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AN AIRFORCE NEWSMAGAZINE

GETTING THINGS DONE

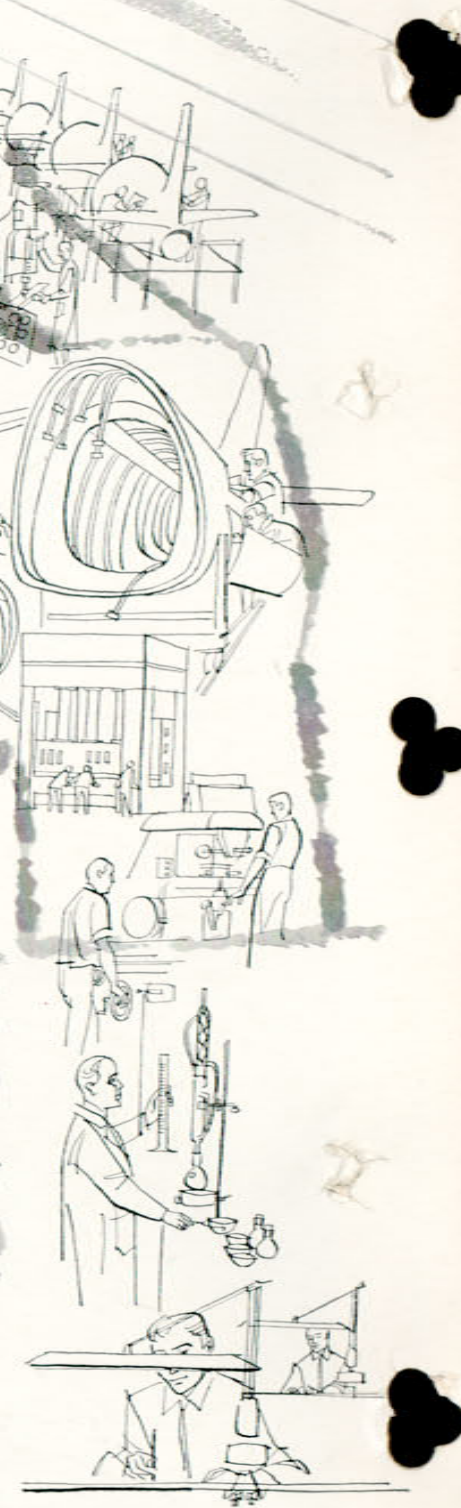
These days it goes without saying that an aircraft plant must be well equipped to stay in business. The competitive nature of the industry as well as the complexity of the finished product make first-rate plant facilities an essential factor in its success. Where companies do differ is in the way their equipment is used—how they get on with the job—the planning and thinking they do before the wheels are turned.

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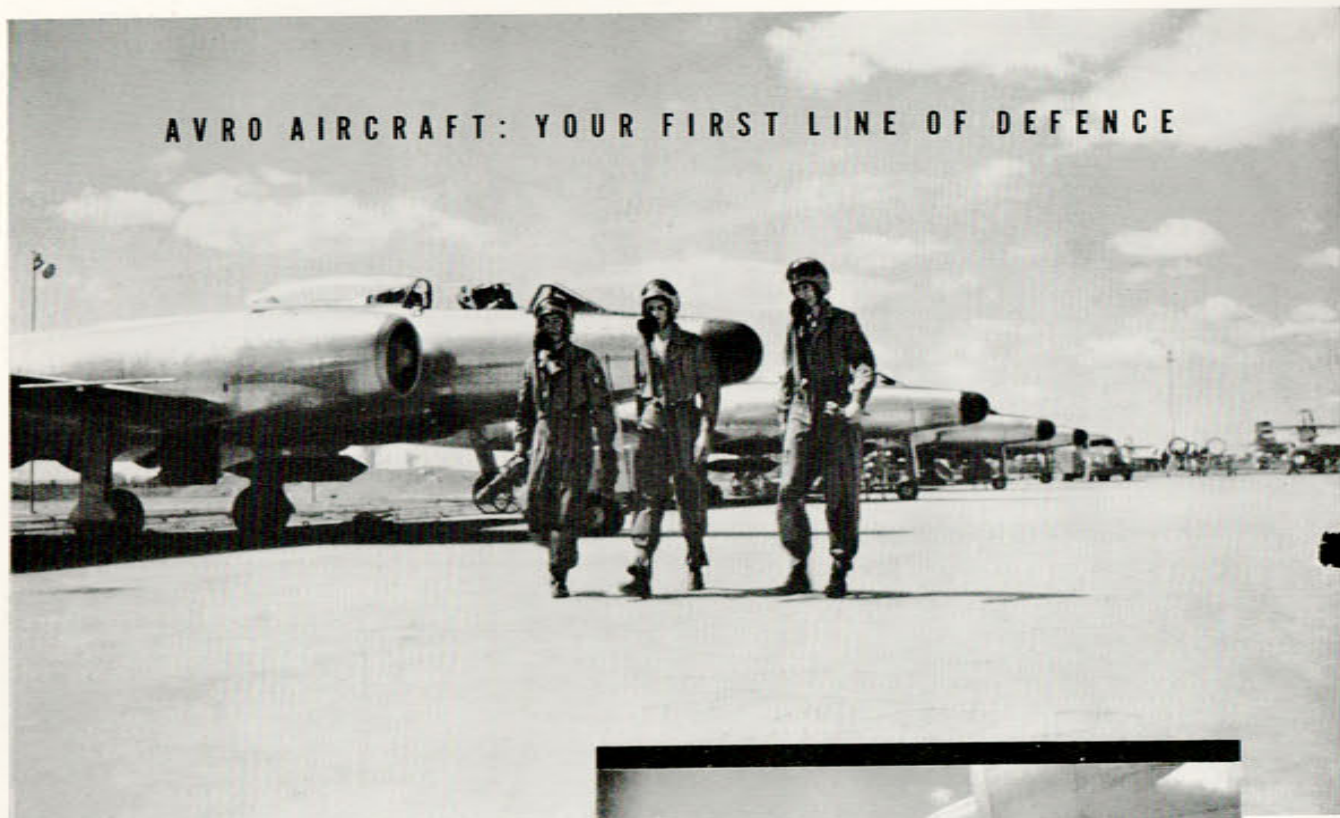
CANADAIR HAS PRODUCED MORE JET AIRCRAFT THAN ANY OTHER CANADIAN MANUFACTURER



AIR FORCE DAY 1956

JUNE 9, 1956

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

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

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TO COME**



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



AVRO AIRCRAFT LIMITED MALTON, CANADA

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AN AIRFORCE NEWSMAGAZINE

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The views expressed herein are not necessarily those of the RCAF or the staff of VOXAIR.

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Message from the Group Commander

Again Air Force Day brings us the privilege of being host to the general public. This is a special day in the year when we can present our work and indicate our abilities to the general public in a nation-wide and organized manner.

Station Winnipeg's geographical position, as a large city, affords an excellent opportunity to show a great many people something of the work of the Air Force. To this end, we should all endeavor to entertain our guests, and to explain the details of our work, bearing in mind that the responsibilities of our job may not be as readily understood as others.

I would feel a personal responsibility to discuss the work of the Air Force and its work to our visitors. I hope and expect this will be an opportunity for us to meet with many of our friends.

H. H. C. Rutledge

Air Commodore
Group Commander, 14 Training Group, RCAF

Station, Winnipeg

As residents of Greater Winnipeg we are very happy to welcome our friends and neighbours to the station on Air Force Day, 1956.

This annual get-together becomes, with each successive year, more and more enjoyable for all of us, and we take great pride in showing to our civilian friends on this day something of the work we do at Station Winnipeg.

We hope that you will enjoy the program we have arranged for you this year, and that you will leave at the end of the day with the feeling that your day has been very well and pleasantly spent.

G. F. Jacobsen

Group Captain,
Commanding Officer,
R.C.A.F. Station, Winnipeg.



Group Captain Jacobsen

the "Bristol" organization in Canada

THE
BRISTOL AEROPLANE
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This is the Head Office and holding Company for the associated Canadian Companies, and is also the Bristol information centre for North America. The offices are located in the International Aviation Building in Montreal.

