



PRICE
10c

Aviation

AN AIRFORCE NEWSMAGAZINE

FASTER FARTHER HIGHER

The development of guided missiles of every type is becoming one of the most competitive areas in our world today . . . for supremacy in this field can well determine peace for many years. The race is now for greater speed, higher altitude, longer range, more sensitive control.

The strength of Western defence lies to a great extent in the development for the Armed Forces of these new weapons systems suited to the supersonic age. The once deadly cannon, machine gun and rocket are being superseded by complex weapons of great ingenuity.

Canadair has long had a prominent role in Canada's guided missile program, applying the knowledge acquired in years of experience in advanced aircraft systems engineering . . . and Canadair's research, engineering and manufacturing resources are constantly making further important contributions to projects in this field.



CANADAIR

LIMITED, MONTREAL, CANADA
AIRCRAFT MANUFACTURERS



CANADAIR HAS PRODUCED MORE JET AIRCRAFT THAN ANY OTHER CANADIAN MANUFACTURER

IN THIS ISSUE:

VOXAIR VIXENS
The Windmill Girls

F/L Don Connolly
writes about

CNS AT RESOLUTE

New Pool Opens
(Page 16)

**An Afternoon
with the
Jaguar XK 140**

PETER McLOUGHLIN

THE WORLD'S LARGEST
SELF SUPPORTING
SERVICE PUBLICATION

AUGUST 17, 1956

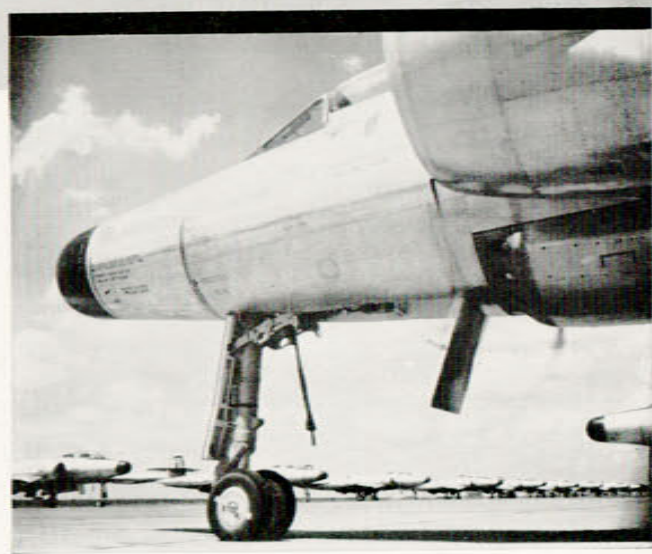


AVRO AIRCRAFT: YOUR FIRST LINE OF DEFENCE



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

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



FLIGHT OVER: INTERROGATION TO COME

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



AVRO AIRCRAFT LIMITED MALTON, CANADA

MEMBER, A. V. ROE CANADA LIMITED & THE HAWKER SIDDELEY GROUP.

- CLEANERS
- TAILORS
- LAUNDERERS

SIMS
1836 Portage Ave.
St. James
Man.
Telephone
6-7981

*2 Hour Service
Cash and Carry
and Save*

PICKED UP A.M.
DELIVERED P.M.
AT
RCAF STATION WINNIPEG
ON REQUEST



AN AIRFORCE NEWSMAGAZINE

VOL. 5, No. 11.

AUGUST 17, 1956

CONTENTS

Articles	
FAMILIARITY BREEDS CONTEMPT	F/L Eric Lee 2
CPL. DAGG AND HIS DAWG	Cpl. Budd Pauls 3
CNS AT RESOLUTE	F/L Don Connolly 12
PERSONALITIES ON THE AIR NO. 3	Mike Coleman 22
Denis Belaire of CKSB	4
4 FIGHTER WING'S NEW CHAPEL WINDOW	27
Features	
WE NEED A NEW STATESMANSHIP	F/L Channon 7
AGAINST COMMUNISM	
VOXAIR VIXENS	
The Windmill Girls	9
WORSHIP	P/O B. A. Rathbone 15
MOTOR FACTS	
Importing and exporting	Peter McLoughlin 20
AUTOMOBILES	
The Jaguar XK 140 HARDTOP	Peter McLoughlin 25
News	
NEWS OF THE WORLD	Bob Maitland 4
PEOPLE AND PLACES	6
SPORTS	
Station track team wins TC Championship—"Stocky"	28
Departments	
ENTERTAINMENT AND RECREATION	17
AROUND THE SECTIONS	18
WD'S REPORT	Ella Norman 19
GRADUATING CLASS	5509 (LR) 32
GRADUATING CLASS	5509 (RO) 33
GRADUATING CLASS	5510 (AI) 34
Cover Story	
	6

VOXAIR is published every third Friday with the kind permission of The Commanding Officer, Royal Canadian Air Force Station Winnipeg, Stevenson Field, Winnipeg, Manitoba. ARTICLES may be reprinted by other publications providing credit is given to VOXAIR. VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscriptions are priced at 1 year (17 issues) \$1.50; 2 years (34 issues) \$2.75; 5 years (85 issues) \$6.50. Postpaid anywhere in the world. Address all subscription correspondence to: Subscription Department, Voxair, R.C.A.F. Station Winnipeg, Stevenson

Field, Winnipeg, Manitoba. Applications from overseas should be accompanied by an international money order for the necessary amount. Canadian subscribers should make their cheques payable to: RCAF Station Winnipeg Station Fund. EXECUTIVE AND EDITORIAL OFFICES: R.C.A.F. Station Winnipeg, Stevenson Field, Winnipeg, Manitoba. Telephone VE2-1311, Local 216. Printed by The Wallingford Press Ltd., 303 Kennedy Street, Winnipeg 2, Manitoba. Authorized second class matter by the Post Office Department, Ottawa, Ontario. The views expressed herein are not necessarily those of the Royal Canadian Air Force or the staff of VOXAIR.

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

Production Director
S/L J. F. CORRIGAN

**F/O ROBERT
GENNO**
EDITOR-IN-CHIEF

CPL. DON ASKETT
ART DIRECTOR

SGT. G. L. ROWE
BUSINESS MANAGER

F/L DON CONNOLLY
ART EDITOR

ASSOCIATE EDITORS
F/O M. Plumstead
F/C Bill Spornitz
F/O E. P. McLoughlin
Dr. L. A. Glinz
LAC Terry LaBrosse

CONTRIBUTING EDITORS
F/L Jack Leach
F/O I. K. Wilson
F/L A. Morton
F/O H. N. McMillan

SPECIAL CORRESPONDENTS
S/L Roy Woods
Cpl. Bud Pauls
Cpl. Ken Toll
P/O K. W. Sinden
Cpl. Barry Herron
Sgt. Howard O'Byrne
Lt. K. R. Cryderman

Eastern Office
F/O Harry O'Hara
P.O. Box 302, Trenton,
Ontario.

John Roddy LTD.

- UNIFORMS
 - BATES HATS
 - AQUASCUTUM & CROYDON RAIN COATS
 - ARROW SHIRTS
- THE OFFICERS' SHOP**

PORTAGE NEAR KENNEDY

WINNIPEG, MANITOBA

FAMILIARITY BREEDS CONTEMPT

By F/L E. F. LEE

WE ARE so familiar with these three words that we are almost contemptuous of them! The phrase was heard in the age of stone axes and camp fires; how does it apply to the jet and nuclear ages?

It has particular application to flight planning for jet aircraft. Because we frequently go aloft on short notice, in dubious conditions of weather, and fly special missions, as directed, it is possible we might come to think of all flying as a simple, familiar pastime. But BEWARE of the new and the strange lurking under the disguise of this simple familiarity. When we have a flight plan to make, in which we are the planners and initiators, let us not forget the care and elaborate attention to detail this flight planning calls for.

We have all heard of situations where a crew "went down to have a look" at destination although the hourly weather reports were giving weather below safe landing limits, then, at low altitude, used up the fuel that was to have taken them to their flight plan alternate, which was still clear.

You are required to file an alternate when you file IFR. Don't do this mechanically "because it is required." Remember, that is where you go if trouble develops. Remember, too, your consumption leaps from less than two gals per minute to more than six when you let down (in a T33).

In flight planning—

- check carefully
 - weather
 - a/c performance
 - en route facilities
 - terminal facilities.
- Boil it all down into a simple plan of action within your powers of execution covering all eventualities foreseeable, then stick to this plan unless new information changes its possibility of succeeding.

For the information of those who might occasionally take an a/c away from base, a flight plan is

A SMALL FORTUNE

will pass through your hands in the next few years.

How much will you keep?

Investors Syndicate savings plans are approved by the R.C.A.F. for payroll deductions.



ANDY GRIERSON

Former member of the R.C.A.F.

Your accredited Investors Syndicate representative

Residence Phone: 4-7310

Business Phone: 93-8617



H. BROCK SMITH

Manager, Winnipeg Division

Investors Syndicate is also distributor and investment manager for Investors Mutual of Canada Ltd.

to be filed in the flight planning centre in person. Telephone and radio calls are not accepted. This ensures that the latest weather notices and let-downs have been made available to you, as well as any of the commanding officer's instructions concerning visits to other bases.

[F/L Eric Lee, formerly an instructor on the staff of 2 ANS, Winnipeg, is now navigation leader of the Communications Flight at St. Hubert. We are indebted to him for this useful reminder on the importance of correct flight planning.—Ed.]

CPL. MEL DAGG AND HIS BLUE BLOOD "DAWG"

By CPL. BUD PAULS



"DAGG AND DAWG"

DUSTY is quite a dog. He's a thoroughbred and has papers to prove it!

At the home of his master, Corporal Mel Dagg, 24, a clerk typist in the station Winnipeg orderly room, Dusty is pretty well just a d-a-w-g and a family pet. But when recently entered in three district dog shows, the six-pound handful of Miniature Pinscher assumed a winning stance of alertness and gracefulness, typical of his breed, to win a total of eleven ribbons and two silver spoons which now grace the Dagg household at 344 Harcourt St., St. James.

Dusty, registered with the Canadian Kennel Association under the impressive name, "Currie's Battling On 2nd," and issued with the official number 363441, is one year old. He came under the ownership of Mel about six months ago.

"I've always loved dogs," Mel explains. "And when I saw Dusty I liked him—and that was it!"

Mel, born in Killarney, Manitoba, where his parents, Mr. and Mrs. Ernie Dagg still reside, has been an outdoor sportsman for many

years. A keen hunting and fishing enthusiast, he is a real booster of Manitoba's great outdoors. He holds trophies which he was awarded when on the rifle and skeet teams while stationed with the air force at Portage la Prairie, and he is currently active in arrangements to have a skeet club formed at his Winnipeg base.

Just recently he received a letter from the Deputy Minister of National Defence at Ottawa announcing that his suggestion for a new distinguished marksman badge for winners in the RCAF small bore rifle competition has been accepted. He was granted an award under the Suggestion Award Plan of the Public Service of Canada.

Mel enlisted in the RCAF in February, 1951, and except for his initial air force training, he has spent most of his life in his native Manitoba—"where the hunting is best." His wife, Norma, is the daughter of Mr. and Mrs. Fred Church, of Niverville, Manitoba. They have one son, Bruce, 3, who happily competes with Dusty in impromptu races conducted in the Dagg living room.

The Dags acquired Dusty when Mel was clerking at the Brandon recruiting unit just prior to his Winnipeg transfer.

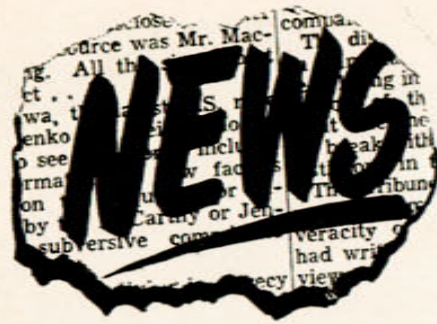
Dusty, about ten inches in height at the shoulders, is, according to his records, red in colour. But, to the untrained eye, he is best described as tan or light brown. Most people, on first seeing the tiny dog, compare him in likeness to a very young fawn in miniature.

Mel traces his pet's ancestry to a Miniature Pinscher by the name of "Ch. Laroys Toe Dancer V Konesberg," an international champion well known in kennel circles in Canada and the United States. Dusty's father is "El-Minez Battling On" and his mother is "Juray's Sassy." The parent dogs are from the city of Brandon where Dusty was obtained from Mrs. A. J. Currie, district breeder.

The Miniature Pinscher breed originated in Germany about 1895, Mel believes, but did not appear in dog shows to any extent until about 1928 in the U.S. The breed is presently gaining in popularity.

Although Mel has no definite

(Continued on page 14)



Edited by BOB MAITLAND

Radar Spots Bird 4 Miles Away

PICTON—The Defence Research Board, Canada's top weapons scientists, has lifted a five-year secrecy shroud from its main testing range at Point Petrie, 14 miles south of here. A senior government engineer, R. F. Chinnick, who conducted newsmen around the multi-hundred thousand dollar establishment, said that although Canada no longer makes guided missiles, study of them is still going on. An experimental projected missile was fired 81,000 yards over Lake Ontario during the visit while hitherto top secret radar and synchronized cameras followed and recorded its exact path. The missile was a seven-foot long, solid motor propellant type valued at \$250.

FRENCH BEAUTY



BRIGITTE BARDOT

Advanced Air School Expanding

SASKATOON—Instrument rating training for CF-100 jet pilots has been transferred from Cold Lake, Alta., to Saskatoon. Earlier this year Saskatoon took over the duties of the instrument flying school from Centralia. Beginning in August, qualified pilots from the jet advanced flying schools at Gimli, Portage la Prairie and MacDonald will be given a course in all-weather instrument flying at Saskatoon. For this purpose 10 more T-33 jet trainers will be based there and 11 more instructors added to bring the school staff to about 40 flying personnel plus ground crews. The training on this course will give practice in flying on instruments and an understanding of technique associated with all-weather flying. Trainees will also be acquainted with the civil-military air traffic systems.

RCAF Reveals How To Break Language Barrier

LONDON—Canada's newest device in NATO airmen training has been unveiled at RCAF Station London for 11 touring U.S. Air Force officers on a two-week liaison visit to this country's bases. The device is called a technical language trainer and was developed on the station at the suggestion of S/L M. J. Fitzpatrick, director of NATO training. The device is not connected with actual flying training, but merely familiarizes the non-English speaking NATO student with English commands.

RCAF Airman In France Quells Jet Fuel Blaze

MONTEMEDY, France—A Canadian airman in an asbestos suit leaped onto a blazing tanker to fight a blaze that destroyed 30,000 gallons of jet fuel here. The base commander, Group Capt. James Somerville, revealed that Sgt. Douglas E. Stevenson's act prevented another 70,000 gallons of jet fuel from exploding. The fire broke out as the fuel for Canadian Mark VI Sabre jets at the Montmedy base was being discharged from a railroad tanker into a gasoline truck.

