



PLANE FACTS
See Page 30.

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CURLING ISSUE

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MARCH 11, 1955

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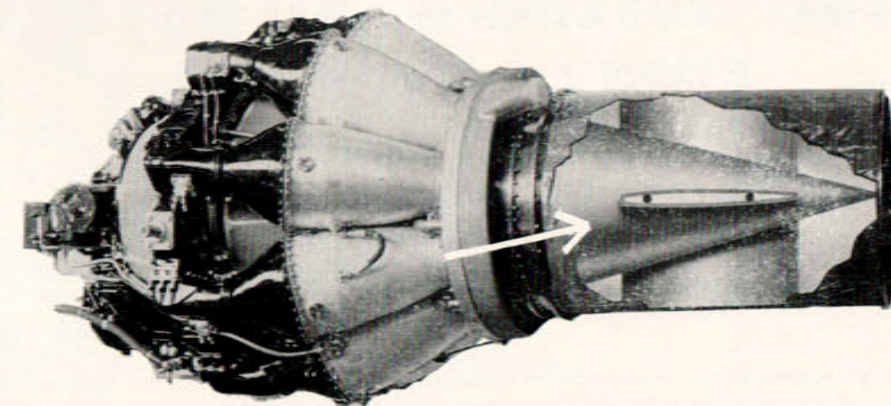
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EDITORIAL

CURLING

LACROSSE and hockey are considered the Canadian national games, but in this our "Curling" issue we feel we have a right to sing the praises of what is surely the most popular of winter sports in Western Canada.

Which sport can be played by all, regardless of sex or age? Which sport could become our national game, for this reason alone? One has only to be at a Winnipeg curling rink during the world's largest Bonspiel to find the answer. The observer is amazed at the wide range of ages of the participants making up the various rinks. There are teenagers, and men on the last lap of their "four score years and ten."

In many cases age is an asset rather than a hindrance, for age goes hand in hand with experience and experience is invaluable in curling.

In fact, a few years ago most of us, especially those of us who hail from outside Manitoba, considered curling an old man's game, played for the most part by elderly business and professional men. In Manitoba, however, this was a misconception, for the art of curling has always been encouraged and fostered in schools and clubs, making Winnipeg the Curling Capital of the world.

Each year the world's largest bonspiel, sponsored by the Manitoba Curling Association, is held in this city. This year a total of 380 rinks participated, a remarkably encouraging sign to the followers of a game which is making great headway in the sporting world.

One wonders if the armed services are not being slow to grasp the significance of the increased popularity of curling. In the services one finds men who have reached an age when they are no longer assets in the hockey world. They are men who, if they could find a sport in which they could continue active participation, would

not flock to fill up the spectator benches so soon.

Curling is such a sport. This year the station curling club has thirty-six teams travelling downtown once a week to curl. If the station had its own rink the number of rinks on the station would probably double. The station curling rink would become the centre of activity for the majority of personnel for as long as the ice lasted. Artificial ice would give good service from October to April.

We realise that the initial financial outlay would be quite large, but considering the number of people benefiting, in improved physical condition, higher morale and comradeship, we would soon see interest on our original investment.

Danny Turner's rink defeated all comers at Saskatoon for both the Group Commander's Cup and the 14 Training Group Cup. With a permanent rink, and games every night instead of once a week, the MacDonald Brier Tankard would not be out of reach.

NICE TYPES

(Courtesy of Methuen & Co. Ltd.)

(Illustrated by Bill Hooper)

By RAFF and Anthony Armstrong

THE STATION COMMANDER

THE Group Captain Commanding an RAF station—who is irreverently known as the Station-master—has much in common with the kings of a lonely South Sea island. That is to say, they are both liable at any moment to have a Big White Chief arrive suddenly out of the blue in either a large Shining Ship or a large Shining Car and, in the voice of one speaking with bags of authority, tell them to do this, and stop doing that, and what the hell goes on here, and in general throw considerable weight around.

any gainsaying stuff 'round either island or Station will pretty soon find there's no future in it.

The Station Commander's activities are multifarious. He has to deal with an enormous mail. He has to grapple with hundreds of forms—one of the penalties of living under a Bumphocracy. He is perpetually interviewing delinquents, visitants, aspirants, applicants, supplicants, recalcitrants and sycophants.



By way of relaxation, the Station Commander sometimes flies on operations with his pilots. He also has at his disposal a small private aircraft—generally a "Maggie." He does not, of course, fly on operations in his "Maggie," particularly not at a heavy bomber station. It wouldn't look good.

He uses his "Maggie" mostly for flipping over to other Stations to tell their Station-masters over lunch how much more efficient, successful and better-run his Station is than theirs. Later on they flip over to him and he plays a Home fixture.

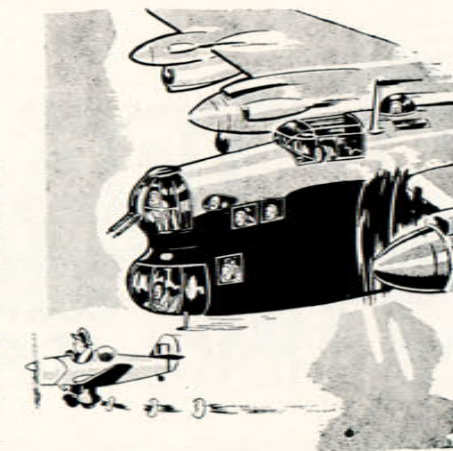
(Continued on next page)

He is also concerned with preventing any likelihood of a Wave of Crime sweeping the Station by arguments which can vary from mere Admonishment up to Twenty-eight Days in the Glasshouse.

In short he generally eagle-eyes the whole place from dawn to dawn. And in A. C. Plonk's private opinion, he gives him (Plonk) an old-fashioned look whenever their paths cross.



But in the intervals between these rare visitations from the outside world the power of the king of the South Sea island—or of the Master of the Station—is paramount. Fearfully paramount. His word is law. He has the power of life or death—or of leave and duty. No one gainsays him—because there's no one who dares to gainsay him. In fact, anyone who starts



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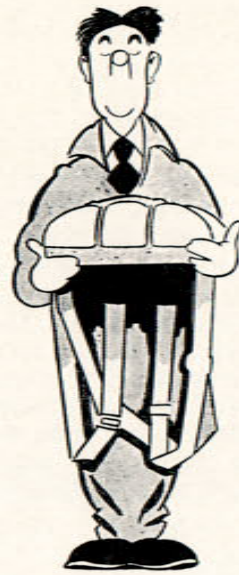
COVER PHOTO
Cpl. J. A. Ford

NICE TYPES

(Continued from previous page)



To see the Station Commander and his "Maggie," by the way, being got ready for a personal flight is rather like watching the finishing touches being given to a Derby favourite.



Or a film star being got ready to go on the set.



Or a prima donna about to make her big entrance.

An interesting sidelight on a Station Commander is that he rarely sees anyone sitting down, because whenever he's around everyone stands up.

Under the Station Commander you will find on the Station every sort of Air Force Nice Type, each with a different sphere of activity. This activity may be either genuine; or symbolic; or merely illusory—just a sort of mirage due to the Station Commander's passing.

(Continued next issue)

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"Rollie" Rawsthorne

BY THE time of his death in 1953 the Russian people and the Western nations had grown more than weary of the harsh and aggressive regime of Stalin. The long-suffering Russian citizen and the long-seeing Winston Churchill alike welcomed the new premier Malenkov's promise of greater freedom, a higher standard of living, and less belligerence. But the glimpse of a new life for all was short-lived. With the recent fall of Malenkov and the rise to greater power of Krushchev, Bulganin and Zhukov, Stalinism returned to the Kremlin. Nikita Krushchev, First Secretary of the Communist Party, is thought to be the real power behind the new Premier, "Marshal" Bulganin. Though not as strong, shrewd and cunning as Stalin, he is as ruthless and favors the same policies.

CURRENT AFFAIRS

Edited by DR. L. A. GLINZ



Current Affairs Adviser
—Joint Services

One of the greatest authorities on the U.S.S.R., Edward Crankshaw, British historian, has written for "Life" magazine (21 February, 1955) an illuminating analysis of the big switch in the government of the Soviet Union that took place in February. Malenkov failed, according to Crankshaw, because he attempted only half a revolution. He was "too much of a Bolshevik to appeal to the masses whose saviour he might have been and not enough of Bolshevik to hold his own" with those of his colleagues who modelled themselves on Stalin. The inertia of the masses and their distrust of Malenkov, for many years Stalin's right hand man, also contributed to Krushchev's victory. Crankshaw thinks that "Personal rivalry comes first in this melodrama, but that policy differences were inextricably intermingled." Krushchev for the past year had openly contradicted the milder policies promised by Malenkov and favored a return to aggressive Bolshevism. This involved "pressure in the cold war regardless of the cost at home, guns before butter, support of belligerent attitudes, the part of Communist China, and no relaxation until the Western world had been weakened and disrupted." Such is the policy that apparently has triumphed in the U.S.S.R.

Another outstanding Russian authority, Isaac Deutscher, writing

in the Winnipeg Free Press, throws additional light on the significance of recent events. The appointment of Minister of Defence of Marshal Zhukov, Russia's greatest general, "emphasises the growth of military influence in the Soviet government." Stalin had executed or exiled the most popular generals, including Marshal Zhukov himself, because he feared that a Russian Napoleon might "climb to power on the back of the revolution." Under the divided leadership that followed Stalin the generals have gained power and prestige in the conduct of affairs. Both Deutscher and Crankshaw think it possible that one day a military dictatorship may replace the rule of the party and perhaps bring an end to Bolshevism. Crankshaw asserts that "a victory for the army would mean, paradoxically, not war but peace."