BRISTOL
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This plant, situated at the Vancouver International Airport, provides engine overhaul and repair service to the western establishments of the R.C.A.F. and the airline companies.

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This modern aero engine repair and overhaul plant, situated in Montreal North, handles all makes of piston-type engines, and is mainly engaged in work for the R.C.A.F., and Trans-Canada Air Lines. The test cells are considered as modern as any in North America.

BRISTOL AIRCRAFT
(WESTERN) LIMITED

This rapidly growing Winnipeg company is engaged in modification of aircraft for the R.C.A.F., the manufacture of aircraft engine components and (under licence) Edo aircraft floats. The plant is now equipped to manufacture complete aircraft.

THE "Bristol" AEROPLANE COMPANY OF CANADA (1956) LIMITED



BOEING 707 JET STRATOLINER

JET air travel of the near future was unveiled May 21, on the eighth floor of a Manhattan building.

It was the first public showing of Boeing Airplane Company's half-million dollar full-scale mockup of the 707 Jet Stratoliner. The luxurious passenger cabin, complete with air-conditioning, lighting system, running water, ovens and refrigerators, is the first such jet transport interior to be completed in this country.

The mockup duplicates exactly the interior features to be offered tomorrow's air traveller on Boeing 707's, which are scheduled to go into service on major world airlines beginning in 1959.

Fitted out in detail never before approached in a full-scale aeroplane interior mockup, it was shown to members of the press during a simulated "flight" from New York City to Washington, D.C.—a flight that will require less than 30 minutes in the actual aeroplane. The mockup is equipped to dup-

Interior mock-up of newest jet-age transport is unveiled in New York.

licate many flight conditions such as jet engine sounds, and with lighting effects that give the impression of both day and night flights in Boeing jet transports.

Primary purpose of the full-scale mockup is to provide airlines with a means of visualizing the potentialities of the Boeing 707 interiors. It also offers a full-scale "proving ground" for testing new materials, design features and accommodations.

The mockup includes the most advanced interior features, keeping pace with the new age of 600 miles per hour jet flight. Among them are innovations which will make Boeing jet transports more comfortable, safe and efficient in

operation than any transport ever offered.

One of the most important objectives from the point of view of airline maintenance and operational efficiency has been reached in the unique construction of the interior. Walls and ceilings are made up of prefabricated panels. Wall panels are each 20 inches wide. These are of washable, dirt-resisting plastic and plastic-laminated-on-metal. Snap-fastened in place, they can be taken out individually for maintenance or replacement.

The use of pre-formed panel sub-assemblies of such washable materials makes practical the modern color scheme of the mockup, termed a "dynamic departure" from the darker tones now generally in use for airline interiors. Predominant colors are yellows, blues, pinks, and along the windows, "a palette of light, luminous and high-keyed tones, similar to the color ranges used in the more advanced domestic interiors of today," in the words of Teague Associates spokesmen.



Cantilevered seats, with two sets of legs supporting three seats, were developed for the Boeing 707-120 Stratoliner mockup designed and constructed for Boeing Airplane Company by Walter Dorwin Teague Associates. The seats have folding armrests, a feature appreciated by the child in this photo. The opaque plastic blind

is drawn in the window above his head. Seats are upholstered by groups in red and blue, to introduce variety into the interior and minimize the apparent length of the cabin.

The mockup seats 98 first class passengers, with two lounges, one forward and the other aft, each capable of seating five persons. Two-abreast or three-abreast seats—cantilevered chairs of new design—can be fitted in the four seat tracks of the floor, making possible a wide variety of seating arrangements. Replacing lounges with rows of seats, two-abreast seating for a maximum of 125 first class passengers is possible in the 707-120 Stratoliner cabin, or six-abreast seating for a maximum of 125 persons.

One of the keys to the versatility of the Boeing Stratoliner interior is the passenger service unit above each row of seats. Each service unit contains a "No Smoking—Fasten Seat Belt" sign, stewardess call button, air inlets for each passenger, individual reading lights, and emergency oxygen system outlets. Each row of seats and its accompanying overhead service unit can be moved or replaced in less than 10 minutes.

Other advanced features shown for the first time in the mockup include the many windows—twice the number used in conventional transports—which will become a Boeing jet transport trademark and provide even passengers in aisle seats with a good view in flight. Each window is provided with a pair of sliding plastic blinds, one smoke-tinted against intense sunlight at high altitudes, the other opaque to provide restful darkness in short summer nights when the Boeing jet transports are travelling at high latitudes or westward "with the sun".

Construction of the mockup was begun last November and completed in April. The Teague organization expended 16,000 man-hours on its design and 25,000 man-hours on its construction. Forty-three firms provided materials and parts and 1,047 major assemblies went into the mock-up.

CABIN

The cabin of the Boeing 707-120 Stratoliner mockup is the same in dimensions and general layout as that of the production commercial Stratoliner which will go into service in 1959. Its inside dimensions are: length—94 feet 8 inches; width—11 feet 7 inches; and height—7 feet 5 inches. Passenger entry doors are on the left side forward and left side aft. Galley service doors are located on the right side, approximately opposite the passenger entry doors. In the centre of the cabin, above the wing, are four large operable emergency escape hatches, two on each side.

There are four lavatories—two forward and two aft—with hot and cold running water. An effort was made to duplicate the effect of a small powder room in a private home, and they are decorated in three different color schemes. Forward of each lavatory are coat racks equipped with 140 inches

The aft lounge of the Boeing 707-120 Stratoliner interior mockup. Adding to the versatility of the transport interior is the partition in the background which fits into the slots in the floor which also hold the seats. Conditioned air enters the cabin through the perforated light fixture cover above the windows. Air circulates through the cabin and is withdrawn through slots at floor level. The half-million-dollar mockup was prepared to provide airlines that have ordered Boeing 707 Stratoliners and Intercontinentals a means of visualizing the potentialities of the transports' interiors.



of hanging rods plus shelves. There is also a galley at each end of the cabin.

No fabric finish is used on the walls or ceiling of the airplane. These are composed of pre-fabricated plastic or plastic-laminated-on-metal panels, each about 20 inches wide, snapped in place. They may be easily removed and replaced by maintenance personnel in a matter of minutes, making it possible to examine the structure and installations behind wall and ceiling panels at any point, without seriously disturbing the interior treatment.

Use of this unique panelled interior, of washable and dirt-resistant materials, makes gay color schemes practical. In the mockup, the ceiling is pink, hat racks yellow, side walls a riot of light, airy, luminous colors—white, gray, blue, yellow and orange. Below the windows are glacier blue panels. Carpets are gray.

The cabin contains twice as many windows as found in conventional transports. These windows are double-paned and each is equipped with a set of rigid plastic blinds, an opaque blind which slides down, and a smoke-tinted one that slides up. Air from the air-conditioning system passes upward between the inner and outer panes of the windows; in the actual aeroplanes the purpose of this will be to prevent condensation.

The conditioned air rises through the wall, between the panes of the windows and continues through the wall to enter the cabin through the perforated grille of the light fixture directly under the hat rack that runs the length of the cabin. Exhaust air is withdrawn through a grille along the side walls at floor level. This air-circulating system is designed to give the most effective draft-free air supply.

The hat rack is placed so that a person of average height can move into an outboard seat without stooping. However, it is ample for all required purposes and holds a complete complement of blankets and pillows which can be reached from the aisle by the stewardess.

(Continued on page 32)



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Personality

F/L PAUL GORIEU
R.C. CHAPLAIN

THE DEPARTURE of F/L Paul Gorieu for service at Baden-ellingen, in Germany, will remove from the scene at Winnipeg a familiar and much-esteemed chaplain. Father Gorieu has become in fact somewhat of a fixture here since he began work on the base on a part-time basis in 1948. Eight years of residence on one station is somewhat of a record in comparison to the usual rate of turnover of personnel and, as a result, newcomers found in the Padre an excellent guide in their time of adaptation to a new environment and old-timers, passing through or returning after a tour elsewhere, felt less like strangers when greeted by him.