Reserve Gets Jets Sept. 1

VANCOUVER—Two RCAF auxiliary squadrons based at Sea Island will get 16 new Sabre jets Sept. 1. First to pilot the new jets will be two University of B.C. law students, F/L Jack T. Edwards, 23, 1168 Pendrell, of 442 City of Vancouver Squadron, and F/O Bill G. O'Rourke, 25, 3627 Oak, of 443 City of New Westminster Squadron. The new aircraft will replace out-moded Vampire jets and piston-type Mustangs. Each squadron will get eight Sabres.

600 MPH Planes Don't Worry Army

CAMP GAGETOWN—Aircraft flying over ground troops at 600 miles an hour don't worry Brig. J. V. Allard in the slightest. "They won't be able to find us," he said in an interview, as the Canadian army's nuclear warfare

TO THE C.N.E.



LAW Ferne Wilson of Moose Jaw, Saskatchewan, has been chosen to represent Station Winnipeg at the Canadian National Exhibition in Toronto. Ferne was educated at Newberry School, Archibald, Sask., and enlisted in the RCAF in March, 1952.

She came to Winnipeg via Sea Island, Goose Bay and a year with No. 2 Fighter Wing, and is presently employed as a stock control clerk in Station Winnipeg Supply Section.

Operation Morning Star got underway. At the same time ground crews can shoot down aircraft before they can do serious damage to troop concentrations, he said. Brig. Allard said he has every confidence in the 1st Canadian Infantry Division if it had to go into an atomic or any other kind of war tomorrow.

Belgian Pilot Sets Scholastic Record

MOOSE JAW—A student pilot from Belgium, Second Lieut. M. V. Provost, 24, graduated from No. 2 Flying Training School, Moose Jaw, recently with the highest marks ever awarded. Provost, whose home is at Renaix, was one of 20 student pilots from six NATO countries who graduated from a regular course at the school.

RCAF Denies Reports Of Radar Line Neurosis

OTTAWA—An Air Force spokesman denied a West Coast report that it had assigned experts to study the psychological effect on personnel on duty in remote radar stations. The newspaper report—from Vancouver—was made following a tour of a Pinetree line radar station. Symptoms of the ailment said to be under investigation were lack of sociability, prolonged silence, and love of solitude, among the staff of the radar stations, especially in the north. The report, written after a visit to one of the lonely stations, stated "beyond the 10-foot high, barbed wire fence, it was easy, when inside the air-conditioned control room at the end of a long wooden tunnel, to see why the personnel would ultimately be gripped by the symptoms of the malady."

A-Arms Not All — Zhukov

NEW YORK—According to Marshal Georgi K. Zhukov, Soviet defence minister, future wars will require large armies and tremendous quantities of ordinary arms, despite development of air power and nuclear weapons. In Marshal Zhukov's opinion the new combination of air power and nuclear arms "by themselves cannot decide the outcome of an armed struggle." Marshal Zhukov's opinion was expressed in response to questions submitted to him, in writing, by Hanson W. Baldwin, the New York Times' military editor, during a visit to Moscow last month.

Air Force Nurse Saves Young Boy

OTTAWA—A possible drowning was averted a few weeks ago when an Air Force nurse pulled an 8-year-old boy from the Rideau River under Cumming's Bridge. The boy, Claude St. Arneault, son of Mr. and Mrs. Andre St. Arneault, 223 Durocher Street, Eastview, was taken from his precarious perch on a submerged stone by Irene McNamara, of 658 Rideau Street, stationed at the Rockcliffe Station Hospital.

U.S. Plane Flies at 1,900 M.P.H.

NEW ORLEANS—The Bell X2 research rocket plane has set a new high mark for speed—about 1,900 miles an hour. The stainless steel and K-monel nickel alloy craft reached the unprecedented speed near Edwards Air Force Base, Calif., July 25.



Voxair welcomes to RCAF Station Winnipeg a new A/AdO, F/O Monica M. Foss, a native of Worcestershire, England, who served in the Women's Royal Air Force from 1947-1955. She saw service with Bomber, Fighter and Technical Training Commands in England, and served overseas from December 1951 to December 1953, with the Middle East Air Force as personal assistant to Air Commodore C. A. Bell, Command Signals Officer.

On demobilization in December 1955, F/O Foss came to Canada and was commissioned in the Personnel Administration branch of the RCAF in April 1956.

RCAF's WEST IN RECORD-BREAKING LEAP



RCAF OLYMPIC HOPE IN ACTION. F/C Ken West of Ferris, Ontario, who has been on summer employment with AI flight at Winnipeg, is shown clearing 6'5 1/2" in the Olympic trials last month to set a new Canadian native record. Ken was chosen as a member of Canada's Olympic Contingent to compete at Melbourne in November.

Americans in Dutch with Canadian Girls

When personnel from Canada's NATO Air Division in Europe visit the Netherlands, they often climb into Dutch national costume and have souvenir pictures taken by a local photographer.

On a recent weekend, two airwomen from Air Division Headquarters in Metz, France, did just that, then asked if they might remain in costume long enough to take some outdoor snapshots on their own. The photographer agreed.

No sooner had the girls stepped out the door than some American GI's, thinking they were "natives", asked them to pose with the aid of gestures and halting English.

Without divulging their true identity, the airwomen smiled prettily and struck the desired pose. A legitimate Hollander almost spoiled their game by talking to them in Dutch, but a fine display of coyness sent him away, scratching his head.

So it is that when certain GI's return Stateside and proudly show pictures taken in Europe, a few of them will depict Canadian comrades-in-arms rather than authentic Dutch maidens.

MISS UNIVERSE 1956



IOWA'S CAROL MORRIS



Flying Officer Bill Keenan, manager and coach of the RCAF Winnipeg track and field team, smilingly accepts the Training Command track and field trophy from Wing Commander Middleton of Portage. Bill holds in his other arm the 14 Training Group track and field trophy also won by Winnipeg.

PEOPLE AND PLACES

IN THE AIR FORCE

A/C Arthur D. Ross leaves CJS London to take over command of No. 5 Air Division, Vancouver. He replaces A/C Orr who becomes Commandant of the RCAF Staff College in place of A/C Keith Hobson, new chief of organization and management at AFHQ.

G/C D. J. Williams to take over as CO of No. 1 Fighter Wing, Marville, France. He replaces G/C J. D. Somerville who is to be CO of RCAF Stn MacDonald. Ex-CO MacDonald, G/C J. J. Jordan, is to attend a course at the National Defence College at Kingston.

AFHQ announces the appointment as Canadian Air Attache at Brussels, Belgium, of S/L W. F. Cameron, presently CADo at Moose Jaw. S/L Eric Sherlock has been transferred from AFHQ to Moose Jaw as CADo.

W/C J. D. McCallum from the USAF Air War Staff College, Maxwell AFB, Alabama, to AFHQ.

New CO of 436 (T) Squadron is W/C John T. McCutcheon.

S/L E. J. Haugen has arrived in Canada after exchange duties at CNCS, Shawbury, England. He is to be CNI at Central Navigation School, Winnipeg.

W/C Robert Walsh and S/L F. E. (Red) McLaren from AFHQ to CJS, London, England.

S/L R. K. Trumley from 436 (T) Squadron to 4 OTU, Trenton, Ont.

S/L K. C. Mason leaves 433 (Fighter) Squadron to be Chief Operations Services Officer. He will be succeeded by W/C J. C. Hovey from Cold Lake.

Air Commodore John M. Murray, CBE, of Ottawa, to retire as the RCAF's chief of finance. He will be succeeded by Group Capt. Richard W. Desbarats. G/C Des-

barats will be promoted to the rank of Air Commodore on assuming his new duties.

The new CGI at Centralia comes from DPC, AFHQ. He is S/L G. J. Sweanor.

Popular leader of 419 (Moose) Squadron, W/C E. G. Ireland, taking over command of 445 Squadron, Uplands.

Mr. Maurice Hardman, senior Met officer at Winnipeg, has left for a staff appointment at Maritime Air Command Headquarters, Halifax.

G/C J. D. Caldbick from post-graduate training at Sunnybrook Hospital, Toronto, to AFHQ.

F/L A. Lahaye has been appointed RC Chaplain at RCAF Stn, Aylmer, Ont.

Maritime Area Important

MONCTON — "The Maritime Provinces are important for reporting on attacking aircraft as they are in the path of bombers heading for targets in central Canada," said S/L S. E. Harris, staff officer of the Ground Observer Corps, Air Defence Command, whilst inspecting Moncton Filter Centre. He was accompanied by S/L S. R. Miller, commanding officer of No. 7 Ground Observer Corps Maritime Unit. S/L Harris continued, "For this reason we concentrate on the Maritime provinces region and keep up the high standards already established."

COVER STORY

Sergeant Lloyd Burke, 27, Pembroke, an instructor in fighter control operations at Number 2402 Aircraft and Warning Unit, RCAF Station Winnipeg, explains to two St. James high school girls the operation and mechanics of the radar scope. The girls, members of a high school technical training unit in the Winnipeg area, are foreground AW2 Barbara Avenell and background AW2 Phyllis Laking, both of St. James, Manitoba's newest city on the outskirts of Winnipeg.

Sergeant Burke is the son of Mrs. C. R. Burke of Pembroke, Ont.

(National Defence Photo)

CURRENT AFFAIRS

"WE NEED A NEW STATESMANSHIP

To Combat Communism"

Says F/C G. E. SHANNON

Our best defence is a new motive, a new thinking on the part of the common man.

THREE types of nations make up our world. There are the nations that do think; the nations that don't think; and the nations that don't know what to think. All three are vitally implicated in the mass of chaos and conflict that we call our world.

The nations that do think are found enmeshed in the communist web. China, Czechoslovakia. Poland, Russia, all think adequately for the remaking of the world on their terms, using all the means available to them. They have a purpose, they have a plan to fulfill their purpose, and they have passion to carry out this plan.

The nations that do not think are, unfortunately, the western nations. Canada, Great Britain, United States, and France; nations which have long stood for democracy and freedom are losing the trust and esteem placed in them by nations and colonies of lesser stature and wealth. The ordinary man and the statesman is blinded by personal and national selfishness to the extent that he loses perspective and gropes blindly from conference to conference, hoping, praying, but always fearing. He is defensive and reactionary, and lacks vision for himself and his nation. He and his nation are clearly running second best in the battle for men's minds.

The nations that do not know what to think are the neutral nations. Egypt and all the Arab League nations including Iraq which has recently taken its place with Nasser in the Suez crisis; Burma and India are reticent about picking a side. Yet these nations and others in Southeast Asia such as Thailand represent one third of the world's population. This one

third is demanding a say in the theatre of international events. They won't be denied it. The nation that wins their allegiance will have to be the nation that has the most dynamic way of life to offer, not the nation that can give it the most material assistance.

The nations who think adequately and who have a purpose, passion and a plan to remake the world are the nations who will win the world.

The spearhead of communism is its ideology. An ideology is philosophy actively applied in daily living. It demands of its adherents total commitment. There can be no deviation whatsoever. It is this commitment that gives a people and a government its passion and plan to carry out its purpose. Communism is such an ideology and it has the men who will fight its battle through to the finish. They believe that the finish will be world conquest and the "classless" society.

Their ideology is not right. It is narrow and divisive because not everyone can accept it. But what have we in the west to counter it? Where is our ideology? We need one! The united thought of a nation with a purpose is the greatest force in history. An idea invades without the formality of declaring war. It makes men prisoner without firing a shot, and captures countries while parliaments are still debating. It cannot be stopped

by weapons alone. It cannot be deflected merely by economic aid. It can be redirected only by a better idea, a stronger purpose and more dedicated living by leaders and by led.

The new and superior idea which can give a dynamic edge to the living and thinking of the west is simply that human nature can change. Man can be liberated from his servitude to self-interest. He can master his environment. This is the world's central revolutionary idea. A materialistic ideology such as Communism can only call for revolution in the environment of man. But no materialist revolution in history has succeeded in changing the nature of man, and as long as man is a slave to his personal interests he is helpless before his economic, political, national and class interests. It takes a revolution of the spirit to iron out our difficulties. Personal, national and supernatural change is the only way out of the morass in which man has landed himself.

The nations who do not know what to think will respond only to a change in heart from the west. The old way is not good enough for them. The west's answer to communism and to the uncommitted nations of the earth is not going to come from an executive order, or from a planning staff in a government department. It is going to come from human beings individually; from the heart of the ordinary man and the statesman. The faults of our nation are with us, and the answer will not come unless we are different.

We need to create a new type of man. There is a superior ideology that can do it. It is giving men new

(Continued on page 14)

The Clarendon Hotel

IN DOWNTOWN WINNIPEG — OPPOSITE EATON'S
FULLY - MODERN ROOMS — \$3.00 and Up

A Complete Reliable Service

STATION PRESS SHOP

A. PRESKY, Proprietor

TAILORING - PRESSING - LAUNDRY - DRY CLEANING

NORTH SIDE DRILL HALL

R.C.A.F. STATION, WINNIPEG, MAN.

VOXAIR VIXENS

Lovely members of the chorus line at London's famous Windmill Theatre wait in the wings for their cue. Left to right: Doris Deal of Barnsley, Jill Turner of Tooting, Vicki Darnell of Derby and Yvette Davies of St. Albans,— four good reasons why the Windmill "never closed."

FOR THE FINEST SELECTION OF CAMERAS, PROJECTORS AND PHOTO ACCESSORIES VISIT

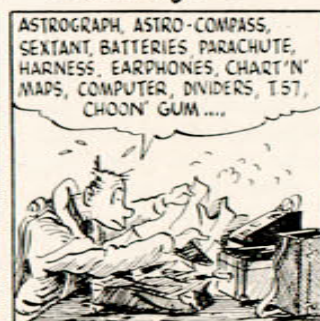
The Camera Shop

350 Donald Street, Winnipeg

Ph. 93-5518

J. Clewless McGoon - the Navigator

by Ozie



THE PORTAGE HOTEL

Portage La Prairie

COMPLETE FACILITIES - Dining Room and Parlor

rooms
\$2.00
and
up



Voxair Vixens
Courtesy The
Windmill
Theatre

RESERVE TRADESMEN TRAINING PLAN

3052 T.T.U. COMPLETES ANOTHER SUMMER'S TRAINING

SUMMER employment is over for yet another year for the high school student personnel of the RTTP. Our photographer caught some of the boys and girls on a normal working day a few weeks ago engrossed in the mysteries of their various trades.