The army leaders, according to Deutscher, contributed to the downfall of Malenkov. From the beginning they had been alarmed at his emphasis on consumer goods at the expense of heavy industry. Heavy industry could be converted overnight to the needs of war, but light industry, and the generals were more concerned with military potential than with raising the standard of living.

Deutscher also points out that international developments influ-



Krushchev (speaking) and Malenkov.

Sovfoto

enced the course of the controversy. The defeat of the Malenkov group was sealed when the French Parliament ratified the agreements to re-arm Germany and admit her to NATO. Soviet counter-moves to the rearming of Germany provided for the following: a massive rise in armament expenditure, a joint command for all the armed forces of the Soviet bloc, support for universal military service in China to train millions of soldiers, and an

intensified building up of Soviet heavy industry to meet the military needs of China and the U.S.S.R. These proposals were contradictory to the liberal policy of Malenkov but they are in accord with the thinking of the new rulers of the Kremlin.

In the words of our previously quoted authority, Edward Crankshaw: "We must expect more and more aggressive attitudes from Moscow."

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Edited by F/L R. W. GELLARD

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VICTORIA—The advance party of 409 all weather fighter squadron is already at the Comox station under command of Sqdn. Ldr. Francis E. Haley.

Overseas Posting

MOOSE JAW — Wing Commander George H. Currie, one of the original members of No. 2 Flying Training School, has been posted to No. 2 Fighter Wing in France recently. He helped set up the school when it was first formed at Gimli, Man., then assisted with the transfer of the school to Moose Jaw in July, 1952.

Japan Enters Jet Age

TOKYO—Japanese aviation, once the terror of the South Pacific skies, entered the jet age recently. 5 Japanese Army and Navy pilots underwent their first jet training, under instruction of United States airmen, at Tsuiki air base. For a short time they took the controls of T-33 jet trainers, newly marked with the Rising Sun insignia.

AWARDS FOR BRAVE CONDUCT

OTTAWA—Flight Lieutenant David E. MacLeod, 30, of Pictou, N.S., an RCAF medical officer stationed at North Bay, Ont., has been awarded the Queen's Commendation for Brave Conduct.

Born in Brule, N.S., in July, 1925, F/L MacLeod joined the RCAF in March, 1943, and was trained as an air gunner. He served as a gunnery instructor in Canada until the end of the Second World War, when he left the RCAF to attend Acadia University. After graduating with a Bachelor of Science degree in 1949, F/L MacLeod enrolled at Dalhousie University, Halifax, N.S., where he graduated in medicine in 1953.

While attending Dalhousie F/L MacLeod re-enrolled in the medical branch of the RCAF, and was taken on active Air Force duty at North Bay in June, 1954.

TRENTON — F/O Andrew Lambros of Wiarton, who completed a tour of operations on Hurricanes, Spitfires and Typhoons during the Second World War, is to be presented with the U.S. Air Medal in recognition of bravery on combat missions while attached to the U.S. Air Force.

PORT ARTHUR—Flt. Lt. W. H. Bliss, an RCAF exchange officer who was stationed with the Royal Air Force near Luffenham, Germany, was recently presented with the United States Air Medal at an investiture in the office of the U.S. air attache, Brig. Gen. John M. Sterling, in London, Eng.

"Beauty"



(Photo Courtesy Universal)

GLORIA DE HAVEN

will look like this singing and dancing in "So This Is Paris," U.I.'s big technicolor musical.

Famous Ace Speaks On Flying Clubs

OTTAWA—Douglas Bader, the legless British flying ace of the Second World War, guest of honour at a dinner held recently at the Chateau Laurier, looked back nostalgically on pre-war days and said it was essential that small flying clubs be kept alive. "It is . . . essential that the fun of flying be kept alive," stated the legendary air ace, "and it only through flying clubs that this can be done." The achievements of the private flying club were symbolized by special presentations made at the Chateau Laurier dinner. Ernest Nikoden, 18, a sergeant in the Welland, Ont., Air Cadet Squadron, was the recipient of the W. F. Tudhope Memorial Trophy as the most proficient air cadet in 1954. Air Marshal C. R. Slemon, chief of the air staff, in making the presentation of a memento award to the youthful private pilot, cited the record of this air cadet as "typifying the effort put forward by young Canadians in their endeavors." Air Marshal Slemon paid tribute to the "very good partnership" now enjoyed between the RCAF and the organization of flying clubs.

RCAF Chaplain Adopts German Boy

ZWEIBRUCKEN—RCAF padre Flight Lieutenant Stanley M. Parkhouse, 31, of Fergus, Ont., and his wife adopted a German orphan at 3 Fighter Wing Sunday, Feb. 13th.

Group Captain F. W. MacLean, Principal Protestant Chaplain of the RCAF, who is touring the Air Division, baptized the child John Henry Parkhouse in the station chapel. The boy is five months old and was headed for a German orphanage when discovered by the Protestant couple.



Mrs. Parkhouse is the former Jean Gordon, of Fenelon Falls, Ont.

F/L Parkhouse, former chaplain at RCAF Station Winnipeg, arrived overseas last July to look after the spiritual needs of the Protestant jet pilots, ground crews, and other station personnel of the RCAF Fighter Wing. He is the son of Mr. and Mrs. B. P. Parkhouse, of Fergus, Ont.



(Photo courtesy Trans Canada Air Lines)

Douglas Bader.

Canberras To Visit Canada

OTTAWA—Eight Canberra jets of the Royal Air Force will fly to Canada this coming summer and will take part in exercises with the RCAF's Air Defence Command, it has been announced by RCAF headquarters in Ottawa and London respectively.

The speedy twin-engine jet bombers will be flown to RCAF Station Goose Bay, Labrador, in July, and from there will carry out simulated attacks over Canadian targets. Supporting the jets will be RAF Hastings transports, carrying ground crew personnel.

The mock attacks will be carried out during a two-week Air Defence exercise in which RCAF Regular and Auxiliary forces will take part. Targets will be "attacked" by individual Canberras and simulated raids will also be carried out against targets by the entire Canberra force.

The high-altitude, high-speed and long-range characteristics of the Canberras make them particularly suitable in their role as "invaders" during the exercise.

On conclusion of the exercise the Canberras will fly to RCAF Station Uplands and to RCAF Station St. Hubert before elements of the force leave on a tour of RCAF training bases in Western Canada.

Infra-Red Searchlight

NEW YORK—Powerful new infra-red searchlights for military use connected to special viewers that give, in complete darkness, a clear vision of enemy movements as much as 2½ miles away were shown publicly for the first time this month by the Curtiss-Wright Corp. The new portable night-viewing equipment can operate either on a standard power line or a portable generator and is suitable for mounting in jeeps, tanks and other ground vehicles, as well as in reconnaissance aircraft and large helicopters.

RCAF Officers Tour Universities

EDMONTON — On tour of western universities to discuss career opportunities in the RCAF with senior dietetic students, F/O Doreen L. Eaton, Winnipeg and F/O Josephine Foote, Ottawa, visited Edmonton to address household science students at a meeting in the theatre library at the university.

(Continued on next page)



Regina L-P Photo

Pipe Band Guests of U.S. Navy

REGINA—It was off for a flying weekend to Florida for the RCAF City of Toronto Fighter Squadron's pipe band on Friday, Jan. 14, as guests of the United States navy. They were invited to play at the annual inspection of United States naval reserve training units at Jacksonville, Fla., and were transported by a U.S. navy transport plane.



Portugal & Ayers, Winnipeg.

VISIT OF LORD ROCHDALE TO MacDONALD BROS. PLANT

L to R.: R. H. May, Sales Manager (Winnipeg), W. M. Auld, Assistant General Manager, Lord Rochdale, seen chatting during the latter's recent tour of the plant. Lord Rochdale is President of the National Union of Manufacturers, a member of the United Kingdom Dollar Export Council, and the proprietor of a textile firm in Rochdale, England.

RAF Building Up Air Defence In Arctic Zone

The Royal Air Force is developing Arctic air power—aerial control in the far northern regions that lie between Russia and the United States. Training bases have been established in northernmost Norway — within the Arctic circle. Jet flights are being made in both summer and winter, the most recent by a Canberra bomber 1 month.

Change of Command

VANCOUVER — Vancouver-born Wing Cmdr. Donald C. Cameron is the new commanding officer of No. 442, City of Vancouver, squadron of the RCAF reserve. The officer who took the air force reserve contingent to the Coronation, W/C Cameron was an instructor for 3 years during the war.

City Firm Lands Naval Contract

WINNIPEG — Winnipeg's MacDonald Brothers Aircraft Ltd. is tooling up to play its part in the production of the Grumman CS2F, the first naval aircraft to be manufactured in Canada for the Royal Canadian Navy. The Wright engines which will send the submarine-chasers charging off the deck of Canada's newest aircraft carrier will nestle within "power eggs" stamped "Made in Winnipeg."

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Larry McLoughlin

A NUMBER of years ago, history tells us, Englishmen used to go into Scotland to shoot deer, while Scotsmen went to England to shoot Englishmen. Later the Scots cleverly improved on this method of exchange by inventing golf, a game designed to make Englishmen go out and shoot themselves, at a very considerable saving in Scotch deer and ammunition.

Scottish thrift is likewise said to be responsible for the evolution of the sport known as "curling," a refrigerated form of lawn bowling. According to the legend, a young Highland bride was baking her first haggis for her husband when it suddenly rolled out of the oven and fell on his foot, removing it at the ankle, and proceeding

By

Eric Nicol

SPORT EXPOSED — CURLING —

(From "Sense and Nonsense"—courtesy The Ryerson Press)

through the floor into the cellar, where it wrecked part of the foundation of the house (pronounced "hoos").

