, and the parachute will then be opened through action by the system. With bail-out equipment now in use in T-33 and Sabre aircraft, it is necessary for a pilot to eject the seat, then free himself from the harness which straps him to it, after which he must manually open the chute. By incorporating automatic time-delay devices, only one action by the pilot, that of firing the seat from the plane, is necessary, and the rest is done for him, greatly reducing possibilities of human error during emergency escapes from the T-33 or Sabre.

It is expected that the increased

safety factor will prove particularly advantageous, especially for low-level escapes which might become necessary shortly after take-off or just before landing, when every second counts.

The trials will be carried out at various speeds and altitudes, including low-level ejections at approximately 200 feet. The tests will also include parachute jumps from a Dakota aircraft by volunteer pararescue airmen in order to evaluate various types of parachutes.

One live seat ejection, in addition to the dummy ejections, will be made from a T-33 by a representative of one of the companies who manufacture ejection equipment.

Fully automatic ejection seats have already been perfected for the RCAF's CF-100 all-weather jet interceptor, and have been in use for some time. However, this system is not adaptable to the American-type seat in the T-33 and Sabre.

**F/L DeLong
Commended**

OTTAWA—Flight-Lieut. Edward A. DeLong, 27, of Toronto and St. Thomas, Ont., whose idea resulted in the adoption of a new type of navigation protractor and plotter for use in anti-submarine warfare, has received a letter of commendation from Air Marshal C. Roy Slemmon, Chief of Air Staff, has been announced by Air Force Headquarters.



The device, produced by F/L DeLong, a navigation officer serving at the RCAF's Maritime Command Headquarters, Halifax, is patterned after the ordinary protractor used by navigators for plotting purposes. It will save con-
(Continued in third column)

HAVE A *Player's* **"MILD"**



**THE
MILDEST BEST-TASTING
CIGARETTE**

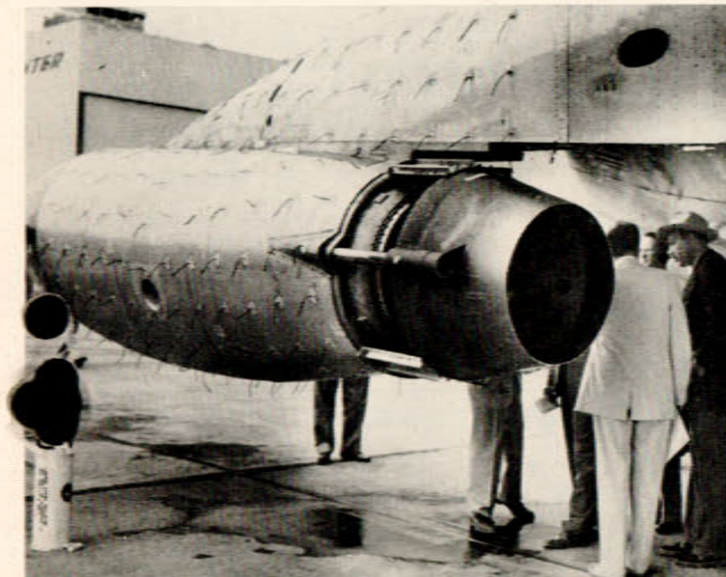
**POOR MAN'S
URANIUM DETECTOR**

A new uranium detector kit (\$8.49), containing all materials needed to prospect for uranium, is announced by CMG Industries, Box 611, Laramie, Wyoming. Invented by two University of Wyoming scientists, the kit, which uses the sun's energy, has actually detected commercial uranium passed up by expensive counters, and contains the necessary apparatus for appraising the uranium content. Ideal for the outdoor



man, Boy Scouts, sportsmen, and "week-enders," the kit also includes a fold-up pocket-size detector and four typical uranium ores.

**EXPERIMENTAL THRUST
REVERSER SHOWN
ON BOEING JET
TRANSPORT**



A full-scale experimental thrust reverser is shown between ground test runs at Boeing Airplane Company Flight Center in Seattle. The fixed installation, on the number two engine of the Boeing 707 jet transport prototype, was tested in static operation and at speeds up to 98 miles per hour during taxiing. The experimental reverser provided essential information on reverser performance and compatibility of the reversed jet with the aeroplane. Yarn tufts on the engine pod and supporting strut traced the flow of exhaust gases from the heavy experimental reverser. Boeing

engineers are now developing a thrust-reverser and silencer combination that can be installed as a unit on the tailpipe of the Boeing 707's Pratt & Whitney jet engines.

siderable time in operational navigation in maritime tasks and will improve the accuracy of sonobuoy recording. A sonobuoy is a device dropped to the surface of the sea from an aircraft engaged in anti-submarine patrols and is capable of detecting the presence of submarines and relaying this information by signals to the aircraft.

**Eisenhower Says U.S. Won't Give Up
On Peace Efforts**

WASHINGTON — Every word in a 30-minute speech by Secretary of State John Foster Dulles was personally read and approved at Gettysburg earlier by the President. Mr. Dulles posed five questions at the opening of his address, which he later answered in considerable detail. Chief among them was whether the failure of the Geneva conference increased the threat of open war. His answer was negative.

AUTOMOBILES

By PETER McLOUGHLIN

AMERICAN FORECASTS FOR 1957

WE are evidently going to witness many changes in nearly all our cars during the next twelve months, some of which will be drastic. Many of those suggested are, in our opinion, steps in the right direction at last—less like bathtubs, more character, less chrome, and better road holding. Apparently only Rambler, Lincoln and Continental will stay unchanged. Wheels will be 14" but with larger tyres. The heights continue to go down and will average 57½"; this will necessitate doors with "flipper" tops—see Packard. The length will not increase and might even get shorter—cheers! The fishbowl impression will be even further accentuated, thinner pillars, and windcreens that go back into the roof—think of the replacement cost on such compound curve affairs! Naturally interiors have to get smaller, because of the height changes. With lower centres of gravity, roadability will improve and suspensions may even sport air-cushion designs (Buick), but how about independent rear suspension before any such innovation? Both Britain and ourselves are far behind in this. The improvement in roadability and riding comfort, if such ideas were adopted, would be far greater than any "gimmick" at present

being boosted. Tail fins will continue their screaming climbs for the heavens; funnily enough, they are even functional at high speeds. Tinware is starting to be thrown out finally, thank your lucky pocketbook. In its place we are likely to see more metal sculpturing on the sides and fronts of our cars. The rear end is to receive more attention just to insure that you cannot possibly tell whether the beast is coming or going! The characterless, over-copied, well-rounded, fat bodies our cars wear as clothing look like changing for the better, and you may soon be able to say that your car has an individual character, and differs from other makes. The era of the true hard-top convertible is almost around the corner and with it, perhaps, the death-knell of the canvas top. How about expense? Pillarless bodies with two and four doors will dominate the market. It appears likely that we will also see four headlights—2 of 4" and 2 of 5½"—grouped in pairs. If legal problems have not been solved by the start of the year, the spot to be occupied by the second light will be filled with an ornament.