Padre Gorieu's privileged position was not however due exclusively to the length of time he served in Winnipeg. With a geniality which did not detract from his ability, he took an active part in station life, putting in frequent appearances at the mess, organizing activities for the young fry, inspiring the ladies to put on social events which were both profitable to good causes and pleasant for the participants. One quality which will make his absence the more

regrettable is his willingness and ability to be a good listener. As the saying goes, he has a kind ear and can sit down at any time to hear a tale of woe or joy, great or small, as if he had nothing else to do. He well knew that a large proportion

**"PADRE PAUL"
POSTED OVERSEAS**

By S/L LEO LAFRENIERE
R.C. Chaplain 14 Tr. Gr.

of the problems submitted to him would be well on their way to solution from the mere fact of their being expressed fully and that where no immediate solution offered itself, a sympathetic audience could give courage and consolation to carry on.

One did not have to share the Padre's faith to appreciate another evident quality which he brought to his work, a zeal for the honor of the One for Whom he worked. Dur-

ing his eight years of ministry and particularly since his appointment as full-time chaplain in 1952, he exerted patient but constant pressure on everyone concerned to obtain better quarters for divine worship, to assure the best possible equipment, pews, altar, pulpit, organ and confessional in the chapel, and to make religious ceremonies more impressive and instructive. For this latter purpose he watched with brotherly severity over the training and vesting of the altar boys; he recruited and re-recruited a suitable choir, which he directed on occasion; he originated the use of tape recording which fills the vicinity of the chapel with the music of bells before services. He frequently inveigled confreres from the city to come out and lend a hand in order that he might be free to lead the congregation in more intimate participation in the services.

Padre Gorieu made another contribution that is specially noteworthy from the point of view of the battle for men's minds. Not only were his sermons well prepared, but he encouraged retreats and courses of preparation for mar-

(Continued on page 33)



Edited by F/O SANDY IONSON

ENGLISH BEAUTY



Charles Trigg

Air Force Drops Frill From Drill

OTTAWA—The frill has been taken out of RCAF drill. The Air Force issued its new drill manual last month and today some 950 RCAF headquarters personnel—up to and including the rank of wing commander—will complete 8 hours of square-bashing under the new rules. Headquarters staff, almost half of them officers, have been turning out at Lansdowne Park at 8 a.m. 4 days a week to get acquainted with the new drill. "They're streamlining us on the ground just as we've been streamlined in the air," one officer said with some pride.

New AVRO Fighter 1,500 mph Speed To Be World's Top

TORONTO—Canada is building the biggest, the best and probably one of the last manned fighter aeroplanes in the world. It will fly faster, stay aloft longer, travel farther and do more damage than anything on secret lists anywhere. It will be one of the few fighters capable of stopping enemy bombers before they reach the US. The plane is the 34-ton, 1,500 mph, delta-wing CF-105, now nearing the last stage of its development at A. V. Roe (Canada) Ltd., Malton. The most striking feature about the new aircraft, outside of its sleek triangle shaped wing, is its size. The CF-105 approaches the weight of a 4-engine, trans-Atlantic North Star, and will be by far the largest fighter in the air.

Says DEW Line Will Remain For Communications

OTTAWA—Comparison of the DEW Radar Line and its inland counterparts—the McGill Fence and the Pinetree Line—with the Maginot Line—is not realistic, the RCAF's director of telecommunications says. Air Cmdr. Clare L. Annis pointed out that where the Maginot Line "was conceived and constructed to be an object of attack," Canada's radar warning lines are not expected to be attacked by any invader because of diversity of location and the uneconomic aspects of such an attack.

NATO Flying Student Dismissed For Buzzing Airport

CENTRALIA — A Royal Air Force NATO student was dismissed from the service last month, after being convicted by court martial on charges in connection with a flying escapade at this Royal Canadian Air Force station April 12. Acting PO Malcolm Patrick Hutton Bates, 20, had pleaded guilty to taking a Harvard trainer without permission. He pleaded innocent to a second charge of reckless flying but was found guilty.

Only One CF-100 Unit For NATO This Year—Crews Lacking

OTTAWA—For the first time since NATO was formed seven years ago, Canada is going to fall short on a major commitment. The Government promised NATO last year that by the end of 1956 it would have four CF-100 all-weather jet fighter squadrons in Europe. It now is known that only one will arrive this year. The others may arrive next year. Senior officials said last month that the planned movement to France and West Germany is taking longer than expected. Because building of squadrons takes time and care, it may be a comparatively slow and laborious task to keep the home and European fighter forces in their present balance.

Famous Brussels Fountain Wears RCAF Pipe Band Kilt

BERMUDA—To the wailing of bagpipes, draped Belgian and Canadian flags dropped to reveal the usually naked little boy wearing the uniform of the RCAF pipe band. The pipers, from the Canadian base at Marville, France, honored the statue by presenting it with the miniature uniform, and one day a year from now on Manneken-Pis will wear it as a tribute to the RCAF. The statue, also known as Petit Juilien, has many uniforms and national costumes, all donated by admirers and kept in a Brussels museum. The Canadian uniform will be added to the collection.

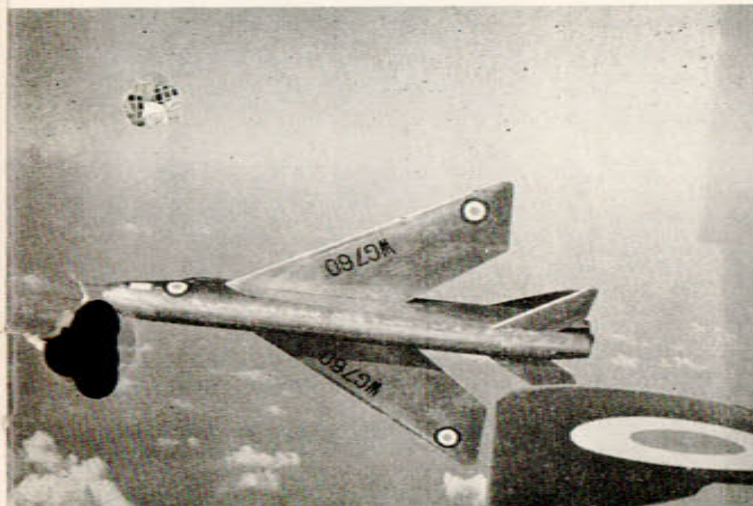
Arctic Radar Lines May Spur Trans-Ocean TV

OTTAWA—Such a trans-ocean television hook-up would mean that viewers in Canada, for instance, could watch a coronation in Britain while it was actually taking place. The range of television at present is limited because the signal will not "bend" with the curvature of the earth. But in the Canadian Arctic today, and in Alaska, a new long-distance communications system known as "scatter" is being installed to link the radar warning lines with distant combat centres. The maximum range of this system is about 1,200 miles, without any relay stations.

Montgomery Expects H-Missile In Five Years

PARIS — Field Marshal Viscount Montgomery expressed at the end of April his "personal opinion" that the North Atlantic Treaty Organization will have within five years prototypes of an intercontinental atomic missile that can travel 5,000 miles in 15 minutes. The Deputy Supreme Commander of the Allied Powers in Europe, made this statement at a press conference during which he made clear that in his opinion the Russians still are "the potential enemy" of the Western alliance.

ROYAL AIR FORCE TO GET NEW SUPERSONIC FIGHTER



The P.1 has easily climbed supersonically without any form of power boosting. Reheat has just been fitted for even faster flight trials.

English Electric P.1, the new fully-supersonic fighter for the Royal Air Force.

This interceptor has been designed to follow the Hunters and Javelins in Fighter Command. It has been flying supersonically right from the start of its trials in August 1954, has been evaluated by Service pilots and is now in production. An initial batch of 20 pre-production P.1's have been ordered so that development of this very powerful interceptor will not be delayed through any shortage of aircraft.

The P.1 is powered by two Armstrong Siddeley Sapphire turbojets of undisclosed power. All performance figures and dimensions are secret, but it has been stated that

RAINY RIVER AIRMAN SIGHTSEEING IN FRENCH MOROCCO: Taking advantage of the chance to go sightseeing in "Fez" the holy city of French Morocco, Flying Officer W. P. (Bill) Lockhart, son of Mr. and Mrs. J. A. Lockhart of Rainy River, Ont., strolls through the Medina (the strictly Arab quarter of the town) where he stops and watches children making rugs.