Being a man of frugal habits, the husband salvaged the haggis, stuck a handle on it, and thus became the father of the first curling rock. His wife caught the first train to Reno.

Today, curling is becoming increasingly popular in Canada. Every winter more and more men, most of them perfectly normal-looking, middle-aged businessmen, respected members of their community, get together in an alley of ice to throw rocks at one another. One reason for this popularity, of course, is that the prerequisites of curling are simple. All you need is some ice, a slug of Scotch, a dash of absinth, and three guys who are as nuts as you are, and, brother, you'll be curling in no time.

The first symptom of a man being masticated by the curling bug is his sudden interest in brooms. Just ordinary brooms. His wife, for instance, catches him one night sneaking out the back door with her broom under his coat. When she tries to make him tell her what he's going to do with the broom, he merely stares at her in grim silence, his eyes gleaming with the wild light of a fanatic. Or, the more cunning type of curler may take the broom out of the closet on the pretence of going out to clear the snow off the front porch. Then, as soon as he gets outside the house, a big, black sedan full of more men with brooms skids to the curb, picks him up and roars away into

the night. Some women have even suspected the old man of running around with a witch, until they found out he had become a curler, and shot themselves.

UNTIL you have seen a curler in action, however, it is difficult to appreciate the importance of his broom. For, the minute a player bowls his rock down the ice, other players swoop upon it with their brooms, sweeping furiously at the ice in front of the rock in what appears to be an attempt to discourage it from going any further, while the bowler runs behind, his head cocked on one side, cooing

(Continued on page 19)

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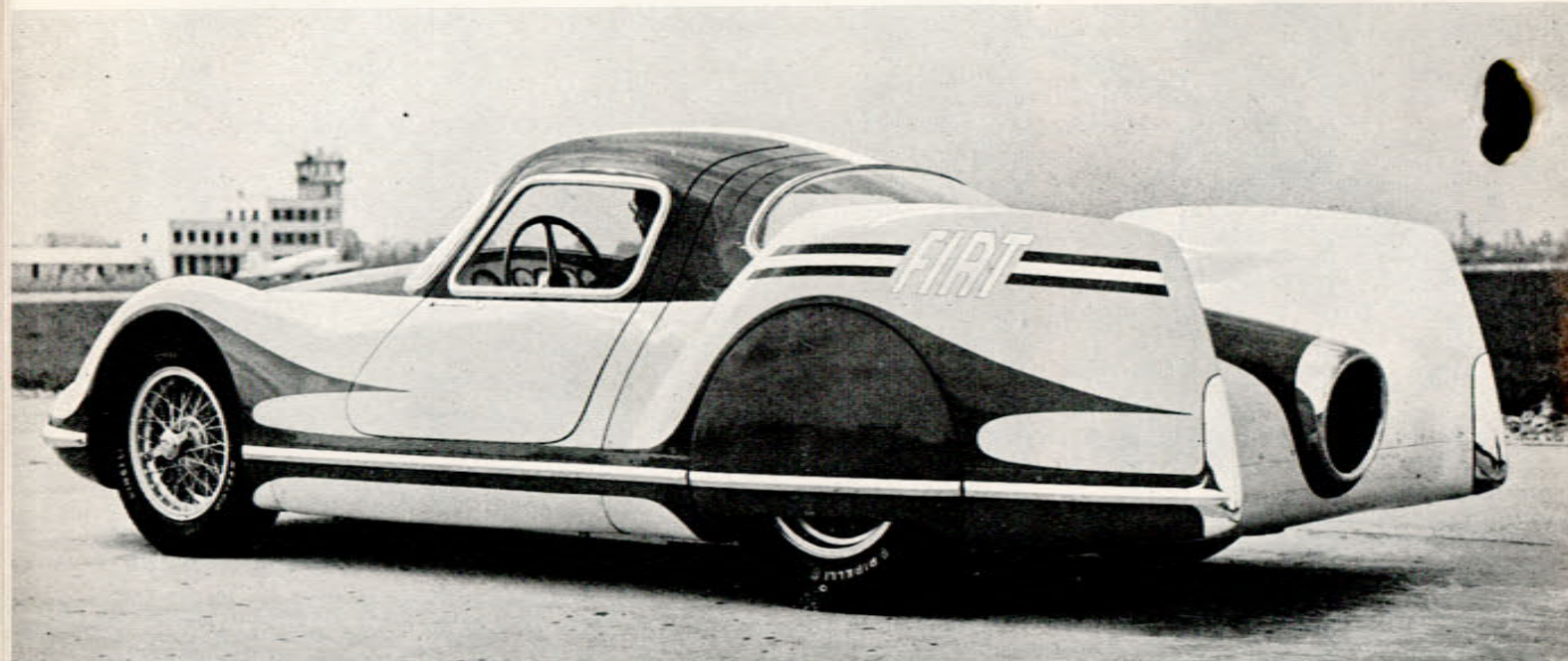
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Fiat experimental gas turbine car. The plastic body is a stylist's conception, and is unlikely to appear in practical use.

GAS TURBINES

WHEN AND HOW?

The material for this article was largely drawn from *The Times Survey of the British Motor Car Industry 1954*.

Fewer Controls

THE turbine car, like its cousin with automatic drive, would only have two control pedals and so would be easy to drive. Since the turbine can combine the functions of engine and transmission it needs no clutch and expensive gearbox. Therefore, we are approaching the ideal transmission. In addition the turbine has the following selling points—it starts easily in all weathers (jet jockeys with Comstock trouble, please note!), needs no warming up period, and thrives on the vilest of fuels. It is easy to maintain, needs no cooling system, and the oil consumption is negligible.

The car turbine, like all others so far produced, operates best over a limited speed range, so Rovers, who developed the first turbine in 1950,

Since 1939 gas turbines have been running in both fixed and mobile machinery, with unqualified success, on land, sea and air, yet no automobile company has suggested that we are likely to drive a car so powered in less than five years. Production costs are still prohibitive, and the difficulties created by the operating conditions of the car turbine lead to excessive fuel consumption. The turbine operating in a ship or in a plane is running, for the most part, at a constant speed and this ensures a relatively good fuel consumption. Cars need both small and efficient turbines, which are hard to obtain, as the efficiency of a turbine decreases with its size. The speed of the engine would be constantly fluctuating, the first cost of the engine is high, and it has to compete with combustion engines which are already fairly efficient. However, if the manufacturers' experiments in cars, buses and trucks are successful they will have gained far more than a technical novelty to stimulate car sales.

adopted a plan which has been followed by all other manufacturers—one turbine drives the compressor and a second "free" turbine is connected through a reduction gear to the road wheels. This second turbine, driven by the expanding gases issuing from the compressor turbine, acts as an effective torque converter, so—no clutch or gearbox. Boeings, the next people in the field, fitted a gas turbine in a truck which ran for 15,000 miles backwards and forward between Spokane and Washington. They included a reverse gear to ease the truck down the long Rocky Mountain gradients. They forced

the power turbine to spin backwards thus creating an effective brake.

In 1951, at the Paris Salon, Laffy showed a truck chassis equipped with a turbine and an electro-magnetic transmission brake which came in operation as soon as the accelerator was released. Speed was quoted at 50 mph. A year later Gregoire produced a streamlined two-seater coupé with a two stage turbine and the same type brake, but nothing has so far been released. Meanwhile Rover fitted their open car with a 200 h.p. engine and captured (or rather created) the first turbine car speed record of 151.9 mph.

Below you will see a diagram of the cockpit panel—a pilot's delight!

ing mortal damage. However, good air filtration will still be necessary.

Difficulties in "Clutchless Design"

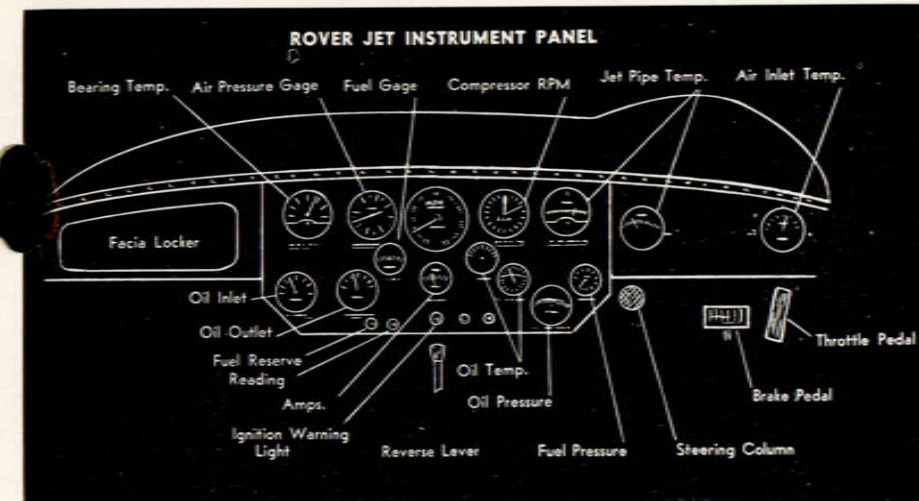
It may appear attractive to eliminate clutch and gear box, but we run into two difficulties here. The turbine cannot deliver full torque until the compressor is running at full speed, which means a lag as we accelerate from 25,000 r.p.m. to 50,000 r.p.m. The reverse condition arises as soon as your foot is taken from the accelerator, for the car continues to rush ahead unabated. The two problems are allied, and ingenious solutions have been suggested for regenerative braking. If we connect the compressor to the rear wheels when the accelerator is released, the effort of driving the compressor will slow the car down and the compressor will be kept turning at a brisk speed ready to accelerate the car again as soon as the accelerator starts the flow of fuel. But there are difficulties. On a turbine engine delivering 100 h.p. at the road wheels, the compressor is consuming about 250 h.p. pushing air into the engine. So, if we continue with our scheme we get lots of braking alright—the rear wheels would lock and the passengers would be ejected through the windscreen! Hence we would need a form of slipping clutch, a most difficult mechanical problem.