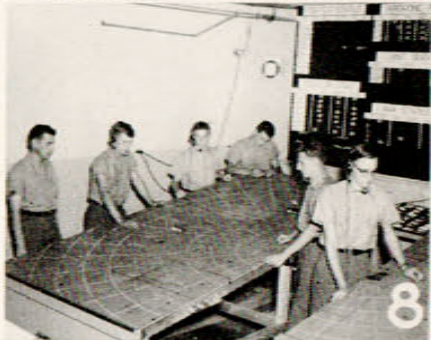
Some of the students are serving Air Cadets, 16 to 18 years of age for boys, 18 to 21 for girls. Recruiting of these young people starts in January of each year, Air Cadets applying to the Regular Forces Recruiting Centre and others to the Auxiliary Recruiting Centre, 17 Wing H.Q. On completion of documentation and medical examination the recruit reports to RCAF Station Winnipeg where he is given a written test, measured for uniform and sent home with instructions to report to the Technical Training Unit to commence Phase 1 of the RTTP training in March.

Phase 1, or indoctrination, is carried out on Thursday night and Sundays until June, and includes lectures on dress, deportment, the uniform, Air Force Law, and so on. An instructor from each trade explains to the recruit exactly what his selection in a particular trade will mean in the way of training and future employment. There is drill for each flight on Sundays.

After the July 1 holiday the students report each day at 0800 and remain until 1630 (Monday through Friday). By the end of August, 240 hours of trade instruction are completed, and, in addition, a considerable time is spent on drill, sports and parades. Those of the students who last out the summer, and most of them do, write a Group 1 trade paper, set by Training Command, late in August.

Those attaining a Group 1 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 join the auxiliary may remain in the primary reserve or obtain an outright release. Many RTTP personnel join the regular force soon after their summer training is over.

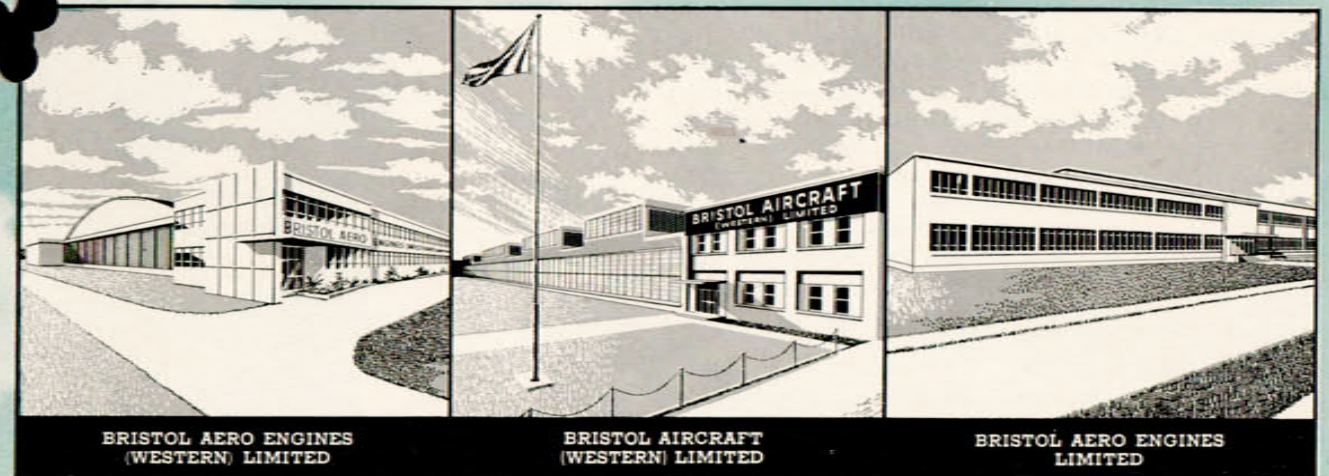
The purpose of the RTTP is "to train auxiliary units with tradesmen trained up to RCAF standards." It also forms a nucleus of trained personnel for use in time of emergency, and most certainly is valuable in acquainting the youth of Canada with life in the RCAF.



1. Cpl. Gallarneau instructs AC2s Taylor, Carlyle and Hughes in the intricacies of the internal combustion engine.
2. In the Safety Equipment section AC2s Brooks, Collins, Wakeman listen attentively to instruction by Cpl. McArthur.
3. Left to Right: AC2 Barkley, Cpl. Carrico, AC2s Carlson, Walker and Bolton in Fighter Control.
4. The theory of radar detection is expounded by Cpl. Nault to listeners AC2s Gillis, Ray and Cook.

5. "Stripping down" at the armament section AC2s Boyson, Istfeld and Marshall.
6. Cpl. Frogley inuigates during a progress test in the Supply Section. Writing are AC2s Walker and Cameron.
7. AC2s Geal, Froggat, and Dandenault discussing the functions of a piece of machinery in the aero-engine section.
8. Future fighter control operators AC2s Buchniak, Devalder, Sully, Rogawski and Thomas are supervised by Cpl. Carrico.

this is BRISTOL in Canada...



BRISTOL AERO ENGINES (WESTERN) LIMITED

BRISTOL AIRCRAFT (WESTERN) LIMITED

BRISTOL AERO ENGINES LIMITED

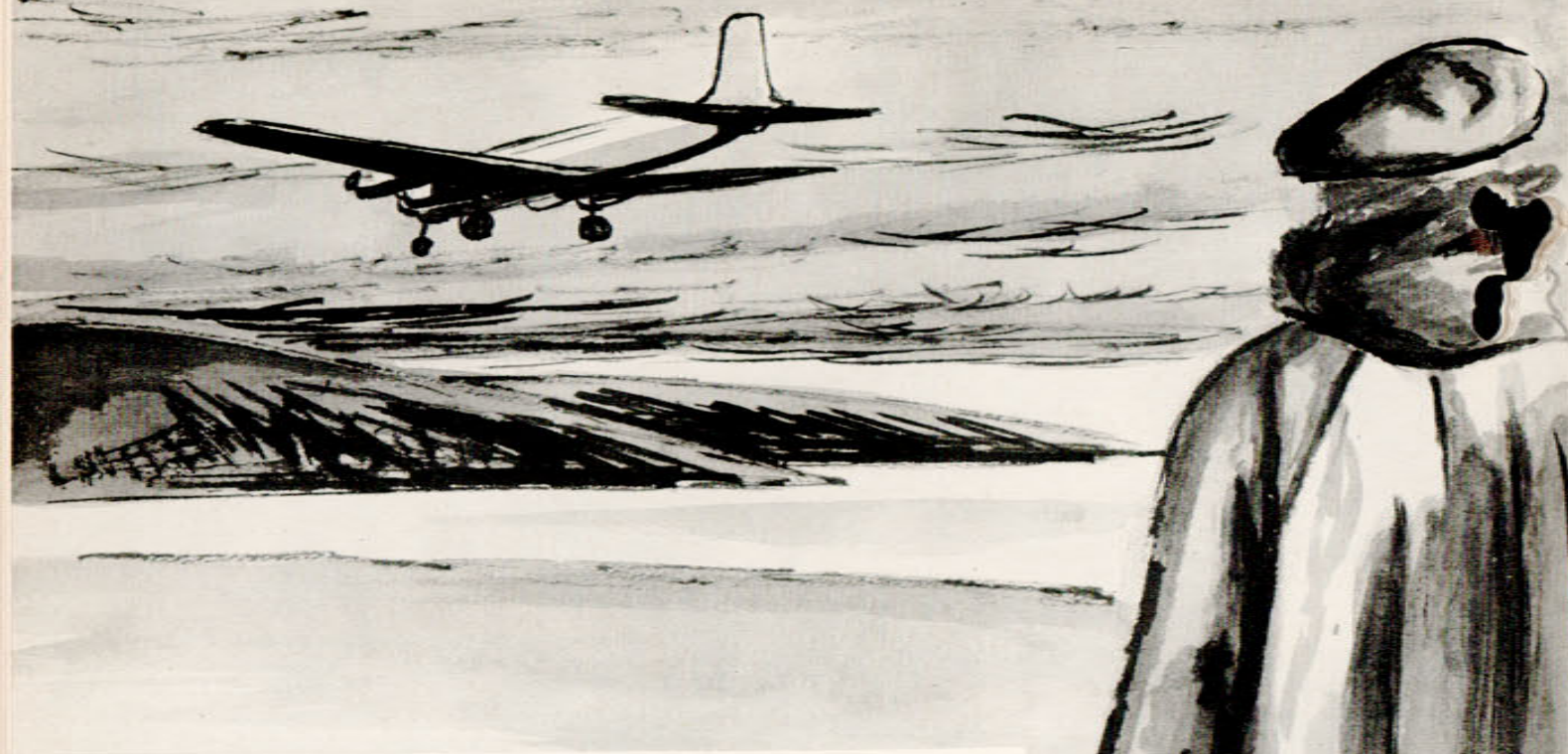
Plant at Vancouver International Airport. Engine overhaul and repair for western establishments of R.C.A.F. and the airlines.

Winnipeg company, largest aircraft plant in western Canada, modifies aircraft for R.C.A.F.; makes aircraft and engine components; produces Edo aircraft floats under licence.

Extensive repair and overhaul plant in Montreal North, with test cells as modern as any in North America. Handles piston-type engines, mainly for R.C.A.F. and T.C.A.

THE BRISTOL AEROPLANE COMPANY OF CANADA (1956) LIMITED
MONTREAL • WINNIPEG • VANCOUVER • MEXICO CITY
 Head Office and holding company for associated Canadian companies in the International Aviation Building, Montreal.

CNS AT RESOLUTE



Text and illustration by F/L DON CONNOLLY

A few weeks ago the members of No. 7 Specialist Navigation Course spent a week operating out of Resolute Bay, the R.C.A.F.'s northernmost station, flying on exercise Nav-Arc 56. This exercise is carried out each summer and marks the completion of the difficult and long (40 weeks) Specialist Navigation course. Its object is, strangely enough, Navigation Training but to make the trips as profitable as possible extra tasks are usually assigned by AFHQ. This report was written by one of the CNS staff officers on the project.

THIS year's task was to gather geographical data for the Department of Mines and Surveys. We were asked to search for T1, T2 and T3—the much publicized arctic ice islands—and to carry out an ice reconnaissance along the DEW line sea-supply route. We also attempted to position some points of land by Astro Navigation. Seems we know the shape of our northern islands but are not too sure of their exact geographical position. It is suspected that some may be as much as 20 miles in error.

We are keen on completing this project but unfortunately the weather won't co-operate. Most of our flights are in vain; we can't

see the surface because of a virtual blanket of low clouds that sheathes the entire archipelago.

The one exception is Resolute, where the sun shines benignly and continuously, seemingly taunting us for our impotence. As I write this, we have but three days of our assigned time left and we still haven't had a chance to look for the Ice Islands. We had originally planned on flying a newly-overhauled North Star aircraft, one fitted with ADS-42 Navigation Radar, but our plans went astray so we must wait until the cloud clears before we go looking at ice.

On the bright side of the picture, our idle periods on the ground have given us the opportunity to

become reacquainted with this very unique place. The most impressive thing about Resolute Bay is the way it has grown during the few years that I've known it. When I first visited it in 1951 it was but a few drab-looking huts scattered beside a gravel runway. In the past few years, the runway has been glamorized electronically with approach and runway lights, and a bright orange-painted community has replaced the old huts. The old settlement always had an "Admiral Bird at the Pole" look about it. The new station looks permanent, solidly-established and eager to grow.

Inside the buildings civilization is even more in evidence. Heating is by hot water and forced air and, of course, cooling is no problem,—just open a window. Water is obtained in abundance from a nearby fresh-water lake pumped in through an electrically-heated pipe. Modern plumbing prevails throughout. There are water-coolers in the halls; and, during the spring and fall twilight period, continuous indirect lighting outdoors! Recreational facilities are good. About the only important item lacking is a gymnasium.

Despite the lack of such necessities as T.V. and "Blue Suede Shoes," Resolute is probably one of the friendliest and most efficient RCAF Stations in Canada. Its inhabitants are noted for their hospitality and good humour, a normal by-product of the camaraderie that prevails at most northern stations. Their spirit is exemplified in the following anecdote.

Several years ago the staff at Resolute was informed by radio that an aircraft was due to arrive in several hours. The crew of one aircraft had apparently never visited Resolute Bay, for they requested that the OC meet the aircraft and that meals be prepared for them. They did not realize that this is done automatically. The Resolute hosts decided to tease the greenhorns for this unintentional insult to their hospitality. When the aircraft arrived the crew was met by a be-whiskered airman dressed in the OC's tunic and wearing a bow tie. He introduced himself to the astonished crew as the OC Resolute Bay, and invited them

to mount a tractor-hauled sled and ride with him in glory to the mess-hall, where a sham mess dinner had been arranged. Astonishment soon turned to apologetic embarrassment when the crew began to realize the nature of the hoax.

Another trick was played on a crew that arrived in one of the first arctic aircraft to be painted with the white tropical top which is designed to keep the aircraft interior cooler in warm climates. The a/c was not yet fully unloaded when a hastily-constructed sign was stuck in the snow beside the rear door. It read, "It's 20° cooler inside." Another sign in the canteen advertises a spring clearance sale of clothing. It explains the reason for this: "We must make room for our summer stock of bathing suits."

Humour is a necessary weapon for combatting the weather and the boredom. In summer there are few problems, for the continuous daylight is more novel than depressing, and the unloading of the supply ships leaves little time for leisure. The winter is quite different. The pace is slow and monotonous. The ceaseless wind, cold, and darkness drives everyone into hibernation. Snow removal becomes the major outdoor activity and even a walk between two build-

ings becomes a treacherous journey when the blowing snow makes accurate navigation a prerequisite to survival.

The coldest month of the year is February when the daily average is 35° below zero. By comparison, the February average in Winnipeg is zero. The lowest recorded temperature was registered this March when Resolute experienced —60.2 degrees. That frigid day left its mark. A sixty-foot metal radio tower now stands with a 3-foot section bent in the shape of a dog-leg, disturbed by the steel guy wires as they contracted in the severe cold.

Because the entire northland becomes a desert of ice during the winter there is little moisture in the air and subsequently very little snowfall. However, most far northern settlements are continually digging out because they are the only windbreaks for miles and consequently attract drifting snow. Approximately one foot of snow falls each year and most of it in August. It drifts about for the entire winter and then melts in June and July under the 24 hour long attack of the midnight sun. Temperatures in July, the warmest month, average

(Continued on page 20)



Main Street, Resolute Bay.

BLUE-BLOOD DAWG . . .

(Continued from page 3)

plans regarding Dusty, he does express the hope that he will be able to obtain a female of the same breed. He would like to make his hobby pay off by selling pups and "of course breed better dogs for show."