National Defence Photo

F/O Lockhart who is temporarily stationed with the RCAF detachment at Rabat, French Morocco, where 1 Air Division pilots carry out their air to air firing practice, was glad of the chance to see Fez before he has to return in the near future to his home base of 1 Fighter Wing in Marville, France.

Canada's Jet Decision Criticized by Simonds

PRINCE RUPERT — Lt.-Gen. Guy Simonds, a former chief of staff of the Canadian Army, criticized the Defence Department's decision to order a new super-sonic fighter plane, the CF-105. He termed it "money down the drain" and suggested Canada would be better off with British or United States jet bombers which can out-maneuvre jet fighters. In an address to the Canadian Club, Gen. Simonds also said that Canada can live up to her obligation to NATO only by instituting national selection for military training. "There is no defence against 100 per cent attack," Gen. Simonds said that instead of concentrating on a super-sonic fighter, Canada should have adopted jet bombers similar to the US B-52.

RCAF Opens Air Terminal

VANCOUVER—The RCAF has officially opened its own swank passenger terminal at Vancouver international airport. On the ground floor of the operations building manned by No. 121 Communications and Rescue Squadron, the new facilities provide comfortable lounge accommodation for up to 60 service personnel awaiting transport by RCAF aircraft.

Bails From CF-100 But Plane is Safe

COMOX—An RCAF navigator successfully bailed out of a CF-100 jet at Point Holmes, but it turned out the trip wasn't necessary. F/O K. B. Parker, 21, of Lockerby, Ont., fired his ejection seat on orders from the pilot, F/O L. F. Belger, 27, of Sudbury, Ont., when both engines in the big jet failed. However, F/O Belger was able to restart his engines and landed the plane here safely.

New NATO Radio System Planned

PARIS—A new radar warning and communications system now being planned by the North Atlantic Treaty Organization will insure not only massive but almost instantaneous retaliation should Soviet Russia attack. Already approved in principle and awaiting a financial go-ahead, the system will reduce to a matter of seconds the Western answer to any approach by Soviet Russia's speedy new jet bomber fleets. Europe's radar warning system now being overhauled—now depends on scanners hovering over their machines and relaying their findings by voice telephone. The new communications network would enable what the military men call "data transmission".

(Continued on next page)

US Bombing Power Cut By Man Shortage

WASHINGTON—The chiefs of the Strategic Air Command said in April that what they termed the present "critical" shortage of skilled maintenance crews would seriously impair its ability to get bombers in the air "when the bell rings". In terms of the medium-range, B-47 jet bomber, it was disclosed after the hearing ended, the shortage of skilled personnel would mean the loss of 200 bombing missions if a sudden retaliatory counterattack were ordered. These planes simply would not get into the air, it was said. Said Gen. Curtis E. LeMay: "We will never be able (to carry out S.A.C.'s mission) unless we have the skilled man power." Low pay scales, lack of housing, lack of medical care for dependents, inadequate commissary and post exchange privileges and failure of Congress to offer servicemen the same education benefits open to veterans were listed as principal deficiencies.

UK Cut Forces Earlier

LONDON—The British Government is reducing the strength of its armed forces to 700,000 Sir Walter Monckton, minister of defence, told the House of Commons last month. Present strength of the three fighting services, Army, Navy and Air Force, is about 772,000 or about 50,000 below the figure of a year ago, the minister said. The Government fully understands, it can be said on highest authority, the drain

PROMOTIONS

S/L DON KYLE

Saskatchewan born. Taught school in his native province for seven years before joining the civil service in 1939.

Enlisted in the RCAF as a corporal clerk, and in 1942 remustered to clerk-education.

Commissioned in the education branch in 1943, took navigation instructors course, and taught at No. 3 Wireless School, Winnipeg, until 1944.

Was in succession education officer at Macdonald, at No. 10 Construction and Maintenance Unit on the Alcan highway, at Whitehorse, and at Northwest Air Command, Edmonton.

After a spell in recruiting, took telecom training, and is now O.C. No. 3 Communications Unit (Primary Relay) at Winnipeg.

Is married, and the father of three boys and two girls.



S/L BATCHELOR

Born in Kamloops, B.C., attended Washington State University where he studied aeronautical engineering.

Enlisted in 1941, and completed ITS at the University of Alberta, elementary pilot training at Boundary Bay (now Ladner) and advanced flying training at Macleod, Alberta.

Graduated March 1942 as pilot-officer and posted to Charlottetown, P.E.I. for G.R. course.

Crewed up with R.A.F. crew on missions at Webster, N.S., and posted overseas to R.A.F. Coastal Command in fall of 1942. Operations with 224 Squadron, converted to Liberators half-way through tour.

Operated over North Sea, English Channel, Bay of Biscay and Gibraltar. Awarded D.F.C. in September, 1943.

After a period at Summerside as a reconnaissance instructor, was demobbed as a flight lieutenant, and went back to university where he graduated in 1948 as a civil engineer.

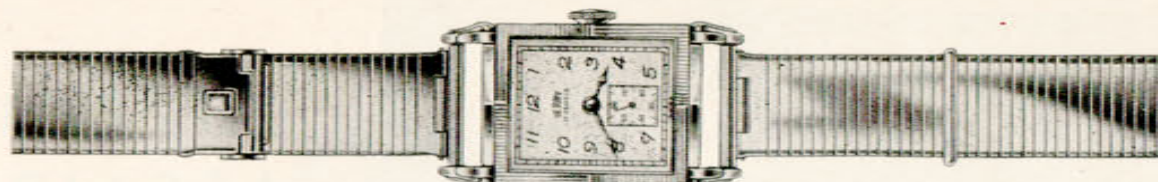
Joined B.C. highways department as location engineer, but re-enlisted in 1950.

After 3½ years with A.M.C. and A.F.H.Q. came to Winnipeg as C.E.O.

imposed on the national economy national service. It intends to end the system and, unless there is an emergency overseas, the last conscripts will be called to the colors in 1958. When their 2-year term of service is over in 1960, Britain will be defended by an Army, Navy and Air Force composed entirely of long service regulars.



OPERATION SABOTEUR during May saw 15 saboteurs landed by reserve Navy ships from Toronto, in the Whitby lakeside area of Ontario. The navy used small craft, frogmen and canoes to get the 15 officers who were to carry out sabotage operations against the heavy industrialized area ashore. The Canadian Intelligence Corps of the Reserve army with patrols from local reserve units conducted a mop-up operation, but were only successful in rounding up 6 of the saboteurs. Picture shows one "saboteur" as he was picked up on country road.



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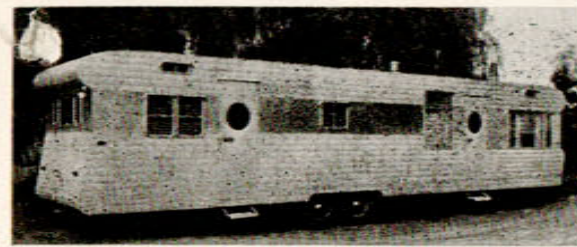
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RUSSIAN INFANTRY IN RED SQUARE

Sovfoto—"Time"

MOSCOW ANNOUNCES CUT IN FORCES

West reacts with caution

The Russians have made a dramatic announcement that, weary of waiting for the West to agree to disarmament, they are going "to carry out . . . by May 1, 1957, a new and still greater reduction in the armed forces of the Soviet Union, namely by 1,200,000 men in addition to the reduction of 640,000 carried out in 1955."

Russia's Motives

The West welcomes this proposal but it recognizes that in reducing her armed forces the USSR has other motives than a love of peace. First there is a military reason—modern weapons make huge armies unnecessary. The United States, before the Russians took action, had scaled down its forces from a high of 3.5 million in January 1953 to 2.8 million today. The Americans, unlike the Russians, did not claim this was a measure of disarmament; they called it the "new look" in fighting forces.

Another reason for the Russian reduction is undoubtedly her great need for workers in agriculture and industry. In agriculture Russia's

output is still at the level of 1930. Russia, once the great exporter of wheat, has agreed to buy 100,000,000 bushels from Canada in the next three years. In industry the USSR has made phenomenal progress but the demands remain limitless—including a demand for an inter-global guided missile.