Should we be able to see the centralised hydraulic system (brakes, steering, suspension, etc.) by 1957 the lights sup-

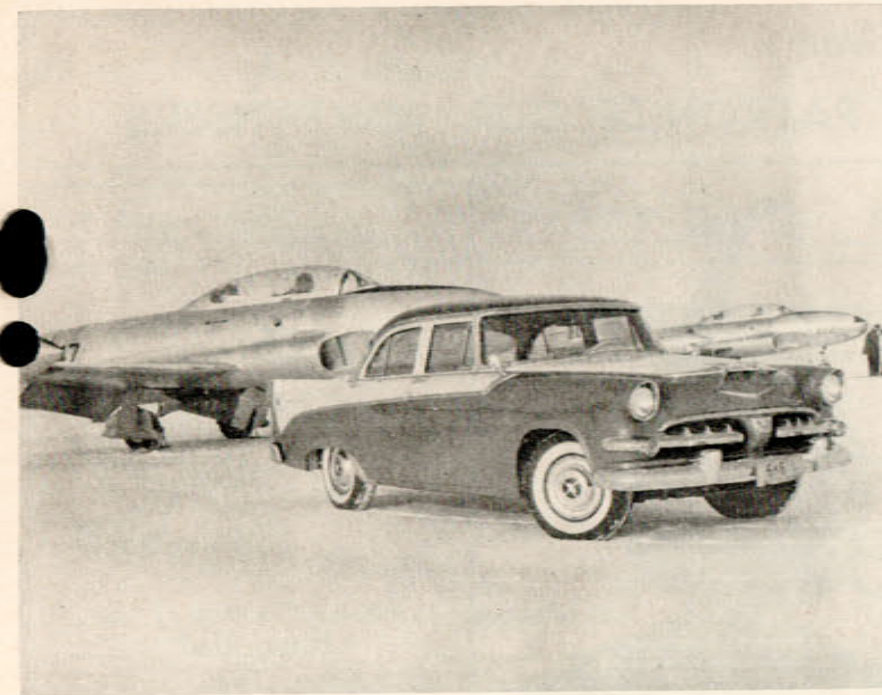
plied may well be the old "sleeper" type—switch on and out they come, off and they return. Chevrolet are in line to have unitized bodies if possible. The six-cylinder engine is finished, except for trucks and delivery panels. As to power, we hope the mad race comes to a halt and starts on the down grade or, alternately, that we're given honest figures for a change. Ford may produce a new line of cars late in the season which might be known as the "Edsel" to compete in the middle-price field. Finally, it is unlikely that the Nash Statesman or Hudson Wasp will be seen again.

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DRIVING IMPRESSIONS OF THE 1956 DODGE CUSTOM ROYAL

Tech Specs

GENERAL
Wheelbase—120"
Overall length—212"
Overall width—74.6"
Overall height—60.6"
Steering turns—5.0
Turning circle—42.3 ft. (dia.)
Shipping weight—3,550 lbs.

ENGINE
Bore and stroke—3.63" x 3.80"
Displacement—315 cu. ins.
C.R.—8.0:1
Max. B.H.P.—218
Max. torque—309@2000
Gas tank—17 U.S. gals.
Rear axle ratio—3.54:1 (auto)

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4-door sedan	\$3,395
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Auto transmission	\$215.00
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Power brakes	\$ 47.50
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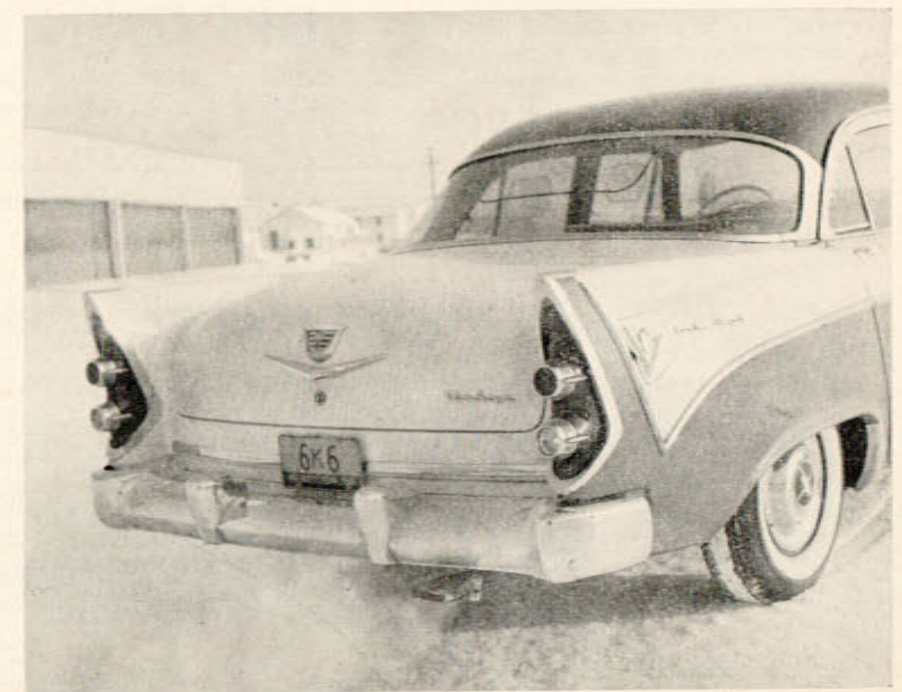
Through the courtesy of Chudd Motors, Gimli, we were able to examine and try out our first domestic product for 1956, a Dodge Custom Royal four-door. The car was equipped with the accessories as shown in the price column.

The overall impression is of a rugged machine considerably improved from the previous year. The lines have at last started to depart from the boxy shape of the last seven years, and the "flow" is helped by the accentuated tail fins. These fins are extremely helpful for any guiding hand when reversing out of snowbanks, as we discovered! The basic front and rear chrome work is sound and of good workmanship, but the effect is spoiled by surplus "tin" thrown around the doors, windshield, and sides of the car. In our opinion, such gushes of ostentation in a car are unnecessary. The rear end treatment is massive but fairly simple and well executed. The swallowing capacity of the trunk seems to get greater each year, and it is now too large for everything except moving house.

