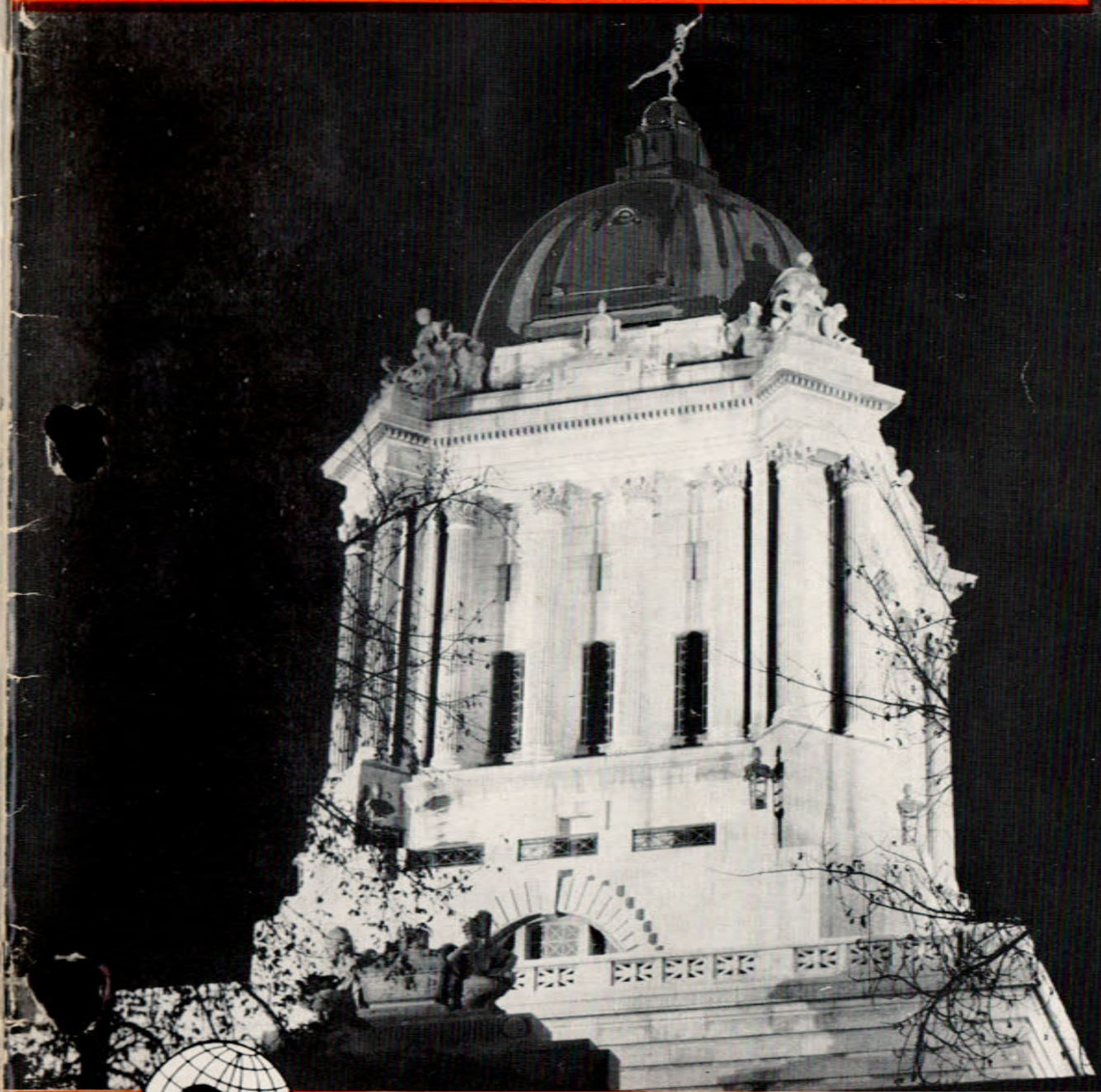


PLANE FACTS
See Page 36.

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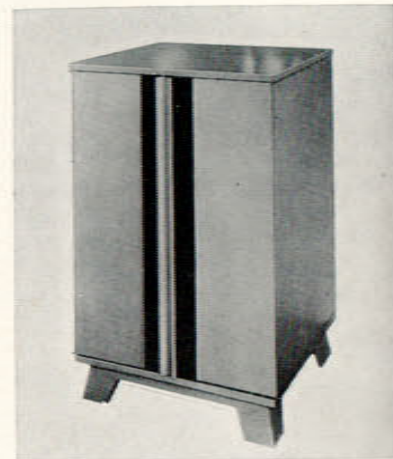
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CONTENTS

VOL. 3 NO.15

	Page
Editorial	2
Personality	3
Current Affairs	4
Today in Sport	6
Chaplain's Page	10
News	12, 13, 14
Automobiles	16
Picture Story	18, 19
This Gardening Business	20
Vixen	23
W.D.'s Report	24
Grave News from the U.S.A.	25
5318 (LR)	27
Technical News	32
111 C. & R. Flt.	35

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EDITORIAL

BE A GOOD NEIGHBOUR

By J.A.G.

The Chinese have a very fine custom which we in Canada would do well to adopt. Each New Year's Day they take stock of all their major and minor debts and make an effort to pay them off. Of course we have our list of resolutions which are mulled over with great concentration each 1st of January, and forgotten by the 2nd. We can do better than that.

Let us really take a look at ourselves, and see where we have been and where we are going. How about that fellow across the street who was laying sod this summer. Did you sit and watch him through your picture window (with beer in hand), or did you go out and give him a hand?

Did you vote in the last election, or did you let George do it? Georgi Malenkov didn't have anyone vote for him either.

How about the community chest collector? Did you give him a buck to get rid of him, or was it a real donation to charity? Did you realise the amount of good your gift would do? Did you understand that the money you gave would help provide a necessity for some unfortunate person, instead of a luxury for you?

Every community has its share of people in trouble of one sort or another. Not necessarily poor people, but those who have lost a limb, those who are blind, those who through circumstances are forced to live alone in their old age, and, most pathetic of all, the mentally-retarded children.

There is a tremendous amount of sympathy and compassion stored up in each one of us; how about letting a little of it out now and then. Think about it. Get rid of that hard, worldly shell with which you have managed to surround yourself; break down, give out with a kind word occasionally, go out of your way to help someone in need. A "good deed every day" needn't be confined to those in the Boy Scouts.

You'll receive your reward—not in a monetary sense, but in peace of mind. Your deed may only be the five minute job of guiding a buddy through his income tax form, or his travelling claim, or giving one of the fellows a lift down town to pick up his own Model "T" from the garage, or sending some of those old magazines over to one of the hospitals; the important thing is to do it—the world will be a better place for it.

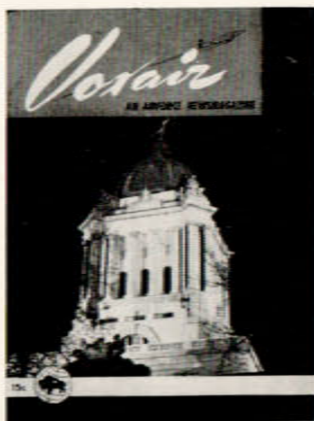
BOOK REVIEW

"V.2.," by Major-General Walter Dornberger. Hurst and Blackett, Ltd., Stratford Place, London, W.1. Illustrated. Price 16s.

AFTER a spate of books by over-optimistic space-flight enthusiasts, promising journeys to the Moon within a few years, it is good to read this down-to-earth story of the development of the forerunner of all space-rockets. General Dornberger, who was in charge of rocket research and development for the German Army at Peenemunde during World War II, makes no attempt to belittle the problems and set-backs that were encountered with the V.2 project, which was relatively simple compared with the perfection of a manned spaceship or even an unmanned earth satellite vehicle.

Admittedly, the difficulties which beset Dornberger and his fellow-scientists and engineers were not all technical. The first V.2—or, to give it its correct designation A.4 ("Aggregate 4"), was launched on October 3rd, 1942. Then one of Hitler's celebrated dreams told him that no rocket would ever reach London, and he issued an edict that resulted in all priorities of labour and material being withdrawn for several months. Even Bomber Command's great attack on Peenemunde in August 1943 probably delayed the project less than the later machinations of Himmler, who ordered the removal and arrest of key technicians; or the interference of people like Dorsch of the Todt organization, who persuaded Hitler to order great concrete launching sites for V.2 instead of the less vul-

(Continued on page 31)



COVER STORY

GILDED YOUTH

Floodlit, against a blackened sky, some of the artistry, wrought in stone and bronze, atop Manitoba's Capitol, has been caught by our photographer.

In addition to the dome, the colonnade supports four groups of statuary, typifying Agriculture, Industry, Science and Art. Surmounting all, and supported by the dome, is the sprinting figure of "the golden boy," symbol of enterprise and eternal youth. This figure, moulded by sculptor Charles Gardet, in Paris, was cast at Barbedienne Foundry. While the 13-foot figure was being cast, the foundry was bombed and destroyed by German bombers of World War I. The statue was the sole survivor. It was then loaded on a ship bound for North America, but was not unloaded for two years, travelling back and forth across the Atlantic, until the end of the war, when it was finally delivered to the new legislative buildings in Winnipeg.

The figure, symbolically facing northward, suffers damage from the elements, and has been re-gilded twice, once in 1936, and once in 1951.

The youthful, running figure, holding aloft in his right hand a torch to light the future, and over his left arm a sheaf of wheat, was designed by the artist to typify the vision and energy of the young country of the west. Gleaming in the summer sunlight, or floodlit against the winter stars, he is a familiar figure to the people of Winnipeg and is long remembered by visitors.



F/L D. V. KYLE

Personality

ning depot, to teach pre-aircrew mathematics, science, morse and radio principles.

Winning his commission in the Education Branch, he was posted to Rivers in 1943 for the Navigation Instructor course, and, on graduation, was transferred as navigation instructor to 3 Wireless School at Winnipeg. Here his special sphere became the development and selection of wireless-navigators for the British Commonwealth Air Training Plan, a field of action he pursued until, in 1944, training under the plan ended.

He then went, as Education Officer, to Macdonald for a few months, and from there to Dawson Creek, to join 10 Construction and Maintenance Unit on the Alcan Highway. As education officer of 10 CMU, he was responsible for launching the rehabilitation to civilian life of personnel scattered along 2,000 miles of highway, in small work parties. Here he spent a great deal of time travelling northern roads, often spending the night in the open in winter, visiting the men he was responsible for in their remote camps.

Joining the civil service in Ottawa in 1939, F/L Kyle became a storekeeper with the Department of National Defence, later converting to clerk, and being transferred to 11 Equipment Depot at Calgary. In Calgary he enlisted in the RCAF as a "B" group corporal clerk, employed in Supply, and here he won his "third hook," becoming a sergeant in the equipment assistant trade.

MAILING FROM Saskatchewan, his personality of this issue took his early academic training at Regina's Campion College, and at Regina Normal School; and still has vivid memories of his seven years teaching school in his native province.

These memories encompass the depression years, when as many as 45 children, in grades one to 12 were taught in the same room. Don's recollection is that very little could be taught under those conditions, but that the students learned their work in spite of difficulties and discomforts.

But "neither could the Ethiopian change his skin," and 1942 found our personality, now a Flight Sergeant, remustered to clerk-education, and posted to Brandon man-

Following VJ-day, when 10 CMU was withdrawn from the Alcan Highway, F/L Kyle became education officer at Whitehouse, continuing the same work on a reduced scale for six months. He was then called to Edmonton to head the Education Branch of North-western Air Command, where he was responsible for the education problems of RCAF personnel over the largest geographical area of command in the world, stretching from the Great Lakes to the west coast and from the 49th parallel to

(Continued on Page 30)

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Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

CANADA AND COLUMBO*

CANADA'S GIFT OF \$100,000,000 TO ASIA

"An empty stomach does not dwell on high principles."—Confucius.

"Against the threat of communism and war in Southeast Asia the nations of the Commonwealth seek to create the basis of permanent economic security and peace."

CANADA in the last four years has given \$101,600,000 to the still-free nations of South and Southeast Asia to maintain political stability there, to improve living standards and to expand world trade. This is a large sum, but there are many Canadians who think it should be larger in view of the great need and as a less costly way of combatting communism than our \$2 billion defence budget.

In January, 1950, the Commonwealth Foreign Ministers met in Colombo, Ceylon. There they devised the Colombo Plan to give financial and technical assistance to the underdeveloped areas of South and Southeast Asia. The Plan was originally limited to Commonwealth countries but was

later extended to other Southeast Asian countries and the United States. An expenditure of some \$5 billion dollars for capital development during a six-year period was envisaged, Canada to contribute \$25,000,000 per year. The Asian countries of the total sum out of their own resources.