Third, there is a propaganda reason. The Soviet cut puts tremendous pressure on the West to make new cuts. However, as the accompanying cartoon suggests, we should not be too precipitate in disarming. US Defence Secretary Charles Wilson sums the matter up well when he calls the move "a step in the right direction", but adds that it would not "appreciably alter Russia military power."

Overhaul of the NATO Military Machine

An editorial in the Winnipeg Free Press states that: "The boldest comment on the reduction in Russia's armed forces has come from Mr. Selwyn Lloyd, the British Foreign Secretary. In his view, the 'likelihood of attack is less than

ever before'. NATO is confronted with a 'new situation', and should now overhaul its military machine in the light of the 'big changes taking place' in Soviet policies."

The New Russia and Krushchev, the Bolshevik

The evidence accumulates that big changes are taking place in Soviet policies because of what amounts to a new revolution within the USSR. The break with the brutal, lawless, tyrannical era of Stalin is real. New hope is dawning for the people of Russia and the peoples of the world—this despite of the recent proof Mr. Krushchev gave to a meeting of British Labour leaders that he can be a violent Bolshevik. In support of the hopeful view two eminent authorities might be quoted, Edward Crankshaw, Russian scholar, and Winston Churchill, political prophet.

Significance of Russian Repudiation of Stalin

Mr. Crankshaw says: "Outside the Soviet Union very few people have yet grasped the magnitude and revolutionary importance of



DR. L. A. GLINZ

Current Affairs Adviser—

Joint Services

CURRENT AFFAIRS



"FAREWELL TO ARMS."

the de-Stalinization." He cites the extraordinary things that are taking place in the Soviet Union—release of prisoners from slave labor camps, legality and justice replacing arbitrary arrest and unjust

trials, "freedom within bounds" replacing the Stalinist repression, more respect for the individual man, greater literary freedom, a better standard of living, and much besides. Mr. Crankshaw urges us to

recognize these changes and not be too skeptical.

Inclusion of the U.S.S.R. In NATO—Churchill

Sir Winston Churchill, 81, speaking in Germany, said: "A new question has been raised by the recent Russian repudiation of Stalin. If it is sincere, we have a new Russia to deal with, and I do not see myself why the new Russia should not join in the spirit of this solemn agreement (NATO). — Equally, it would be fatal for NATO now to relax and let apathy overtake what has been achieved." Churchill went on to say that our salvation rests upon the Grand Alliance of the European powers, with the United States and Canada, and not excluding Russia and the Eastern European States. This is a bold thought to include the USSR in NATO.

It is inevitable from our past experiences with the Russians that we remain skeptical. But let us not shut our minds to the possibility that changes taking place in the USSR may usher in a new era for the world. Let us be prepared to advance our policies, at least as rapidly as the Russians.

* * *

THE LIGHTER SIDE

Mr. Krushchev in a televised press conference in the United Kingdom humorously remarked: "The United States refused visas for a group of Russian cooks, for fear, I suppose that they would cook up something besides food."



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THREE "OLD FAITHFULS" TO BE SEEN ON AIR FORCE DAY

EXPEDITOR MARK 3N (Beech Aircraft, Inc.)

The Beechcraft "Expeditor" which is the military version of the civil Model 18, is used by the RCAF for three main purposes: personnel transport, instrument flying training and basic navigation plotting exercises. Here at Winnipeg the aircraft is utilized for all three jobs and to good advantage. For transporting small loads it has the advantage over the Dakota of being slightly faster, uses half the fuel and does not require near the pre-flight planning that is necessary in a larger aircraft. It falls into the category of the Dakota in that it has universal appeal for its type of work and it could be ventured that any large air force could be counted on to utilize the Expeditor.

Technically:

Wing span—47 ft. 6 in.
Length—34 ft. 2 in.
Height to top of fins—9 ft. 8 in.
Basic weight—4700 lbs.
Maximum all-up weight for take-off—9300 lbs.
Engines are 2-R985 Pratt & Whitney developing a maximum of 450 B.H.P.
Normal cruising speed is 170 m.p.h.

MITCHELL MARK IIIA1 (North American Aviation)

Another aircraft that is fast becoming an old stand-by with the RCAF and USAF is the B-25 Mitchell. Originally designed as a medium bomber in the early forties, it has since been modified and re-modified to fulfill many duties both operational and training. The two main functions of the aircraft in both North American services are twin-engine pilot training and instructing observers in the use of airborne-interception radar. For those of you who wonder why the Mitchells seem to grind endlessly around and around the circuit without going anywhere, the reason is the intensive pilot training schedule at AOS. This aircraft has been found to be an ideal "first" heavy before sending the pilots onto such machines as North Stars, Neptunes and C-119 Packets. The other use of the Mitchell here at AOS is, of course, airborne-interception training for observers before stepping up to the CF-100. Normally a crew of six is carried in the radar or "fighter," and another Mitchell or Expeditor is used for a "target" on which the students practice intercept runs.

Technical aspects of the aircraft:

Wing span—67 ft. 7 in.
Length—53 ft. 6 in.
Height to top of fin—16 ft. 5 in.
Basic weight—19,500 lbs.
Maximum all-up weight for take-off—34,000 lbs.
Engines are 2-R2600 Wright Cyclone developing a maximum of 1700 B.H.P.
Normal cruising speed is 250 m.p.h.
Single-engine performance on this aircraft is especially good as it will maintain a cruise speed of 160 m.p.h. with one engine feathered and 70% power on the live engine.

DAKOTA MARK III (Douglas Aircraft Co.)

Often referred to as the "Gooney-bird" by pilots and the "Workhorse" by all trades, this aircraft has nevertheless earned its niche in the flying hall of fame. It has flown in all countries of the world and has been used by practically all air forces for a multitude of jobs ranging from airborne hospitals to basic navigation trainers. The latter is the prime function of the Dak here at AOS. They are fitted with instruments to instruct in the art of long-range map plotting, astro plotting; long-range air-to-ground communications and use of the APS-33 radar. At this point we must not forget our Conversion Flight, which does pilot transition from the Expeditor to the Dakota aircraft and also instructs in the gentle art of carrying passengers, and air transport work.

For the technically minded, the Dakota working figures are:

Wing span—95 ft.
Length—64 ft. 6 in.
Height to top of fin—17 ft.
Basic weight—18,000 lbs.
Maximum all-up weight for take-off—29,000 lbs.
Engines are 2-R1830 Pratt & Whitney developing a maximum of 1200 B.H.P.
Normal cruising speed is 160 m.p.h.
First designed by Douglas in 1932, and produced in large number in '33 and '34.

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TECH SPECS

ENGINE

Bore 4.00", Stroke 3.66", Capacity 368 cu. in., ohv, 23 qt. cooling system pressurised to 15 p.s.i., idle 425-450, c.r. of 9:1, torque 402 at 3000, bhp—probably near 290 at 4600. Basically a standard Lincoln V-8 with better assembly and finer tolerances. 12 volt 65 amp battery.

GENERAL

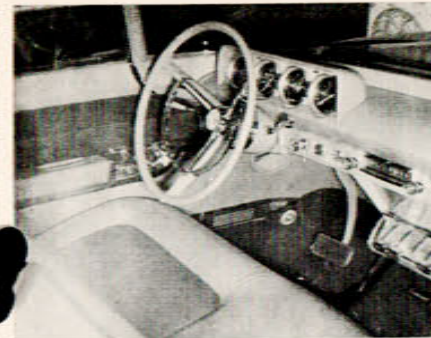
Dry weight 4825 lbs., 126" wheelbase, 218.5" overall, 77.5" width, height 56", 5.9" clearance, tread 58.5/60.0, 8.20 x 15 tires, brakes 207.4 sq. ins. Independent coil suspension in front, 1/2 elliptical rear, 3 3/4 turns on steering lock to lock. Peaking speed, weight distribution, mph per 1000 rpm, 2500 fpm speed, drag at 60 mph—these figures are not known to us at present but we will endeavour to supply them in next issue.