With Chrysler switching over to 12 volt systems this year, the transition is complete, to nobody's regret. The engine space looks better laid out than normal and, in addition, there is easy accessibility. While on this subject, we frequently wonder why it is imperative that horse-power must increase each year? It may be very nice to have 218 b.h.p. in a Dodge, but how can you ever use it? It might be more to the point if all firms reduced power to a usable 150-180 and concentrated on roadability. Furthermore, if a standard h.p. rating were used (i.e., SAE net b.h.p.) by all manufacturers we could get away from many of the phoney figures put out by the publicity departments. In a recent test a certain make developing 180 b.h.p. with a power pack only turned up 135 b.h.p. when put on a dynamometer! And it was fully run in.

The interior comfort on this year's Dodge is a decided improvement over last year's. The seats give the driver more back and leg support. The driving position is comfortable and still the best of all big three products. The instrument range is complete and appears to be reasonably accurate. However, workmanship needs improvement on most detail work; there is too much evidence of the car having been thrown together. We hate to sound off on "chrome" again, but it has been horribly overdone on the interior and bottoms of the front doors. The rear seats are almost luxurious and we find

(Continued on page 29)



Courtesy "The Motor"

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**BOMBER COMMAND
RCAF**

(Continued from page 6)

dead reckoning or radar and drop flares which hang on parachutes at altitudes varying up to 15,000 feet depending on the height of the cloud cover. The master bomber then directs bomber crews to drop bombs on these sky flares. The flares are so placed that bombs dropped on them will continue down to the aiming point below the cloud cover.

3. OBOE — on short operational trips a target might be marked by flares dropped from Mosquito aircraft with a special remote control type of navigation whereby the pilot is instructed by radio from England when to drop his flares. Bomber crews then use these flares as aiming points.

The tactics to be used during the trip are discussed. On this particular trip to Dessau the crews will stay at low altitudes below 2,000 feet until they reach a point well inside France before climbing to their operating height. On certain legs of the trip altitude will be varied in order to keep the enemy confused. By staying below 2,000 feet German radar will not be able to pick up the bomber stream until within short range. The German radar screen covered all approaches from the west.

After the C.O. has given a general brief of the operation to Dessau, further briefings are given by the officers in charge of particular sections.

(To be continued)

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Dark-haired, brown-eyed Lucille Auger likes her huge Panda as much as any of the presents St. Nick left under her tree this year. Lucille is the wife of Cpl. Toll, PR Photo 14 Tr. Gp.

THE CHRISTMAS SCENE

IN RETROSPECT

Piper Laurie pipes "Merry Christmas" as she opens her presents on Christmas morning.



Lovely Julie Adams, Universal International starlet asked Santa Claus for a dolly for Christmas. Look what she got!



New Year's Greetings from pretty Doreen Malone who left her native Ireland only a few months ago, and is looking forward to a very happy New Year as a new Canadian.

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WINNIPEG, MANITOBA

FROM THE BANDSTAND

A NEW sound filled the air around the Station drill hall December 11, when the re-formed Station band held its first concert. The new ensemble features a "band within a band," as a number of the musicians are presented as a dance band when music for dancing is needed.

For their debut the boys presented a varied programme of martial and religious music, opening with a medley of marches entitled "Passing of the Regiments." The selection included such well known compositions as "Belphegor," "Light of Foot," "Punjab," "Battle of Galentea," and "Gallant Serbia." A change of pace to Latin American, with David Bennett's "Mexican Hat Dance" and a samba, "Copacabana," by Harold L. Walters, was followed by the stirring "Kinloch of Kinloch," arranged by Musician "Bud" Miller, and featuring the trumpet of the arranger. A salute to our neighbours to the south, under the title "American Heritage," introduced the favourite airs of three wars: "Yankee Doodle" (Revolutionary War), "Tenting Tonight" (Civil War), and "Johnny Comes Marching Home," dedicated to veterans of all wars. The first half of the concert closed with the beautiful "Airman's Hymn," composed



Bud Miller and his trumpet in the stirring march "Kinloch of Kinloch."

by F/O W. Campbell, with words by W/C Creed, and arranged by Cpl. Kenny Bray, all wartime members of the RCAF, and the lively "To Look Sharp," immortalised by the Gillette Band of "Cavalcade of Sports."

Xavier Cugat's "My Shawl" and Glenn Miller's "Moonlight Serenade" were featured by the Dance Band section during intermission, and the second half of the programme opened with the ever-popular "Imperial Echoes," through which the band was conducted by W/C Tommy Cooper, the Air Force's first bandmaster at Trenton. Following the happy "When the Saints Go Marching In," the band played the beautiful and familiar waltz, "Melody of Love," two pieces for the children—"Rudolph the Red-

(Continued on page 22)



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Wednesday, February 22
CROOKED WEB (A3)
Frank Lovejoy Marie Blanchard

Thursday, February 23
RING OF FEAR (G)
Mickey Spillane Pat O'Brien

Friday, February 24
KANGAROO (G)
Maureen O'Hara Peter Lawford
And Children's Serial

Sunday, February 26
GILBERT AND SULLIVAN (G)
Robert Morley

Monday, February 27
SHE WOLF (A)
Kerima

Tuesday, February 28
13 RUE MADELINE (A)
James Cagney Richard Conte

Wednesday, February 29
STATIONS WEST (A)
Dick Powell Jane Greer

VOXAIR VIXEN CYNTHIA PATRICK

Recently signed to a long-term contract by Universal-International, curvy Cynthia Patrick is set for sure-fire stardom. Her first picture at U-I is "Gun Shy," starring Jock Mahoney, Martha Hyer and Lyle Bettger.

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Voxair Vixen
Cynthia Patrick
Courtesy Universal

FROM THE BANDSTAND

(Continued from page 19)

Nosed Reindeer" and "Frosty the Snowman," two Christmas processional marches: "Joy to the World" and "Angels we have Heard on High," the hymn "Holy Night," and, again for the kiddies, "The Teddy Bears' Picnic."

The entertainment ended with Charles Lee Hill's "At the Gremlin Ball," a piece of music dedicated to these little men who were such a nuisance to aircrews during the last war. After the "March Past" and "The Queen," the band was thanked by the MC, F/L Chalmers.

The concert was conducted throughout by Bandmaster Sgt. Gordie Rowe, and the commentary was handled in a very humorous fashion by LAC "Icky" Richmond, of the Tele-Comm section.