The Colombo Plan can be divided into two parts—Capital Aid and Technical Assistance. Capital Aid was the provision of vast sums for the construction of railways, roads, harbours and electrical and irrigation schemes. Technical Assistance was the sharing with the underdeveloped countries of the advanced knowledge and skills of the industrialized and more developed countries of the world.

WHAT CANADA HAS DONE FOR ASIA WITH HER \$100,000,000 IN MUTUAL AID

Canada's money has been well spent and her aid has given a great lift to the people concerned. She has tried to help South Asia's "grow more food" program; provide electric power for industry and irrigation; and aid transportation. On the technical assistance side Canada has flown some 200 Asian students to study here and has sent to Cambodia, Ceylon, Malaya, North Borneo and Pakistan 50 technical experts. The importance of what Canada has done is suggested by the following list of specific projects:

India

Allocation of wheat to relieve famine. The wheat was sold by India and the funds used for irrigation, flood control, and electrical generation in West Bengal. This project will grow about 400,000 tons of food, control a very ram-bunctious river, and provide power for new industries.

\$4,500,000 for trucks and buses for Bombay, where transport had virtually broken down.

\$21,000,000 on Canadian-built steam locomotives as a contribution to India's railway rehabilitation.

Copper and aluminum ingots for processing in India.

Pakistan

A cement plant to make cement ducts to carry water for a refugee settlement in the Punjab, where some of Pakistan's several million Moslem refugees from India will be placed.

Diesel locomotives manufactured in London, Ontario, to aid in railway rehabilitation.

**Based on a Bureau of Current Affairs pamphlet by Nik Cavell, Canada's top authority in this field—available in the Station library.*

Aerial Resources Survey of the whole of Pakistan by a Toronto firm to map mineral, agricultural and other resources, using the same advanced photographic techniques as the RCAF. Very valuable for developing Pakistan's resources.

Power and irrigation project near the famous Khyber Pass, where the tribesmen are noted for being able to duplicate by hand a Western-made rifle.

Three Canadian aircraft for crop and pest spraying. Pests are numerous and destroy vast quantities of food every year.

Considerable capital aid to the Ganges-Kabadak project to restore fertility to one million acres of land and change Pakistan from an importer to an exporter of rice.

Ceylon

Chiefly in the field of fishing: experimental boats, fishing biologist, more efficient fishing gear, refrigeration and processing plants.

TECHNICAL ASSISTANCE

It is obvious that the countries of South and Southeast Asia will never be able to develop their resources without skilled technicians, now almost totally lacking. In this respect the training of Asians in Canada and the lending of Canadian experts have been a most successful form of assistance. The value of this aid is shown by the following concrete examples:

Loan of a Canadian expert to advise on the setting up of technical colleges.

Expert to set up a maintenance unit for aircraft used in the spraying of pests.

Expert to service tractors and agricultural machinery.

Experts in engineering, fisheries, nursing, insect control, and co-operatives.

Course in Canada given by the R.C.M.P. for Pakistan's police officers.

Public health training for 15 doctors and three nurses from India.

Training in Canadian universities, agricultural and technical colleges of a total of 200 Asian students.

AID FROM OTHER COUNTRIES

Canada's economic and technical assistance to underdeveloped countries is only a small part of the aid being given through the United Nations, the United States Point Four program, and the Colombo Plan. For example, the United States pledged itself at the Colombo Plan conference in Ottawa early in October to make its first Colombo Plan contribution—a gift to Asian countries of one billion dollars in surplus food products.

Purpose

As Nik Cavell, Canada's top authority in this field, has said, Canadian interest in the Colombo Plan is based on several considerations. In the first place, Canada, as a member of the community of free nations, is concerned with the maintenance of political stability in the vast and important region of Southeast Asia. Then, Canada can give no more convincing proof of the values of democracy than to

lend a helping hand to the Asian peoples in their own tremendous efforts to improve their living standards. Finally, Canada is bound to benefit from the expanding world trade which will result from the increased productivity and prosperity of this large and populous area. Thus there are adequate reasons—political, economic and humanitarian—for a liberal Canadian contribution to the Colombo Plan.

WESTMINSTER ABBEY RESTORATION FUND

The \$3 million fund for the repair and maintenance of Westminster Abbey, which was announced before the Coronation last year, has been oversubscribed.

The biggest contribution from any of the overseas Commonwealth countries was from Canada.

Members of the First Commonwealth Division in Korea, including the 25th Canadian Infantry Brigade, sent \$5,000.



Prince Wan of Thailand, with his daughter who is dressed in native dancing costume. Thailand became a member of the Colombo Plan this month in Ottawa.

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Today in SPORT

By CPL. HOWARD O'BYRNE



With winter just around the corner, we see the different hockey leagues forming up. However, the main Winnipeg sports topic is the Blue Bombers. With the midseason here we find them holding down the second spot in the league. They had a chance to go out in front briefly, but the Edmonton Eskimos beat them in a rough and tumble game for a first place tie with the Regina Roughriders. On Thanksgiving Day the Roughies beat the Eskimos and they went out in front with 18 points. Our Blue Bombers are now in second place with 16 points, leaving Edmonton and Calgary tied for third place with 14 points each. With such competition and evenly matched teams, it is practically impossible to venture a guess as to which team will represent the west in Toronto come Gray Cup Day.

STATION SPORTS DAY

The first Station Sports Day was held on 24th September. With many events on the programme the preliminaries were run off in the morning and by 1400 hours the finalists were ready to start. The following are the winners of some of the different events:

Standing broad jump—F/C Deschamps.

Running broad jump—F/C Beauparlant.

220-yard dash—A/P/O Calam.

100-yard dash—F/C Beauparlant.

Shotput—F/C Hilberink.

Javelin throw—F/C Lakey.

Hammer throw—F/C Hilberink.

Discus—F/C Hilberink.

Ladies' softball throw—Law Oronuski.

Softball champions—111 C. & R. Flight.

Tug-of-war — A/P/O Courtman's team.

Tug-of-war (runners up)—Telecom Heavy Weights.

FORMATION OF MANGROUP

In May, 1954, RCAF Station Winnipeg formed a baseball team with the expectation of playing senior ball in a city league. Through no fault of this station, no entry was available in any of the senior downtown leagues. As a result of the combined efforts of Cpl. McCurrie and F/O Meadows, the formation of a league was made through the sports officers of the four Manitoba RCAF stations. After a meeting of the sports staffs of the combined stations it was decided that the stations would be known as the "Mangroup," representing the four Manitoba RCAF stations under 14 Training Group Command.

STATION BOWLING

The evening of 4th October saw the birth of the 1954-55 Station Bowling League with an entry of 32 teams. It was officially opened by W/C Gaffney throwing the first ball, and he showed his best form by a strike. It is expected to be the biggest bowling season in Station Winnipeg's history; the regular schedule running 28 weeks. The bowling league is under the management of Cpl. L. B. McCurrie again this year. This league is expected to produce some top-class bowling this season and will be worthy of some close watching.

Plans are in progress for a mixed bowling league to operate on Sunday afternoons again this year.



THE HIGH JUMP

BASKETBALL

The station basketball team has been practising every Tuesday and Sunday afternoons, in preparation for the coming season. A schedule is now being drawn up for the Mangroup stations and inter-section leagues. Looks like a busy season coming up for our basketball players.



RCAF MacDONALD—WINNERS OF THE RCAF MANITOBA LEAGUE

Back row, l. to r.: LAC Price (Coach), AC1 Little, LAC Saunders, F/O Coulter, F/O West, F/O Anderson (Manager), P/O Holt.
Front row, l. to r.: LAC Bell, AC1 Moore, F/S McLeish (Coach), LAC Hanshewski, LAC Downey, AC1 MacDonald.
Missing: AC1 Smith.

STATION GOLF

A trophy has been donated by the station for the top golfer at the unit. Play for the trophy was held at the Tuxedo golf course on October 14th with 19 entries.

When all the cards were turned in S/L Laing, Cpl. Paquette, LAC Galon and LAC. Forth had identical scores. It has been decided that these four play off at a later date to decide the first holder of the cup.

ARCHERY

An archery club has been formed and the next club meeting is on November 3rd at 1900 hours. The club is meeting at present in the old GIS briefing room, and all are cordially invited to attend.

CURLING

Plans are progressing favorably for the biggest curling season yet.

Ice has been obtained at the Winnipeg Granite Curling Club and the 36-team league is expected to get underway by the end of October. Over half of the members are new at the game and if enthusiasm means anything this will be a very interesting season. Incidentally, we understand that F/S King is giving lectures in the evenings for those interested.

AC1 ART (RUSTY) GRAY

Right Field

In 1951 started his baseball with the Halifax Minor Baseball League. In 1952 was kept from playing due to injuries, but was able to play in 1953 with the same team in the same league. Joined this team at its inception as a pitcher, but retired to RF due to arm trouble. Has been doing very well this year.



CPL. FRED (BOOTS) INGRAM

Second Base

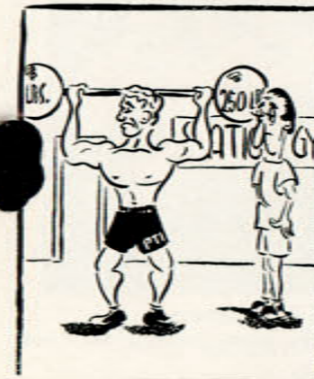
In 1947 played in the Victoria High School League in Victoria. In 1948 played for the Hotel Douglas Junior League in the same city. Tried fastball for RCAF Station Winnipeg in 1951. Joined the baseball team here when the call went out for players last spring. "Boots" has done very well this year and we look forward to seeing him in the same spot next season.



AC1 GRAY.



"Taking the Strain."





"Action in the line-out."

RUGGER

During Thanksgiving weekend a strengthened "Astrals" team travelled to Vancouver to meet the Vancouver Rowing club.

Dakotas 976 (heated) and 963 (unheated) lifted their unlovely noses into the air within half an hour of each other, and pushed west into a headwind that occasionally reached 45 mph. Four hours later, within twenty minutes of each other, they both dropped into Lethbridge for a high octane canteen break, the team seizing the chance to fill long felt wants with chicken sandwiches and coffee.

The trip over the Rockies was made above cloud in the moonlight, with the occupants of 976 using a medical oxygen plant to supplement the aircraft supply, and the occupants of 963 just plain freezing.

Saturday was spent in a variety of ways. Some shopped, some just wished they could. Some watched the Vancouver club play a local cup match, and spent the rest of the day wishing they hadn't.

Sunday dawned to the sound of groans and stealthily returning footsteps. Breakfast was out of fashion, but after a large lunch the teams were ready to go.

The match was played at Connaught Park, on a field which was generally soft, and in places downright slippery, with a gentle tilt towards one of the goals. The Scottish man-mountain, whom we all prayed would be the referee, turned out to be a prop forward, an ex-wrestler, and a one-time in-

ternational. The rest of the pack were worthy partners!

Astrals played with great spirit, but, until half-time, as fifteen individuals. At half time the score stood at 17-0, and just before the whistle a ruckus on the touch-line resulted in Dave Smalley being carried off with an ankle injury.

One man light in the scrum, the team made a fine effort, and began to settle down as a combination. The pack began to make ground by break-throughs in the line-out, followed by fly kicks into touch when

checked. Perhaps not a pretty style of play, but one well suited to the circumstances.

These tactics gave the Astrals their solitary try. Ground was made to the Rowing Club's 25, and the ball heeled to the threes from the loose. Bell made a beautiful hole and then gave the ball Terry Ledger to carry over. Terry converted without trouble from a fairly tricky angle.

The game was enjoyed by both teams as well as the many spectators, mainly because it was fast, clean, and generally open. The refereeing was extremely good, and both teams understood, and played to, the rules. Despite the final score of 34-5, Vancouver was kept hard at it all the time.

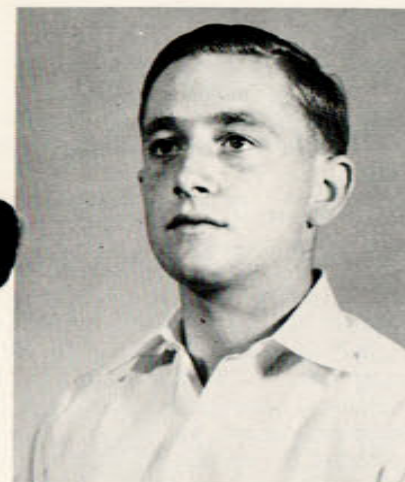
BADMINTON CLUB

A meeting was held on 12th October, and a Station Badminton Club was formed. It was decided that this league will get underway on Thursday, 21st October. Incidentally, this club needs more members and is open to all station personnel. Anyone interested is asked to contact the sports office in the Drill Hall. It is anticipated this club will have a successful season—perhaps better than last year.