As to further entries in shows, Mel's current hope is to be able to enter Dusty in shows farther afield where the competition is keener, and he notes that such events are scheduled for later this year at Fort William, Ontario, and Duluth, Minnesota. To date Dusty has been entered in the toy group in only local shows, sponsored by the Fort Garry Kennel Club and the Coronation Kennel Club.

Mel describes Dusty's examination by judges as a "general overhaul." Most points are awarded on the basis of the dog's physical condition.

A valuable show dog does offer some problems not normally encountered in the case of mongrels. But this, Mel points out, is primarily because of the greater value that is placed on show dogs. Inoculations against rabies and distemper are especially important, and special diets are a necessity. Insurance on the dog is another item that Mel recommends.

But though Mel owns a "blue-blood" dog, he in no way discounts the universal mongrel.

"Dusty is a million dollar dog in my opinion," Mel states emphatically, "but so are most mongrels. Just ask the boy who owns one!"

The Royal Flying Corps was formed in the United Kingdom in 1912.



NEW STATESMANSHIP . . .

(Continued from page 7)

motives and new character. It is a new thinking forged by living absolute moral standards; absolute honesty, purity, unselfishness and love. Yes, absolute. Relative moral standards are as narrow and divisive as is communism and they take the dynamic edge off democracy. With this ideology, nations will begin to think adequately. They will solve all their problems. Families will be united. Youth will find a purpose more compelling than lawlessness.

This is the new statesmanship, a life commitment adequate to change the thinking, living and daring of the whole world. For everyone everywhere this is the future. This is normal living.

COMPLETE DELIVERY SERVICE TO MARRIED QUARTERS ON REQUEST

PHONE SU 3-7222

DAY OR NIGHT

CLEANERS

New Method

LAUNDERERS

372 Burnell St.

Winnipeg, Man.

Silverwood's DAIRY PRODUCTS

• Safe Milk • DeLuxe Ice Cream • First Grade Butter

By

P/O B. A. RATHBONE



Assistant to

Protestant Chaplain

WORSHIP

THE worship of God is the foundation of the Christian Church; it is the only purpose for which the Church of God exists. The worship of God extends into every phase of life; it is not limited to Church Services on Sunday. The origin of the word "worship" shows the true nature of worship, as worship is derived from two words, "worth" and "ship" and so it conveys the idea of appreciating the worth of something. Hence, worship for the Christian means the appreciation of the worth of God.

When we understand worship in sense of appreciating the worth of God, we draw close to one of the reasons why worship does not play a greater part in our daily life. Having defined worship in this way, we are forced to ask the question "What does God mean to me?" and answer it honestly. Examining our personal beliefs and attitudes about God, we find a cause for the lack of interest in God's fellowship, the Church. Too often our understanding of God is not big enough.

We tend to place limitations on God and relegate him to certain areas of life and this area usually

consists of "Thou shalt not . . ." Because of ethical questions which receive biased publicity we tend to think of God as a prohibiting force and we become resentful. This condition is the result of a failure to develop a true understanding of God.

The prophet Isaiah faced a problem which is not unlike one we have today. Isaiah had to unmask the folly of idolatry, the fake worship of gods which were not God and so he chose man's use of a tree to illustrate his point. The prophet describes a man who cuts down a tree, part of which he uses to warm himself and cook his food, another part is used for lumber "and from the residue thereof he maketh himself a God." We are like this in that we have a tendency to devote the residue of our mental capacities and other efforts to consideration of God. No wonder God often seems small, tyrannical and ineffectual—not worth bothering about.

One of the great saints of the Church in writing about his private life confesses that he has difficulty with the word "God." The reason

for his difficulty is that when he meditates and utters the word "God" he can go no further for the thought of God is so magnificent that he is struck dumb with awe and adoration. The experience of this saint was similar to that of a group of people who saw a series of Moody Bible Institute films that explore the wonders of the world which we often hurriedly accept as a matter of fact and pass over. These films were factual and scientific but their edition inspired wonder and illustrated a number of thoughts expressed by Scripture. The experience of the saint and the group referred to, can be anyone's providing "the residue of our life" is not devoted to God.

Something which frustrates people in their search for an understanding of God is the fact that one cannot just take a course in religion and come to a complete understanding in a short time. Many things are required, study, private prayer and participation in liturgies of the Church. Yet, these many things are summed up in one. Jesus said very simply "Follow me." To follow Jesus is a life of worship.

White Pass and Yukon Route

ANNOUNCES

NEW OCEAN/RAIL SCHEDULED DIRECT FREIGHT SERVICE VANCOUVER TO YUKON TERRITORY

By M.V. "CLIFFORD J. ROGERS"

Featuring Containerized Cargo Handling—Pickup and Delivery Service

1418 Standard Bank Bldg.

For Details Write
Vancouver 2, B.C.

Pacific 5371

Station Winnipeg's New Swimming Pool Opens

The first part of the new recreation centre on Whyte Road to open was the beautiful 30 x 75 ft. indoor pool which was "christened" in July. Growing pains were experienced at first due to unfamiliarity with the mechanism, and lack of volunteers as lifeguards, but we understand that these problems have now been overcome.

The pool holds approximately 90,000 gallons of water, which is filtered three times daily, and treated with chlorine disinfectant, alum coagulant, and copper sulphate to discourage the growth of algae. There are three PH tests daily, three temperature readings, three chlorine tests and a weekly bacteria test. The main difficulty at present appears to be the state of the roads in the vicinity, causing irregular hours, but the recreation centre people tell us that work is in progress and the employment of temporary measures for access to the pool should see a return to standard opening hours very soon. Royal Lifesaving Society classes will commence in the near future, together with twice weekly dinghy tests and swimming classes for student observers.



Above: The line-up of happy swimmers includes (L. to R.): LAC Mike Crowson, AI Servicing; Cpl. Anne Culligan, 3CU; ACI Jack Minor, Photo; AWI Annette Bodnariuk, MIR; A. P/O George Pollard, student observer; AWI Gwen Grant, MIR; and LAC Cal Rideout, 11 Hangar Servicing.

Left: Cpl. Anne Culligan (3CU) checks the temperature very carefully before taking the plunge.

Right: Three smart girls (top to bottom) Anne, Annette and Gwen smile prettily for the photographer as they await their turn on the high board.



This cheerful family group includes father, F/O Dean Kostiuk, with fifteen months-old Danny and mother, Jean, holding Robert who is 3 1/2. The Kostiuks, incidentally, will be living in Cold Lake, Alberta by the time you read this.



The Pool is Open Daily from 1200 to 1700 and 1830 to 2130

EXCEPT THURSDAY

which is reserved for swimming instruction, scheduled as follows:

1900-1930 Children 6-7 yrs.

1945-2015 Children 8-9 yrs.

2030-2100 Children 10-11 yrs.

2115 Adults



COMING TO WINNIPEG

A few of the coming attractions scheduled for Winnipeg audiences throughout the late summer and fall at the Winnipeg Auditorium:

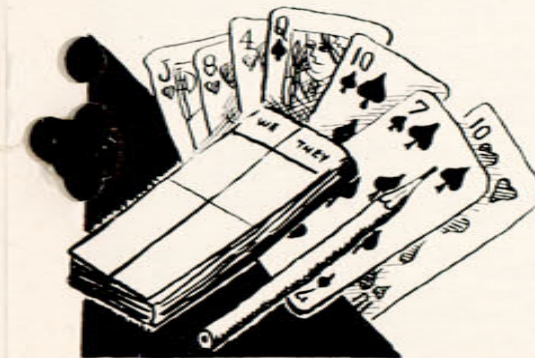
MANTOVANI and his NEW MUSIC—Sat., Oct. 20th.
LA TRAVIATA, GRAND OPERA—Sat., Oct. 27th.
LOIS MARSHALL, CANADIAN SOPRANO—Tue., Nov. 13th.
GREGOR PIATIGORSKY, 'CELLIST—Mon., Nov. 26th.

The above are in the Celebrity Concert Series and tickets can be obtained from the Hudson's Bay Company box office, 2nd floor.

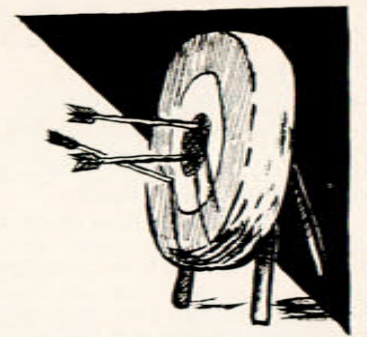
"See the world from a theatre seat" via the World Adventure Tours; information and tickets available at the Celebrity Box Office, 2nd floor at the Bay.

ROY HAMILTON QUITS SHOW BIZ

Roy Hamilton made a formal announcement to the general public that he is through with the entertainment business and will, as soon as he is released from a New York hospital, settle down to his life's ambition—painting and writing music. The singer is suffering from exhaustion after a hectic three-year singing jaunt across the States.



ENTERTAINMENT AND RECREATION



THE HOBBY CORNER

Summer time of course is holiday time and every year people all over put away their winter pastimes and head for the wide open spaces. Airforce people aren't any different and consequently the hobby clubs around Station Winnipeg are dormant for the present time. Even though the weather is still warm and pleasant, we must not forget the accomplishments of last winter and spring, so we have taken the liberty of going around to the different clubs and organizations and doing a little eavesdropping into their future plans.

DRAMA

The Drama Club, boasting a beautiful and well-earned trophy, is wide awake with tentative plans for the fall. They are scouting around town in search of plays for "readings" at a later date. From them they will choose possibly two for presentation through the winter months. Of course they are very hopeful of enlarging their membership and all who are in any way interested are sure to be well received by the club president, F/O Oliver (the Sir Lawrence of 14 Training Group) at Local 256.

HOME MOVIE CLUB

Cpl. Angus has as yet been unable to form the Movie Club but only because he lacks enthusiastic members. He is confident that the Movie Club could be both interesting and profitable and so invites anyone interested in 8mm and 16mm work to call him at Local 546.

AMATEUR RADIO CLUB

A regular meeting of the 3 Comm. Unit Amateur Radio Club was held Wednesday, July 11.

The summer leave schedule has cut into regular activity, however,

but several members of the club have been active using 3CU ham club facilities.

A new antenna has been installed for the CR91 receiver. Bouquets are in order for the tech. staff who installed same.

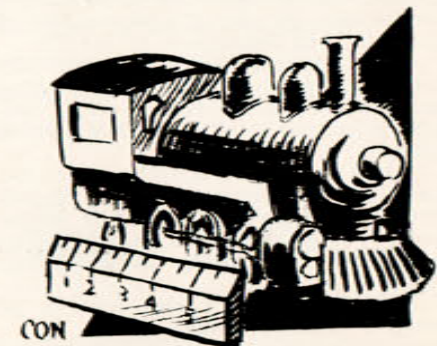
More practice facilities are now available for all personnel and queries should be directed to President 3CU ARC, Sgt. J. Gray at Local 352.

* * *

Having been unable to contact the heads of the other clubs we find it impossible to report any of the happenings or plans they have. We hope that for the next edition of Voxair we can impart more information pertaining to the other clubs and groups around here. There are several people (newly arrived) who are keenly interested in leather work but at present there is no such group on the unit. How about contacting the Station Recreation Officer who will be only too happy to assist those interested?

STATION VARIETY SHOW

More personnel needed for middle of October production. Contact Rec. Centre or Voxair.



AROUND THE SECTIONS

Education Edicts

Preparations are now in full swing for a well-rounded fall and winter session. On a station of this size there is much work in this regard.

At present the number of officers and airmen furthering their educational status through D.V.A. correspondence courses is greater than we had hoped. Since June of this year 14 examinations have been written and more are pending.

Personnel planning to attend evening classes sponsored by the Winnipeg Public School Board may pick up a schedule at the Education section.

Trade Advancement classes in Aero Engine and Air Force commenced on August 7 and Cpls. Dickson and Dixon were prepared with their precis and class schedules.

Trade improvement and preparation for the mid-October Trade Board is in progress. All eligible candidates sitting this Board are encouraged to study.

Many airmen have indicated a desire to attend University and others are in process of remustering to aircrew. We feel this shows a keen interest, and any airmen who desire information will be welcome at the Education Office. We are hopeful that more airmen will take these opportunities.

IMPORTANT DATES:

- Sept. 26—Cpls Qualifying Exams.
- Sept. 27—FS Qualifying Exams.
- Oct. 1—Staff College registration closes.
- Oct. 15—Trade Board for airmen.
- Nov. 1—Officer Qualifying registration closes.
- Dec. 6—Staff College entrance exams.
- Jan. 21-25—F/O Qualifying Exams.
- Feb. 4-8—F/L Qualifying Exams.

F/C Guthrie, who is with us for the summer months, has been conducting English classes to contact trainees Thursday at 1300 hours. Anyone not already enrolled who is interested in practicing English should contact F/C Guthrie at Local 531.

Additional information for Cpls. and FS qualifying exams is available now at the Education Office, 2nd floor No. 16 Hangar. These exams are to be written September 26 and 27, September 27 for Cpls. and September 27 for FS.

Candidates registering for Staff Colleges are reminded that registration must be before October 1, 1956. Entrance exams are to be December 6, 1956.

F/O Downie, an MATP officer, has been of much assistance to us. He has prepared study guides for two of the texts required for F/O qualifying exams which should be helpful to the F/Os.

F/O Qualifying Exams are to be written January 21-25.

F/L Qualifying Exams are to be written February 4-8. Registration for either of these exams must be completed before November 1.

99.3% of the candidates writing a qualifying exam pass if they have studied conscientiously.

F/L Wilson, Station Education Officer, was admitted to Deer Lodge for some three weeks in August. F/S Nelson is carrying on.

F/C Guthrie, who has been with us for the summer months, is taking up civilian life at the University again.

Cpls. Dixon and Dickson have successfully completed School of Instructional Technique (SIT) training.

—F/C GUTHRIE

Servicing — No. 4 Hangar. In line with the policy of each section supplying news of their own group, this is intended to bring about, in time, a better knowledge of the hangar that services some of St. James' favourite airplanes—namely, the Mitchells from 4 hangar.

There are two main crews working an alternate night and day shifts, supplemented by a snag-crew on steady days. These three crews, headed by Sgts. L. R. Jarvis, E. L. Smith and G. A. Hays respectively, come under the supervision of F/S W. J. Thompson.

Like other sections, this one changes occasionally also, and the main deviation these days seems to be to the altar. Some of the more recent ones to be congratulated were LAC Jim Pearson and Miss Sheila Fry, married in Haliburton, Ont., LAC Gordon Reed and Miss Cecile Morozko, married in Elfros (near Saskatoon), LAC Al Hoffman and Miss Agnes Schop and LAC Bob LaRocque and Miss Pat Edmunds. The latter two couples were wed in Winnipeg.