The band was formed just six months ago, and at the time it first appeared in public, on Air Force Day in June of last year, had a repertoire of only three or four marches. It has come a long way since then, however, thanks to the efforts of the capable Gordie Rowe and the enthusiasm of the musicians. It must be remembered that the boys are not employed as musicians; they are tradesmen in other lines of endeavor, and much of the work they put in is in their spare time.

Since the band was formed it has played for every Wings Parade at Winnipeg, when many distinguished V.I.P.'s have heard and complimented the group on its performances.

Christmas saw the band much in evidence, at both the drill hall parties and at the Airmen's New Year's Dance, and it is heartening to see the support it is receiving from Station personnel. The members of the band are happy to use their spare time for practices, and to make themselves available for functions at any time, in order to provide entertainment for their comrades. We feel they are doing a most worthwhile job.

INDIANS PREFER WHITE MAN'S SNOWSHOE

Now the Indian wants to use the white man's snowshoes.

So successful have been tests on a light and strong magnesium snowshoe, designed and developed by the Directorate of Inter-service Department, that word has spread through the north country and several queries have been received from Indians and trappers asking where they could be secured.

Actually the snowshoe is still undergoing tests and trials, but it has performed so well that the Directorate of Inter-service Department has recommended it for Army adoption.

Snowshoes, a most necessary item for troops in northern Canada, have always been a problem for the Army. The familiar wooden type deteriorates badly in storage, and the need for replacements has always been great through warping and breakage.

Development of the new snowshoe commenced some time ago. Since then some pairs have carried testing soldiers over 1,000 miles of rough trails and still remain in first-class condition. The new snowshoe is made of a magnesium frame and stringed with aircraft fine cable steel encased in nylon.

The new snowshoes are light in weight (less than half that of the old type) and are corrosion-, rot-, and moisture-proof. No matter where stored, they will not warp nor will the strings relax under adverse weather conditions.

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BITS and PIECES

By "BRIT"

Once upon a time, a very long time ago, about last Thursday, I was talking to an elderly gentleman, who, lacking a complete formal education in his youth, has proceeded throughout the years to self-educate himself and has done a remarkable job of it. He expounded the philosophy that one may not gain complete or true personal satisfaction unless he does, by his own standards, an honest day's work for his pay. This is not a new idea nor is it an obsolete one.

A little thought on the subject produced a feeling of agreement. This conversation and the resultant contemplation led to a curiosity about other personal philosophies. A recent article came to mind about a young ex-marine, who was beginning to teach high school in New York. The first day that he entered his classroom, a student threw a book at him and informed him that he had "better lay off" the student and not give him a hard time. The teacher, never having had a course in child psychology, threw the book back and told the student to sit down before he was slapped down. The student has been a model ever since.

This anecdote set me wondering if, perhaps, this teacher had found the solution to juvenile hoodlumism. Not that I advocate force in the handling of these people, but rather that we treat them as humans: intelligent, thinking humans. After all you would not allow your neighbours or friends to insult or deride you. Neither would you allow any intelligent human to terrorize your city without some opposition. Why should these people be allowed to?

There is a school of thought which says that all people are anti-social at birth and must learn to live with others. Combining this attitude with the Biblical quotation, "An eye for an eye, a tooth for a tooth," one could find a strong argument for dealing with hooligans in their own manner, with terms of reference they can understand. The opposition would probably quote another Biblical phrase, "Vengeance is mine, saith the Lord," and, perhaps rightly, declare that since we have law enforcement agencies they should be left alone to handle the situation. I guess it all depends on how strongly one feels about living in a democratic country.

Particles . . . A little note from the Weather Bureau states "Winnipeg has had sixty-one inches of snow to date this year—the annual average is twenty." It sure would be nice to be around for the winter that averages out this year. . . . With the Lenten season coming up we have a very kind offer from the unmarried officers about. If anyone wishes to give up the heart-throb, these enterprising young men will fill the breach! . . . Still lots of room for entries in the big contest. See last issue for details.

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Williston Herald, Williston, North Dakota

111 C & R FLIGHT

By F/O NORM McMILLAN

ON the afternoon of December 24th, a Cpl. Lord, his wife and six children were driving through North Dakota en route to Namao, Alta., on transfer from Rockcliffe. A car coming from the opposite direction pulled out to pass another car, hit some ice, and slid into the oncoming corporal's car. Both cars were demolished, and Cpl. Lord received several broken ribs, a possible punctured lung, and was in a state of shock for some time. His wife received a broken ankle and multiple bruises. One of their children received a broken hip, which was put in a cast, and the other five children received minor cuts and bruises.

Neither car was insured. The owner of the other car, whose wife was driving at the time of the accident, was a "couldn't-care-less" type. Although they were uninjured they offered no help or consolation to the corporal and his family. They did not even visit the hospital where the injured of the Lord family were kept for the next two and a half weeks. The attitude was, "We have nothing, so what are you going to do about it."

There is a happier side to the story. The people of Williston, N.D., took the uninjured children into their homes and showed them all the hospitality and kindness that they would have shown to long-lost relatives. On Christmas Day, the day after the accident, some of the people in whose homes the children were staying brought a Christmas tree and decorations to the hospital

and set it up for Corporal and Mrs. Lord. They outdid each other in trying to be helpful to this family in distress.

The accident was not reported to the RCAF until a letter was received at AFHQ in early January from Williston. 111 was immediately notified, and F/O Don Park in Expeditor 1567 was dispatched to Williston with F/O Earl Zapf, the 14 Group Welfare Officer. F/O Zapf checked with the hospital authorities, and it was decided that the corporal, who was the most seriously injured, would be in condition to fly by Monday, Jan. 9th.

Monday morning, F/O McMillan and the crew, plus Nursing Sister Poirier and F/O (now F/L) Zapf, took off in Dak 913 with four stretchers set up and flew to Williston, where they picked up the Lord family and flew them to Edmonton.

The Lord furniture had not arrived. New furniture was borrowed locally and a PMQ was made ready. Several wives at Station Namao volunteered to aid Mrs. Lord in housekeeping, cooking and so on until her ankle healed. Just goes to show you there are still lots of nice people around.

Cpl. Lord sold the remains of his car, a '50 Meteor, for \$35.00. Have you checked your car insurance lately?

BIG TROUT LAKE

LAST FALL S/L Nickel, F/O McNarry, Cpl. Roscoe, LAC McOrmand and yours truly made a

communications trip to several small civilian stations in the bush country. In December three of us dropped into Big Trout Lake again. We had engine trouble and our stay was longer than expected. Didn't arrive home till Christmas Eve.