THE ASTRALS (STATION WINNIPEG RUGGER CLUB) IN VANCOUVER

Back row, l. to r.: Bell, Warrington, White, Fitzpatrick, Carter, Griffiths, Colam, Smalley, Page, Leigh. Centre: F. O. Griffiths (Manager). Front row, l. to r.: Holmes, Hutchins, Ella (Captain), Ledger, Hadlington.



A/P/O R. J. (BINKY) WELLS

Born in Herne Bay, Kent, England, and educated at the Queen Elizabeth Grammar School, Faversham, Kent, where he started playing cricket. While there he played for the school Under-14 and 2nd Elevens, and since coming to Canada has played for the NATO Exiles as a batsman-bowler. His highest score this season was 27.

Cricket is not his only sporting interest—in the first Rugger match this season, playing for the NATO Exeditors, he collected 3 stitches in his right eye. He is also a keen boxer, oarsman, and field-hockey player.

WEEP NOT

Weep not for me though I should die

In those vast reaches of the sky, Where only God and stars will know

Whence came the sudden fatal blow.

When earthly ties no longer bind, I'll leave this troubled life behind,

And swift the Celtic road I'll tread To brighter lands that lie ahead.

No use to weep for those now gone, Grieve not for us though we pass on,

We leave the toil, the sweat, the tears,

The worries of our growing years.

Weep not, but rather be like I, And for the dead grieve not, nor sigh,

For only those left here to mourn Have any burden to be borne.



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Chaplain's Page

Edited by F/L P. GORIEU



THE CHRISTIAN'S ANSWER

By P/O K. R. KRYDERMAN

THE MAJORITY of people today have, at one time or another, asked themselves, I am sure, "Just where can we look for assurance and surcease from the doubts and confusion that seem to assail us from all side?" This is only natural, for, as in perhaps no other period of history, men have begun to question anything and everything.

Our own generation would seem to have reached the very apex of incredulity. The reasons for this are not too hard to understand. First and foremost, we have, within the relatively short space of forty years, experienced two world wars that have rocked our civilization to its very foundation. In Europe countless young men and women, who know what it is to experience strafeings, starvation and destruction, rather than remain lost in the valley of doubt, have turned to philosophies of doubt, despair and despondency, some to Communism, others to Existentialism.

America, too, seems to have its lost generation. Only one month ago the larger newspapers carried in bold headlines the story of four

Brooklyn youths who had fatally beaten two aged men, attacked several others, and ended their "supreme adventure," as they called it, by flogging two teen-age girls. When asked what had impelled them to commit these acts the gang leader replied that, guided by the teachings of Nietzsche, Hegel, and Schopenhauer, they had felt it their supreme duty to eradicate from the face of the earth such specimens of weakness. All of this, as he further explained, was in the interests of self-expression and to prove the theory of the master race.

Surely this example should awaken us to see that "ignorance can no longer be said to be bliss," if, indeed, it ever was. In the modern world, confronted as we are by the formidable spectre of a godless and materialistic philosophy dominating more and more the minds and intellects of men, it is not enough that the Christian should simply say, "Have faith and you will be saved."

Today's youth require something more tangible than this. First they require doctrines that have been subjected to the rigid tests of time.

Secondly, and perhaps more important, they demand a faith to which they can sacrifice and consecrate their endeavours, a faith to inspire them with a sense of mission. In short, Youth must have an ideal.

Many years ago a Roman called Pilate asked of Christ, "What is the truth?" Men today are asking the same question and are seeking earnestly for the answer. And this very fact should be a cause for rejoicing and not for despair, for it is on such questioning that sound convictions must be based. More important, do we not, by such questioning, develop a deep Christian understanding for others, who, like ourselves, have at least dared to doubt. Today, as in perhaps no other period of history, it is the Christian's duty to search, and to search diligently, that he might give a logical and complete answer to the earnest inquirer.

We can no longer, simply by uttering pious sentiments and lofty ideals, convince those steeped in the hard-headed dialectics of Marx and Hegel that Christianity is the answer to their problems. The inquirer must have evidence and proofs if he is to believe. The Church, throughout the centuries, has amassed in abundance. It is now up to us to take these proofs and to communicate them to others when, and if, the need arises.

Here it is that those who profess Christianity must ask themselves several embarrassing questions, "Do I know the essential teachings of my Church? Can I give a rational explanation for them?" More important still, "Am I making an earnest and consistent effort to lead a

life in conformity with these teachings?" In other words, the Christian must see that it is not the words that matter so much in this modern day and age. It is rather the silent act that will convince the modern doubter.

Christ once said, "You are the light of the world. A city set on a mountain cannot be hidden. Neither do men light a lamp and put it under a bushel, but rather upon a lamp-stand that it might give light to all within the house." On another occasion, He said to his listeners, "Come ye, all ye that are heavy laden and I will give you rest. Take my yoke upon you and learn from me, for I am meek and humble of heart. Therefore, I say to you, do not be anxious for your life, what you will eat, nor yet for your body what you will put on. Is not a man's life a greater thing than food, and the body than clothing. . . . Consider the lilies of the field, how they grow. They toil not, neither do they spin, yet I say to you, that Solomon in all his glory was not arrayed like one of these." Christ, these words notwithstanding, never once, however, taught a weak-kneed form of humility. His teachings were rather for the firm and the stout-hearted. Like the Cardinal Midzentys, the Bishop Nolls, the Bishop Nieumollers, and the countless other thousands who daily are giving their lives in defence of the faith, Christ knew that the Christian must be prepared, if need be, to defend his faith with his life. His was a humility based on a deep living faith, fortified and strengthened by logical and consistent conviction. And so must our convictions be, if we are to merit the title of Christian.

In the present world struggle, unless we are to lose the battle by default, the Christian must be fully prepared to take off his gloves and fight. Otherwise we will see our Christian civilization and democracy go swimming down the drain. In His own words Christ said, "I have come not to bring peace, but a sword," and certainly His own life illustrated this saying.

Many, in His own day, regarded the Crucifixion as the final end of the Christian Church and of Christ Himself. How very few, out of all whom Christ had healed and aided throughout His three years of public ministry, were there at the foot of the Cross! How many, too, like Peter, had denied Him! Only Saint John and a few women had enough moral fibre and conviction strong enough to stay with Him in His final hour. As the lightning and the thunder crashed about the Cross one man, however, a Centurion, both frightened and convinced by what he had seen, voiced the proclamation that has since rung down the centuries: "Surely, this was the Son of God."

This confession of faith has become the focal point on which Christianity has since revolved. Christ has promised, "Lo, I shall be with you always, even unto the ends of the earth." As with the Centurion, and indeed for us today, Christ is not simply a lone figure among the hills of Gethsemane, a forsaken body on the Cross; He is rather a deep and abiding presence, as real and as living today in Communion as He was in the year 25 A.D. "He who finds his life will lose it, and he who loses it for My sake, will find it." This is the teaching of Christ that has inspired so many to defend His Church, even

with life itself, behind the Iron Curtain, and for which we might, some day, be asked to give ours.

By the example of the modern martyr we know that the Church does have the answers for today. To the materialists' claim that capitalism and western civilization are remnants of a decadent past, the Church replies, as she has done since the Day of Pentecost, that "man does have a basic dignity and a value in the eyes of God that no amount of Marxist or other materialistic dialectic can ever destroy." And for the behaviourist who claims that man is simply a product of his environment, the Church answers "No." "Man was created and is maintained in the image and likeness of his Father in heaven, and, as exemplified in the life and death of Christ, has a divine heritage that can never be lost for long." No matter how much the master state and all its accoutrements of power may preach that man is merely a cog in a vast and meaningless industrial machine, the Church will ever teach that man wherever he is, and no matter how encrusted his mind might be by materialism, has a soul and a heritage in Heaven; that he has a Father who ceases not His loving care.

The Church has an answer, too, for the socialist critic. Man, she teaches, has deep and continual obligations to his fellowmen. This particular teaching the Christian neglects today at his own peril. If the founder of our Faith, the lowly carpenter of Nazareth, sanctified the dignity of manual labour, and did not hesitate to sweat his brow, how can we, amid the present threats of world-wide Communism,

(Continued on page 34)

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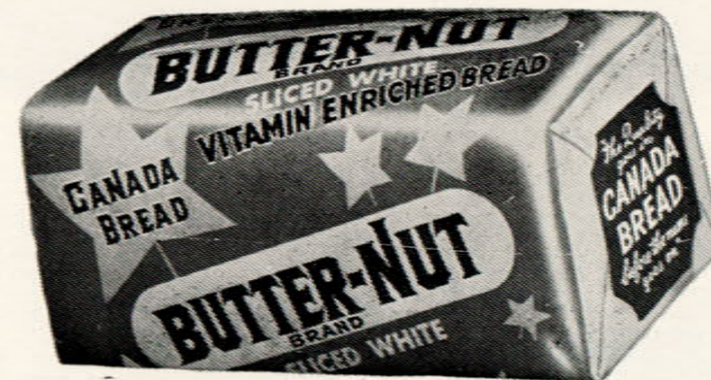
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Edited by F/O A. C. BERNIER



OVERSEAS POSTING FOR ANS OFFICER
S/L R. E. Ratcliffe, former OC Auxiliary Services, 2 ANS, left Quebec early this month for Air Div., Metz, France. His successor as OC Aux. is Major Fred Miller, USAF exchange officer at Winnipeg.

OVERSEAS

Cruiser Navigates By Radar

LONDON—The British experimental cruiser Cumberland can navigate difficult channels by radar alone, with her bridge completely unmanned. The vessel also has a new stabilizer gear which keeps her so steady that a cup of tea won't spill over on a mess deck in a gale, the Admiralty announced.

North Luff To Move To France

LONDON — Canada's remaining air strength in Britain is expected to be transferred to France within the next six months, completing a move which may have been deferred at the express wish of Prime Minister Churchill. The last remaining RCAF fighter wing in Britain, now stationed at North Luffenham, Rutland, will probably go to new quarters at Marville, France, early in 1955. Canada already has nine squadrons in France and Germany. When the fighter wing now at North Luffenham moves to Marville, it will complete the 12-squadron air division which is one of Canada's commitments under NATO.

Arms Base Urged By South Africa

PRETORIA — Minister of Defense Francois C. Erasmus, speaking at the Free State Province Nationalist party congress in Bloemfontein, declared: "I cannot imagine an efficient defense of Africa up to its gateways without the establishment somewhere south of the Equator of military bases with supplies, especially now that Britain is removing her troops from the Suez Canal Zone." This aspect of an African regional defense agreement was discussed with British officials when Mr. Erasmus and his four chiefs of staff were in London last month.

FAR EAST

Iranian Spy Trials

TEHERAN — A court-martial was established by royal decree to try more than 400 officers arrested in the last month as members of a Communist espionage ring. Colonel Amjadi, one of two officers who broke an elaborate trigonometric code containing the membership list of the spy ring, said other documents seized proved the organization planned a revolution to establish a "people's democratic republic" along Soviet satellite lines. He added that although no date for the revolution had been discovered, a majority of the member officers of the ring regularly assigned to the provinces had gone to Teheran "on one pretext or another" and were in position to strike when the ring conclusively was smashed early in September.

Korean Says U.S. Rations Arms Aid

SEOUL — A South Korean Army leader charged that the United States has restricted his army's ammunition and fuel to a two-day supply to prevent any offensive against North Korea. Maj. Gen. Choi Duk Shin, Deputy Chief of Staff and former Korean representative at Panmunjom armistice talks, said the rationing to the South Korean Army was the United States "answer to the South Korean plan for unification of the country." General Choi, who recently accompanied Dr. Syngman Rhee, South Korean President, to Washington, also charged that the United States never had discussed its plan for troop withdrawal with South Korean officials.

WESTERN CANADA

Formation of New Wing at Calgary

CALGARY — W/C W. A. Mostyn-Brown, AFC, has been named to command a new reserve air force wing now being formed in Calgary. The appointment carries the rank of group captain. To be known as 30 Wing Headquarters (Auxiliary), RCAF, the new wing will be set up at RCAF Station Calgary, at the Municipal airport, and will take the four existing reserve air force squadrons stationed there under its command. The promotion of G/C Mostyn-Brown and the formation of the new wing represents a great step forward in the importance of Calgary's reserve air force establishment.

the transport flight at the Rivers air base. His new unit directs the aerial training portion of para-troop and supply dropping.

Compulsory Military Service?

VANCOUVER — Compulsory service by young Canadians in the militia has again been recommended by the Canadian Infantry Association in annual conference. This is the sixth consecutive year that the infantry association, representing 2,000 militia officers in units across Canada, has passed a resolution urging compulsory service to build up the militia to adequate strength. "We certainly do not want Canadians to feel that in the militia we are happy with the present situation," one senior officer at the convention said.