Not all the changes are to personnel, of course. The outside of the hangar area is being improved with a new layer of cement, and probably not a moment too soon. The weight of the aircraft did actually prove too great in one spot, and one of the big machines dropped through to a depth of one or two feet. Fortunately no one was injured and no damage to the aircraft resulted.

Inside, due to Servicing Orderly Room being moved to 10 hangar, a new smoke room and locker room have been set up, which should make life a little more comfortable. Not so noticeable now, perhaps, as when the snows begin again. Sorry, did I say a bad word?

Decorations, like the clothes on the pin-ups, are a wee bit on the scanty side, but more substantial covering is yet to be carried out by the painters.

In the sports section of the hangar, the ball team is represented by LAC MacDonald, captain, LACs Chiasson,

Hilchey, Mander, Nordblad, Pearson, to mention a few. Now the baseball record is not too glittering these days, but you can't be good at everything. After all, sports are sports. The hangar record is much more impressive and that's the important thing.

During the month of June, for instance, these aircraft flew approximately 1500 hours. Certainly this is credit to the people who have to work on them, wipe them down each night, gas them, oil them, then hand them around to a vantage point for the next day's flying.

We have another sport club in the hangar. They go incognito as far as the group is concerned, but judging from the trails leading to the Fort Garry, they could be quite aptly called the "Brewery Boys."

Presently away from the section are LACs Crowson and Dion getting a little smattering of extra knowledge for the big push to group three. An important group for the up and coming airman, no matter what his trade may be.

Enough for now though. In time we hope to give a complete picture of the hangar and its personnel. In closing we shall just say "good-bye," and drive safely.

Spotlight on Repair. Mitchell Repair softball team defeated Mitchell Servicing 17-9; winning pitcher was LAC E. Motkaluk. The Instrument and Electrical team bowled over the Mitchell Repair boys 9-3.

In the station horseshoe tournament, we have Sgt. F. W. Johnson as singles champ. In the doubles Sgt. F. W. Johnson and Sgt. Hickey took the honours.

Mitchell Repair would like to welcome Cpl. R. D. Peterson, LAC A. S. Price and C. P. L. Reimer to the section; the best of luck, fellows.

It appears that the boys from Mitchell Repair are highly superstitious, which may account for all the horseshoes floating around. On the subject of horseshoes, F/S Hawes and Sgt. Preston have had their boastful challenge accepted by F/O E. B. Brackenbury (OC Repair), so we shall soon see who are "The Best in the West," and also who is to assume the purchaser's position in front of the bar at the Sergeants' Mess.

LAC Ron McDonald left for Ottawa July 27 on a very dangerous mission which will completely destroy his bachelorhood.

Also leaving for Ottawa is LAC Bob Houle and wife. Bob will do the honours as best man for the condemned Ron McDonald. Best wishes to Ron and his new wife from the gang at Repair.



By ELLA NORMAN

Hi there! Here we go again. It seems that a lot has been going on around here.

We have two more girls to share our joys and sorrows now. Rec Spec Chrys Ivings, and Jo-Ann Sutton who has come to take over Irma Cornwell's position at 14 Training Group.

More wedding bells will be ringing at Stn. Winnipeg. Ivy Hyslop, our cover girl of July 27, said "Yes" to Cpl. Paul Mathiew. Bridie Riggs came all the way to Winnipeg from Newfoundland to meet and say "Yes" to Murray Redmond of Nova Scotia. 14 Training Group has Faith Brown planning a little excursion up the aisle, where LAC William Meyer of Stn. Feymount will be awaiting her arrival. Also from Group we have Mary Mages who will be joining forces with Dale (Andy) Anderson. Mary and Andy decided on this big step while she was on course at Aylmer. Our very best wishes go out to these happy planners, and we congratulate all those lucky guys.

Cheers for our ladies' softball team. So far, our femmes have racked up a very cushiony 6 won-2 lost record. Pretty good, eh?

Some people can attend the Calgary Stampede without any visible results. We thought Rosie had gone right western on us but Marg Ratteray, Rosie's travelling companion on this call to the wild, is even worse than Rosie. There's no tying her down at all. She thinks Winnipeg "is not the same anymore." 'Tain't Winnipeg we reckon, gal, but just that the coyotes kin be heard all the way from Calgary.

3 CU and 14 Training Group each have amateur barristers. Cpls. J. B. and I. M. respectively were actively engaged at a practice session one fateful night at the "Blue Lagoon." Seems there was some question as to the proper counting method and



THE MILDEST BEST-TASTING CIGARETTE

the rules of cribbage. We don't know how J.B.'s client feels but you can take it from me that I.M.'s client is well satisfied. The outcome was inevitable—a clean sweep, eh, Irene? Sorry Marg, but you and June will have to prepare your case better the next time. It's in the cards, you know!

TRAFFIC COURTESY

Far too little traffic courtesy is shown on our roads. In fact, this lack of courtesy by highway users contributes not only to confusion and traffic congestion, but bad motor manners can all too often result in MURDER.

—Emily Post's "Motor Manners"

BELLEVILLE WO 2-4069

TRENTON 3969

Roblin Dairy

Exclusive Distributors of SANITARY SEALED

PASTEURIZED AND HOMOGENIZED

MILK - CREAM - BUTTERMILK - CHOCOLATE DAIRY PRODUCTS

194 Coleman St., Belleville, Ont.

Best Service

STORAGE • PACKING MOVING

Star Storage Ltd.

PHONE 93-0567

● Make moving day a pleasant day . . . let us do the work. Phone for estimate on local or long-distance moves. Best service by trained, experienced packers and movers. Modern padded vans for safe delivery.



CNS AT RESOLUTE . . .

(Continued from page 13)

around 35-40 degrees; the highest ever recorded was 60 degrees. Phew!

It is the progress that has been made in the face of these odds that impresses me. In establishing bases like Resolute, man has conquered what he once forsook as an uninhabitable land. We have learned to live comfortably where survival was difficult. And perhaps most important of all, Resolute is growing at a steady rate. However, as fast as its growth has been, Resolute Bay has still left some of its resi-



dents unimpressed. They are the group that will recognize the establishment of a civilization, a northern culture, only when the women arrive. You know, they've got a good point there!

MOTOR FACTS

By PETER McLOUGHLIN

IMPORTING AND EXPORTING

For those individuals who are interested in taking a car out of the country or bringing one in, the present Government regulations are as stated here.

EXPORTING — If you wish to take a car you have purchased in Canada to Europe with you on a posting, or transfer, you cannot obtain a rebate of the import, sales, or excise taxes that had originally been applied to the car when new. However, providing that a record of the export entry is kept the car can be brought back to Canada without any additional taxes being levied.

IMPORTING — "Used or second hand cars manufactured prior to the calendar year in which importation is sought are prohibited entry to Canada." i.e. A car manufactured on 31 Dec. 55 would be prohibited on 1 Jan. 56. An Order in Council must be obtained to import any car older than that shown above.

Import duties on American, French, German, and Italian cars are 17½% ad valorem, 10% sales tax and 10% excise tax. The latter two taxes are levied on the value for duty plus duty. This totals about 41% of the sales price. Dealers may import cars at the factory dealer price and have their taxes based on those values. A private individual does not get these privileges and would have to pay taxes on the normal retail price of country of origin. Note that special and closed out prices are not allowed for duty purposes and when deducted render such items subject to dumping duty.

If an individual wished to buy a second hand car in England, while he is resident in Canada, (a car less than a year old), he will not be able to get a rebate of British purchase tax when exporting the car.

The Canadian Air Force organization was formed in 1920.

* * *

The Royal Canadian air mail service was established in 1923.

SEE MOFFAT CANADA'S
AT No. 1 RANGE
FARRAR'S FURNITURE LTD.
20 Dundas St. E. TRENTON, ONTARIO Ph. 6547

DREWRY'S



MANITOBA DIVISION
Western Canada Breweries Ltd.

Quality Flowers
At Lowest Prices

The Orchid
TAMMAS SCOTT

310 DONALD ST. PH. 92-3404



FLOWERS TELEGRAPHED
WORLD-WIDE



WHEN...

... the time comes for refreshment
bring out sparkling DREWRY'S
DRY — you'll like this fine ginger
ale . . . so will your guests.

DREWRY'S

DRY GINGER ALE

Chapman and Chapman

BARRISTERS, SOLICITORS, SPECIAL EXAMINERS, NOTARIES, ETC.

GEORGE THOMAS CHAPMAN, Q.C.
GEORGE E. CHAPMAN, B.Sc., LL.B.
Telephones: Res. 6-2119
Office 6-7973

1864 Portage Avenue,
St. James, Manitoba
(Opposite Portage & College
Branch, Royal Bank)

PERSONALITIES ON THE AIR NO. 3

By MIKE COLEMAN

DENIS BELAIRE



EACH morning, at 6.55, about 75,000 French-speaking listeners in the Winnipeg area tune their radio dials to CKSB, since 1946 the only station in Winnipeg to broadcast solely in French. The station is, in fact, licensed only for French broadcasting, with cultural programs.

The show which opens the day for CKSB is Denis Belaire's "Sans Ceremonie," which features a variety of different kinds of music, interspersed with anecdotes and information, usually of an historical nature.

Denis Belaire has not always been a radio announcer—in fact, up to six years ago, he was a qualified accountant, with few, if any, connections with the radio business. However, on one occasion when the station was shorthanded, a friend asked him to help out for a couple of weeks. Denis was hooked—he liked the work so much he stayed with it, first on a part-time basis and later as a full-time announcer. In addition to his an-

nouncing chore, he is also program director and assistant manager.

Denis was born in Winnipeg, and now lives in St. Boniface with his wife and two daughters. He has several hobbies, but his main interest is in the local French drama group, the well-known "Circle Moliere," with which he has been associated for twenty-five years. It is not surprising to learn that he is a frequent and welcome visitor to the CBC studios in this city, where he often takes part in radio plays.

Denis' time "on the air" is divided into two main sessions—the Sunday program for "shut-ins" and the daily breakfast show. For the latter he has to be out of bed by 5.30, a gruesome task he has had to perform for the past five years, in order to be at the studio and to open the broadcasting by 6.55. The show lasts until nine, with a break half-way for the morning religious service. The music is peppy, but straight, and includes many famous French artists, such as Maurice Chevalier, Edith Piaf and Jaqueline Francois.

Time and temperature fans will be delighted to know that CKSB gives out not only the present temperature but also yesterday's, last year's, the record high and low, sometimes times of sunrise and sunset, and quite often moonrise and moonset as well! Thus navigators who have to work out "hours of total darkness" for their air exercises have only to tune in CKSB to get half their work done for them.

Denis incorporates the usual requests in his show, with the stipulation that they must be sent in by mail, and the "give-away" gimmick so popular today. The prizes are given to the listener who guesses the identity of the singer of one of the songs, but unlike other competitions the guesser receives all nine of the prizes for the correct answer.

A big day for Denis and CKSB was May 27—the tenth anniversary of the station, making it the second station in the Winnipeg area to celebrate ten years of service to the community. It may be of interest that in a recent CBC rating CKSB received high category for community service.

The encouragement of local talent is dear to the heart of the busy M. Belaire, and local performers appearing on the weekly talent program are given every help in pursuing a career in the entertainment business.

The French-speaking personnel at the station must find Denis' "Sans Ceremonie" a delight, and we would imagine that students from France will have many a nostalgic moment during the show.

(Next Issue:

NORM MICKLEWRIGHT, CBW)

FOR SALE OFFICERS UNIFORM

- Summer Service Tunic
- No. 5 Blues
- Great Coat
- Two Blue Shirts
- Four Khaki Shirts

To fit person 6 feet tall and about 150 lbs.

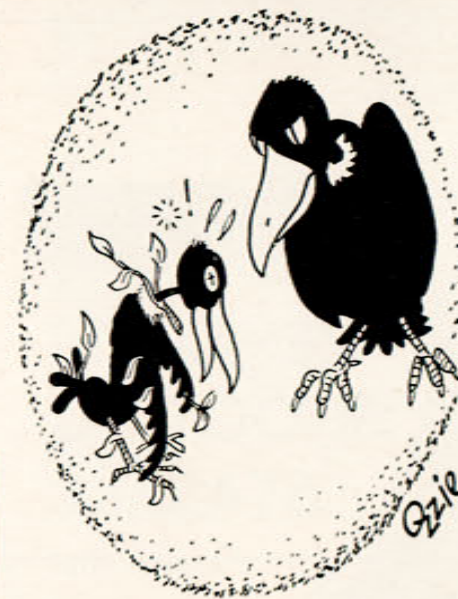
\$200 as Set (or as Single Items)

CALL MR. SIMMONS

252 Toronto Street

Telephone 5Pruce 2-3475

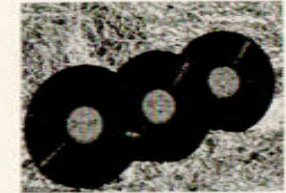
JUNIOR



Junior! You were low flying again!

Deer Lodge Radio - TV

have a large stock of



the latest

CAPITOL RECORDS

See Gerry Chipman
AT THE RECORD BAR

Portage at Sharpe
St. James, Man.

TELEPHONE 6-1016

You'll like everything about

REACH WRIGHT & DITSON SPORTING GOODS



DISTRIBUTED BY

Ashdown's

Shea's

WINNIPEG BREWERY LIMITED

CECIL, THE SECURITY BULLDOG SAYS . . .