While we were there we noticed that many of the Indians in this large Indian settlement were not clothed too well for this climate. Kids were running around with no gloves, no overcoats or jackets. Some teen-agers were wearing only summer clothing. The temp was below zero and the winds at times were up to 40 miles per hour.

LAC Ed McOrmand, our crewman for the Otter on this trip, mentioned this lack of adequate clothing to Wes Davidson, the school teacher, and asked if we could help. Wes told us that any wearable clothing would be greatly appreciated.

So, after the New Year festivities had ended, we contacted the airmen of 111 and, with their donations, managed to fill about twenty potato sacks with good clothing. During one of our navigation training exercises which passed over Big Trout Lake, LAC McOrmand dropped his clothing bundles to the people below.

Ed. should be commended for his efforts on this occasion, and I'm sure the Indian people of the Trout Lake area are grateful for the warm clothing they received through the thoughtfulness of one airman and through the kindness of his fellow-airmen in making donations which resulted in the successful completion of a worthy cause. Good show, Ed!

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14 GROUP CHAPLAINS' CONFERENCE



PROTESTANT PADRES ANNUAL CONFERENCE

The Winnipeg Protestant Chapel was the scene of the annual conference of Protestant chaplains from 14 Trg. Gp. stations on the 24th and 25th of January. Pictured are the delegates to the conference with G/C F. W. McLean, Director of Religious Administration (P), (second from the left, back row), and on his left Winnipeg's Commanding Officer, G/C G. F. Jacobsen. A/C H. H. C. Rutledge, Group Commander 14 Trg. Gp., is pictured fourth from the right in the rear row. Seated are Station Chaplain (P) F/L H. Cox (second from the left) and S/L A. R. MacIver, 14 Trg. Gp. (third from the right).

COVER STORY

This "Indian Chief," wearing a war bonnet of eagle feathers and taking up the pipe of peace, is Private T. B. Engebretson, 20, a Royal Norwegian Air Force navigation student at RCAF Station Winnipeg. The war bonnet was once worn by Chief Strong Eagle, a Plains Cree Indian.

This photograph was taken during a recent visit by several Norwegian students to the Manitoba Museum in Winnipeg, where they viewed many relics of Canada's past. (Photo by Cpl. Ken Toll.)

In 1953, Canada's electrical manufacturing industry used \$383,750,000 worth of Canadian-produced raw materials.

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3052 (AUX) T.T.U.

(Continued from page 2)

Personnel of the RTTP are high school students, some of them serving Air Cadets, 16 to 18 years of age for boys, 18 to 21 for girls. Recruiting of these young people starts in January. Air Cadets apply to the Regular Force Recruiting Centre and others to the Auxiliary Recruiting Centre at 122 Carlton Street (17 wing HQ). Recruiting documentation and medical completed, the recruit reports to BB 16, RCAF Station Winnipeg, where he is given a written test, measured for uniform and sent home with instructions to report to the TTU to commence Phase 1 of the RTTP training on March 15 at 2000 hours.

Phase 1, or Indoctrination Training, is carried out on Thursday nights and Sundays until June. Lectures are given on such subjects as dress, manners, the uniform, air force law, etc., and an instructor from each trade explains what selection of the recruit in his particular trade would mean in the way of training and future employment. Each flight has its share of drill each Sunday.

Following the July 1 holiday these 20 members of the RTTP will report each day at 0800 and remain until 1630 (Monday through Friday). Before the end of August 240 hours of trade instruction must be completed, excluding the time spent on drill, sports and our own Commanding Officer's parades. Those who last out the summer, and most of them do, will write a group one trade paper set by Training Command late in August.

Those attaining a group one may, if they desire and if there is an establishment, transfer to one of the Auxiliary units in Winnipeg. Those not wishing, or unable, to remain with the Auxiliary may remain in the Primary Reserve or obtain an outright release. Many of the RTTP personnel join the Regular Force soon after the summer's experience is over.

The purpose of the RTTP is "to train Auxiliary units with tradesmen who are up to RCAF standards." It also forms a nucleus of partially-trained personnel in case of emergency and certainly acquaints the youth of Canada with life in the RCAF.

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NICE TYPES

By RAFF & ANTHONY ARMSTRONG

Working under the Adjutant are, of course, several Orderly Room Clerks, amongst whom you will find—

MR. MacHERBERT.

Mr. MacHerbert cannot strictly be called an Air Force Nice Type because he is a civilian. But the problem of man-power has resulted at many stations in the employment of civilians for routine office work and other duties, and that is how Mr. MacHerbert comes in. Mr. MacHerbert poring over his files, is rather nondescript. That is to say, you take a look at him and are certain you've seen him before somewhere, on some other civilian



job around the Station; then, on looking closer you realize it must just have been someone rather like him.

A.C. Plonk's attitude to Mr. MacHerbert, when their paths happen to cross, is a mixture of envy and superciliousness. He envies him his salary, and looks down on him for being a civvy. But then Plonk has, as usual, set his mind on the unattainable—civilian rates of pay combined with all Service privileges.

AUTOMOBILES

(Continued from page 15)

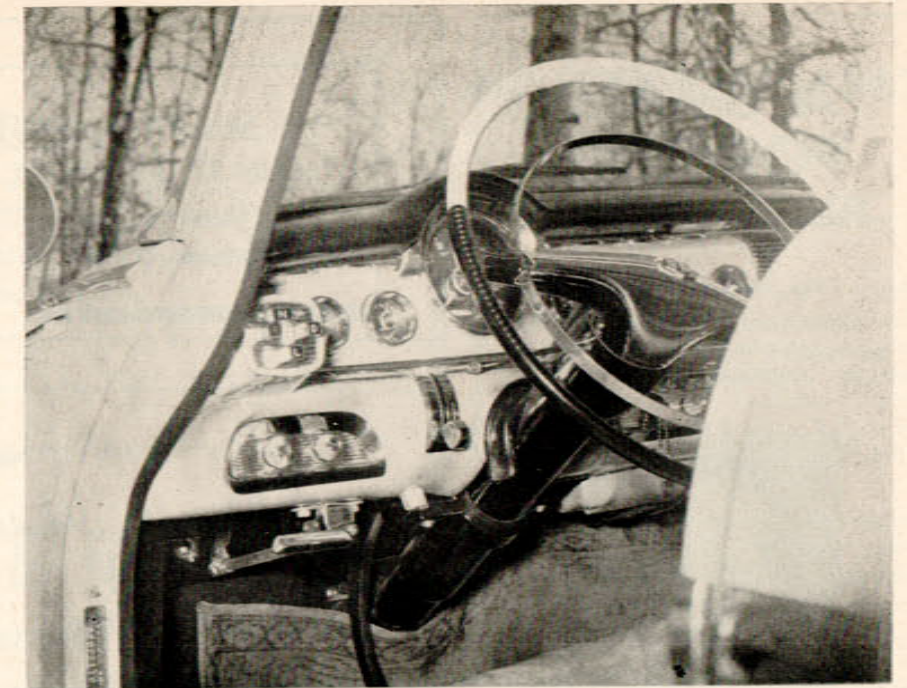
no complaint. Visibility is naturally good. Congratulations are due for the adoption of the variable speed electric windshield wipers, which were also in last year. The dash harmonization is easy on the eyes, notably so on long drives.