Need For Greater Safety At Airports

VANCOUVER—The dawn of the jet age in aviation has resulted in the need for increased safety controls at airports, says Ired B. Lee, the U.S. government's chief watchdog of the air. Lee, administrator for the Civil Aeronautics Administration in Washington, D.C., told the 18th annual International Northwest Aviation Convention, a new system of radar control that will cover the Northwest will be instituted at McChord Air Base.

Turkish Airman Graduates

MOOSE JAW—The first Turkish airman to graduate under the NATO flying training plan, Dogan "Don" Yesil of Istanbul, has graduated from No. 2 Flying Training School, RCAF Station Moose Jaw. The 23-year-old son of a clothing manufacturer in Turkey is one of 17 Turks here to receive pilot training. He will go from here to Gimli, Man., for 12 weeks' instruction with jets, then back to Turkey where he will fly F-86 Sabres, from the group of planes Canada has recently presented to that country.

OTTAWA

Air Commodore Keith L. B. Hodson, chief staff officer of the RCAF Air Division in Europe, has been appointed chief staff officer at Air Defence Command Headquarters, St. Hubert, P.Q. A/C Hodson has been replaced at the Air Division by A/C W. I. Clements, OBE, CD.

Canada Leads in Co-operation on Atomic Energy

Canada is leading the way in working out a pattern of co-operation with the United States on atomic energy. The door is at last open in Washington for the pooling of hitherto secret information. The terms of co-operation laid down in an Act of Congress, are strict, but Canada's William J. Bennett, president of Atomic Energy Ltd., considers them "satisfactory."



(National Defence Photo)

S/L Riva Moves To CJATC

CALGARY — Co-designer of a para dropping computer being used internationally, Squadron Leader J. H. Riva, of Canmore, has been transferred from Tactical Air Command headquarters, Edmonton, to the Canadian joint air training centre at Rivers, Man. S/L Riva received a promotion with his transfer to become officer commanding



Three well-known RCAF Squadron-Leaders left last month for Indo-China, to serve on the International Supervisory Commission. Pictured above they are, from left to right, S/L O. G. Nelson, S/L P. L. Michel, and S/L T. R. Duff.

RCAF Officers For Imperial Defence College

Four armed forces officers will attend the 1955 course at the Imperial Defence College in England, the Defence Department announced. The officers are Capt. James Plomer, of Winnipeg and Saint John, N.B., commanding HMCS Cornwallis at Digby, N.S.; Brig. A. B. Wrinch, of Ottawa, vice-quartermaster-general at Army headquarters here; Group Capt. R. J. Lane, of Victoria, assistant for logistics planning at RCAF headquarters; and Group Capt. H. A. McLearn, of Ottawa, serving in the office of the judge advocate general at National Defence headquarters.

G/C Lister Promoted.

Group Captain Murray D. Lister, 42, of Calgary, has been appointed to the rank of Air Commodore.

A/C Lister was educated at the Royal Military College and received his commission in the RCAF in 1935 and his pilot's wings the following year. During the war, A/C Lister served at various training centres in Canada before going overseas in 1945, where he served at RCAF Overseas Headquarters in London.

Since his return to Canada in 1946, he has served as commandant of the Air Armament School at Mountainview and RCAF Station Centralia, where he became commanding officer in 1947. In 1948 he attended the National Defence College and in April of the following year was appointed to the Canadian Joint Staff in London, England, as chief staff officer. In 1952, A/C Lister was appointed a member of the directing staff of the National Defence College in Kingston and in August of this year was appointed to his present position as Chief of Plans and Intelligence at Air Force Headquarters.

New Unit For Centralia

LONDON — The RCAF ground instruction school for aircrew trainees here will be moved to Centralia this month, and in November the English-language school for French-Canadian flight cadets at St. Johns, Que., will be moved here. The personnel selection unit for officers will remain at Crumlin, with flight cadets coming into the air force here as civilians as in the past, but remaining for only about two weeks, said Wing Commander J. R. Beggs, CO of the station. They are selected for aircrew, equipped with their kits, and orientated here. The air force announcement said the transfer of French-speaking cadets will enable them to take language instruction along with North Atlantic Treaty Organization aircrew trainees from Europe who are learning English. The ground course at Centralia will be extended from 6 to 12 weeks.

(Continued on next page)



Actress Ava Gardner with her pet Corgie, "Rogs".

Civil Defence Test

Small civil defence test evacuations, developing techniques for emptying areas threatened by atomic attack, are being run off prior to any attempt to conduct a larger scale test at Winnipeg, Maj. Gen. F. F. Worthington, federal civil defence chief, reports.

A test evacuation involving a small area was carried out at St. John's, Nfld., last month. Late in October a second was conducted at Brockville, Ont.

"These are only small operations but they are essential to work out the bugs and kinks that could develop in an evacuation test in a city the size of Winnipeg," Gen. Worthington said.

Cookery School

The Air Force is opening a special school to train cooks to serve better food to RCAF personnel. The new training unit will be called the School of Food Services and will open early this fall at RCAF Station Clinton. It will be under the command of F/L Isobel MacRae of Williamstown.

Comets To Fly Again

Canada's 2 Comet jetliners, operated by the RCAF, and grounded for months while modifications have been made, will go back into service shortly. An announcement was made over the weekend by British Supply Minister Sandys that the British probe into reasons for crashes involving Comet jetliners had been completed. He said cause of the crashes had been determined and production of the Comets will be resumed. Canada purchased 2 of the jetliners from Britain for the RCAF at a cost of \$1,500,000 each. When the United Kingdom grounded the aircraft following 3 fatal crashes, Canada also ordered the jetliners in this country to remain grounded. The British investigations have shown that some strengthening of certain parts of the Comet's structure will be necessary before they will be allowed to become airborne again. It does not involve a fundamental redesign of the plane. The same modifications will be made on the Canadian jetliners.

EASTERN CANADA

New Avro Jet

TORONTO — A delta-wing, supersonic all-weather fighter which is believed better than anything being developed anywhere in the world is being built by A. V. Roe Canada Ltd. at Malton for the RCAF. It is considered



HISTORY-MAKER

(National Defence Photo)

Shown steaming through coastal waters is Navy patrol vessel HMCS Labrador which broke through the ice-bound arctic archipelago to become the first warship to pass through the famed Northwest Passage.

The Labrador is commanded by Captain OCS Robertson, of Montreal.

capable of meeting attack from any aircraft Russia is likely to develop in the next few years. This was disclosed at Southampton, England, by Sir Frank Spriggs, managing director of the Hawker Siddeley Group Ltd., with which Avro Canada is associated. Avro officials at Malton reluctantly confirmed the news explaining they have considered development of the aircraft top secret.

RCAF Praised

KINGSTON—"The RCAF is an absolutely first class organization," said Air Vice Marshal G. E. Brookes, national president of the RCAF Association, in his address to members of 416 Kingston Wing of the association. AVM Brooks stressed that the RCAF is highly regarded in Europe and NATO and is getting a "wonderful name for itself" among the fighting units of the world. He suggested that the air force, as an organization, can be strengthened and its reputation enhanced by individual wings doing their utmost to fulfill the aims and objectives laid down for them by the air force association.

Canada's Preparedness

LONDON — "We must prepare peace for war," Air Commodore W. V. Brown, CD, RCAF Trenton, said at Western Fair's largest Warriors' Day parade in its history. "We cannot afford to gamble that war will not come. If it does, Canada will not have the opportunity to prepare after hostilities commence. We must prepare in peace for war," he said. "Canadian warriors have fought to defend their homes, their right to live in accordance with their own laws and for the right of individuals."

UNITED STATES

Red Bombers Based In Arctic

WASHINGTON — The magazine Aviation Age said Russia has based almost her entire long-range bomber force—as well as many other army and navy air forces—at airfields along the coast of the Arctic Ocean. "Like the United States, Soviet Russia views the polar regions as the main avenue for aerial warfare in the event of World War III."



Above: LAC Owsianik (Station Portage), LAC Wilson (Winnipeg), Cpl. Gellatly (MacDonald), and LAC Brow (Gimli).

Below, l. to r.: Mr. A. Tycollis, Mr. A. H. Huff, LAC T. B. Wilson, LAC B. J. Armstrong.

SECOND ANNUAL TRUCK RODEO AT WINNIPEG

The Manitoba Automotive Transport Association held its 2nd annual rodeo on the west ramp at Station Winnipeg 18th September. Affiliated with the 15-year-old Automotive Transport Association, the Manitoba event is primarily for civilian competition, but runs a small, independent competition for

RCAF and Army units in Manitoba. This year, four RCAF and four Army units competed in the service event.

Left are pictured some of the competitors, and below winners receive their awards from the Commanding Officer, Group Captain R. B. Ingalls.



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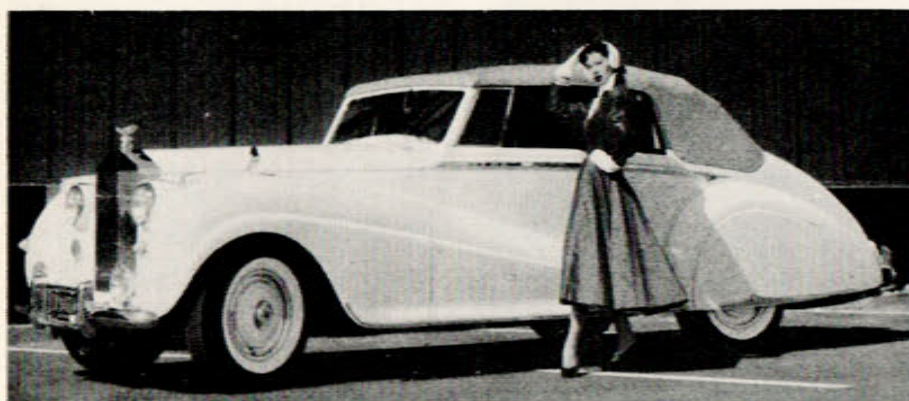
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ENGINE:
 6 cylinder, 4,566 c.c. (279 cu. in.).
 F head—Overhead inlet valves, side exhaust valves.
 Compression Ratio: 6.4:1.
 Horse Power: Not stated, but in the neighbourhood of 140-160.
 Gear Ratios: 4.25, 5.69, 8.58, and 12.66 to 1.
 Suspension: Independent front, coil springs; 1/2-elliptic rear.
 Brakes: Hydraulic front, and servo assisted mechanical rear.
 Tank Capacity: 18 imp. gal.
 Tyres: 7.50-16 in.
 Battery: 12 volt 55 amp/hr.

DIMENSIONS:
 Length: 17 ft. 6 in. (approx.).
 Wheelbase: 11 ft. 1 in.
 Track: 5 ft. 4 in.
 Turning Circle: 45 ft.
 Height: 5 ft. 8 in. (approx.).
 Weight: (Test) 4700 lb.
 Width: 6 ft.

PERFORMANCE
 (Figures courtesy of the "Autocar")

ACCELERATION:
 0-30: 4.7 secs.
 0-60: 16.2 secs.
 0-80: 35.7 secs.

30-50 top: 7 secs.
 50-70 top: 13.1 secs.
SPEEDS IN GEARS:
 1st: 16.
 2nd: 40.
 3rd: 59.
 4th: 87.5.

(All of these figures were for the Silver Dawn with Automatic transmission and so would be better than those of the heavier Silver Wraith.)

Fuel Consumption: 14-16 m.p.g.
 Weather: Dry and sunny, no wind.
 Manufacturer: Rolls-Royce Ltd., Derby, England.
 Canadian Distributor: Rolls-Royce of Canada, Montreal, P.Q.
 Car Loaned by: Plimley Motors Ltd., Fort Street, Victoria, B.C.

(By a large stroke of bad luck our photographs of the Silver Wraith were spoiled accidentally during processing in the photographic section. As a result we have had to scrounge to get those we have, which aren't exactly the same as for the model we drove but are based on the same chassis.)

There are only very few occasions in this world where an individual can say that what he is doing gives him great joy, pleasure and satisfaction. Such a time occurred for me while driving this

Rolls-Royce. This report was made possible solely through the courtesy of the local Victoria Rolls dealer, Thomas Plimley & Sons, who allowed me to drive and examine their jewel at my pleasure.

From its inception, at the turn of the century, the Rolls-Royce has always embodied the absolute in quality. The makers have never claimed a revolutionary chassis, engine, or car—just the BEST in the world. Equally, they are not adverse to using another man's idea if it is good, such as the GM automatic transmission which they bought, tore down, and redesigned to their own specifications. The aloofness and aroma built up around the name down the years have led to some pretty fantastic tales—they don't seal the engine, though certain components have seals on them to show tampering—you don't

have to get your family history veted before buying—you can balance a nickel on the radiator while the engine is running (I tried it!)—they will fly a man out to show you how to start the car in winter if you get stuck, and there is a three-year unconditional guarantee which you pay for indirectly.