The Chrysler heat exchanger is still on the secret list, but it is known that Austins use a static cross flow type, in which the exhaust gas and in-going air pass through adjacent passages of a sheet metal labyrinth. The solution may eventually be found in a rotary type of exchanger, both lighter and more compact. It consists of a wheel of wire revolving in adjacent ducts carrying exhaust gas and in-going air. The wheel picks up heat from the one and yields it to the other. At present it is difficult to find seals for the joint faces which will prevent the gas streams mixing.

Turbines are Costly

Finally there remains the bugbear of cost. Turbine engines so far produced are most costly. The blades spin in a blazing inferno at 50,000 r.p.m. and are subjected to centrifugal force of several tons. The aviation industry has been searching for years for suitable metals

(Continued on page 30)



Furthermore to give you an idea of the performance of the car I have added a panel from the "Road and Track" road test done in 1953. Note the top r.p.m. of 45,000! Of course acceleration is achieved by the same technique that a jet aircraft uses—full throttle and then release of the brakes.

In 1953 two French Turbomeca turbines were fitted to an armoured vehicle and in 1954 Britain and the United States followed suit. I might mention that highly unpractical news item, the Firebird, put out by GM an experiment. Their second car was the reverse—most sedate. Both were powered by a 370 h.p. turbine. In the spring of 1954 Italy made her appearance in this field with the car shown at the beginning of this article. To date it is by far the most beautiful and complicated turbine car shown. The Fiat is driven by a 200 h.p. two stage compressor in turn driven by a two stage turbine fed through three combustion cans. This car still used the principle of the "free" turbine.

In 1954 Chryslers caused a stir by fitting a Plymouth with a heat exchanger turbine to utilize the waste heat from the exhaust. Fuel consumption was reported at 18-24 m.p.g. Austins are doing likewise. Their heat exchanger uses the waste heat in the exhaust gases to heat the ingoing air on its way from the compressor to the combustion chambers, thus cutting down the amount of fuel that must be burned to produce a given gas temperature.

Simple Maintenance

So far it appears that maintenance will be easy. The can will only need oil and scale removed every 10,000 miles—a much simpler job than decarbonizing a normal engine. It also seems unlikely that dirt will form on the turbine blades due to the continually fluctuating loads imposed on the engine. Coarse dust and ash will cause erosion on the blades, but it has been proven that metal particles can pass right through the engine without caus-

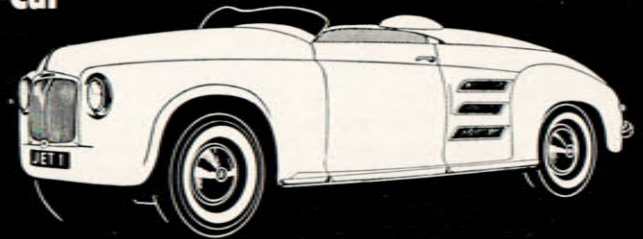
Silencing will be a slight problem, though this is pretty well in hand. The intake is the main trouble so far. A turbine of 100 h.p. consumes the air in an average room in 90 seconds with considerable noise, but can be silenced with perforated metal splinters embedded in glass wool. A horizontal outlet may look nice but temperatures of 500 degrees centigrade could lead to large damage suits! Therefore outlets go upward. The problem of heat diminishes when we get a practical heat exchanger. You might think that large quantities of exhaust gases would pollute the atmosphere in cities, but as there is almost complete combustion the danger from carbon monoxide is nonexistent.

As a car engine spends a large portion of its life running at less than 50% of maximum speed variable jet nozzles are going to be necessary. At present a turbine uses twice the normal fuel at full speed and at half speed it is even more extravagant. Perhaps we could cut out some of the combustion chambers at reduced power; but such solutions invariably add to the initial cost.

ROAD and TRACK ROAD TEST No. F-6-53 Rover Turbine Car

SPECIFICATIONS

Wheelbase	111 in.
Tread front	52.0 in.
rear	51.5 in.
Tire size	6.00 x 15
Curb weight	2800 lbs.
Weight as tested	3000 lbs.
Engine	gas turbine
Horsepower at 45,000 rpm	240
Transmission	None
Gear ratio	approx. 22 to 1
Seating capacity	3



PERFORMANCE

Top speed (see text)	151 mph
Standing 1/4 mi. av.	12.1 secs.
Best standing 1/4 mi.	11.9 secs.
Fuel consumption	6-9 mpg
(All tests average of 4 runs)	

ACCELERATION

0-30 mph	3.8 secs.
0-50 mph	5.9 secs.
0-60 mph	6.5 secs.
0-80 mph	8.9 secs.
0-100 mph	13.2 secs.

SPEEDOMETER ERROR

Indicated	Actual
30 mph	30.9
60 mph	61.8
80 mph	82.4
100 mph	103

Chaplain's Page

WHY SHOULD WE PRAY?

IN TALKING with a man last week I suggested that he should begin to pray. He looked at me as if in deep thought, for a moment, and asked, "Why? If God is all you claim Him to be He knows my needs, and if He loves me, as you say He does, then He will look after me. It shouldn't be necessary for me to wheedle Him into it."

What my young friend didn't realize and what I tried to explain to him is that prayer is much more than an out-pouring of words to God—in fact words aren't even necessary in the highest and most realistic forms of prayer. Prayer is not just a talk to God—this "means of grace" is a vital relationship with Him. To use the language of the church it is, "Communion with The Almighty." Too often we think of prayer as a "one-way street" when we should realize that it is a great highway upon which man moves toward God but upon which also God moves toward man. This latter is indeed the most important fact about prayer. In prayer He bestows upon us His presence—that is why no prayer is ever "unanswered," for the very best "answer" for which man can seek is this vital relationship with God which makes Him real to us.

Most of us, at one time or another throughout our lives, have prayed. However, some of us pray in about the same way we use our greatcoats; when the weather is cold we wear them, and feel their comfort and warmth, and when the weather is better we put them away in mothballs until they are needed again. Prayer to many is just a temporary comfort in time of emergency. I am reminded of the words of a man who had spent several days in great danger and

after being saved he remarked, "You know, I never prayed before in my life but I sure made up for lost time when I was out there."

To the Christian prayer should be a part of life, and so the problem we face is just how can we make it the natural, vital part of our existence which it should be. The first rule which I would give is pray regularly, at certain set times every day. The more we pray the more we see its value, and the more we feel its need. I think that

By



F/L HAROLD COX

one of those times should be in the morning—there is no better way of starting the day than by partaking of this vital relationship with God. I also believe that we should end our day with prayer. As we look back over the day with its success and its failure, excitement and drudgery, joy and sorrow, it is good to remember the words of Jesus, "Come unto me, all ye that labour and are heavy laden, and I will give you rest."

However, to really practice

prayer in our lives we must do more than limit ourselves to a twice a day contact with God. We ought to keep Him in our thoughts as we go about our daily tasks—even if it is only to be thankful for our blessings or to repeat a verse of scripture in which we find inspiration.

Prayer, to the Christian, is the soul of religion. To prove this we need only remember Christ's attitude to prayer. He didn't say, "IF ye pray" but rather, "WHEN ye pray." Prayer to Jesus was a necessity, and He had complete faith in its efficacy and power, "Ask and it shall be given unto you." We must never forget that scene in Gethsemane where Jesus is seen in prayer, and where the prayer is a greater strain on His physical being than were His wonder-works or His greatest sermons. Here alone we see the perspiration on His brow standing out like drops of blood—this was not the mere uttering of a few words; this was the extreme in physical, mental and spiritual exertion. Here, too, we see the spirit of utter dedication which should be a part of every prayer, "Not my will, but thine be done."

In conclusion let me pass on the definition of prayer which some of us have memorized:

"Prayer is laying our lives open before God in gratitude and expectancy, casting ourselves on His mercy and love, telling Him all the desires of our hearts, listening to His voice, and accepting His way for our lives."

Remembering this and believing it no one can ask "Why should we pray?"

111 C & R FLIGHT



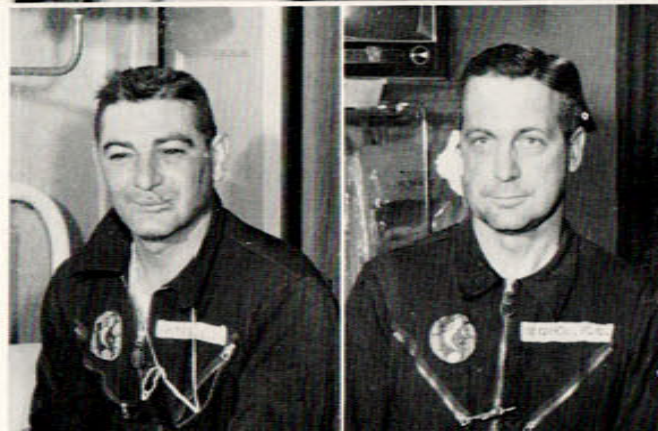
were to head for the search area which was about 100 miles west of The Pas.

By the time we were heading for the search area two survivors had been spotted and the para-jumpers in 562 had jumped to their aid.

Top: Colonel P. H. Francis has a word with Captain Thomas Pittman during his visit to Winnipeg to investigate the Stratojet crash.