The steering on the highway is accurate at all speeds and enjoyably light. But five turns from lock to lock is asking for serious trouble in tight spots; you just can't control the car. We liked the brakes—smooth, light, and no grabbing. Our feelings on the ingenious method of shifting gears—dash push button—are mixed. It certainly is neat, easy to operate, positive in selection, but then—so was the lever system. The only real advantage may lie in that the children cannot possibly interfere now. Naturally, the doors are fitted with the much vaunted safety locks. At speed the car appeared nicely stable even at 80 on icy roads, but flick the rear end and you'll end up in the ditch. If anything we find the riding qualities harder than last year, though the float was less. You can't have your cake and eat it too—unless you get independent rear suspension. The turning circle is too large for easy driving, and we hope this will improve next year, for parking becomes positively awkward—just adding to our present city driving headaches.

All told the Dodge Royal makes a rugged package, ideally suited to our conditions and roads. As you can perceive, most of the faults are of a minor nature and do little to detract from the quality of the car as a whole.

Chrysler laid off 10,000 workers last week. This is evidently a leader amongst the other companies and indicates severe over-estimation of the market for family cars this year. Let's hope it fails to indicate a general recession.

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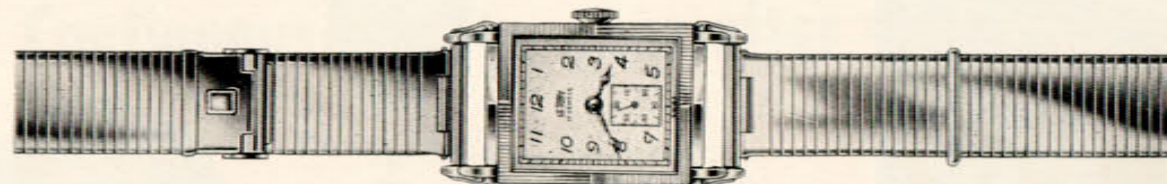
RCAF Messing Officers will speak to home economics and household science undergraduates at fourteen universities and colleges across Canada during lecture tours planned to begin February 3, it was announced by Air Force Headquarters.

Designed to acquaint university undergraduates with career opportunities in the food service branch of the RCAF, the talks, to be given by five Air Force women messing officers, will give the students a broader outline of the Service's sponsored internship programme for the home economics and household science graduate. These sponsored internships are available at various Canadian hospitals and with a commercial firm.

The lecture tour is divided into five regional circuits, which include universities and colleges in the Maritime Provinces, Quebec, Ontario, the Prairie Provinces, and the west coast region. The five RCAF officers, all dietitians, carrying out the speaking engagements are Flight Lieutenants Dorothy Jones of Clyde, Alta., and Florence Christie of Calgary, Alta., and Flying Officers Donna Baker of Winnipeg, Doreen Eaton of Edmonton, and Eleanor Coulter of Imperial, Sask.

There are 32 messing officers in the RCAF, most of whom are women, and with service strength approximately 50,000, openings now exist for about 15 more food specialists. RCAF messing officers are concerned with all details of food services administration that any dietitian in civilian life is familiar with, sometimes on a much greater scale. They are responsible for the general supervision and organization of kitchens and dining halls, as well as for necessary arrangements for aircrew feeding, hospital food services and catering for special functions in Canada and overseas.

The lecture tour is expected to terminate the middle of February.



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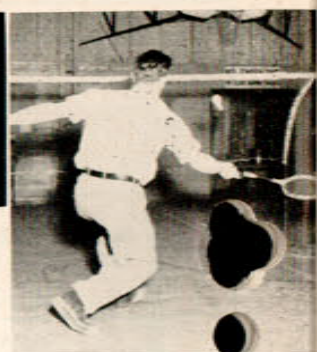
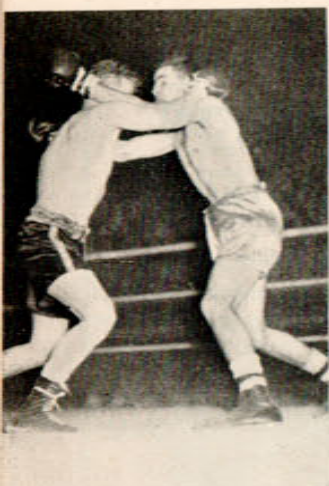
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By "STOCKY"



Curling



"WRECKED SPECS"

Sports Centre Curling Rink competing in the 14 Training Group Bonspiel at MacDonald in January. Right to left: LAC Ramsey (skip), F/S Stockdale (third), F/L Chalmers (second), and Cpl. McCurrie (lead). Moose Jaw won the 14 Group trophy, Claresholm the Claresholm trophy, and Portage took the consolation prize.

A play-off amongst the top 12 teams of the curling club was held at Deer Lodge to pick the rink to represent Winnipeg in the 14 Group Curling Championships, held at Station MacDonald.

LAC "Al" Ramsay's rink, composed of Ramsay (skip), Stockdale (third), Chalmers (second), and McCurrie (lead), won out, going through the play-off undefeated. Unfortunately, the rink could not carry on the good work at MacDonald. The first game pitted Moose Jaw against Winnipeg, with Moose Jaw emerging as the eventual winners of the 'spiel. This was

the best game we played, with the final score 7-6 for Moose Jaw. The second draw saw us competing against Claresholm, again in a real close game, with Claresholm coming out on top by a 11-9 score. The third and last game saw a complete disintegration of the Winnipeg entry against Gimli. The score 11-4. 'Nuff said! The officers are planning on sending a few rinks down to Kenora once again to defend the championship won by F/O Langen last year. This 'spiel is open to Officers only, and it is planned to have 40 rinks in play this year. Good luck, fellow curlers.

Hockey

The Inter-Service League, in which the Buffaloes were operating, has had to fold, due to non-participation by our army cousins. Consequently, all that is left for the club is a series of exhibition games. We are holding our own in this field, having won 5 and lost 3. F/O Johnston has taken over the coaching chores and is doing a very good job. We are entered in the Manitoba Intermediate "B" play-offs, so all these exhibition games against stronger clubs are helping our training.