Your most fragile possessions
are safest with



SECURITY STORAGE

Ph. SU 3-7171

WINNIPEG

EDMONTON

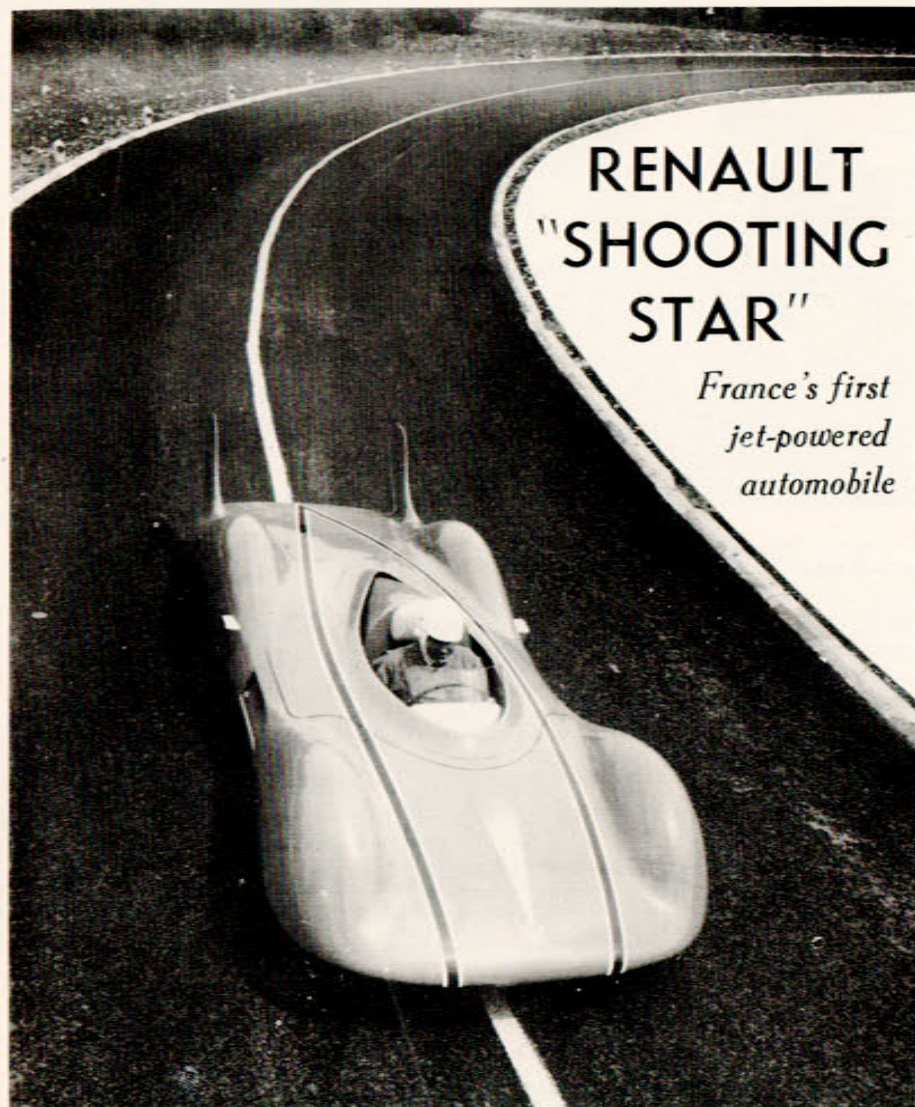
CALGARY

AGENTS FOR

ALLIED VAN LINES



By PETER McLOUGHLIN



RENAULT "SHOOTING STAR"

*France's first
jet-powered
automobile*

FRANCE'S first jet car is this 2100 lb. bomb designed for the express purpose of experimentation at high speeds with road holding, suspension, brakes, etc., and it is capable of 200 mph. Though the car at first looks rather like a Grand Prix model it is not one. The engine is a version of the standard Turbomeca engine developing 270 bhp at 28,000 rpm. It is a free turbine type consisting of three units—the basic central unit of aluminum centrifugal compressor and single-stage axial turbine wheel mounted on a common shaft, with the combustion chamber between the two; then the accessory gearbox driving all ancillary controls and the power turbine mounted behind the central gas generator section. The fuel feed is unusual in that it is through

the hollow centre of the compressor shaft which carries a rotary atomizer. The intakes and exhaust outlets are on each side beside the driver. The free turbine is fitted with a brake to arrest the 'running away' when a change of direction is desired. Dunlop disc brakes are fitted, and independent suspension on all wheels. The engine's thirst is catered to by three tanks, one in the nose and one on each side of the cockpit. Fibreglass is used completely in the body construction (see cut at bottom of page). To date this car has only done 130 mph at the Montlhery track, but plans are afoot to take the car to Long Beach, California for speed trials later in the year. Renault also aim to capture some of the world records for class 'B' cars (under 1000 kilos).

RACING NEWS

FRENCH GRAND PRIX

This year the big thrill for the hundred thousand spectators was the first appearance of Bugatti in the world of racing since 1939. Nostalgic memories were many as the gleaming \$250,000 car took its place for the start and no doubt they all hoped for a repeat of the roaring victories of those masterpieces of yesteryear. However, this ingenious machine was evidently only half-ready, and even with the handling of Maurice Trintignant the awkward cornering, caused by the split fuel tanks amidships, forced a withdrawal after 18 laps. The car has many interesting features including two coupled engines aft of the driver placed across the chassis, hydraulic disc brakes, and split fuel tanks. Given a little time we may yet see a repeat of those victories, for with 280 bhp at 9,000 rpm this 2.5 litre car is up in the first rank.

LE MANS, 1956

After much wrangling the race has come off. Results are as yet skimpy and the first three cars were Jaguar-D, Aston-Martin, and Ferrari in that order.

ROLLS-ROYCE

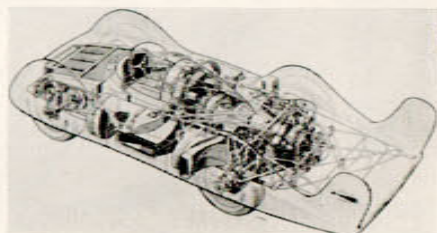
In case you are intending to import or buy a new Rolls they have been fitted with power steering for the North American market. This accessory is available if the owner wishes.

AIR SUSPENSION

Firestone are working on a car suspension based on compressed air in conjunction with a fluid which will give a markedly improved ride in comparison to conventional systems. It should be available on higher priced cars in 1957.

E.R.A. and B.M.C.

The British Motor Corporation have commissioned ERA to design a sports sedan which will incorporate many radical innovations. Now we may see a British car to compete with the Citroen DS-19, and about time, too.



The body of the Shooting Star is fibreglass.

An Afternoon with the Jaguar XK 140 Hard Top

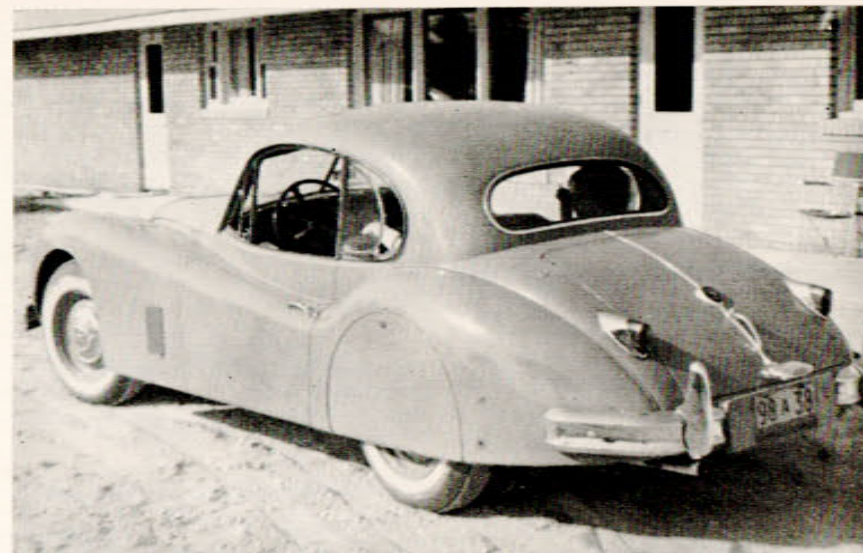
IF ALL British companies were as progressively minded as Jaguar, and conscientiously tried to eliminate annoying bits and pieces which habitually plague most owners of foreign cars, then Britain could solve her dollar problems in short order. Furthermore, here is an object example of the phrase "Improving the Breed," which is what the Jaguar company have done with their energetic racing department and experimental work. You, the customer, are going to benefit from these efforts, for any car, modified or not, which can stand up to the rigors of a hard, fast road race is going to give little trouble in everyday driving. This steady improvement is easily noticed when you compare the early 1948 XK 120's and these 140's on the road today. They may look similar, but the resemblance ends there.

Value for Money

This is a mass-produced car, a fact few people realize, but for all that the company have been able to offer sufficient quality, and so much value for money that envious competitors keep asking themselves, "How can they do it?" Jaguar sales are up 80% this year over 1955 in the United States, and show promise of increasing a further 80% in the next year if the cars can be produced. So all told, whether you like or dislike Jaguars, you have to admit a grudging admiration for such an energetic and efficient organization.

The Lines Have Character

The lines of these XK's have always been controversial; some people rave, while others murmur, "too ostentatious," or "too Junoesque to be beautiful." Anyway, they are interesting, and appear to inspire fanatical devotion from loving owners. I feel they have character, which in my book excuses all other drawbacks. Finish and general workmanship is exceptional for a car which offers this much for the price, but the critic who loves 'workmanship' for its own sake is likely to be disappointed, as close examination reveals small flaws—doors which don't quite fit, rough welding, and other odd bits of evidence of speedy assembly. However, don't misunderstand me—99% of the people who own and examine these cars will be completely satisfied



"Tech Specs"

Engine

6 cyl. dohc, 3,442 c.c., 83 mm x 106 mm, 190 bhp at 5500 rpm, C.R. of 8:1, aluminum head and chrome iron block, twin S.U. carbs (H4), 2 3/4" dia crankshaft on 7 bearings.

General

Gears: O.D. 3.19, 4.09, 4.95, 7.16, 12.4. 12" brakes (189 sq. in.), 14 gal. gas tank, 2 six volt batteries, independent torsion bars in front and 1/2 elliptics in the rear, rack and pinion steering

Dimensions

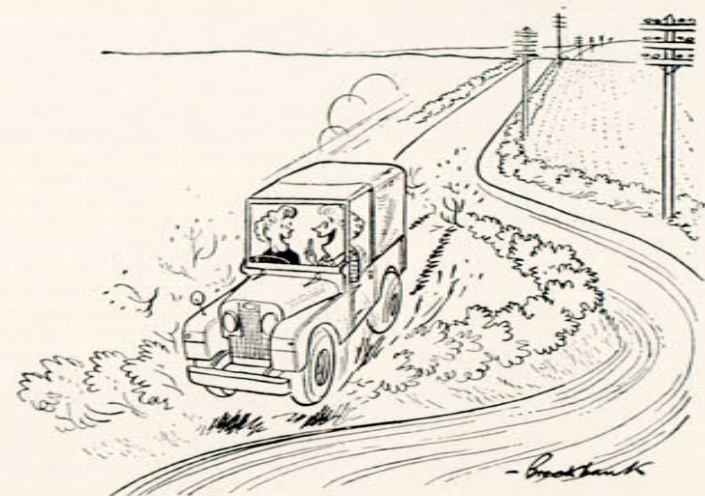
Wheelbase 8 ft. 6 in., track 5 1/2 in./50 1/2 in., length 14 ft. 8 in., width 64 1/2 in., height 55 in., clearance 7 in., turning circle 33 ft. dry weight 25 3/4 hundredweight.

Price

f.o.b. Winnipeg \$4700.
Montreal \$4400.
O.Drive \$170.
W. Wheels \$125.
Radio \$130.
Borg-Warner automatic gearbox \$185.
"C" Head and modifications \$300 plus.

with the work. I'm just one of those odd individuals who views any piece of work and compares it with perfection; witness the squawks I receive about my comments on other pieces of four-wheeled machinery!

(Continued on next page)



Courtesy "The Motor"

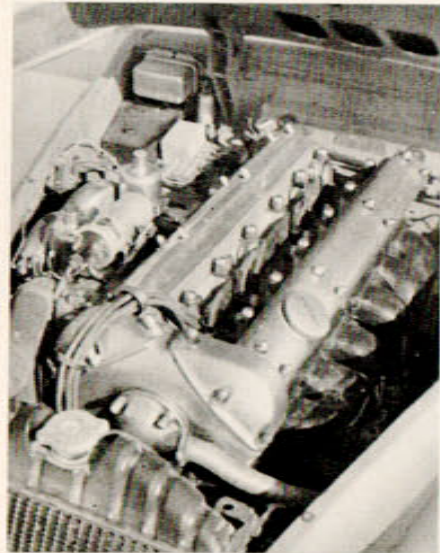
(Continued from previous page)

We Carried Four In Comfort

To attempt to prove to those 'anti' groups that sports cars are practical family conveyances we carried out this report with two fully grown, normal size, healthy females as rear seat passengers and obtained the following results. For normal travel on short trips (up to 90 miles or so) you can carry four with little discomfort. (They actually said they liked those little back seats!) The driver is a trifle cramped, but unless you are unusually long limbed, as I am, there's no sweat. Incidentally, baggage room is pretty good for a car of this size and if necessary it's a simple job to fit a rack over the rear trunk.

A Driver's Delight

Like most modern sports cars the XK is one you cotton on to easily, and soon feel at home in, but previous experience of fast driving is useful if you want to realize the potential of this car. The shift is a driver's delight, and positioned perfectly for my taste, though some say it's too far back for comfort. If you are the lazy type "mushomatic" is available. The clutch bite is gentle yet positive and enables



The engine compartment is a delight for enthusiasts.

very positive (though 3¾ turns lock to lock) and little road shock was transmitted to the driver, an unusual point for a rack and pinion steering system. The improved suspension of the 140's shows up the minute you take a corner, placing is easier, and the rear end has now developed a greater affinity for the ground. All in all the car gives the driver a feeling of confidence by its well-knit co-ordination at every speed. Brakes grip the car smoothly, yet with reserve power for emergency stops; and what's more important owners have yet to complain about 'fade.'

Laycock Overdrive an Asset

This example of the marque was fitted with the optional Laycock overdrive and the results were very good. Cruising in overdrive at 50 mph showed an engine which was only turning over at two thousand. A steady 90 resulted in 3500 rpm, an engine speed below the 2500 fpm speed. Fuel consumption turned up the remarkable figure of 30 mpg while cruising at speeds between 60 and 90, so it's a most worthwhile addition to the car. You'll find engaging and dis-engaging the overdrive requires a little practice and technique to ensure no jolt. To drivers used to the claxon horn of the normal American car the new 'beep' of the Jaguar sounds very insignificant. A friend of mine mentioned this to the makers of the horn who looked most hurt and replied that it was their best model! Actually, the ear is very deceptive in this case, for Jaguars are now fitted with high-pitch horns, which have the ability to penetrate other sounds at high speeds and arouse dozing drivers relaxing in the foggy warmth with the windows shut. So all told the XK 140 coupé is a safe, fast, comfortable, and enjoyable form of transportation, which always manages to give the driver an added zest for living whether he's travelling from 'A' to 'B,' or just puttering around town.

There Are Minor Disadvantages

The interior is tastefully finished and very complete in its appointments, which are laid out just where the driver would ask for them. The wooden dash and window trim complements the deep floor carpets and fine cloth used on the roof, and nowhere is there a noticeable excess of chrome trim. When the XK 120 was enlarged two years ago to become the 140 the dash pocket on the passenger's side was reduced so that it now exists in name only; a pity, as all cars need this item. And I wonder why the turning lights have to be operated by a friction switch in the centre of the dash? What's wrong with the cam-operated type on the steering wheel? A further minor annoyance is the lack of any mechanism to retain the doors in the full open position; but while on that subject I'd

like to congratulate the makers for putting on doors which open more than 90°, making entry easy. As was mentioned earlier the driving position places the legs straight out and if the car is used in wet, muddy, or slushy weather those trouser legs will be soaked and dirty in no time flat.