Left: Captain Lester E. Epton, co-pilot.

Right: Lt. Colonel K. G. McGrew, aircraft captain.



The air was so alive with aircraft that we had to make several dummy runs before all three jumpers in 913 could hit the silk.

Sgt. Dawson found Lt. Col. K. G. McGrew, commander of the ill-fated B47, and after a quick medical check they walked to a nearby lake. From there they were flown to Cumberland House by a Saskatchewan Government Air Service Otter and were taken to The Pas and Winnipeg the next day.

The co-pilot, Captain Lester Ep-

THE LAST SURVIVOR

By F/O H. N. McMILLAN

SATURDAY, 12th February, 0800 hrs. The phone rings. My wife answers and calls me. "I think you are going some where again," she says. It's F/L E. B. Chase, Flight Commander of 111 C. & R. Flt. "A B47 has just exploded and we are going to look for it."

"A B47!—whereabouts?"

"Somewhere around The Pas."

"Okay. Be right over."

By the time I arrived at about 0830, operations was a hive of activity from A/C J. G. Bryans, who was taking a personal interest in this search, down to the new airmen of a few months who had heard and come to volunteer as observers.

F/L Chase and F/O Thrasher in 562, with F/L Tylen from 14 Training Group as navigator and F/O Cutt of 111 as Radio Officer, plus 8 observers and two para-jumpers, Sgt. Dawson and Cpl. Cooney, headed for the search area.

Dak 913 with myself and F/O Tomchick of 2ANS up front, F/L Reid navigator and F/O Chitra Radio Officer, plus Nursing Sister MacDonald, Sgt. McMenamon and LAC Thompson — para-jumpers, two press men, six airmen observers, and two radio men with equipment, took off for The Pas. We were to drop the radio men off at The Pas where they were to set up a communications centre, and we

ton, had frost bitten feet and could not walk. He was happily surprised when he heard N/S MacDonald's voice as she walked in on him after bailing out of 913. Camp was set up for the night, because by this time it was late afternoon and no more travel could be attempted. Capt. Epton was given sedatives and made comfortable by the para-rescue team. All night long Dak 568 piloted by F/O Wannamaker and F/O Hawley track crawled over the search area looking for flares or fire.

The next day, Sunday, we were briefed at daybreak by S/L Spafford, searchmaster at The Pas, and given definite areas to search for

(Continued on page 18)

WINNIPEG CURLERS WIN AT SASKATOON AND KENORA



Top: THE WINNERS AT SASKATOON—The Turner Rink. L. to R.: Cpl. Dan Turner (Skip), F/C Gus Hay, LAC Scotty Miller, Cpl. Howard O'Byrne.
Bottom: THE WINNERS AT KENORA—The Langen Rink. L. to R.: F/L Ross Curry, F/O Bill Sparks, F/O Jerry Homan, F/O Ray Langen (Skip).



S/L McKee, Saskatoon's C Ad O throws the first rock to open the 14 Group 'spiel'.



Top: RCAF Saskatoon (LAC Don McRae, skip, Cpl. Bill Grandage, Sgt. Don Ede, and Sgt. Frank Johnson).
Centre: RCAF Penhold (F/O Doc Birbeck, S/L Harold Webb, S/L Len Limpert, and F/O Vic Kirzul).
Bottom: RCAF Portage (Sgt. Lorne Common, skip, LAC Al Hogg, LAC Len Hudson, and Sgt. George Dowse).



The competitors being piped to the rink at Saskatoon.



The Turner rink scores a "six-ender" against Penhold in Saskatoon.



Cpl. Turner receiving the 14 Group cup from the Saskatoon CO—Group-Captain Evans.



The champs, looking over the loot.

THE LAST SURVIVOR

(Continued from page 15)

the two missing men.

Dak 913 was detailed "PX" ship and all messages were to be sent through us to The Pas radio and from The Pas radio to the different aircraft in the search area. For more than seven hours we searched, up and down, up and down, at heights of from 300 to 1000 feet above ground using a simulated visibility of ¼ to ½ mile.

Word came that a helicopter was on its way from Rivers but it was forced down near Dauphin. F/L Chase in 562 then decided to drop a six-man medical kit to the para-rescue team. This was done, and with the stretcher which was in the medical kit the para-rescue team carried Capt. Epton to the lake, where a waiting RCMP Otter whisked them back to The Pas. Capt. Epton was flown to Winnipeg on Sunday night.

The main crash area had been discovered by this time, and crews plotted the pieces of wreckage they saw and handed their positions to S/L Spafford who plotted them on a map at The Pas. An American investigating team, led by Col. E. Eddy, was flown in by Otter and American helicopter to the crash site. The team sent word back that one body, probably Major R. Dowdy, the navigator, was still in the wreckage. They were unable to delve deeper into the wreckage because it had smashed through the muskeg and was frozen, so they asked for crow-bars, hydraulic pumps, ropes, and so on, to be flown in the next day.

Monday night, the general feeling throughout the camp was that the body of the fourth man would be found in the wreckage when the investigating team opened it. Only two parachutes had been seen by the falling flyers, after the B47 exploded, and these had been found. The tension was off, somewhat, for this reason.

The ground search party had been laying out red markers on different pieces of wreckage so they could be spotted easily from the air. These pieces were plotted on maps at The Pas. Tuesday morning S/L Spafford discovered a discrepancy. An aircraft had plotted a red marker where no red marker had

been placed. The Searchmaster ordered a double check on this marker.

Tuesday morning, the American SA16 Albatrosses, the helicopter and Ed McNarry of 111 C. & R. Flight in our Otter set out for the crash site. Weather conditions had deteriorated to 200 feet ceiling and ¼-mile visibility, and it was decided to ground the search Dakotas. Too much congestion might result in an accident.

The photo section at Rivers had photographed the area and had sent up prints which we were studying early on Tuesday, when a U.S. airman walked in and said a third survivor had been found alive. Incredible! Impossible! Was he in the wreckage? If he wasn't pinned in the wreckage he could have shot off a flare from his emergency pack, or at least lit a fire for the searchers to spot. Rumour ran thick and fast.

The unexplained marker was about two miles North of the main wreckage. After making several passes over it, the H19 Helicopter hovered and lowered M/Sgt. C. Gray of Beaumont, Texas, USAF Para-Medic. The M/Sgt. in a surprised voice hollered into his radio, "This guy's still alive."

Capt. Thomas Pittman, a B47 bomber pilot himself, who had come on this trip as a passenger to test a new survival suit, was quickly lifted into the hovering helicopter and taken to a nearby lake. From there Ed McNarry whisked him back to The Pas. After a medical check and sedatives had been administered the author and F/O Hawley flew him to Winnipeg, where he was immediately taken to Deer Lodge Hospital.

Capt. Pittman had been trying to release the unconscious navigator from his seat, after the original explosion, when another explosion broke his leg in two places, and sent him slithering across the aircraft through a large hole and out into a black void. He lost all flares, his emergency radio, matches, and survival rations in the fall. He landed on his broken leg and lay without food and water for 79 hours until rescued. Capt. Pittman made a tourniquet from tree branches lying near him and tied

them with shroud lines from his parachute. With no knife he had to chew through the nylon cords. Twenty feet away lay a dead rabbit which he had shot and couldn't reach because of the terrible pain and cold. The miracle of this story is not only that he survived but that he used such tremendous will to beat the terrific odds against him. He lay in pain for four days calmly watching aircraft fly over him, never once giving up hope nor doubting that he would be found.

Capt. T. L. Pittman lost his right leg below the knee. As he lay in his bed at Deer Lodge Hospital recovering from four days of below zero exposure and a major operation, he still wore the smile of one who, no matter what the odds, will always prove himself a man. The United States Air Force can feel justly proud of its leaders if he is an example.

The following is a signal from the Commander Bomber Wing 22 March, Air Force Base, California:

"On behalf of this Wing and the families of the airmen downed recently in The Pas area, I wish to thank you, all members of Canadian Services and the many private individuals who performed and are continuing to perform outstanding work on our behalf. The short interval of time between the crash and the arrival of rescue forces reflects an outstanding capability and effectiveness. The immediate assistance and aid furnished definitely minimized and limited possible serious injuries due to further exposure. Will you please extend my sincere appreciation and gratitude to all? An attempt to make more adequate dissemination of our appreciation and gratitude, to all organizations and individuals concerned will be made when identities become available here. Even then words cannot express the profound admiration and gratitude for such magnificent effort."

The following is a reply from A/C J. G. Bryans:

"Have passed your kind remarks to Canadian Units and organizations, involved in SAR operation. USAF Unit particularly co-operative. We are happy and proud to be of any assistance to airmen in distress particularly your magnificent fellows."

CURLING

(Continued from page 11)

softly to the rock to ignore the bums and keep going. This is the point at which the average spectator loses his faith in humanity and is prepared to hand the world over to the insects, with no questions asked.

If the rock manages to escape the sweepers, it has a good chance of landing inside one of the rings at the end of the ice. Once an opponent has succeeded in placing a rock in a ring, it becomes necessary for you to knock him out. This may be done by lifting a rock and hitting him firmly over the head with it. Should you be caught doing this, however, it will be counted as a foul, your broom will be taken away from you, and you will have to play the rest of the match with a clothes whisk.

At first glance, there seems to be little point to the sport of curling, but this is not altogether true. For one thing, it sells a lot of brooms. So far, nobody has successfully attempted to run ahead of a curling rock with a Hoover, mostly because it's harder to sneak a Hoover out of the house without the wife seeing (all the attachments fall out of the box, you know how it is).