Bowling

A four-team play-off of the top teams in the Inter-section League was held in the alleys to determine a representative for Winnipeg in the 14 Group Bowling Championships, to be held at Penhold.

The games were bowled under the same conditions as will be encountered at Penhold—a five-player limit no handicap event, total pin-fall to count.

The Tele-Comics emerged as our representatives, and the best of luck goes from the Station to Cpl. Dovak, LAC Meihus, LAC True-love, LAC McHiston and LAC Simmons. Bring back the trophy, fellows.



Group Captain Jordan, MacDonald's Commanding Officer, threw the first rock to open the competition after the opening parade led by the piper and drummer.

Inter-Section Hockey

This league is (when the weatherman is on our side) now operating. The Flight Cadets, Officers Mess and 3 CU are out on the ice as often as possible, as are 402 Sqdn. and Instrument Electrical. It is a tough job to convince the Sergeants' Mess that they really aren't as old as they seem, but they have banded together to form what is laughingly called an "Old Mansteam," consisting of players of 31 and over. A challenge to the Officers Mess has been accepted for a joust on the outdoor rink. All challenges will be accepted by the Sergeants Mess from teams of a similar age group.

Badminton

The Badminton club is hard at work picking a team for the Group Championships, to be held on the 4th February at Claresholm. A new innovation this year is being attempted with the advent of both male and female competitions. There will be one doubles and two single teams from each unit, which should make for an excellent tournament.

Volleyball

The 11th February saw Winnipeg hosts for the semi-finals of the Volleyball Championships for the Eastern Division of 14 Group competition. Our inter-section winners have not been decided as yet, but rest assured that the club will be well worthy of carrying our colours into competition.

Basketball

THE station Basketball club is now operating in a Senior "B" league at the "Y." This league, although of a "B" category, features such court notables as "King" Carl Ridd and many others of Senior "A" fame. So far the Wildcats, as we are so aptly named, have only won two games, but each time out the scores are getting closer. The last two games were lost by two points, which should give a fair indication of the steady improvement of our club. At present, F/O Ron Day, the big gun of the Wildcats, is in third position in the overall scoring race. Big things are expected of this club as it goes into the final stages of the league.

In an exhibition game against the

Falcons, a team in the same league, the Wildcats came out on top by a score of 42-37. Once again our attack was paced by Ron Day, who got in for 14 points. LAC "Al" Ratcliffe, playing his usual hard-driving game, set up many scoring opportunities for his teammates and also managed to garner 9 points.

The club is travelling to Saskatoon to play an exhibition game on February 4th. The Saskatoon club is reputed to be very strong, having such notables as Paul Thomas, of Toronto and Olympic fame, on their roster. This team operates in a Town League and is strengthened by the inclusion of civilians. A full report on the outcome in the next issue.

Soccer

HAVING had a rest for four months, the Soccer team is back in training for the coming season. The first official training night was Monday, 23rd January, when quite a few new faces were to be seen and the absence of old faces was very noticeable. Whether this was due to transfers from the Station, illness, duty, or just plain reluctance to get back to the grindstone, will be apparent at the next few training nights. Training takes place on Monday evening at 7 p.m., at which time the drill hall has been reserved especially for soccer training. We have made arrangements with the United Irish F.C., a local first division club, to have the services of their trainer and coach to organize the right kind of training, and this, combined with the help of the more experienced players, should prove fruitful this season. Dwelling upon the past performances of the team, last year

we had some fine successes, notably the winning of the RCAF Manitoba Championships and we were finalists in the 14 Training Group Championships, which also was the match which determined who should represent the West in the Dominion final. In this match, with RCAF Station Penhold, we failed to retain the cup, which we won in 1954, and there was no doubt about the superiority of this strong side from Alberta, though the advantage of having the match on their own ground was apparent. Our consolation was that we were beaten by a strong combined RAF and Norwegian team, whilst we were 100% RCAF. We accepted the defeat as a lesson in good team work and ball control and, above all, on the need for more training. So the emphasis has to be on training if we are to produce the right results and return the cup to what we feel is its rightful place.

On the subject of this season's programme there is speculation as to whether or not the strength of the team will warrant our entering the Winnipeg and District league in the second division. This is a big step to take, and once we have committed ourselves to a league schedule we must stick to it and have no recurrences of last season's let-downs, when we had to take the field with only nine or ten players, due to the failure of team members to show up. We would like to see more support from the Flight Cadets, especially the English lads; in fact, from anyone who has any interest at all. In the next issue we hope to feature team members for the new season, so turn out and give us plenty to write about.

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GRADUATING CLASS 5418 (AI)



BACK ROW, l. to r.: Sgt. Moiny, F/C's Smeeth, Fielding, F/O Sykes, F/C's Farmer, Kay, F/O Pharaoh, F/C McDonald. FRONT ROW, l. to r.: Sgt. DeMartelaere, F/C's Dowle, Brown, Jones, F/O Bochonko (Class Director), F/C Botsford.

WANTED

(Any information you have about these men, please keep to yourself . . . we can't print it here!)

F/O M. V. Bochonko, alias "Wally" or "The Boss." This man is wanted for inveigling local Girl Guides to join the RCAF as air interceptors. Can usually be found in or around the dirty white quonset huts on the old site.

F/O P. M. Sykes, known as "The Smoothie." This "con" man (meaning "continental"—he's late of Leicester, England) is wanted for stealing local maidens' hearts. To find him, look in the nearest pub.

F/O B. T. Pharaoh, alias "Orrible 'Arry," is wanted for impersonating cockneys and quibbling over bridge scores. Move the body of the con man and you will find 'Orrible.

F/O P. M. H. Thomas, known as "Baby Face," is wanted by Scotland Yard for impersonating a Canadian. It seems that his ship, HMCS "RAF," was shipwrecked on the shores of Canada, and he swam ashore and, finding the natives friendly, stayed. Glad to have you aboard, Mike.

F/C J. A. Botsford, alias "J.B.," is wanted for being the driver of the get-away car in a "pantie raid" at the Provincial Normal School. Usually found in or near a '52 Chevvie debating as to whether or not this or that part of the car is his or the property of the occupant.

F/C G. K. Dowle, known as "the apple-pickin' B.C. logger," is wanted for questioning on the disappearance of

B.C. apples from the Flight Cadet Mess. Found near the Botsford Chev (a paying occupant).