From the driver's point of view the comment is nearly all on the credit side; the positioning is near perfect and all controls, knobs, and instruments are situated handily. But the vision is sadly in need of improvement to the rear where the window is too small for safety, even though practice would enable you to allow for that blind spot. There is little wind noise at speed if the windows are shut and, moreover, the rear quarter lights plus the foot vents give adequate ventilation in hot weather; but any opening of the main windows results in excessive noise above 80. In a car where your cruising speed can be anywhere from 80 to 100 this is a point which needs watching.

All In All, a Nice Job

One look at those bumpers will show you they are solid and quite in keeping with our driving conditions. The headlights are attractive looking, nicely finished and throw a powerful beam at night. On the underside we see an example of a British car with pan-protection to save expensive repairs on that nice engine; an item the 120's lacked. The engine compartment, as you can see, is packed chock-a-block with interesting machinery to delight all enthusiasts who like fiddling. The new sloping radiator with a larger capacity has more or less banished the boiling troubles the old Jags had in hot town driving; the engine now runs at 90° in town and 80° in the country. Life is always a series of compromises and this engine compartment is no exception. It's so full that servicing can be awkward on distributors, intake



Solid bumpers and attractive and powerful headlights.

filters and such like. Yet, if this is your major complaint consider yourself lucky that Jaguar have been able to produce so much in such a small package. For the owner who likes sports cars and yet wants comfort it'll be many a long year before any other company can offer such a tantalizing article so cheaply, which brings us to a sincere vote of thanks to the genius of Sir William Lyons and his enterprising company for the pleasure they have given the motoring public.

NEW CHAPEL WINDOW DEDICATED AT No. 4 FIGHTER WING

An RCAF chapel in Canada some day will have a constant reminder of Protestant personnel and dependents who once worshipped at No. 4 Fighter Wing, Baden-Soellingen, Germany.

It is a beautiful, stained-glass window depicting the Apostles Matthew, Mark, Luke and John which was recently dedicated "To the Glory of God" at the German wing.

The 12 by 15-foot pane differs from the traditional because of its clean, sweeping, leaded lines and transparent vari-coloured sections, and is particularly suited to the modernistic chapel.

Designed and assembled in Heidelberg, Germany, by Peter Maysen, a master glasscraftsman, the window was financed through donations by the Wing's Protestant congregation. In fact, a 25 per cent over-subscription will go towards a matching window.

In a special Sunday service, F/L R. O. Hughes, of Oakville, Ont., Chairman of the Church Committee, unveiled the window and the dedication was performed by Group Captain F. W. MacLean, of Ottawa, Protestant Director of Religious Administration for the RCAF.

Wing Commander E. S. Light, of Leask, Sask., Senior Protestant Chaplain of Canada's NATO Air Division in Europe, Flight Lieutenant J. H. Dean, of Kirkton, Ont., the unit chaplain and Reserve Padre Al Kirkner, of Ottawa, assisted in the ceremony.

Because of the new window, modern and traditional artistry in stained-glass work can be admired within a few yards of each other, for windows in the Roman Catholic chapel next door date back to 1870. They were purchased in Strasbourg, Germany, in 1954, after the Catholic Padre was commissioned by his congregation to find suitable windows for their place of worship.

The \$240 which bought the priceless panes, discovered in dusty boxes at the back of a Strasbourg antique shop, came from donations of Catholic personnel at the Wing.

The original windows from both chapels have been carefully stored and will be re-installed in the permanent churches when the RCAF eventually leaves the German bases.

A NEW HIGH FOR WHIRLY-BIRDS

Three U.S. Army H-21 helicopters from Fort Riley, Kansas, landed successfully early one Wednesday morning, recently, on the top of towering Pikes Peak at an elevation of 14,110 feet. The first 'copter landed on the Peak at 6.50 a.m., the second at 6.53 a.m., and the third, five minutes later.

It was the first time in history an Army helicopter had operated successfully at this altitude, stated

an official US Army release issued from Camp Carson, Colorado.

Previous high H-21 mark took place in March when two of the Work Horses settled on 12,567-foot Sugarloaf Peak in Colorado.

It all started at 6 o'clock at Carson's Mesa airstrip when the three helicopters took off in the early morning light, silhouetted against the rising sun.

The early departure time was aimed at avoiding high winds.

"Good visibility and not too much wind," was the comment of Major Walter S. Mukuch, commander of the 93rd Transportation Helicopter Company of Fort Riley, who was at the controls of the first 'copter to land on Pikes Peak.

The huge engines, warmed by heated air compressed into the engine compartments, whined and then roared into life as the pilots and co-pilots prepared the ships for takeoff Wednesday.

Wheeling over Colorado Springs' famed Broadmoor Hotel, the khaki-

(Continued on page 32)

MOVE with CONFIDENCE



When your's is an ALLIED move, your cherished possessions are handled by experts...every ALLIED VAN carries modern equipment especially designed to protect your household goods while in transit . . . safe, responsible moving anywhere!

Whenever you plan to move, be sure to phone your local ALLIED agent. There are more than 100 ALLIED agents in Canada — linked by teletype.



ALLIED VAN LINES LTD.

Agents in all principal cities . . . see your telephone directory

By

SPORTS

"Stocky"

TRACK AND FIELD TEAM WINS COMMAND TITLE

ON Saturday, July 25, 1956, at Station Portage, RCAF Station Winnipeg Track and Field team finished another very successful season by winning the combined Training Command and 14 Training Group Track and Field championships.

The station track team, comprised of all ranks, started their practices last April and throughout the season competed in six track and field meets.

The team, coached by F/O W. J. Keenan, competed against civilian track and field clubs and service clubs and more than held their own. At the Training Command track and field championships, out of 12 events, station Winnipeg won 8 and set 7 new records.

Outstanding members of the team were such men as F/C K. West who set a new Canadian high jump record of 6 ft. 5 7/8 in. and was the only Canadian, along with Miss Jackie MacDonald of Toronto, to better the Canadian Olympic standards at the trials in Hamilton. Also F/O R. Day who placed second at the Canadian National Pentathlon Championships in Winnipeg and set three new records at the Training Command Meet.

All team members will be carrying on their track and field activities throughout the winter months preparing for the 1958 British Empire Games to be held in Wales.

Civilian coaches and AAU officials feel that Station Winnipeg's Track and Field team embodies many potential Canadian champions and could compete with any track and field club in this country. The coach and team members wish to thank the Commanding Officer Group Captain G. F. Jacobsen, and all the staff in Rec. Centre for their complete co-operation in making this possible.

1. Left to right: 100 yard dash—F/Cs Mac Harris, Steiner, Doug MacKean and F/O Bill Keenan.
2. F/O Bill Keenan, team manager and track coach, discusses the entries with Cpl. McCurrie of the Rec Section.
3. F/O Day on the mark.
4. High Jump—F/C Steiner.
5. Pole Vault—F/C Johnson coming in for a landing.
6. 220 Yard Dash—F/C Brabant, leg weary in the 220 yards.
7. Steiner—Hop, Step and Jump.



F/C Stan Boyington winning his heat in the 440 yards.

RIFLE TEAM SCORES IN 74th ANNUAL PROVINCIAL SHOOT



Top to Bottom: The boys with their trophies. Left to right: P/O Don Hall, F/L Joe Smith, LAC Ken McRory, Cpl. Glen Bateman, and Lieutenant Hirsch, of the Winnipeg Grenadiers (Coach).

LAC McRory receives the Drewry Trophy from Major-General Megill, whilst "Smilin'" Don Hall and Cpl. Bateman look on.

Major-General Megill presents the Bankers Cup to McRory.

In addition to the three trophies the team members each received a copper platter as personal prizes, and Glen Bateman won a bronze medal for the Green Shot aggregate.

THE local rifle squad proved their ability at the 74th Provincial shoot on the St. Charles range during the last week of July. Captain of the team, LAC Ken McRory, was presented with one individual and two team trophies by Major General W. J. Megill, D.S.O., C.D. Won by LAC McRory was the Sir H. J. MacDonald Challenge Cup presented in 1892 for annual

competition. This match was fired at 500 yards and a near perfect score was registered to lead the field of over 100 competitors.

Team trophies won were the Bankers Cup and the Drewry Cup, both trophies dating back to the early 1900's. Participating members were LAC Ken McRory, Cpl. Glen Bateman, F/L Joe Smith, P/O Don Hall and Lieut. Norm Hirsch. The Bankers Cup donated by the Western Canadian Bankers Association was won in 200 yard competition in which the RCAF marksmen placed high against top competitive shooters including many Bisle men. Again scoring an upset against veteran campaigners the station marksmen won the Drewry Trophy, presented by the late E. L. Drewry, Esq., for competition at 900 yards. The mention of shooting at a target over a half mile away speaks for itself as this range is recognized as being one of the most difficult ranges used in competitive shooting today.

A rifle team to represent Station Winnipeg is leaving for Ottawa on August 7 to compete in the Dominion of Canada Annual Matches held on Connaught Ranges. Further items on the itinerary of full-bore shooting include a 14 Training Group Shoot at Moose Jaw on September 15 and a fall Provincial



LAC McRory with the Sir H. J. MacDonald Challenge Trophy.

match on the St. Charles range on September 30.

SOCCER

The station team defeated Hollandia 5-0 to wrap up the championship of the new Canadian League. At the time of writing we hadn't had the results of the game against the Luxton Royals, the second division champs, whom we were to meet in the best of three series. The station's "Roundball Men" have had a tremendous season and deserve all the support we can give them.

Did you see the Russian Locomotives beat the Manitoba All Stars 10-0? It was a pleasure to watch such a smooth-running team in action.

SOFTBALL

Instrument and Electrical represented the station in the zone softball playoffs. At Gimli, August 17, they beat Gimli but lost to Saskatoon and Moose Jaw. At present, Instrument and Electrical are on top of the inter-section league closely followed by New GIS and Mitchell Repair.

BASEBALL

At the beginning of the season the Cpls. Club entered a ball team in the inter-section baseball league. In games played in the league the club won 5 games and lost 2 and finished up in second place.

In playoff competition we met Telecom in the first game, defeated them 11-0, and in the final game we defeated Armament Systems 16-1 to win the inter-section baseball championship.

On August 11, we journeyed to Portage La Prairie to play Portage, Gimli, and MacDonald. We played MacDonald in the first game and were defeated 8-4. In the second game we were defeated 5-0 by Gimli. MacDonald went on to win the playdown by defeating Gimli 7-3.

In the evening a party was held in the social centre and a good time was had by all.

—CPL. C. J. PAGGETT



LAW A. W. Hossack

PORTAGE GOLF TEAM

Back row, left to right: Sgt. Rafuse, F/O Campbell, F/O McLeod, Sgt. Maciura. Front row, left to right: F/L Campbell, Sgt. Kowcinak, P/O Annesby. Missing: F/L Ackert.

GOLF

F/L Mike Piercy reports continued excellent turn-outs at the twice weekly tournaments at Tuxedo. The scores are improving and the handicaps are dropping down where they should be. Some of the better scores to date have been F/L Piercy 79, F/L Enns 80, Cpl. Forth 82, and quite a few in the mid 80s.

July 28 saw the 14 Training Group golf tournament open in Winnipeg with Portage coming out on top. Cpl. Paquette who fired a 75, accepted the Runner-Up Trophy for Winnipeg, and Moose Jaw and Penhold were third and fourth.

Portage's P/O Annesley clinched the low trophy with a neat 72, closely followed by F/C Lockhart of Moose Jaw with 73 and F/O Campbell of Portage with a 74.

ARCHERY

The Station Archery team came out on top at Penhold recently but after being declared winners of the shoot they were disqualified on a technicality. A tough break because our team could quite easily have been changed to satisfy the officials had we known in time.

* * *

CRICKET

On Sunday, August 25th, the station "Nomads" wound up the Fort Garry cup competition with a win over the Manitoba telephone side to take the Fort Garry Cup. The trophy is to be presented at the wind-up banquet of the Manitoba Cricket Association September 28.

In the league competition "Nomads" are in fourth place and it seems the best they can attain in the time remaining is second place. The strong East Kildonan team appear certain for the league trophy at the time of writing.

The "Nomads" journeyed to Victoria during the Labour Day weekend for the annual match against the Victoria Cricket Club. A strong Victoria Select eleven defeated our boys in an all-day match on the Sunday, but we were not by any means disgraced.

At a small ceremony during the



LAW A. W. Hossack

Cpl. Paquette accepting the runner-up trophy on behalf of the station.

tea interval the president of the "Nomads," F/O Bob Genno, presented the Victoria officials with a memento of the trip in the form of an autographed cricket ball, mounted on a walnut pedestal and suitably inscribed.

NEWS SPORTS ACTIVITIES

We need people for Water-Polo, Grass Hockey and Touch Football groups. We would like any one interested in these activities to contact the Rec. Centre for further information.



• SILVER HEIGHTS SHOPPING CENTRE •

SILVER HEIGHTS

ESSO SERVICE

Open Day and Night

Portage & Mount Royal Road
Phone VErnon 2-3903 ST., JAMES, MAN.

930 NOTRE DAME
WINNIPEG

2285 PORTAGE AVE.
SILVER HEIGHTS

SERV-WELL

SUPER MARKETS

Winnipeg's Largest
Independent Food Stores

We offer a large selection
of goods at competitive prices.
Guaranteed Meats and Produce

Free Delivery Service with
Orders \$5.00 or Over

Phone VErnon 2-1309

Designed to meet
the shopping requirements
of a fast-growing community

WE DELIVER

**SILVER HEIGHTS
PHARMACY**

JOHN A. MAINELLA, Prop.

YOUR REXALL STORE

PHONE VErnon 2-1825

AMPLE CUSTOMER PARKING

J. T. Moyles
BARRISTER, SOLICITOR AND
NOTARY PUBLIC

PORTAGE AND MOUNT ROYAL
St. James, Manitoba TELEPHONE VErnon 2-4268

Telephone VErnon 2-4458 Open 9:00 a.m. - 6:00 p.m.
All Day Saturday

Village Beauty Salon

Hair Stylings Manicures Facials
Perms Tints Bleaches, etc.

Silver Heights Shopping Centre - 2nd Floor

SILVER HEIGHTS DEVELOPMENT CORPORATION
F. R. Lount & Son Limited
WINNIPEG, MANITOBA

GRADUATING CLASS 5509 (LR)



Front to rear: P/O Barrett (seated), P/O McNair and A/P/O Ritchie (standing), A/P/O Baylee and P/O Crittenden (seated), F/O Sutherland, Class Director, and A/P/O Hayward (standing).
Inset: F/C Radcliffe (top) and F/C Moir (bottom).