PERFORMANCE

0 to 60—15 secs. (drive only)
—12.25 secs. (dr. & low)
30-50—5.5 secs.
50-70—7.75 secs.
Top speed—105 to 115 mph (probably).
Fuel consumption—20 in country, 15 in town.

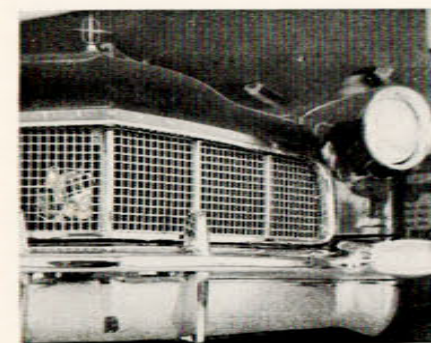
PRICE

\$12,875 f.o.b. Winnipeg.
Air conditioning \$900.



could be adjusted for rake, which is the only adjustment it lacks.

The driver visibility is excellent, with no distortion, for a change, on the wrap-around windshield, and the fender view gives you good positioning. At speed we noted that absolute silence when all the windows are closed; just another item which brings this car into the class of the Rolls. Ventilation adjustment and heat control is so good that almost any personal requirement can be met; note the ventilation grille (in the cockpit photograph) below the steering wheel. A duplicate vent is provided to care for the needs of the rear passengers: these heating ducts go through the doors. The brakes need little mention, other than to state that they are powerful, smooth and faultless. We especially liked the quiet transmission, which changed with no jerk; evidently it is a standard Lincoln torque-converter unit by design. Personally, we found the "jewel like" instruments fascinating, but more important they are functional and appear nicely accurate. Such items as windshield wipers, washers, controls, radio, and heating controls are above criticism and comment is merely a waste of words. But the feel of the heating con-



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"MILD"

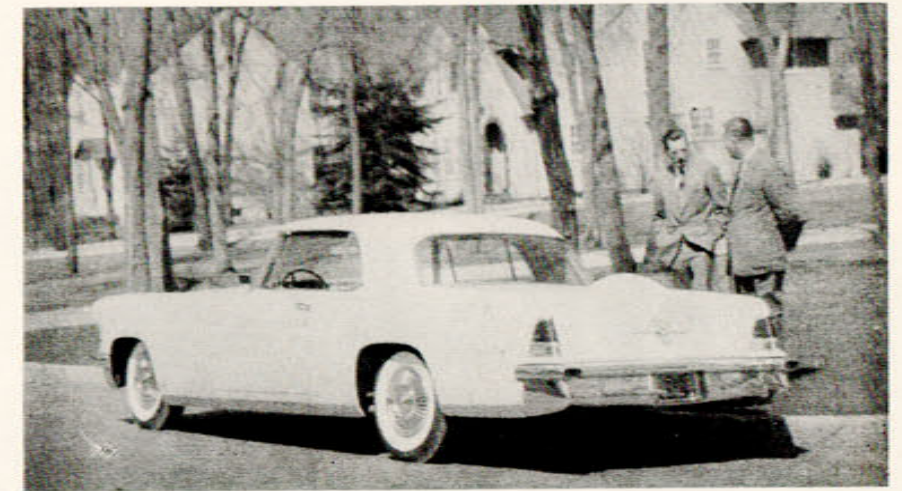
THE
MILDEST
BEST-TASTING
CIGARETTE

trols should give any man pleasure if he appreciates fine things; these are evident at the bottom right of the inside shot. Before passing to other facets of this interesting creation, we suggest that you ascertain the mode of operation of the master electric panel (left door) before trying any switches, or the results will be somewhat like a mechanical puppet show! Mr. Ford's careful thoughts on power assists might

well have been extended to those two huge doors which are thick enough to contain a spare cocktail cabinet, and heavy enough to demolish any too nosy friend.

We defy anyone to call those lines badly designed, in poor taste, or to lack character, for it is in the body and chassis that the Continental shows the painstaking work that has gone

(Continued on page 34)



Courtesy "The Motor"

IT WAS with regret that we finally pushed the rather massive door of the Continental shut after what had been a most memorable morning. As a friend said, "We can finally say we have driven in an American automobile", and a truer word was never spoken. It is no flattery to say that this machine is twice as good as anything else made in America, and we add our belated thanks and congratulations to Henry Ford II for showing the public that in this mass production world of ours fine quality and the creative art of the car designer can still be found.

Nobody in his right mind would infer that this is a sports car, nor for that matter a machine of terrific performance (don't believe the salesman), but what is far more important it embodies all the qualities a good car should have. It is comfortable, utterly reliable, fun to drive and moreover manages to retain quality, dignity and character to boot. We hope this reasoning will penetrate the duller brains in Detroit and, in the near future, lead a return to cars that are not flashy death-traps on wheels, but engineered machinery built with the same balanced intelligence as is the Continental Mark II.

We had been looking forward to our clash with the Lincoln for several months — we itched to pull it apart —

now we look back with regret that the acquaintanceship was so short. The engine starts easily and murmurs beneath the hood as quietly as any Rolls, leaving you to rely on your gauges to ensure she's running. The take-off is as you like it, slow or fast; both are extremely smooth. It took us a while to get used to that width and the seeming enormity of the car, which makes you catch your breath for fear of harming one of those expensive fenders. Yet in a very few miles the car makes you feel so relaxed. You fling the thing around with utter abandon, relying on perception and feel (try to forget your bank balance while doing this). The seating position is A1 as is the positioning of controls and wheel, and we were pleasantly surprised to discover that this car only needed 3 3/4 turns lock to lock on the steering; no doubt this is one of the big reasons why the car is so easy to handle in town and country. The seats grab you where they should, and another first—the legs are properly supported under the knees. This comfort is somewhat spoilt, however, by the large empty void under the driver's right elbow. An arm rest could have been so easily fitted to the original specification that we wonder why it was never done. While complaining we'd like to mention that it would be a nice assist if the seat back



One of the more important ceremonial functions in which the RCAF takes part is November's "Remembrance Day" parade. The picture from last year shows the Lieutenant-Governor, the Hon. J. S. McDiarmid, laying the wreath at the cenotaph in Winnipeg, accompanied by his aide S/L Appleby, O.C. flying wing.

VOXAIR PHOTO ALBUM



LEFT: An interior shot of the airwomen's lounge shortly after its redecoration last year.



Above: During the winter season close attention is given to the education of all personnel in current events. Well-known English war correspondent, author and broadcaster, William Courtenay is shown lecturing to station personnel.



Top right:

W/C Walker, O.C. 2 A.O.S., and one of the original "Dam Busters" squadron, was presented to H.R.H. the Duke of Gloucester during the ceremonies attending the premier of the Rank film "The Dam Busters" in London, England, last year.

In September, 1955, following the promotion of A/V/M Bryans, A.C.H. H. C. Rutledge came to Winnipeg as Group Commander, 14 Training Group. Here he is shown inspecting the Guard of Honour which attended his arrival, accompanied by Guard Commander F/L Bob Prier and the Commanding Officer, G/C G. F. Jacobsen.



Just prior to the arrival of the new group commander, former C.O. G.C. Ingalls handed over command of the station to G.C. Jacobsen. Here is a shot of the official ceremony with the new C.O. signing the documents. F/L Lalonde, PAdO, and G.C. Ingalls look on.



Air Force Day is not the only occasion on which the air force welcomes civilian visitors to the station. Various civic groups are shown around from time to time, and this picture was taken during the last tour of the station by the St. James Chamber of Commerce.



The bravery of the son of F/L Charles Thrasher was publicly recognized when the C.O. presented the Scout Bronze Cross to the boy's mother. Scout Neil Thrasher gave his life in an effort to save his brother from drowning in 1955.