Up until 1940 the firm only made the chassis and you had the body constructed by one of a variety of specialist firms for a hefty price. Since the war a standard steel saloon has been introduced which is manufactured to the same standards by Rolls themselves and the same applies for the Bentley. This is a comparatively cheap (as such cars go!) machine destined mainly for the export market, and it sells in Canada for about \$11,000. The car I was fortunate enough to drive uses the same engine but has a heavier chassis upon which you can choose a body by Hooper, Park Ward, or Mulliner. Mine was by Mulliner and is known as a Silver Wraith Sedan de Ville Limousine. The 'Sedan de Ville' implies that the driver compartment

"converts" by means of a sliding roof and removable sides so that you can brave the elements if you so desire. There is no doubt whatsoever that the lines have a character and quality all of their own, even on this model which, perhaps, has the severest exterior of any. One feels slightly awestruck in the commanding presence of this wonderful car!

The finish, of course, is the best, and very small fitting is of top quality throughout. The 23 sanded coats of paint gleam as nothing else can; no wonder you wear your best clothes when inspecting the engine! That radiator is not just a gleaming mass of chromium but a very efficient thermostatically controlled blind which varies its opening to the heat of the engine. The bumpers are massive and for North America are now fitted with special overrider prongs to protect the owner's beloved machine. Incidentally, if you hit any other car I guarantee you little damage. A certain owner in Montreal fell asleep at the wheel and, drifting into the wrong lane of traffic, collided with three successive cars travelling at speed in the opposite direction, wrote them off as total wrecks, and unfortunately did \$2,000 damage to the Rolls. Funnily enough he also achieved the impossible by bending the double frame (welded and riveted together).

I presume that the owner of such a car takes no long trips, or has his baggage sent on by rail, for the trunk of the Rolls is really minute for the size of the car, but then the lines come first. The jacking system is usually a type Jackall automatic on which you select what you desire and pump up; this system works well down to -25°C. If you ever feel like taking those attractive name plates from the wheels, don't try, because they unscrew instead of merely pulling off!

For once here is a British car with adequate ground clearance for any Canadian road—yes, even Manitoba's.

The interior of the Rolls-Royce is the nearest thing possible to perfection on wheels; from the moment you close those silkily moving doors with the dull click of a true fit it feels as if you are in your own home. Why not? This machine is probably more comfortable than any home available. The rear seats have the deep luxury of a first class

arm chair; roll back a miniature desk top and there is the radio at your service; in front of you is a speaker in a walnut cabinet, or, for other occasions, a cocktail bar. Too much light coming in from the rear? Touch a button and a silent curtain moves up to cover the glass. My lady wishes to powder her face? Roll back the miniature desk top on the other side and lo! your cosmetics are at hand. To write a letter there is a concealed table top, and, to accommodate the extra guests, ingeniously concealed folding chairs.

The driver of this particular car doesn't have quite the same luxury, but is well catered to by our standards, although perhaps just a trifle cramped for perfection due to the extremely large rear compartment. The dash contains all the instruments and switches any driver could desire, plus a starting system which needs a check out! All the pedals are well spaced and the vision excellent for the size of car. My only real complaint on the whole car lies in two ridiculously small wind-screen wipers which are as small as those on a baby Austin and more useless, unless of course the car is not supposed to be taken out in the rain! Looking out over that long hood you can't fail to be anything but impressed by the distinguished air that is imparted from every angle, all topped off by Rolls-Royce's famous mascot, the flying lady.

The real pleasure in a Rolls doesn't start until you begin driving, where it is in a realm all of its own. The huge car handles at all speeds like the smallest thing on wheels and with almost no effort; Detroit please note that proper engineering requires no power steering to make a product handle less like a truck! The take off is extremely smooth and effortless and the pick-up good. Traffic is no problem because you immediately get the feeling of the 'correct size' of the Rolls. I don't think this car will 'take' the bigger domestic cars at the red light, but if you own a Rolls who cares? The gear change is also smooth but not particularly fast; on the contrary the brakes are light, positive and fadeless even though the rear couple are still mechanical—in this day and age!

(Continued on page 31)

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Standing, l. to r.: LAC's Grant, Bullied, Faulkner, Kreitz, Thompson, Lecuyer.
Seated, l. to r.: LAC's Rolfe, Kemp, Cpl. Orioux, WO1 Lapensee, Sgt. Macatee, Cpl.'s Thornhill, Braden, LAC King.
Missing: Cpl. Beauchamp, Cpl. Demers, LAC Crowe.

"Line Servicing," whether of aircraft, fleets of buses or of buildings, is regular inspection followed by systematic replacement of worn equipment. The principle is the same, whether the component is an aileron, a set of brake-linings, or a door-closer. Inevitably, replacement of some components will require modification of holder-racks, brackets or mounts. And sometimes the modification becomes so elaborate that it is a question whether the component has been modified or re-designed and re-built.

When a component needs replacing, every effort is made to obtain one so similar that no modification is necessary. If, through changes of pattern since the item first came into use, no identical replacement is obtainable, new pattern components are sent to station workshops to be altered to fit.

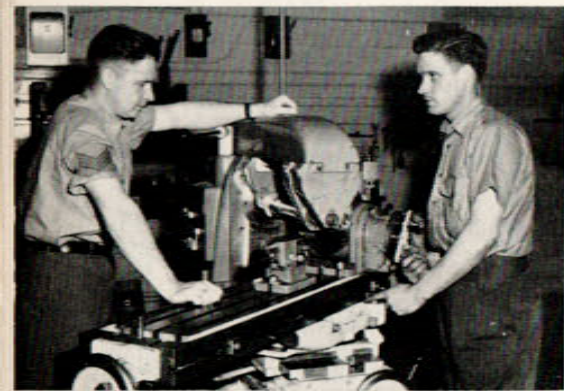
In this way, to the metal-working shop behind the hangar line and to the woodworking shop in the domestic site, come examples of everything from steam kettles to map holders to be re-built, re-designed or repaired. Life is full of variety and interest in Station Workshops.



Cpl. "Bo" Beauchamp setting up a shaper.



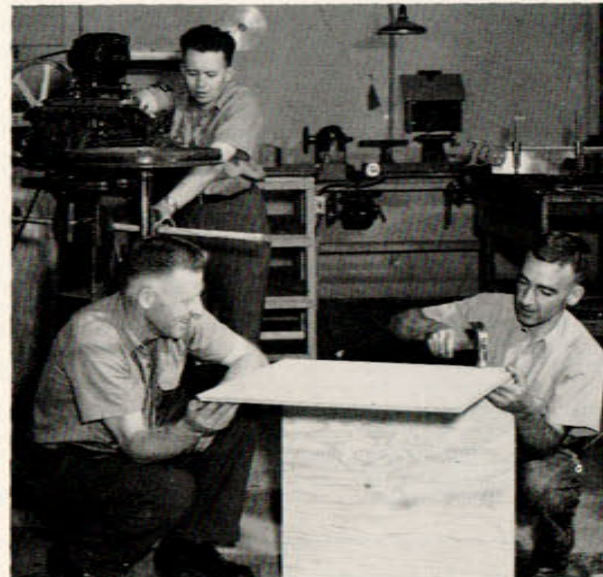
The "Man in the Iron Mask" is Cpl. "Thorny" Thornhill. He is arc welding fire extinguisher brackets.



Above: Sgt. Macatee watches LAC Jim Bullied at work on a milling machine.

Below: LAC Kemp, LAC Tommy Thompson, LAC Al Grant, and Cpl. Eddie Orioux building a steam vent for use in the Combined Mess.

Lower right: LAC Jim Bullied and TCA machinist George Huber on the ten-inch lathes.



Cpl. "Shorty" Braden sharpens a bandsaw blade, whilst LAC's Jack Rolfe and Larry Kreitz construct a locker.

Thorny checks his weld on steampipe fittings.



LAC Johnny Faulkner, Ken Sellner (TCA), and Joe Beradin (TCA) at work in the welding shop.



THIS GARDENING BUSINESS

By L. W. F. BEASLEIGH

I HEAR THAT market gardeners and florists are becoming alarmed over the loss of business that results each summer from backyard gardens. I want them to know that they can count on my business right along; all I shall have in my backyard next year is garden furniture and whatever the dogs drag in.

A well-meaning aunt sent me an encyclopedia of gardening the Christmas before last, and on glancing through it I was amazed at what a mere beginner could achieve in the way of cheap vegetables and exotic blooms. I really got into the book and soon decided to become a backyard gardener. The project turned out to be an unqualified failure.

The book said that certain types of flowers and vegetables need an early start, and that the thing to do is to get them going some ten weeks before the usual planting-

out time. This seemed like a lot of effort and I wish now that I had lost my insane enthusiasm. But, I went at it and built lots of little shallow boxes. The ground was still frozen, so I went to a seed merchant to buy dirt. Whoever coined the phrase "as cheap as dirt" didn't know his business; it cost three dollars for a small bag. I sowed the seeds and followed the instructions for six weeks and nothing happened, so I decided to scratch around in one of the boxes to find out just what was holding the seeds back. They weren't making the least effort; they were just sitting there. I took the boxes out after dark and threw the dirt on the waste ground back of my lot (where they developed beautifully two months later).

Then I decided to confine my efforts to the more commonplace types of plant, such as peas, beans and tomatoes. I spent the next two

weeks doing the work of a bulldozer. I dug, forked, hoed and raked the soil into what I understand is called a fine tilth. By this time it was early May and, on the advice of an old lady who used to live on a farm, I set about sowing seeds and setting out tomato plants. I didn't feel too happy about such an early planting, but the old lady said I was not to worry because there wasn't going to be any more frost.

I was shocked at the casual manner in which the seed merchants instruct the gardener to plant the seeds $\frac{1}{8}$ or $\frac{1}{4}$ of an inch deep. How is one supposed to work to such close tolerance in a mass of porridge-like dirt? However, I got them all nicely settled in the required depths and settled back to await results. Three weeks later all the seeds had sprouted and the tomatoes were firmly entrenched. Two days later we had frost. I

went across to see the old lady who used to live on a farm to find out how Mother Nature had managed to outwit her, and was more than a little put out to discover that she hadn't planted her own garden yet. She was quite philosophical about my loss and suggested that I should be thankful for the experience and plant again. I was finished with old ladies and waited until the weather office promised that frosts were over. This time I planted with considerably less mathematical precision. I scraped out a furrow and kicked the seeds in and buried them. The fact that they came up proves to my satisfaction that seed merchants are merely trying to blind us with science.

I consulted the book again and it told me to hoe, hoe and hoe some more. This, it went on to explain, kept the plants free from weeds and allowed the soil to absorb moisture. I hoed and watered diligently. It was at this point that I came face to face with one of gardening's great inconsistencies. The plants are in there with every chance, they are nursed, watered, and even fed vitamin pills, and yet they don't do nearly as well as the weeds which are chopped down every other day. Why doesn't a gardener with courage try feeding the weeds and chop down the plants?

After a month, in which I lavished care and attention on the plants such as I never afforded my own children, the garden began to look strictly professional. I developed a nasty habit of sneering at my neighbours' gardens and offering advice in an off-hand manner.

A week later the blow fell. I came home from work to find the militarily precise rows marred by unsightly gaps. I got down on the knees of my good pants to get a close look and saw that the plants had been broken off at the base. I wasn't sure what to think, so I chained up the dog and stopped talking to the neighbours. The situation gradually worsened and I took to phoning my wife four or five times a day for the latest count of my losses. I became desperate and poured out my troubles to my janitor.

"Cut worms," he said, "that's what you've got, cut worms."

After a little coaxing he told me to check along the rows just beneath the surface and chase out the cut worms. I went to the O.C. and told him that an emergency had come up at home and sped off to do battle with the invader. Six hours of scraping around produced a large can of the little horrors, mean little stinkers whose chief delight is spoiling the efforts of sincere gardeners. I fought back the urge to throw them on my neighbours' gardens (they had become cocky with my misfortune), and on the insistence of my wife put them to death painlessly.

This proved to be just the first of the trials and tribulations to which I was to be exposed. The rains came with high winds and wrote off my petunias and tomatoes; green fly took a terrible toll among my carrots, and rust decimated my peas and beans. The vegetable marrows became a haven for homeless crawly things, and the kids used my young melons for

baseball practice. After this I guess the other plants figured that the game wasn't worth the effort and quit trying.

We did get a few small peas, stringy beans and hard, bitter radishes as far as the table, but they were not exactly a bargain. Taking into account the expenditure and figuring my time on a 50 cents an hour basis the yield cost \$4 a pound. So I quit. Why should I slave to feed a bunch of shiftless insects.