Last night nine old gentlemen assembled together to celebrate the fortieth anniversary of their "flight to freedom." The dinner, a nostalgic dish of wieners and beans, was presided over by Peter Sutherland, currently in charge of 9608-09 LR while waiting to ferry an Expeditor over the North Atlantic.

Also present was the noted dispenser of justice and occasionally mercy, that ardent supporter of the Canadian Republican Party—William Walter Moir, who told our interviewer, with his characteristic soft chuckle, that he was "sure that Canada would become completely self-sufficient once the CF-105 finally came into squadron service."

One of the very few native Canadians left in the RCAF, Eric Radcliffe, mentioned that he was getting his release in order to take up Astrology professionally. On cloudy nights he would of course rely entirely upon tea-cups. The RCAF is still investigating his theory that a dome refraction of +61 is needed for stars of the second magnitude.

Enjoying himself with his former associates was "Kiwi" Barrett who journeyed from the wilds of New Zealand especially for the occasion. When he is not teaching his grandchildren to play "bottles," Kiwi is preparing massive tome entitled "A Hundred Years of Colonial Misrule."

In a strategic position near the bar we found David Ritchie, chuckling quietly as he recollected the Great Fire of '56 when Molson's factory was burned to the ground. Not long ago he became chief sampler for "Whitbreads" who immediately noticed a sharp decline in profits.

Unable to be present was Brian Crittenden who, experiencing the recurrence of an old wound, immediately took to his bath, having first installed hot and cold running Scotch, and rum-flavoured toothpaste.

The company was also honoured by the appearance, if somewhat late, of Ian McNair whose dramatic aspirations were well known in '56. He told our interviewer that he could have been a matinee idol but the early hour of the performances made his appearance wellnigh impossible.

Tony Baylee managed to leave his affairs at Salt Lake City in order to attend. He is currently acting as advisor to Errol Flynn in his latest film.

Grace was said by the Reverend Terence Haywood. Terry becomes a civilian personality next month when he appears on "This Is Your Life" to tell of his fight against alcoholism. We must congratulate him on cutting it down to three a day (cases, of course).

The reunion broke up fairly early with the chairman receiving kind assistance from the local law enforcers!

A NEW HIGH . . .

(Continued from page 27)

colored ships hovered along the ridges and valleys of the Rocky Mountains as they climbed higher and higher.

As the H-21's moved around the northern side of the Peak, it was necessary to communicate by hand signals, because of the roar of the engines.

Shortly after 7 o'clock Wednesday morning all three planes had taken off from the Peak for their return trip to Carson.

GRADUATING CLASS 5509 (RO)



Front Row—left to right: F/C Boyko, P/O Godon and P/O Carson.
Back Row—left to right: F/Cs Cooper, Gillespie, F/O Matties (Class Director), and F/C Archibald.

THE McLAREN HOTEL
MAIN ST. AT RUPERT

WINNIPEG, MAN.
Phone 93-8518

THE KIRKFIELD HOTEL
KIRKFIELD PARK
WINNIPEG, MAN.

Phone VERNON 2-4313

Your Friendly Hosts

FRED DANGERFIELD
GEORGE DANGERFIELD

JACK DANGERFIELD
FORBES RANKIN

ATTENTION!

FLIGHT CADETS



Take My Word for It

For prices that will save you money, and service from coast to coast, after your uniforms are made.

Tip Top Tailors

Have the Best Uniform
Values in Winnipeg

WE INVITE COMPARISON

Phone
92-3144
93-8138
SU 3-0271

THREE
WINNIPEG
STORES

To Serve
You

**Tip
Top
tailors**

GRADUATING CLASS 5510 (AI)



Back Row, left to right: F/O A. C. McCracken, F/C J. J. C. Fortin, F/C J. H. Harrison, F/O G. R. Skinner, F/C W. G. Bland, F/O D. T. Kostiuk. Front Row, left to right: F/C K. W. Moulder, F/C G. W. Tomkins, F/O E. J. Penwell (Class Director), F/O D. A. Ruttan, F/C M. W. Parfeniuk.

F/L J. H. Harrison

Home: Vancouver, B.C.
Nickname: "Dad."
Usually Seen: Air Movements Unit.
Favourite Expression: "Any trips to Ottawa?"
Ambition: To have the Airforce adopt the 5-day weekend.
Probable Destination: Check rider, AI School.
Pet Peeve: Sets that don't lock on.

F/O D. T. Kostiuk

Home: Prince Albert, Sask.
Nickname: "Curly."
Usually Seen: Home.
Favourite Expression: "200 yards overtake 40."
Ambition: A posting from Winnipeg.
Probable Destination: OTU Staff, Cold Lake.
Pet Peeve: Air Instructors.

F/C W. G. Bland

Home: Regina, Sask.
Nickname: "Bill."
Usually Seen: Isn't!
Favourite Expression—"Let's go down to the Big 'A'"
Ambition: To buy a new car.
Probable Destination: Back to the farm at Wenyard.
Pet Peeve: Met.

F/C J. J. C. Fortin

Home: Levis, Que.
Nickname: "Pierre."
Usually Seen: Buried in a science fiction magazine.

Favourite Expression: "!!! Throttle back more twenty."
Ambition: To be discip. in the cadet organization.
Pet Peeve: Discips and O.T. officers.
Probable Destination: O.T. Officer, 2 AOS.

F/O A. C. McCracken

Home: Lynn Lake, Man.
Nickname: "Alky."
Usually Seen: With a cigarette dangling from his mouth.
Favourite Expression: "Where's my . . . cushion?"
Ambition: To drink McNaughton under the table.
Probable Destination: T1A Trainer.
Pet Peeve: Closing hours.

F/O W. A. McNaughton

Home: Merriton, Ont.
Nickname: "Warnold."
Usually Seen: Seldom.
Favourite Expression: "Well, I don't know, now."
Ambition: None evident.
Probable Destination: O.T. Officer AI School.
Pet Peeve: Beer prices.

F/C K. W. Moulder

Home: London, Eng.
Nickname: "Ken."
Usually Seen: Behind a book.
Favourite Expression: "Four clubs—know what I mean, Fortin?"
Ambition: To get a permanent "Attend B."

Probable Destination: Bar tending, F/C Mess.
Pet Peeve: Drill periods.

F/C M. W. Parfeniuk

Home: Goodeve, Sask.
Nickname: "Mo."
Usually Seen: In A.I. at 3 a.m.
Favourite Expression: "What's your average, Bland?"
Ambition: To wear a flat hat.
Probable Destination: Taxi driver.
Pet Peeve: Bill Bland.

F/O D. A. Ruttan

Home: Kingston, Ont.
Nickname: "Keen Bean."
Usually Seen: At home pounding the books.
Favourite Expression: "Have you heard the latest?"
Ambition: A posting to Maritime Command.
Probable Destination: O.C. Summer Training Cadets.
Pet Peeve: Three years at Winnipeg.

F/O G. R. Skinner

Home: London, Ont.
Nickname: "George."
Usually Seen: Horizontal.
Favourite Expression: "Alright, Mo, Let's play guts bridge."
Ambition: To find a car that works.
Probable Destination: "Fixing car engines."
Pet Peeve: Mic buttons in Mitchells.

F/C G. W. Tomkins

Home: Orillia, Ont.
Nickname: "Garfield."
Usually Seen: "In F/O Jenkin's office"
Favourite Expression: "!!! set wouldn't hold lock."
Ambition: To marry Mary.
Probable Destination: Course leader at OTU Cold Lake.
Pet Peeve: O.T. officers.

ASSINIBOINE HOTEL

Portage at Albany
WINNIPEG, MAN.

Phone 6-2371

Manitoba's Finest Suburban Hotel

AIR-CONDITIONED
FREE PARKING

BACKBONE of EMPAH

Gadfrey Prangham-Gunboat DSO, DFC
First Lord Whiff of Grapeshot



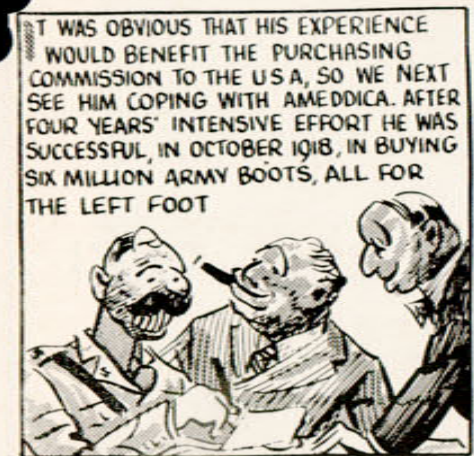
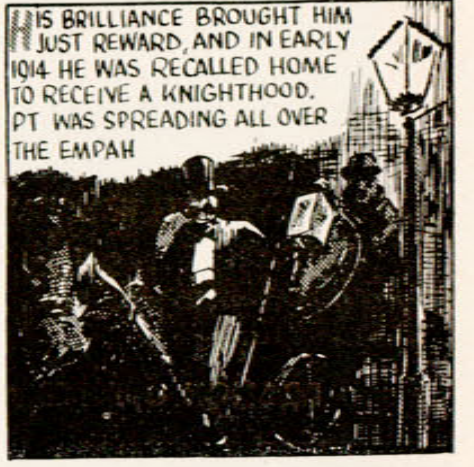
In Poonah in '03 (or was it '04?) standard punishment for defaulters in a certain regiment was an hour of pushups. This gave maximum effort from the men with minimum effort for the O-I-c parade... and was very popular with all the officers, being known as "The Poonah Torture, jolly good for the blighters"... or "PT" for short



BUT HE WAS IN CHARGE OF DEFAULTERS ONCE DURING THE VICEROY'S VISIT. THE OLD GENTLEMAN WAS IMPRESSED, AND GUNBOATE, NEVER A FAST THINKER, HADN'T TIME TO DISCLAIM CREDIT FOR INVENTING "PT" BEFORE THE VICEROY LEFT...



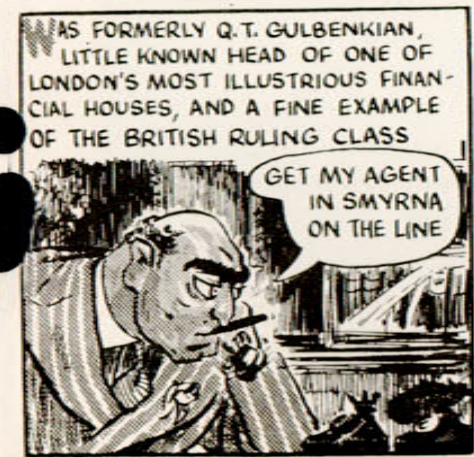
SOON WE FIND HIM CHAIRBORNE AT GHQ, ORGANIZING PT FOR ALL INDIA.. A GREAT RESPONSIBILITY INVOLVING AT LEAST AN HOUR'S WORK A DAY



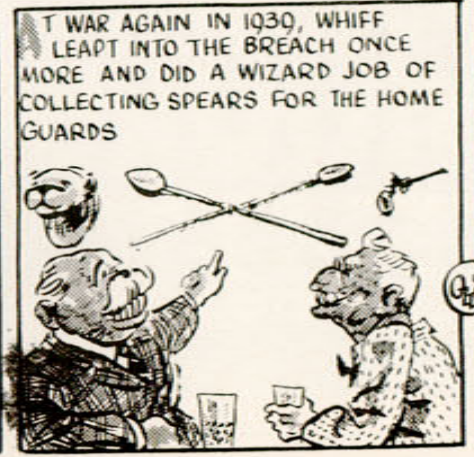
IT WAS OBVIOUS THAT HIS EXPERIENCE WOULD BENEFIT THE PURCHASING COMMISSION TO THE USA, SO WE NEXT SEE HIM COPING WITH AMEDDICA. AFTER FOUR YEARS' INTENSIVE EFFORT HE WAS SUCCESSFUL, IN OCTOBER 1918, IN BUYING SIX MILLION ARMY BOOTS, ALL FOR THE LEFT FOOT



HERE WAS NO ALTERNATIVE AFTER THIS BUT TO RAISE HIM TO THE PEERAGE
MY DEAR MAN NO ONE WHO CAN BOOB SO MAGNIFICENTLY CAN POSSIBLY REMAIN A COMMONAH!



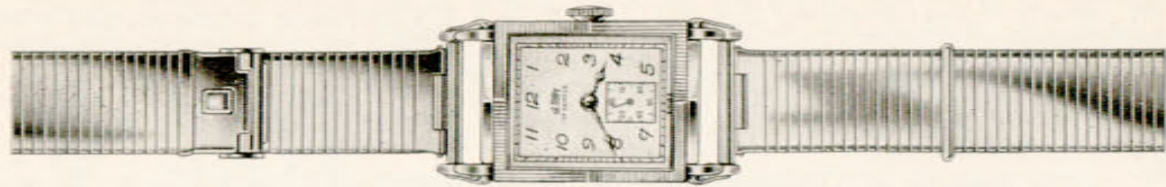
HE WAS FORMERLY Q.T. GULBENKIAN, LITTLE KNOWN HEAD OF ONE OF LONDON'S MOST ILLUSTRIOUS FINANCIAL HOUSES, AND A FINE EXAMPLE OF THE BRITISH RULING CLASS
GET MY AGENT IN SMYRNA ON THE LINE



AT WAR AGAIN IN 1930, WHIFF LEAPT INTO THE BREACH ONCE MORE AND DID A WIZARD JOB OF COLLECTING SPEARS FOR THE HOME GUARDS



BUT THE RAF TOOK OVER SO MANY OF THE BARON'S HOTELS THAT SOON WHIFF WAS IN UNIFORM AGAIN..... RUSHIN' MADLY ABOUT ALL OVER THE SHOP.. SOMETHING TO DO WITH TRAININ', Y'KNOW... BEASTLY, ISN'T IT?



"LEROY" WATCHES and "LEROY" RINGS Imported and Distributed by

AMERICAN JEWELRY CO. LTD.

WINNIPEG

MANITOBA

Enquire at Your Central Warehouse or Station Canteen

STANDARD AERO ENGINE LIMITED

No. 6 HANGAR

STEVENSON FIELD, WINNIPEG, MAN., PHONE 6-2391

Specializing in Overhaul and Supply of Aircraft
Engines and Accessories

Contractors to the R.C.A.F.

BRANCH OFFICES AT: VANCOUVER A.M.F. B.C., EDMONTON, ALTA.

- RENT A NEW 1956 CAR
- CHARTER A BUS
- CALL A TAXI

For the Very Best Always Call:



PHONE **92-3366** CORNER DONALD
AT GRAHAM

Serving Greater Winnipeg for over 30 years.



85%

of the goods we sell
we buy in Canada

EATON'S OF CANADA

Canada's largest retail organization with stores and order offices coast to coast