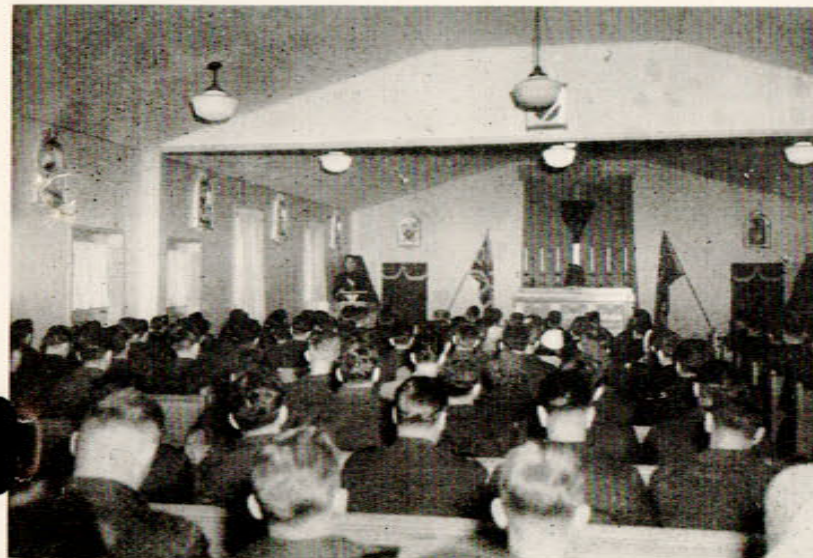
The Air Observer School is responsible for the training of observers from many countries, and the boys from other countries speedily make themselves at home in Canada. Here Danish student Sgt. I. Skjoth finds the language no barrier as he helps distribute the presents at the annual students Christmas party for underprivileged children.



Search and rescue work is carried out in our area by Ill C. and R. Flight.

ABOVE: Search and rescue has a lighter side as this pic suggests. S/L J. S. Young and F/L H. G. Grant, at The Pos during exercise "Push Button," pose with four northern Manitoba beauties from the "Fur Queen" contest.

LEFT: F/O Norm. McMillan of 111 attends a S. and R. briefing.



Each year, during Holy Week, both Protestant and R.C. chapels hold a mission. This picture shows part of the capacity congregation at the R.C. chapel for the R.C. mission organized by Father Paul Gorieu. Father Gorieu left Winnipeg this month after almost nine years as station chaplain (see page 7).

Among the many celebrations at the station at Christmas is a party for the children of station personnel. Shown right is a young guest at last year's party who figured bandmaster Sgt. Gordie Rowe needed a little assistance.



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VOXAIR VIXEN SHE'S A BIG GIRL NOW

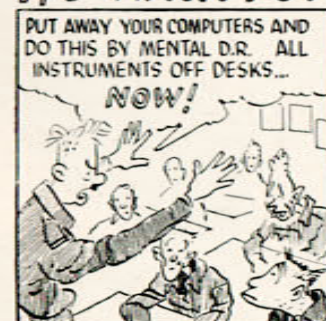
Peggie Castle, the well-endowed gal who appears opposite Randolph Scott in Warner Bros. "Tall Man Riding", reveals she played numerous boys' roles in school dramatics.

COVER STORY

Mitchell over Stevenson Field, Winnipeg.

Drawing by F/L Connolly

P/O WACK POTT



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Peggie Castle
Warner Bros.



STATION DRAMA CLUB



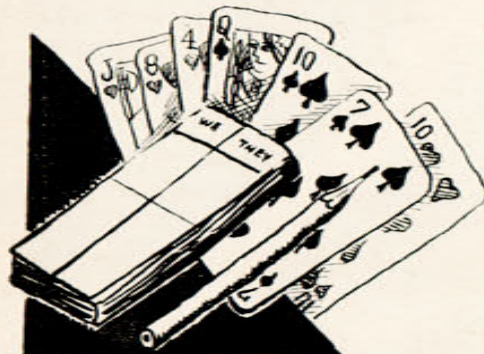
Left to right: F/C Paul Antanuk, Mrs. P. Sargent, Miss J. Middleditch, LAW Elizabeth Mooney, LAC Robert Webber, Miss Margaret Matthews, LAC Floyd Laffin, Miss Leona Storzuk, LAW Lorraine Szolgyi, Mrs. M. Rose, Cpl. Al Gaucher, AW1 Esther Watt, Miss R. Maunders, and F/C Paul Bennett.

Announcing THE FORMATION OF A STATION HOME MOVIE CLUB

All 8 and 16 mm. movie enthusiasts are invited to contact Cpl. Angus at Local 546.



Film star Bob Hope shows off his culinary ability at the Pinewood Studios in England as he shows J. Arthur Rank star Diana Dors the correct way to toss an English pancake. Diana, who will be remembered in Winnipeg for her recent performance in the film "Value for Money" shown recently in Winnipeg, has signed up to make a number of television films with the American star.



CINEMA

- Sunday, June 10
DOCTOR AT SEA (G)
Dirk Bogarde Brigitte Bardot
- Monday, June 11
PURPLE PLAIN (G)
Gregory Peck Win Min Than
- Tuesday, June 12
WEAK AND WICKED (A)
Diana Dors Glynis Johns
- Wednesday, June 13
RANSOM (A)
Glenn Ford Donna Reed
- Thursday, June 14
MODEL AND MARRIAGE BROKER (G)
Jeanne Crain Scott Brady
- Friday, June 15
MURDER CASE
DOWN DAKOTA WAY AND SERIAL (G)
- Sunday, June 17
FOREVER DARLING (G)
Lucille Ball Dezi Arnaz
- Monday, June 18
SCARLET HOUR (A)
Carol Omart Tom Tryon
- Tuesday, June 19
WAYWARD WIFE (A)
Gina Lollabrigida
- Wednesday, June 20
MILLION DOLLAR MERMAID (G)
Esther Williams Victor Mature
- Thursday, June 21
THE PRISONER (A)
Alex Guinness Jack Hawkins
- Friday, June 22
TARZAN THE APE MAN AND SERIAL (G)
- Sunday, June 24
COURT JESTER (G)
Danny Kaye Glynis Johns
- Monday, June 25
SOMEWHERE IN THE NIGHT (A)
John Hodiak Nancy Guild
- Tuesday, June 26
MOHAWK (G)
Scott Brady Rita Gam
- Wednesday, June 27
DIVIDED HEART (G)
Cornel Borchers Alex Knox
- Thursday, June 28
OUTLAW GIRL (A)
Silvana Mangano
- Friday, June 29
THE LAST MUSKATER AND SERIAL (G)
THE CHIMP



The cast in two of the scenes from the comedy "Time Out for Ginger" presented by the station Drama Club last month.

DIRECTORY OF STATION SPORTS AND RECREATION GROUPS

Station Recreation Council

Chairman: F/L Maclean (Rec Centre 511)
Member for Sports: F/O Genno (Voxair 216)
Member for Hobbies: F/O Hollingsworth (AOS 335)
Member for Entertainment: F/O Eaton
(Meetings: Third Thursday in month)

COMMITTEES

Station Hobbies Committee

Chairman: F/O Hollingsworth (AOS 335)
Members: FS McBurney (Woodworking), Sgt. Irving (Auto club), Cpl. Askett (Photo club), Sgt. Gray (Amateur Radio), LAC Ratcliffe (Model Trains), FS Stockdale (Wire Jewellery).
(Meetings: Second Thursday in month)

Station Sports Committee

Chairman: F/O Genno (Voxair 216)
Members: F/O Ray Griffiths (Rugger), F/O Archie Sillars (Soccer), WO2 George Learmonth (Archery), P/O Hall (Rifle Club), F/O Keenan (Track and Field), F/L Piercy (Badminton and Golf), Cpl. Woodhams (Volleyball), F/O Langen (Curling), F/O Williams (Basketball).
(Meetings: Second Thursday in month)

Station Entertainment Committee

Chairman: F/O Perry Eaton
Members: FS Boeriu (Theatre manager), Sgt. Johnson (Square Dancing), F/O McNeen (Station Dances), F/O Oliver (Drama Club), LAC Truelove (Bridge and Euchre Club), F/O Vensel (Judo), LAC Delasalle (Body building).