F/C G. P. A. McDonald, alias "Noor." This man is wanted for smuggling herrings and sardines on to the station. Is usually found fighting off women who refer to him as "Cuddles."

F/C B. H. Smeeth, also known as "Hook Shot," is wanted for abduction of TIA time. Usually in or around the TIA or on a basketball court.

F/C P. B. Jones, the "Ottawa Outlaw," is wanted for being behind in his alimony payments to his wife, Gaille, and son, P. B. Junior. Can be found anywhere where there is transportation to Ottawa.

F/C R. A. Brown, known as "The Major." This ex-Army RSM is wanted for driving a "mechanical roller skate" registered under the name of Val Brown. Will never be found in the barracks or on the station at weekends.

F/C R. W. Kay, alias "The Duke." Is said to control the "numbers" racket in North Winnipeg. May be found at almost any hour in his bed, at other times in the company of six or more girls from the Ballet. (Safety in numbers, Ron?)

F/C G. E. Farmer, the "Belleville Bomb," a gentleman of leisure—is wanted by the Manitoba Government for decreasing the numbers in the teaching profession in this province. Is also wanted by Joyce.

(Continued on page 36)

GRADUATING CLASS 5419 (LR)



F/O McConnell, P/O Blundell, P/O Stafford, P/O Walker, P/O Simpson, P/O Brown.

By the time this gets into print, the gallant remnant of the Dread Nineteen will be back home again. We don't expect you to be as enthusiastic about this as we are; no one could be, except perhaps for one or two instructors in Long Range School, who are learning to smile again for the first time in seventeen weeks. A great many pilots are probably much happier, too. Flights with Nine-teen have sometimes been compared to Cooks Tours—not so much on account of the astro as because we usually took the scenic route. AOS should institute a pair of campaign medals—one for instructors, inscribed "For Valour," and one for graduates, engraved "I'm Fireproof (now)." The OT Section once informed us we were a pleasant bunch of Yinyangs, whatever they are—that's us, as you can see for yourself if you look at the picture.

Our astro specialist is Derek. This is a pretty rare picture—half of us have never seen him, as he lives in the middle of our evil-smelling smoke cloud. Derek is a fugitive from the Royal Navy, and he uses that pipe to intimidate screen navigators. He also has an unfortunate knack of predicting exam results. (You might not think this is unfortunate at all, but you certainly would if you had results like ours.)

Lending a hand with the astro is Eric. He used to be in the Army, until it got too hot for him, and then he joined the Colonial Police in Africa. That got too hot for him too, so he joined the RAF. Now he is leaving Winnipeg. Winnipeg got too damn cold for him or anybody else.

The chap on the wing is Dave. He got a pair of glasses in his last few weeks, and suddenly realized what all this astro was about. He had been flying undercast and overcast for nearly twelve months. People are unkindly suggesting that Dave needs a white stick, as well as glasses; this, of course, is quite untrue. Dave already has a white stick.

Pete is co-piloting. He passed the course with flying colours by the comparatively straightforward method of memorizing the lecture notes by heart and working like mad for twelve months solid. We can recommend this procedure to anyone who is having trouble on course. We can afford to—we're fireproof (now).

The last one is Brian, who is driving. He still has three times as many hours on single-engine stuff, and tends to give you the impression he started flying in one like this. Many people think he got that awful haggard look at S. This isn't true—he had that look when he arrived, but AOS has certainly tried to justify it.

We think Green Phase characters ought to find the Dread Nineteen a source of constant inspiration and encouragement. After all, if we can do it, anyone can. And we wouldn't like to go without a word of thanks to all those people who have pushed us through exams and guided us along the straight and narrow, especially our star instructor, our own long-suffering F/O McConnell. A very fine bunch of chaps they are, and we really are grateful to all of them. While to those many students whom we leave behind, all we can add is good luck, and goodbye—

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5418 (A1)

(Continued from page 34)

F/C T. G. Fielding, the "B.C. Hood," whose disappearance from Vancouver was noticed when the Tupper Commission started its investigation, is wanted for calling STARBOARD Port, and vice versa. (Which is which?)

Sgt. R. J. M. G. DeMartelaere, aka "Double-Wing Rudy," is wanted by Brussels (Belgium) police for teasing RAF officers. Usually found looking for Ernie.

Sgt. E. M. H. Moiny, known as "The Belgian Noof," is wanted by the Winnipeg police for disturbing the peace by constantly yelling, "Where's Rudy?" Usually found looking for Rudy.

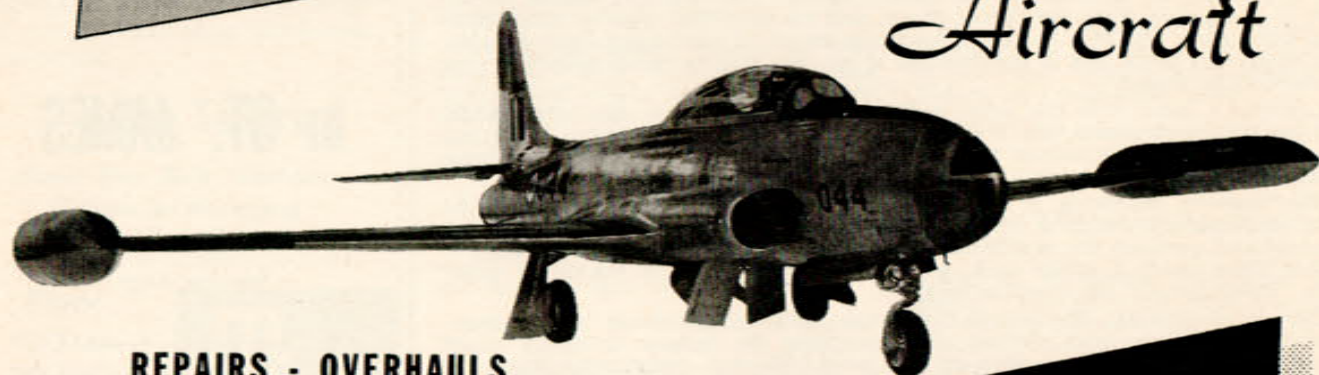
Russian Leaders Criticized by Nehru

NEW DELHI—Prime Minister Jawaharlal Nehru, who is a professed neutral in the cold war, has criticized two Soviet leaders for "twisting history" in anti-Western speeches before Indian audiences. Delegates at a closed meeting of Mr. Nehru's Congress party said he spoke of his "embarrassment" over some of the things Soviet Prime Minister Marshal Nikolai A. Bulganin and Communist party chief Nikita S. Khrushchev said during their recent tour of India.

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