Perhaps this is just as well, though, because with vacuum cleaners in a hot, closely-fought bonspiel, the smaller players would soon start disappearing right and left. Besides, you don't want the game to look silly, do you?

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March 11 Anna Neagle ODETTE (G) Trevor Howard	March 22 Joel McCrea RAMROD (G) Francis Dee
March 12 SMOKEY and SERIAL (G)	March 23 Gregory Peck YELLOW SKY (A) Anne Baxter
March 13 PINOCCHIO (G) Cartoon Features	March 24 Elizabeth Taylor LAST TIME I SAW PARIS (A) Van Johnson
March 14 MA AND PA KETTLE AT HOME (G) Marjorie Maine Percy Kilbride	March 25 BRIGHT ROAD & PAINTED HILLS (G) Double Bill
March 15 ROGUE COP (A) Robert Taylor Janet Leigh	March 26 BOY FROM OKLAHOMA and SERIAL (G)
March 16 DEEP IN MY HEART (G) Jose Ferrer Merle Oberon	March 27 LOOK WHO'S LAUGHING (G) Fibber McGee and Molly
March 17 ROBINSON CRUSOE LAND CAPTAIN BLACK JACK (G) Double Bill	March 28 GENTLEMAN'S AGREEMENT (A) Gregory Peck Dorothy McGuire
March 18 BACK TO GOD'S COUNTRY (A) Marcia Henderson Rock Hudson	March 29 SNAKE PIT (A) Olivia DeHaviland Mark Stevens
March 19 KENTUCKY and SERIAL (G)	March 30 BOUNTY HUNTER (G) Randolph Scott Dolores Dorn
March 20 THE STAR (A) Bette Davis Sterling Hayden	March 31 LUCKY ME (G) Doris Day Robert Cummings
March 21 YANKEE PASHA (A) Jeff Chandler Rhonda Fleming	

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\$\$\$ — \$\$\$

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FROM THE
OBSERVATION POST
 by 'Scoop and Droop'

With all the searches lately, we understand some airmen are being considered for postings to aircraft 68 and 913. Might be a trifle rough shaving, though.

How many times have we heard people order chips, hamburgers, bacon and eggs, etc., at the snack bar on the new site? Now, if they only had a grill to work with.

Quite a number of people are wondering whether personnel of Station Winnipeg are soon to be drawing isolation pay. The thought came after our recent "snowed-in" weekend.

With the arrival of cocktail spoons in the snack bars recently, is there any truth to the rumour that cocktails are to be served there?

Some people's favourite relaxation is in the luxury of each evening's bath. One well known member of the Badminton Club likes them so well he even sleeps there occasionally!

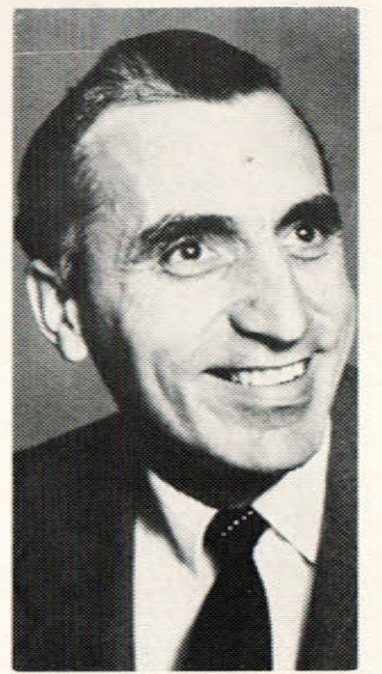
Best disappearing act of the year! Whatever happened to the lamps in the Airmen's Lounge?

One of the Radio Room's most eligible bachelors has got that look in his eye. Wonder why he smiles every time he hears the word Hamilton mentioned?

Everyone reads DROs and usually they are up to date. However, a Corporal posted out of here three and a half months ago returned on leave recently, to find that he was detailed as Orderly Corporal!

Marconi perfected wireless telegraphy in Nova Scotia at the turn of the century. Canada gave him an \$80,000 grant to help with his experiments.

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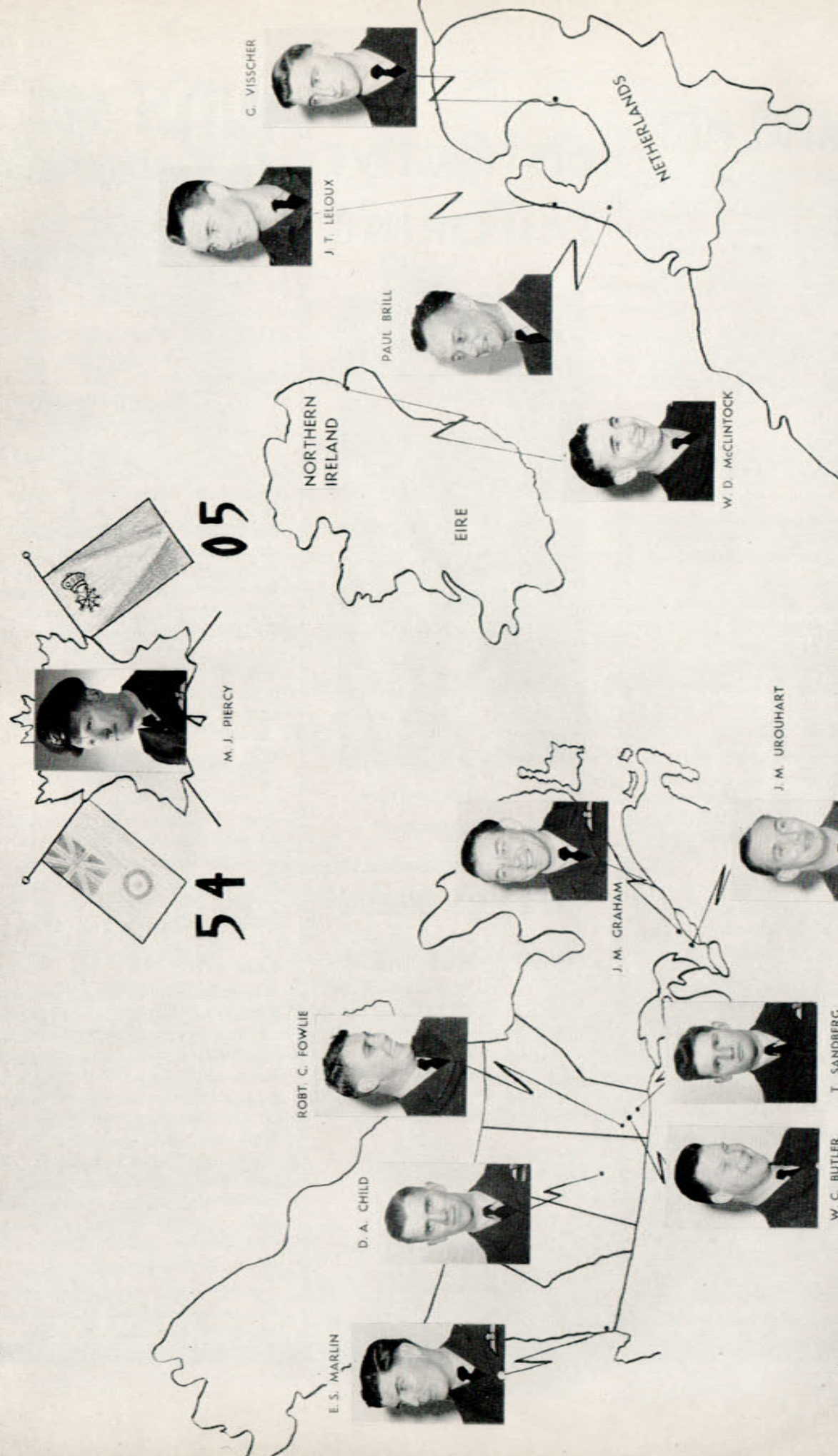
By Cpl. BONNIE WADE

IN SPITE of adverse weather conditions, the airwomen took time out recently to hold a Valentine party, which (for the record) was fashioned after a presently popular Broadway show — "The Pyjama Game" (some game). Under the capable sponsorship and direction of Bunny Haase the Lounge was beautifully decorated for the occasion. Party games were played and the guests of the evening (F/O Petterson, P/O Chapman and Sister MacDonald) took top honors in this respect—even though P/O Chapman was nearly drowned doing so. And talk about talent!—a few of our fair females hid their modesty and took the spotlight to entertain with their favorite acts. Carmen Jones (known to us as SG) played a famous scene from the movie of the same name, PLUS an Irish song with a Gaelic accent. Then Vi Galen did a terrific portrayal of a combined Sophie Tucker, Ethel Merman and 'Shake, Rattle and Roll'... really shook the house (Vi wasn't doing badly, either!). Who else but our own Jan and Val could do such a smashing sister act?

Needless to say there were others who acted, but we do have to think of the censors once in a while. All in all it was an evening well spent and well enjoyed. Let's hope many more of the same kind of party can be an "occasion" in future. And while we are still in the party mood, here is a big round of applause for all the girls who displayed their ideas, and exhausted their energy, in the preparation, organization and direction of the affair. You did a super job.

Every year about this time an almost complete change of personality can be noted in a few indi-

(Continued on page 31)



GRADUATING CLASS 5405 (AI)

F/C Butler

The wit of "05," Wilf looks the part—being the shortest and fattest of the bunch. He gave up teaching to become a pilot but, after six months at Centralia, the Air Force decided that wear and tear on instructors was too great. His most fervent ambitions are to cease to be a flight cadet and to make the Dodge run at 30 degrees below. He still goes into a trance at the sight of a Harvard, and believes Manitoba is God's gift to the world. As he is of a fairly quiet temperament, this lunacy is **almost** allowed to pass unnoticed. He is not dangerous; is commonly known as "Mr. 98%."