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CINEMA

October 31 ORCHESTRA WIVES (G) Glen Miller	November 10 HOUSE OF BLACKMAIL (A) Bill Sylvester Mary Germaine
November 1 KISS OF DEATH (A) Victor Mature Coleen Gray	November 11 GORILLA AT LARGE (A) Cameron Mitchell Ann Bancroft
November 2 ROADHOUSE (A) Cornel Wilde Ida Lupino	November 12 RIDING SHOTGUN (G) Randolph Scott Joan Weldon
November 3 MAN IN THE ATTIC (A) Jack Palance Constance Smith	November 14 PRISONER OF WAR (A) Ronald Reagan Steve Forest
November 4 MOONLIGHTER (A) Barbara Stanwyck Fred McMurray	November 15 TREAD SOFTLY (A) John Bentley Frances Day
November 5 CODE TWO (G) Ralph Meeker Sally Ford	November 16 FABIOLA (G) Michele Morgan
November 7 DAVID AND BATHSHEBA (G) Gregory Peck Susan Hayward	November 17 THREE YOUNG TEXANS (G) Mitzi Gaynor Jeffrey Hunter
November 8 PHANTOM OF THE RUE MORGUE (A) Karl Malden Patricia Medina	November 18 RACING BLOOD (G) Jimmy Boyd Jean Porter
November 9 SABRINA (G) Humphrey Bogart Audrey Hepburn	November 21 JOHNNY DARK (G) Tony Curtis Piper Laurie

November 22
DRUMS OF TAHITI (G)
Dennis O'Keefe Patricia Medina

November 23
I AM A STRANGER
and
PRIVATE INFORMATION (G)
Double Feature

November 24
THE SARACEN BLADE (G)
Ricardo Montalban Betta St. John

November 25
THEM (A)
James Whitmore Joan Weldon

November 26
THUNDER OVER THE PLAINS (G)
Randolph Scott Phyllis Kirk

November 28
REAR WINDOW (A)
James Stewart Grace Kelly

November 29
CHARGE OF THE LANCERS (G)
Jean Pierre Aumont Paulette Goddard

November 30
THE WOODEN HORSE (G)
Leo Genn Anthony Steel

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Monday to Thursday: 7.30
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Forsakes his native hearth and
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Far, far above his fellow mortals,
He seldom can return and be the
same,
For he has seen,
As others rarely see,
The vast magnificence of Heaven's
portals.

—S/L Wood, 1954.

Voxair Vixen

SARA SHANE

For those of our readers who have requested more pics of Sara we present this week one of the latest photographs of the lovely ex-Powers model by John Engstead.

In addition to being one of the most beautiful of Hollywood's younger actresses, Sara is one of the film colony's best tennis players, a swimmer of the Esther Williams calibre, an excellent horseback rider, and one of the top female water skiers in the United States.

\$\$ — \$\$

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

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VOXAIR VIXEN
Sara Shane
Courtesy Universal

WD's Report

By CPL. BONNIE WADE

TOO BAD so many of our fair damsels took to the airways over the Thanksgiving week-end. Don't want to cause you to feel envious, but we did have a super party. Reason for said party—promotion. Congratulations are due in this respect to Sheila Chisholm. Although the party was a week overdue it appeared that no one suffered from the delay. Music for dancing was provided by none other than Louie Squires (where did you get all those records, Lou?).

As mentioned in our last issue, our Anne has retired from the field of journalism and will soon begin a new career on civvie street. Although all our readers haven't known Anne personally, her name must now be synonymous with this column, and she deserves many hearty thanks for the time and effort she put into it. All the best to you, Anne, and may you find all the happiness and prosperity you deserve.

The Mess Staff again produced an array of their culinary accomplishments, and satisfied the appetites of all present. Perhaps the highlight of the evening was the floor-show staged by Winnipeg's talented airmen—very good, John and Marsha, or rather, thanks fellas! This same party has since provided a bit of mystery. The question at the moment is, "WHO is collecting crystal, mmmm?"

It would seem that this column has been overstressing postings of late, but after all they are important to the individual as well as to the Air Force, so perhaps you won't mind reading just one more. The lucky girl this time is Irene Kurmey who will be joining many of our friends in France around December 1st. Better not forget Loretta, either, who is bound for gay Paree.

Rumours have been flying that Sally Maxwell may soon be leaving our abode. True or false, Sally?—as if we didn't know!

Attention all airwomen who wear red dresses to the same Saturday night party! Let's get together and compare notes on attire next time, huh?

Let's hope that all transients, who have recently stopped off at Winnipeg, and those who will come in the future, will not adopt the idea that they aren't welcome here. The truth of the matter is that accommodation is nil—in fact it is becoming increasingly difficult for our new personnel posted in to find living space—so please don't be too harsh on our reputation as hostesses.

Welcome back, Vi—had better qualify that—Vi Meadley, that is. Guess you are checked out on the use of household equipment by now—when is the next trip to Borden?

With the recent addition of CNS and AROS to this area, it is looking more and more as if Station Whitehorse is moving in also. We are presently honoured by at least five ex-members of said station who give us just cause to dream of the Land of the Midnight Sun and Dangerous Dan McGrew. Mitch has a collection of some very beautiful scenic slides of the Northland which she projects on the hallway wall periodically. It's about time for another showing, isn't it, Mitch?

All things, both good and bad, must come to an end and this report is no exception. See you next time.

A Wife, an Ass, a Walnut Tree 'tis thought,
Except they're thrashed are never good for ought,
So beat your wife for fear the Jade be dull,
And write your memorandums on her skull.

From 'Grobeanus' by Frederick Dedekindus.

GRAVE NEWS FROM THE U.S.A.

By P. G. WODEHOUSE

Courtesy of "Saturday Night"

WHEN THE UNITED STATES lost the Davis Cup two years ago, there was, not unnaturally, chagrin and disappointment and a tendency on the part of the citizenry to let the upper lip unstiffen a bit, but this soon passed off. The downhearted were able to console themselves with the reflection that, whatever might happen on the tennis court, in one field of sport America still led the world. Her supremacy in the matter of divorce remained unchallenged. Patriots pointed with pride at the figures, which showed that while thirteen—I think it was thirteen—in every thousand American ever-loving couples decided each year to call it a day, the best the nearest competitor, Switzerland, could do was three.

"As long as we have Texas oil millionaires, Hollywood film stars and Tommy Manville," people told me another, "we're all right. Come to the three corners of the world in arms, and we shall shock them." And, of course, at times they did, considerably.

But now there has been a rude awakening. We learn from the *New*

York Daily Mirror that, "An amazing thing has been happening, little noticed, in our national life. Since 1946 there has been a forty per cent decline in the number of divorces." Just like that. No preparation, no leading up to it, no attempt to break the thing gently. It is as if the *Mirror* had crept up behind the U.S.A. and struck her on the back of the head with a sock full of wet sand.

The paper omits to mention what is happening in Switzerland, but one assumes that the Swiss are still plugging along in the old dogged way and may by this time have got up to five per cent or even six. For don't run away with the idea that the Swiss do nothing but yodel and make watches and milk chocolate. They have plenty of leisure, be well assured, for divorce actions. Probably at this very moment some citizen of the inland republic is in the witness box showing the judge the bump on his head where the little woman hit him with a cuckoo clock. And what is America doing? Just standing there twiddling its fingers.

(Continued on Page 28)



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GRADUATING CLASS 5318 (LR)



Back row, left to right: A/P/O's Campbell, Knight, F/C's Poochocheff, Baker, A/P/O's Culley, Bentham, F/O's Serafimoff, Wort, A/P/O's Peirce, Scofield, Cartwright, F/C's Mallen, Abrahamsen, London.

Centre, left to right: A/P/O's Bond, Tucker, F/O Renton (Instructor), A/P/O Duxbury. Front row, left to right: A/P/O's Smith, Hammond PM, Brown, Downing, F/O Whitford, A/P/O Pink, F/C Fulham, A/P/O Chari.

Seated on floor: A/P/O's Fairey, Hammond LJC.

The course is done, stag-eyed, popsy-eyed, dead beat;
And of the uneven path over which they have stumbled,
Through mire, mirth, and hell-fire, when not one has grumbled,
We reserve our opinions. But the following we can repeat:

The morning scene in the Long Range school is set,
The bleary-eyed actors have not entered yet,
But each as he comes, though he's but half-awake,
Will pardon the comments we are about to make.

The first to arrive is the "Big Wheel" himself,
Barry J. Duxbury to everyone else,
We hear he'll be married just after we sail,
So o'er his past doings we'll draw a tight veil.

A pace behind is "a ghost," Pip Cartie,
Who blew his top at our stage party,
Why can't this "sassenach" understand
Galashiels is in Northumberland?

Jan Knight comes in, Young Hammond is there,

They start discussing a certain affair
That occurred in a cinema sometime last week,
Causing Jan much joy during his beauty sleep.

"Yung 'Am" he speaks, with an injured air,
Of his complete lack of facial hair,
Which renders his razor obsolete,
Except for the business of carving his meat.

Our sheriff, Mike Fairey, is next to arrive,
He learnt in the Navy the best ways to skive,

(Continued on page 36)

GRAVE NEWS FROM THE U.S.A.

(Continued from page 25)

Well, the facts are out, but it is difficult to know where to place the blame. Certainly not on Hollywood. The spirit of the men there (and the women) is splendid. Every day one reads in the gossip columns another of those heart-warming announcements to the effect that Lotta Svelte and George Marsupial are holding hands and plan to merge as soon as the former can disentangle herself from Marcus Manleigh and the latter from Belinda Button, and one knows that George and Lotta are not going to let the side down. In due season she will be in court telling the judge that for a fortnight the marriage was a very happy one, but then George started reading the paper at breakfast and refusing to listen when she told him of the dream she had last night, thus causing her deep mental distress. No, the heart of Hollywood is sound. So is that of the Texas oil men. And, of course, Tommy Manville is working like a beaver.

It may be that it is the judges who are lacking in team spirit. A great deal must always depend on the judges. Some of them are all right. Not a word of complaint about the one in Hackensack, who recently granted Mrs. Carmella Porretta a divorce because her husband, Salvatore, struck her with a buttered muffin. We applaud also his learned brother in Indianapolis

who allowed Mrs. Dorothy Whitehouse to sever the knot because her husband, Donald, insisted on buying the groceries and always brought home ham, to which she was allergic. But what are we to say of Domestic Relations Judge Richard Douglass of Knoxville, who, when Mrs. Edna Hunt Tankersley applied to him for her twelfth divorce, callously informed her that, as far as he was concerned, she had got her "final final decree"? In other words, when this devoted woman, all eagerness to see America first, comes up for the thirteenth time, her industry and determination will be unrewarded. No baker's dozen for Edna, unless, of course, she is shrewd enough to take her custom elsewhere.

Has Judge Douglass never reflected that it is just this sort of thing that discourages ambition and is going to hand the world's leadership to the Swiss on a plate with watercress round it?

A THEORY held by some to account for this distressing decline in the divorce rate in the U.S. is that the modern American husband, instead of getting a divorce, finds it cheaper to dissect his bride with the meat axe and deposit the debris in a sack in the Jersey marshes. I doubt it. One has heard, of course, of the man in Chicago named Young who once, when his nerves were unstrung, put his wife Josephine in the chopping machine and canned her and labelled her

"Tongue," but as a rule the American wife does not murder easy. A story now going the rounds bears this out, the story of the husband and wife in California.

The marriage between this young couple, it seems, had been for three weeks a happy one, but then, as often happens, the husband became restless and anxious for a change. At first he thought of divorce, and then he thought again and remembered that in California there is a community law which gives the sundered wife half the family property. And he was just reconciling himself to putting a new coat of paint on her and trying to make her do for another year, when an idea struck him. Why not say it with rattlesnakes?

So he got a rattlesnake and put it in the pocket of his trousers and hung the trousers over a chair in the bedroom, and when his wife asked him for some money, he told her she would find his wallet in his trouser pocket.

"In the bedroom," he said, and she went into the bedroom, whence her voice presently emerged.

"Which trousers?"

"The grey ones."

"The ones hanging on the chair?"

"That's right."

"Which pocket?"

"The hip pocket."

"But I've looked there," said the wife discontentedly, "and all I could find was a rattlesnake."

BUSINESS—

Trends and Comments

By F/L. J. A. GAUTHIER

NOW THAT FALL has arrived it is a good time of year to take stock of your nest-egg for the future. The amount of money that slips through the fingers of the average fellow over the course of a year is quite considerable. Possibly some of this "slippage" was due to the purchase of phony sweepstake tickets, or maybe some sure-fire oil well in Bali Hi.

The best way to start a plan for the future is to purchase Canada Savings Bonds. There are many advantages to these bonds, but the best angle of all is having a monthly deduction from your pay — the deduction of money that is never seen until completion of purchase of the bond.

Let's stop kidding ourselves about our "commitments." Most of us are able to scrape up a few dollars a month to invest in our future.