F/C Urquhart

Jerry is from HAMILTON—and don't anyone forget it! Pride of the station basketball team and President of the "IAU" (for full title consult F/Cs Lynch or McClintock). His airborne conversation consists of, "Hand me the honkbo—oops!" Oh, well, winter hats are a dime a dozen.

Has many ambitions: to leave Manitoba as quickly as possible, to pass a "check" ride first time up, to marry a nurse (from HAMILTON naturally!), to convince the natives that Manitoba beer should be given back to the horse, and that HAMILTON is in the banana belt.

F/C Fowlie

Bob is another Manitoban (again our deepest sympathy). Apart from a latent inability to distinguish a MIG 15 and a Globemaster, he should do well on "CFs"—provided our allies are warned to stay clear of the area. His hair style (?) will stand out in any crowd, since he is recognizable as the only wire-haired terrier in the RCAF. The resemblance between his physique and a beer bottle is **NOT** purely coincidental—he likes **all** brands—even Manitoban.

F/O Graham

Jack asked for an AI posting on seeing a seagull passing his Canso on the same heading. He claims that Earl is jealous, having had to use a watch instead of a calendar. Also claims to have navigated from Churchill to Greenwood — on four pinpoints, (B & A please note). He is a native of Toronto and proud of it, but apart from this, and a desire to get married soon, he is a normal, sane person. Arrived in Winnipeg with a broken leg which he attributed to **football**. (These Maritime women!)

F/O Marlin

Though born in Moose Jaw, Earl nonetheless claims Vancouver as his home. He originally graduated on the third Long Range course to pass through Winnipeg and after sleeping

and talking his way through Maritime Command, was dispatched back to Winnipeg. This was no doubt the event of the year in Maritime. His next posting should be to Radio-Free Europe. Five minutes from Earl and even the Russians would give up. Of course, they might declare all-out war in retaliation!

F/L Child

Don hails from Saskatoon—and flies back there at every opportunity. The course genius, he now has AI to add to Radio-Nav training, though his most notable achievement lies in having coerced "Ulul" to pass AI. This shows determination and devotion to duty of a high order and he is confidently chosen as the 5405 graduate most likely to become Chief of the Air Staff. He deserves our deepest sympathy for having exchanged the serenity of recruiting in Saskatoon for the insanity in Winnipeg.

F/O Sandberg

A native of Winnipeg, Sandy joined the Air Force to see the world. He did — Winnipeg, Rivers, Winnipeg. In appearance a cross between Tom Thumb and the Rock of Gibraltar, his rugged constitution soon taught us "not to fool around with Roy Rogers." Might well be known as the "Mighty Mite." He took the jump course while at Rivers and consequently has greatly strengthened our faith in crash landings.

Cpl. Leloux

"Ulul" is a direct descendant of Rip Van Winkle, evidently. Spends his time alternately perusing "skin books" and sleeping. Suffers from a lack of knowledge of the English language, at any opportune moment. His main ambition in life is to find an ANS located somewhere in the banana belt (**NOT** Hamilton, Jerry!), and to find yet another type of winter hat to add to his collection. Most often heard expression, "!!%\$/¢ Canadian climate!"

F/C McClintock

Bill is a native of Belfast, the house of billiards sharks, bridge experts, master drinkers and orators. Mac's chief claim to fame is the ability to smoke a "Players," guzzle a double Rye and "neck" with a blonde simultaneously, while still monopolising the conversation. Bill acted as our course leader during our sojourn in AI. This should clear up a mystery for the O.T. staff as to the whereabouts of "05" during parades and stand-to inspections. Chosen as the man most likely to take up permanent residence in MIR, or become an Alcoholic—but never Anonymous.

Cpl. Visscher

That rarity of rareties, a hard-working man, Eddie is designated as the man most likely to leave the Air Force. Such behaviour is insufferable, intolerable, unthinkable! (Shudder.) The man of no vices, he was known to fall from grace only once—on New Year's Eve—he still winces at the mention. His favourite pastime: getting mad at instructors, O.T. staff in particular. Chosen as the only man likely to work himself to death.

F/L Piercy—Course Director

Mike's early morning smile was often dissipated by eleven different versions of "What it did." His blood pressure undoubtedly suffered severely, until he learned the futility of argument with Child and/or McClintock, and became used to "I'm afraid I don't understand the question" from guess who! Will probably regain his equanimity of temperament on March 12th (Graduation date—March 11th). Favourite expression: "flying scrubbed—I.T. period in fifteen minutes."

Capt. D'Artillac-Brill

Captain Paul, in addition to solving the intricacies of navigation, acted as a Netherlands Liaison Officer during his stay. He entered wholeheartedly into the mechanical age in Winnipeg, taking flying and driving lessons. Should we mention the lawn, Captain? We have been unable to find any incriminating data against him, which is fitting, since he is a lawyer by profession.

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Today in SPORT

By CPL. HOWARD O'BYRNE



STATION CURLING

On January 28th, Sgt. Jim Dagert and his team from Gimli met the Turner team from Winnipeg for the honour of going to Saskatoon to represent Zone Four. After a close game, the Turner team with Cpl. Don Hubbs (third), Sgt. Bud Langdon (second) and Sgt. Norm Hayward (lead) edged out the Gimli foursome.

gomerie emerged triumphant over the second visiting rink, in spite of the Irishman. No 'spiel would be complete without Cpl. Shannon in the thick of it.

One of the highlights of the afternoon was when Sgt. Ray Kane accidentally got a rock in the house and demanded that play be held up until the photographer was located. F/S Samain, President of the

CURLING is today's main sports topic and well it should be, since the world's largest Bonspiel is held in this city every February. A total of 380 teams entered this year, four more than last year. To have so many was a happy surprise to the officials of the M.C.A., because most provincial 'spiels this winter have had fewer entries than in other years.

RCAF Winnipeg was well represented—with six rinks entered. Although none of them broke into the prize class, two got into the eights in two different events, which is a very fine show.

Mr. Joe Coldwell's rink (with Sgt. J. Moore (third), F/S W. S. Thompson (second) and Sgt. Ray Kane (lead)), together with Skip Cpl. T. Shannon and crew (Cpl. H. Earle (third), Cpl. K. Robertson (second) and F/S Norm Samain (lead)), arrived at the same time for friendly games.

LAC Fred Teeling (Winnipeg) won out over Mr. Coldwell after a hard fought game, and LAC Mont-

Gimli club, said that they have twenty teams, excluding four Airwomen's teams, in their club, and each team curls once a week.

On February 18th, Cpl. Dan Turner and his team proceeded to Saskatoon to play in the 14 Group Finals, a "round robin" affair. Pictures of the affair appear in our centre pages, including one showing the local band leading the curlers down to the rink.



(LAC J. B. Smith)

LAC Monty Montgomerie throws a guard in the semi-finals of the 14 Group playdown in Winnipeg.



(LAC L. A. Gratton)

F/C JACK LYNCH (Centre)

Jack was born in Ottawa but now calls Montreal his home. He first put on skates when he was five years old, went on to play high school and junior hockey in Montreal. Spent one year in Senior "B" with the Magog (Quebec) Blues, then played with McGill and in the Maritimes before joining the RCAF. Played last year with the Trenton Scotias' Senior "A." Joined this team recently.

Play got under way with Portage against Saskatoon, and Winnipeg playing Penhold. Saskatoon beat the Portage quartet in an extra end, and Winnipeg beat Penhold in a highly exciting game. In the third end when Turner went to throw his rock he had six in the house and finished about ten inches short of making it seven. However, the Penhold boys made a comeback, and before the seventh end was completed they had tied the score, but in the end victory came to Winnipeg.

Later Winnipeg played Portage and Saskatoon played Penhold and, once more, Winnipeg and Saskatoon were the victors. Play resumed on Sunday with Winnipeg and Saskatoon battling hard. The overnight temperature was below zero, the ice was a bit heavy, and the Saskatoon team got off to a good start; but from the third end onwards the Turner rink came to

life, and in the tenth end, with the score at 10-6, Turner played a wonderful shot to count a five ender. After this, the Saskatoon boys threw in the towel.

At a cocktail party later in the afternoon, the Commanding Officer, G/C Evans, presented Cpl. Turner with the 14 Group Curling Trophy and the Curling Recreation Cup for this Group. Entertainment was more than adequate and it will be a long time before the members of the teams forget that weekend.

HOCKEY

The Mangroup league has been completed and Winnipeg is in second place, having beaten Portage in the last two encounters. Gimli got a bye and now meets Winnipeg in the Olympic Rink on February 26th. The winner will meet Macdonald, former league winners, and the victors will be the Mangroup champions. The champs will then meet the winners of the RCAF stations in 14 Group which are located west of Winnipeg.

The only remaining games in the league are one regular and one postponed game with RCHA, who hold second position with a strong team consisting of players of high calibre. The play-offs start in the



(Sgt. S. Beaudoin)

Left to right: Miss Jane Sampson, Miss Julia Pawlack, and F/O Harry Matties.

BADMINTON

first week of March with the second and third teams playing a total goal series, and the winners meeting the top team in the league. Our boys are definitely making a strong bid for top honours in both leagues, but they still need some support; although some station personnel have turned up, there is room for many more. This is your hockey team, so let's give those few faithful fans a hand at "rootin'" while the boys do the "shootin'."

The Badminton Club boasts a membership of over thirty-five, which includes not only station personnel but wives from PMQ's and downtown. Plans are under way for a tournament at RCAF Gimli on Sunday, 27th February, with a return engagement soon. The Social Evening on February 12th was a singular success.