* * *

By the time this article is in print the Oakville plant of the Ford Motor Company of Canada will probably be shut down by a strike. We hope that this will not be the case, as the Windsor strike will cer-

tainly have a bad effect on the economy of the whole community, and for it to be repeated at Oakville would be disastrous.

As the new models of autos are due to be produced shortly, so that Ford can compete with the other large manufacturers, and with Christmas, along with cooler weather, in sight, it seems that the last week in November would be a good deadline for settlement of the strike.

* * *

No matter how the various provinces huff and puff about their expansion, old Ontario still leads the way. Of \$5.6 billion for the whole of Canada \$2 billion of new capital investment went into Ontario manufacturing concerns during 1953. American firms lead the way in establishing industries, with Canadian companies a close second and the U.K. third. German firms have established 9 industries in Ontario within the last 3 years.

A new watch on the market is self-correcting. All that is needed to make a correction is to push a button on the rim and 24 hours later to push the button again.

The watch calculates whether it is fast or slow and automatically makes the necessary correction. This will be a real boon to those navigators who have trouble setting their tickers.

One crop which did not suffer too badly from the weather this year was tobacco. Most of the southern Ontario farmers are quite happy about the prospects of a 165 million pound crop—worth about \$70 million. Ninety-five percent of the tobacco used in Canada is grown here. Last year there was an export trade in Canadian tobacco of \$16 million, most of it going to the British market.



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PERSONALITY

F/L D. V. KYLE

(Continued from page 3)

the Arctic islands (this was before the introduction of "functional commands" as the general rule in the RCAF).

When recruiting started in the post-war RCAF, F/L Kyle organized it in the command and inducted approximately 500 new members into the RCAF, sending many of them on telecommunication courses to Clinton, Ontario.

In 1948 he succeeded in sending himself on the 18-month "telecom" officers' course, which included everything Clinton had to offer in ground and flying training. On graduation, he was retained on the staff at Clinton to run an examination board, which became the model for the Examination Unit, formed with F/L Kyle as its C.O., and which was responsible for setting examinations for all radio and radar trades, including that of fighter controller and including all armament systems.

When this work had been successfully launched, F/L Kyle was transferred to Winnipeg as station telecommunications officer.

Into this crowded career, Don has managed to inject close to 4,000 airborne hours, so that he does have a fair idea of what goes on in the back end of an aircraft in flight.

He finds his background useful at Winnipeg where, as Station Telecommunications Officer, he is responsible for all RCAF personnel and equipment in the electronic trades in this area.

Having been married (to a Saskatchewan girl) in 1940, Don is now the father of three boys and two girls, the oldest thirteen, the youngest three. His hobbies include



F/L Kyle and F/S Crawford inspect perforated tape. LAW Macdonald in the foreground.

the hunting of wildfowl and big game. While he no longer plays baseball, a favorite pastime of his earlier days, he still finds time to slip on the 9-ounce gloves and box a few rounds, weighing in as a middleweight.

Warmly regarded by all who have come to know him in his two and a half years here, F/L Don Kyle is welcomed, in this issue, to VOXAIR'S gallery of "personalities."

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LETTER TO THE EDITOR

Dear Sir:

I would be very much obliged if you would send to the above address a copy of the two latest editions of Voxair . . . and also I would like to inform all my friends at RCAF Station Winnipeg of my recent posting as liaison officer to your new NATO fighter station at Montmédy-Marville, France, where I will have the opportunity to give back all the help and understanding I received from the boys of the RCAF during my three-year posting in your wonderful country.

Thanks again for the printing of the article on the "Dyna 54" by your Motor Editor. It is a wonderful little car very much in demand, and my own, with 3,000 miles, has given me as much satisfaction as I expected. My thanks to F/O McLoughlin.

Please convey my best souvenirs to everyone and tell them I will be glad to help anyone posted to this unit or to the HQ of the 1st Air Division at Metz.

CAPITAINE CHEVAL, MICHEL,
French Air Force Liaison
Officer,
RCAF Station,
Montmédy-Marville,
(Meuse),
France.

Ed—Captain Cheval provided the material for the Dyna Panhard write-up in our July 16th issue. Nice to hear from you, Mike, and we're glad to know that your association with the RCAF is to continue for a while. Good luck in your new job.

BOOK REVIEW

(Continued from page 2)

nerable, easier-to-build mobile batteries favoured by Dornberger.

Despite every hindrance, and the insistence of the Peenemunde scientists that the weapon was not ready for operational use, the offensive on London started in September 1944. Each rocket carried a ton of explosive nearly 200 miles, with a reasonable degree of accuracy. Some 20 per cent were beam-guided. By comparison, the best performance ever achieved by gunnery had been with the enormous Paris gun during the 1914-18 war, which could fire a 210 mm shell with 25 lb of explosive about 80 miles. But V.2 was not able to help turn the tide of battle, because the war was already lost for Germany before it was ever used in action.

This story of its development is very readable and, although rocket enthusiasts will complain that it contains insufficient technical data, there are scores of new and intensely interesting facts about this and other products of the Peenemunde scientists. There are details of the first liquid-propellant rocket motor fitted to an aircraft—a 650 lb-thrust unit mounted under the fuselage of a wingless Junkers Junior in the spring of 1936; of a rocket-propelled 5g centrifuge built soon afterwards; of the first flight tests of a 2,200 lb-thrust controllable rocket in a Heinkel He 112 in 1937; and of the first rocket-fighter, the He 176 of 1938.

Brief details are given of other wartime projects, including the 450 ft long "Busy Lizzie" constant-pressure rocket-gun; the Wasserfall anti-aircraft rocket; and the Rheinbote artillery rocket, 200 of which were launched against Antwerp in 1945. Even more interesting is Dornberger's description of experiments in which 20 explosive-carrying rockets were launched simultaneously from a submarine submerged at a depth of 30-50 ft, and of plans to tow V.2s in special launching canisters behind U-boats.

Most valuable of the illustrations are those showing A.3, A.4, A.4b and Wasserfall rockets under test at Kummersdorf and Peenemunde—the first of them in 1936!

AUTOMOBILES

(Continued from page 16)

On rough roads I found the car pounded a bit, due to the weight, and the ride control (soft and hard dampeners) makes little difference to my mind. However, on a hard corner the difference between hard and soft riding is very obvious. Believe it or not but this huge piece of machinery handles on the corners almost like a sports car and has a lot less roll than anything we produce over here; again, Detroit please copy. The wind noise is minute and a comfortable cruising speed would appear to lie between 70 and 80. To make your greasing job easier all points are provided with a 'one shot' automatic lubrication which is operated by a pedal in the driver's compartment every hundred miles. Of course if you feel lazy there is the added convenience of a hand throttle on the wheel while you rest your feet on the seat.

The ride in the rear is right out of this world, superbly comfortable and almost annoyingly silent. With the electric partition window up you'd have to yell for the driver to hear you. So with surroundings of silence and complete luxury there would be no excuse for missing any sleep over a long trip.

So it's a very nice car, but why spend \$17,000 for a Rolls-Royce when for the same money it is possible to obtain three Cadillacs? Because, when you buy a Rolls it is also an investment besides being transportation. An investment which you change every fifteen years instead of the normal car's two years. Moreover, what is the purpose of changing such a machine when it embodies the peak of craftsmanship in the car world and is good almost indefinitely if cared for? As a result it proves cheaper to own a Rolls in the long run than a series of our cheap cars. If I possessed the money it would promptly go into a Rolls Bentley Con-

tinental tomorrow and thereby banish forever (almost) that insidious bugbear of depreciation.

The Rolls-Royce may not be the modernist of cars, nor the most stylish to Canadian minds, but it is without peer anywhere in the world as the personification of quality on wheels.

With luck we shall have a report on the London show ready for our next issue. We will split this into two parts—"New Cars," and a second article on "Technical Improvements and Innovations." Finally we hope to compile a complete specification and price list of Canadian and foreign cars available for 1955 in Winnipeg and Canada.

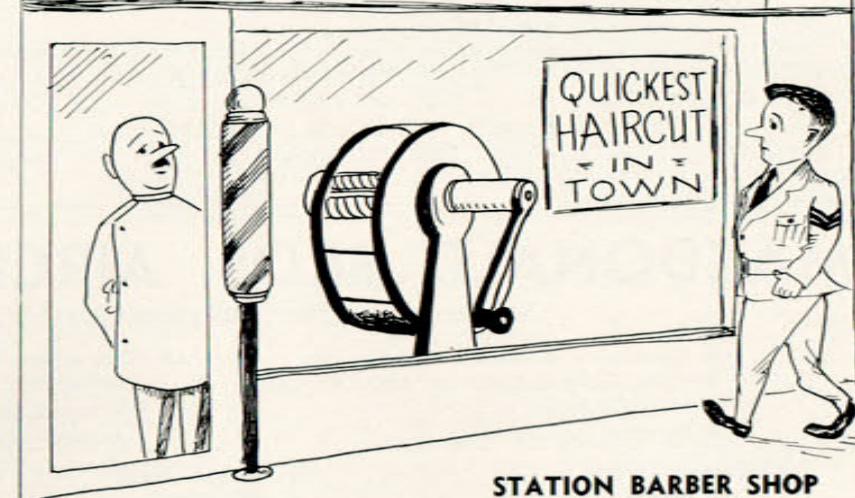
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Edited by F/L C. CHESHIRE



Super-Constellation.

TURBO-PROP SUPER CONNIE

THE WORLD'S fastest propeller-driven transport plane, a new turbo-prop Super Constellation capable of cruising at 440 m.p.h., has flown for the first time at Lockheed Aircraft Corporation.

Built for the U.S. Navy, this newest Lockheed transport is powered by four Pratt and Whitney T-34 turbine-propeller engines. It is the R7V-2, military personnel-cargo-evacuation version of the famous airliner.

Faster than any other propeller-driven transport plane, it can fly 16-ton loads across the continent nonstop in less than six hours—two hours better than today's airline schedules. It can fly the Atlantic with one stop in 8¾ hours (New York - Gander - London), or fly the Hawaii-California run in well under six hours.

The new R7V-2 does not differ greatly in appearance from the Super Constellations familiar to air travellers around the world. A distinguishing characteristic is the turbo-prop's large, round, over-the-wing exhaust outlet behind each engine.

Range of the new craft depends upon its interior configuration and load, but it is reported that it could readily carry 10 tons 3,000 miles, with full fuel reserves.

The aircraft's power, speed and smooth operational qualities result from a precision matching of the proven airfoil design of the Super Constellation with the driving force from four Pratt and Whitney 5500-h.p. T-34 jet engines harnessed to Hamilton Standard propellers.

The turbo-hydramatic propellers are 15 feet in diameter, and each of the three constant-chord blades is two feet wide. On takeoff, the engines turn over 11,000 revolutions per minute while the propellers are geared down to 1000 r.p.m.

The newest Super Constellation has a maximum takeoff weight of 150,000 pounds. Its service ceiling is 35,800 feet.

Fuel supply, including two 600-gallon wingtip tanks, is 8750 gallons.

U.S. Navy cargo loaders will be able to stow 36,000 pounds of cargo in the R7V-2's more than 5400 cubic feet of storage space. Cargo is put aboard through two large

doors, which are sealed when the plane is used as a personnel transport.

The plane has an all-magnesium floor, light but strong.

In its third major role—as the fastest mercy ship in the skies—the new Super Constellation can carry as many as 73 patients in comfortable litter-beds, with ample passageway for four attendants to care for the patients during their flight to rear area hospitals.

Patients travel in complete pressurized comfort, the cabin air crew's quarters being maintained at low-level air pressure while the aircraft flies the smoother upper air currents. Normal cruising altitude is 25,000 feet.

Of special interest to engineers is the elimination of the ordinary cabin supercharger system. With what amounts to four big air compressors—the jet engines—mounted in the plane's broad wings, the cabin supercharger is no longer necessary on the R7V-2. Each engine develops 70 pounds per square inch pressure; cabin pressurization system lines require only 27 psi for full actuation.

SHACKLETON 3

The Shackleton MR Mk. 3 (the latest version) should be flying shortly. The Mk. 3 is in production for RAF Coastal Command and differs from the earlier marks by having a tricycle undercarriage and new wing-tip tanks. It has a well pointed galley and wardroom, seats and bunks, and is exceptionally well sound-proofed for a military aircraft. Orders for the Mk. 3 are already in hand for the South African Air Force.



An artist's impression of the Shackleton 3.

THE COMET ACCIDENTS

Although the official court of inquiry concerning the Comet accidents has not yet made its findings public, the technical investigations have shown conclusively that some strengthening of certain structural parts is necessary.

These changes are apparently practicable and will not affect the fundamental design of the aircraft.

Indications are that these modifications will make the Comet safe and satisfactory to resume airline service before very long.