BASKETBALL

The station team defeated RCAF Gimli 84-27 recently, putting Winnipeg and Portage in a playoff position. So far Portage has been beaten two out of the three times the teams have met. With that in mind, the prospects of our station teams taking the Eastern Mangroup honours look good. However, the winner of this playoff will play off against the Saskatchewan-Alberta winners for the 14 Group basketball honours.

Our team is on the second rung in the intermediate league, with YMHA leading by two games. In this league, RCAF Portage is two games behind with two more games to play. Playoffs will commence about the second week in March, with the top two teams playing a best "two-out-of-three" series. F/S "Stocky" Stockdale has taken over the coaching duties and is doing a fine job of getting the team into shape. With such players as F/C Jerry Urquhart, F/O Bob Howard and LAC Al Radcliffe, it is expected they will show up well against a highly rated YMHA team.



(LAC J. B. Smith)

Zone 4 runners-up from Gimli — L. to R.: Sgt. Norm Hayward, Sgt. Bud Langdon, Cpl. Don Hubbs, and Sgt. Jim Dagert (Skip).

Edited by F/L C. CHESHIRE

BOEING-SEATTLE B-52 PRODUCTION LINE REVEALED IN NEWLY-RELEASED PHOTO



Its vertical tail folded to clear the factory doors, a completed Boeing B-52 Stratofortress awaits roll-out from the company's Seattle plant in this first over-all B-52 production scene approved for publication by the U.S. Department of Defence. Additional new information disclosed on the aeroplane, which Boeing is building for the U.S. Air Force's Strategic Air Command, reveals that the B-52 has a speed of "more than 600 miles per hour, a ceiling above 50,000 feet, and a range of more than 6,000 miles." It is operated by a crew of six and is powered by eight Pratt & Whitney J-57 turbojet engines which are rated in the 10,000 pounds of thrust class.

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CONVAIR XF-102A

The prototype XF-102, radar-directed, all-weather interceptor for the USAF has been modified to produce better control characteristics for flight at speeds beyond "mach 1."

The changes include a "droop-foot" for the leading edge of wings; wing "fences"; changes in canopy design and different air intakes to provide more air for the up-rated J57, which has 16,000 lbs. thrust with after-burner.

These changes resulted in the aircraft exceeding "mach 1" whilst climbing to 35,000 feet on the second test flight, with good control being maintained whilst accelerating well past "mach 1" in level flight.

BOEING B47

A Boeing B47 Stratojet recently stayed in the air for 47 hours 35 minutes and covered 21,000 miles before landing.

The flight was made between North Africa and Great Britain, shuttling back and forth, with air-refuelling.

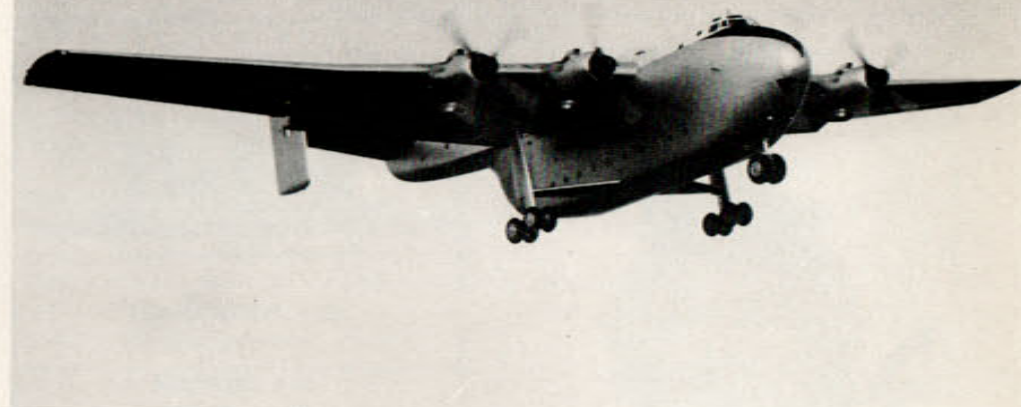
HUNTER KC-97S SET RECORD FOR REFUELING STRATOJETS

KC-97 tankers of the U.S. 2nd Air Refueling Squadron at Hunter Air Force Base, Georgia, transferred more aviation fuel to Boeing B-47 Stratojets in aerial refueling operations during January than the average filling station would pump in three years.

A total of 563,270 gallons was transferred in 16 scheduled flying days.

MARTIN XPGM-1—"SEAMASTER"

The introduction of the Seamaster, four-jet flying boat, showed an entirely new concept in a controversial type of aircraft. Designed for photo-reconnaissance and mine-laying with the U.S. Navy, it is powered by four Allison "J71" turbo-jets, carries a crew of five and should be capable of speeds in excess of 600 mph at 40,000 feet. The hull is fitted with Martin's "Hydroflaps" on both sides. Opened singly, they serve to steer the aircraft on the water; operated together, they act as a brake to shorten the landing run.



BLACKBURN "BEVERLEY"
First Flight of First Production Aircraft

The first production Blackburn "Beverley" transport for the Royal Air Force made its maiden flight in January.

Operators in all parts of the world are interested in the civil version of the aircraft (the "Universal"), both for inter-city freighting and for the development of areas where surface transport is not practicable. A feature which is particularly attractive to civil operators is the low operating cost which on the current versions is below 9d. per ton mile.

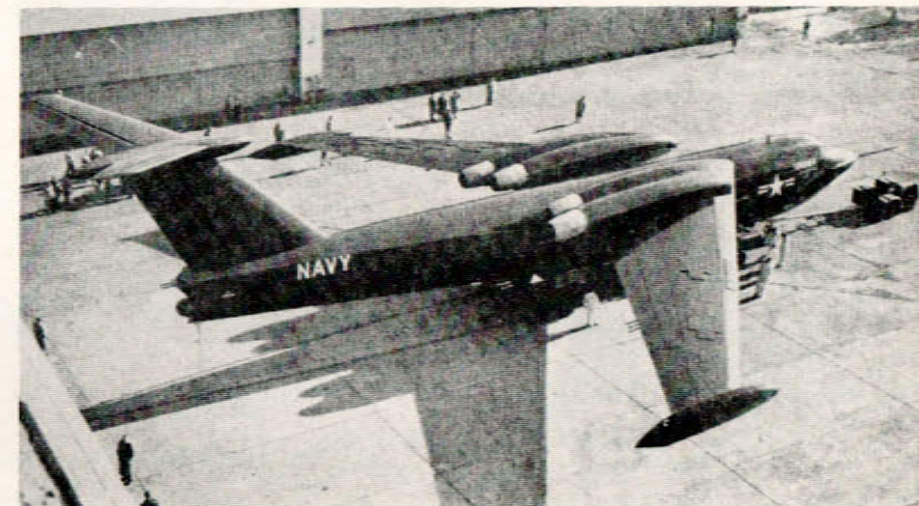
The Blackburn "Beverley" is one of the largest aircraft in production in the U.K. at the present time and the most important features of the design are listed here:

Wing Span—162 ft.
Body Length—99 ft.
All-up-weight—135,000 lb. (60 tons).
Payload—50,000 lb. (22 tons).
Engines—four 2,850 b.h.p. Bristol "Centaurus."

Cargo Compartment size—40 ft. x 10 ft. x 10 ft. (which allows the larger pieces of modern military equipment to be air transported for the first time).

The tail boom compartment, which is larger than a "Dakota" fuselage, provides additional space for 36 troops or cargo. The aircraft is not restricted to modern long runways and can operate from unprepared or quickly improvised strips.

Take-off Run at Full Load—790 yds.
Landing Run at Full Load—310 yds.
Maximum Speed—238 m.p.m.
Normal Range—1600 miles.





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AUTOMOBILES

(Continued from page 13)

that will stand such temperatures and yet resist "creep." So far no way has been found to produce such blades at a cost of less than \$14 each. As a car turbine would need from 60 to 100, this puts a limit on production at the start. Materials known as ceram, such as titanium carbide, show promise of cheaper blade production. At present Rovers are charging \$2,600 for the 60 h.p. industrial engine; this, naturally, includes a considerable sum for design and development work. The "can" or combustion chamber so far costs \$90 and a turbine disc as much as \$55. It is apparent that the industrial might of the United States will probably be the first to produce a gas turbine car in large economical numbers. If they can produce a Vee-8 engine of 150 h.p. for about 11 man hours of work, perhaps the same bold outlook could revolutionize the turbine industry.

So in five years we may see the first of such cars on the road. No doubt they will be fast sports cars where fuel consumption is not so important. The larger mass-produced family car might follow, but there is no sign that the small economy car will be turbine powered within the foreseeable future.



(See back cover)

THE LOCKHEED HERCULES— Y C 130 TRANSPORT

This first full flight photograph of the U.S. Air Force's newest large transport shows to advantage the neat installation of the four Allison T-56 turbo-jet engines, which develop a total of 15,000 horsepower.

This huge aircraft has a span of 132 feet, a 95-foot length and a height of 38 feet. One of the features of this aircraft is the ease with which it can be operated from short runways.

WD's REPORT

(Continued from page 23)

viduals who, through their strong wills, have given up cigarettes for Lent. Now, just why do those little Nicotine Nails have such a drastic effect on one's disposition? Some of us have no power, will or otherwise, however we do offer our complete moral support, that is if you don't chew our heads off in the meantime.

Let's wish a speedy recovery to the members of our crew who are in, or who have recently been released from, hospital.

It looks like Robbie is fast becoming an expert on how to cope with sudden changes of wedding plans; however, affairs seem to be well in hand now. Of course, Don's posting could be cancelled or something—temper, temper, Robbie!

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