THE F100 SUPER SABRE

An additional order in excess of \$100 million for the F-100 Super Sabre, America's first supersonic operational aircraft, was announced recently by the USAF.

The F-100 has been in production at North American's main plant in Los Angeles since mid-1953, and will continue to come off assembly lines at the West Coast plant.

The first operational aeroplane to exceed the speed of sound in level flight, the F-100 Super Sabre also holds the official world speed record of 755 miles an hour. First flown on May 25, 1953, the F-100 exceeded the speed of sound at straight and level on its maiden flight.

CESSNA'S XT-37 JET TRAINER

Cessna's first jet aircraft and the USAF's newest jet trainer, pictured this week on our back cover, made its maiden flight on October 12th.

After about 45 minutes in the air the test pilot praised the aircraft's initial performance on a flight which represented months of co-ordinated effort between the company and the USAF. The aeroplane is being developed for the USAF Training Command by Research and Development Command for future jet pilot training to enable the USAF to meet the training requirements of the jet age.

The side-by-side jet trainer will introduce the pilot to jet aircraft at an earlier phase in his training, resulting in a substantial reduction in time and training costs in acquainting pilots with the complexities of high speed jet aircraft. Introduction of the XT37 at the

intermediate stage of training is expected to materially increase the safety of pilot transition to high speed combat-type aircraft.

The XT-37 is an all-metal, two-place, side-by-side, low-wing intermediate trainer. It incorporates all the latest equipment and design techniques of high performance jet aircraft. It is equipped with ejection-type seats and jettisonable canopy, electric trim tabs on all surfaces, and hydraulically actuated speed brakes. Hydraulically operated high lift slotted flaps are utilized, as well as wide tread and steerable nose wheel in the tricycle landing gear for maximum safety in landing and ground operation.

Power is provided by two J-9 turbo-jet engines, manufactured by the Continental Aviation and Engineering Corporation of Detroit. The twin turbo-jet installation provides additional safety and wider speed range than single engine installation.



(Photo courtesy of Boeing Aeroplane Company)

BOEING BUILDS TWO VERSIONS OF 100-TON B-47 STRATOJET

Reconnaissance and retaliation are depicted in this formation flight picture of a Boeing RB-47E photo aeroplane (foreground) and a Boeing B-47E medium bomber, both versions of the 100-ton, 600-mile-an-hour Boeing Stratojet. An important milestone in the 38-year history of Boeing Airplane Company came October 14 with the rollout of a B47E swept-wing bomber which was the 1,000th Stratojet produced for the USAF by Boeing's Wichita, Kan., Division. Both Stratojets are powered by General Electric J47 turbojet engines which deliver 6,000 pounds thrust each. The fast-moving Boeing-designed aeroplane also is being produced under license agreement by Douglas Aircraft Company, Inc., Tulsa, Okla., and by Lockheed Aircraft Corporation, Marietta, Ga.

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OBSERVATION POST

by 'Scoop and Droop'

QUESTION OF THE WEEK:

When are people going to realize that the Rec Hall Floor is for Sports *only*, and is not a short cut to the bus stop?

We hear that the Station Band has been making progress since the last parade. We haven't seen them since that time, but it is rumoured that the Bandmaster has substituted the cymbals for a sledge hammer and filing cabinet.

Understand one of the local contractors has been alerted for immediate repairs to the rec. hall. Reason: the station bowling league has again commenced operations.

Re the rumour that Les Brown and his Band appeared at the Airmen's Club a week-end or so ago, your reporters made inquiries and found out it was the sensational new band of Stan Harris, who, incidentally, will be featured October 29th at the Hallowe'en Ball.

HOOK, LINE AND SINKER

Two local airmen, fishing at a northern Manitoba settlement during their leave, had made a bet as to who would make the biggest catch. One of them got a bite and became so excited he fell out of the boat and into the lake. "Well," exclaimed his buddy, "if you're going to dive for them the bet's off!"

Has anyone noticed lately that the late meals have been excellent? Keep this up, fellows. We might even get to like working nights.

We have on this station an airman known as "Forgetful Harold." This lad, having been invited out to lunch recently, decided to hire a cab. Forty-five minutes and three dollars and fifty cents later our hero returned—he had forgotten the address.

Notice any Flight Cadets missing lately? Possibly we can account for it. Observe the hole in the concrete walk at the centre entrance to the old G.I.S. building!

These fellows working on the new Drill Hall really deserve a lot of credit. From early morning till late at night, through rain, shine, sleet and snow, they're going strong. Maybe the new recreation centre will be a reality sooner than we expected.

Newcomers to the station need not go down town for a scenic tour. Merely catch the bus every hour on the hour at the rear of the rec hall.

The new automatic washing machine now installed in the airmen's living quarters is a splendid gesture. Now if someone could only supply the dimes . . . !

LOST WEEKEND

Whilst touring one of the well-known downtown areas a while ago, your reporters observed a well-known Station Winnipeg figure in one of the local cafeterias, bedecked in cook's hat and apron, ready to mangle two hamburgers. When questioned on what the get-up was, this was his reply: "I dunno—I just noticed there wasn't anyone around to serve me, so I helped myself—d'ya mind?"



Who is there among us today who will say that the world does not still require to hear those self-same words of peace and assurance that Christ once spoke to Mary the Magdalene, "And neither do I condemn thee; but go in peace. Thy faith hath made thee whole."

THE CHRISTIAN'S ANSWER

(Continued from page 11)

hesitate to recognize our responsibilities, one to another.

Is this not the motivating force behind such European movements as "les pretres ouvriers" of France, the numerous papal encyclicals, and the various Christian Democratic parties, all of which stress the Church's need to go again among the labouring classes who have been so long neglected in the past? Are these movements, too, not bringing home the vital truth that Christianity is a living faith—a faith to live by and to work for?

One of Christ's last parables in particular emphasizes this essential truth. The King in the parable represents Christ Himself. "Then the King will say to those on His right hand, 'Come, blessed of my Father, take possession of the Kingdom prepared for you from the foundation of the world; for I was hungry and you gave me to eat; I was thirsty and you gave me to drink; I was a stranger and you took me in; naked and you covered me; I was in prison and you came to me.' Then the just will answer Him saying, 'Lord, when did we see Thee hungry, and feed Thee or thirsty, and give Thee to drink? And when did we see Thee a stranger, and take Thee in?' And answering, the King will say to them, 'Amen, I say to you, as long as you did it for one of these, the least of my brethren, ye have done it for me.' Is Christ not saying here that we are to see Christ in the humble and the lowly, as well as in "the High and the Mighty"? And are we not to work for them, as we would for the Person of Christ Himself?

As he tries to see Christ in his fellow man and to bring Him into his daily activities, in the union meetings, into the school house, and into the workshop, the Christian does have a most effective answer for his socialist friend and the modern doubting Thomas. With thought no longer self-centred, but Christ- and neighbour-centred, the Christian must work actively to ease the ills of the world. Strengthened by logic and intelligent reasoning, fortified by faith in Christ, the Christian must build his house on firm foundations of truth.

(Concluded in previous column)

111 C & R FLIGHT

By P/O DICK CRACKNELL

For the past few weeks the members of 111 have been caught in a hectic round of searches, etc. Early in the month a call was received asking for aid in the search for a man who had become lost in the bush north of Dryden, Ontario. S/L Nickel bestrode the Otter and set out for Dryden, only to be informed on his arrival that the man had wandered into a hunting camp under his own power. The trip wasn't wasted, however, as S/L Nickel landed at Boundary Lake on the way home

and made final arrangements for a land search exercise which will take place there on October 20th.

Later in the month the unit was called upon to despatch an aircraft to Whitehorse to join the search for the Beaver which was lost in that area. Since then an ANS Dakota, flown by a 111 crew, has been added to Station Winnipeg's representation on that search.

The two-week tour of the group stations by A/C Bryans and his attending party has been another flying highlight of the month. One slight hitch in the schedule created a minor panic at Group and a major panic at 111 as a crew was ordered out and instructed to be at Saskatoon within the hour if they had to use Jato bottles.

In spite of this heavy flying commitment, several members of the unit were on hand to welcome a CFS visiting flight which arrived on its yearly visit. Several pilots were flight checked, and the absentees are to be checked at a later date.

The month hasn't been entirely without a recreational side, however. Three weeks ago the unit said good-bye to its maintenance crew, who will in future belong to the station maintenance pool. A farewell party was held in the Old Flight Cadets mess, with the CO, the C Tech O, and OC Maintenance as guests of honour.

The aircrew of 111 would like to take this opportunity to express its thanks to the unit's former maintenance crews who worked so hard and conscientiously to keep the darn things flying, so that our commitments could be carried out. These crews did a wonderful job in a cheerful and willing manner, and the aircrew are deeply grateful.

Two weeks ago a mixed party was held for Ed. McNarry and Walter Judd, who are no longer with the unit. Ed. is about to become a jet jockey and Walter has become a civilian. Best of luck to you both in your future endeavours.



BUT NO CHIPS

To Andrew Carnegie is ascribed the laconic assessment, "Pioneering don't pay." He meant in cash, of course. For some of us, pioneering has paid huge dividends in laughs; and the early days in the new officers' mess on the west side of Stevenson Field can be counted among the most profitable in this respect. Prominent features of the west site landscape, then, were the small seas that gathered in the depressions left by the excavators. Rumour had it that these seas, laving the very foundations of the officers' mess, abounded in fish of all description, and indeed, that the cooks were making a good thing out of netting these fish and serving them as rations in the station messes!

Ever on the alert for a good graft or a free meal, our roving photographer lurked along the suspected shores until he was able to bring back visual evidence in the best Steve Roper style (see cut), splitting the rackets wide-open. Fishing equipment may be obtained from the sports store, in the drill hall!

PEN PORTRAIT



F/O Ed. McNarry.

Ed McNarry joined the RCAF in June of 1940 and for the next five years flew such aircraft as Battles, Lysanders and Bolingbrokes. He was released in September of 1945 and took up farming for the next four years, followed by a year of bush flying in Northern Manitoba.

He re-enlisted in April of 1951 and was immediately transferred to 111 where he has since become our authority on northern float operations.

Ed has now been transferred to jets and it is with deep regret that we say goodbye to one of our most experienced pilots. Good luck, Ed, from 111.

(Continued from page 27)

From the Cape to the Med his experience extends,
And "to Main Street at midnight,"
say some of his friends.

The second "old tar" is called Eric Bond,
Of chewing his "tash" he appears very fond.

He cannot account for severe indigestion,
No pepper and salt would be our suggestion.

"Sport" Campbell is next to appear on the list,
He fancies himself as a specialist,

His subject is females, he should be quite bright,
For he's seen with a new one each Saturday night.

"Coastal Command" Chari now comes into line,
In answering phone calls he spends all his time,

"Blind dates" are the reason he's oft in the mess,
But what happens then we just leave you to guess.

"Old Mrs. Downing" comes with "Ye Expresse,"
More cock and bull stories to tell in the mess,

Our 'Pride of Stoney Stratford' has one regret,
Fried pancakes in Canada you just can't get.

Of the face of T. Culley we see quite a lot,
Through the medium of colour slide and the snapshot,
His one ambition, it's our conviction,
Is to be chosen as "Voxair Vixen."

Next is 'Deadbeat' Tucker (Let's face it, men),
Closely followed by 'Control Plot King' Ben,
Between the two the problem seen to be
How to raise enough money to stay on the spree.

Sixteen-stone Jack London is the victim of a plot,
You know the golden lanyards that the mess committee got?
Well, to pay for this adornment the conspirators devised
Mess bills for all members—pro rata to their size.

Fullum is next, he's of eastern extraction,
It seems Montreal is the greatest attraction,
He keeps us all happy with tales of delights
Said to be had in this city at nights.

'Honest Abe' Abrahamsen—almost the last—
Complete with plans for cookery class,
He plans to fly direct to Lapland,
He's 'up the pole' you understand.

Our class director was F/O Renton,
Improving our ways was the job was bent on,
He succeeded with most of us, except five,
Who thought "C.O.'s Parade" was the same thing as "skive."

We feel you have suffered for quite long enough,
In reading through this abominable stuff,
You'll think we're all crazy and weak at the top,

And you're quite right . . . for who wouldn't be after (quote) 'nine months of intensive training at No. 2 Air Navigation School' (unquote). As Shakespeare put it, "Cuckoo, jug, jug, pee-whit, tu-whit-ta-whooh!"

PLANE FACTS

(SEE BACK COVER)

CESSNA TWIN-JET TRAINER

The XT-37, a new twin-jet trainer for the USAF, is powered by two Continental J-9 turbo-jets. Speed is reported as over 350 mph, with a range of over 700 nautical miles.

This neat little aircraft has a wingspan of 33 feet, is 27 feet long, and weighs 5600 lbs.

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