CLUBS AND GROUPS

Rugger

President: F/O Ray Griffiths (AOS 485)
Secretary: A/P/O Ritchie (AOS 485)

Soccer

President: F/O Archie Sillars (Radio school 517)
Secretary: LAC Staff (GCA Maint. 349)

Cricket

President: F/O Genno (Voxair 216)
Secretary: A/P/O Godwin (AOS 303)

Rifle Club

President: P/O Hall (NPF Accts. 311)
Secretary: (not known)

Badminton

President: F/L Piercy (AI School 224)
Secretary: LAC MacDonald (205)

Golf

President: F/L Piercy (AI School 224)
Vice-Pres.: F/L Sparks (AOS 584)

Curling

President: F/O Langen (AOS 303)
Secretary: (not known)

Volleyball

President: Cpl. Woodhams (358)
Secretary: (not known)

Archery

President: WO Learmonth (Station Workshops)
Sec.-Treas.: LAC Leckey
Publicity: Mr. M. Gillman (AOS)

Track and Field

President: F/O Keenan (AOS 377)

Basketball

President: F/O Williams (256)

Theatre

Manager: FS George Boeriu (S.E. 254)

Square Dancing

Organizer: Sgt. Johnson (Fire Hall 501)

Station Dances

Organizer: F/O McNeen (225)

Drama Group

F/O Don Oliver (AOS 256)
LAC Ramsay (Rec. Centre 511)

Bridge and Euchre

President: LAC Truelove (246)
Secretary: AW Ruth Brock
(Closed for Summer)

Judo

President: F/O Vensel (AOS 225)
Secretary: (not known)

Woodworking

Organizer: FS McBurney (404)

Auto Club

Sgt. Irving (425)

Photo Club

Cpl. Askett (422)

Amateur Radio

President: Sgt. Gray (352)
Secretary: Cpl. Allison

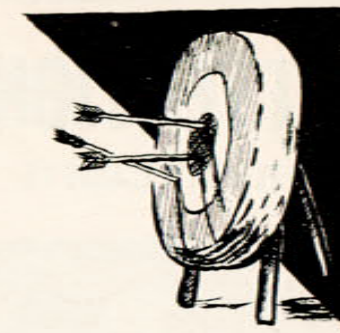
Model Trains

LAC Ratcliffe (Rec. Centre 511)

Wire Jewellery

FS Stockdale (Rec. Centre 511)

(All the sub-committees should meet during the first week of each month, and minutes of the meetings passed to the chairman of the appropriate committee by the end of the week.)



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INSIDE THE AUTO CLUB



Corporal Whillans and F/C Bradshaw discuss symptoms of trouble with Murray's jozzy station wagon.



A general view of the tools available. More are to be added in the near future.



Cpl. Gaudet hands over the required wrench to F/O Whillans.



A rear view of Cpl. Ken Toll at work on old "12 G 21."

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BITS and PIECES

By "BRIT"

According to the eminent Mr. Webster, air is defined as "the mixture of gases we breathe, a breeze, a tune, or a manner"; observer is defined as "one who observes, keeps watch, follows, notes systematically, or makes a remark"; school is "an institution for teaching, the buildings of that institution, a group of thinkers, writers, etc., who have principles or methods in common." Winnipeg's own pride and joy, the AOS, can then be defined as: an institution for teaching one who observes the atmosphere. Or perhaps it could be: a group who makes breezy remarks. Defining student body is easy. A student is one who studies, a learner. Body is the difference between lager and ale. So these people are learning the difference between lager and ale. Now if you put the student body into the Air Observer School, where all virtuous student bodies should be, we come out with a group of people who are learning the difference between lager and ale, while shooting the breeze. That sounds like the AOS students all right. We really shouldn't poke fun at the school, because it is a very nice place to work and we are all fortunate to be working here. I know. My section head told me. And the reason he knows is because his boss told him. His boss knows everything. Just ask him.

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SPORTS

BOWLING DANCE AND PRESENTATION



Above (top to bottom): W/C Gaffney presents the Thorndycraft Trophy to captain Jack Leach of the "Groupers."

LAC Russell of the Fire Hall, receives the High Triple Award.

The Ladies High Single trophy went to Mrs. C. Plyley.

The familiar character in the background helping the CA&O with the prizes is Cpl. McCurrie of the recreation section.

About 400 station personnel attended the May 12 bowling wind-up, when the CA&O, Wing Commander Fred Gaffney presented prizes and trophies to the station's top bowlers.

Mr. Alf Thorndycraft, prominent local businessman and donor of the "Thorndycraft Trophy" for the winning team, was prevented by pressure of business from attending in time for the presentation, but arrived shortly afterwards. He made a short speech congratulating the successful bowlers, and expressing his pleasure at the excellent participation in this activity. (See Cut)



Above: Some of the local artists who entertained during the evening.

Left: Some of the "Groupers." L. to r.: Gordie MacKay, Jack Leach, Tommy King, Florence Kilminik and Harry Hollis.

Right: The trophies.



SOCCER

F/O Archie Sillars has his team working out nightly since the opening of the league schedule on 28th May. During May the team played two exhibition games with Luxton Royals, losing both by low margins. It is said that A/P/O Hodgson will most likely turn out to be the best goalkeeper in the league, and we feel sure that when our team settles down it will be a tough outfit to stop.

SWIMMING

We are looking ahead a bit on this, but we would like those of you who are interested to keep the following in mind. When the new Recreation Centre opens it is planned to have a swimming team from this unit compete in all city and district swimming meets, in addition to taking on any other stations which happen to have swimming clubs.

We would like prospective members of the swimming club to leave their names at the Recreation Centre.

BASEBALL

By publication date the inter-section baseball league should be in action, featuring eight teams: from the Cpls' Club, AI Flight, Accounts, Maintenance, Instruments and Electrical, GIS and Armament Systems.

CURLERS HOLD END-OF- SEASON WIND-UP

The station curlers also held their wind-up during May, and prizes were presented by the C.O., G C Jacobsen.

In the top picture the C.O. congratulates F/O Bob Collins of 402 squadron, skip of the winning rink in Group 2.

Circled are some of the hungrier guests, with LAC Dyke at the tail end wondering if there will be enough to go 'round.



F/L Sullivan of AI school received the station curling trophy on behalf of F/L Bill Sparks, skip of the Group 1 winners, who was unable to be present.



Bottom: The skips, or representatives, of the winners in each of the ten groups. We couldn't identify all of them, but we see Cpl. Merriam at the extreme left with F/O Hollingsworth on his left. Dr. Glinz of 14 Tr. Gp. is fifth from the end, with F/O Langen, the Commanding Officer, F/O Collins and LAC Smith. F/L Sullivan is on the extreme right.

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AROUND THE UNITS

Had a letter this week from the former writer of this column, **F/O Mike Coleman** who left last month for Montreal. It appears that he worked for a while with 436 Sqn. whilst awaiting a transport course at RCAF Station Trenton. He has some very complimentary things to say about the young ladies of Montreal!

The people in **Station Workshops** were so busy last week that they had very little time to give us any news. Air Force Day preparations are giving most people on the station a lot of extra work but we feel that in the interests of better understanding between ourselves and the civilian population, it is well worth the effort.

AOS Orderly Room reports the wedding of **LAW Alice Birklund** to **Cpl. Al Taylor** in the Protestant Chapel on May 19. The ceremony was performed by the Reverend **Harold Cox**, and the parents of the bridegroom, **Mr. and Mrs. Taylor**, motored from **Rivers, Manitoba**, for the occasion. The wedding cavalcade proceeded from the chapel to a reception in the **Corporals' Club**.

Speaking of weddings, we heard from the **Recreation Section** that **AW1 Alice Astley** is leaving to be married on July 21 to another member of RCAF Station, **Winnipeg**, who must, for the present time, remain anonymous.

The section is also losing **LAC Al Radcliffe** who, after three years in the service, is departing to take a position as lifeguard at **New Westminster, B.C.**, for the summer months, and thence to a job as a prison physical recreational specialist.

We hear we are losing another of our airwomen this month, this time to the army. **AW1 Arlene Corbin** is to be married June 23 to **Cpl. T. E. Chrysler** (Royal Canadian Ordnance Corps) of **St. Therese de Blainville, P.Q.**, at **Kamloops, B.C.** Popular types, these Rec Specs!

The stork has been busy around the homes of a couple of the **Station Hospital** staff. **F/O Hill**, the pharmacist, and **LAC Gordon O'Hara** are both expecting to become fathers in August. We should be O.K. for cigars for a little while.

Flying Wing tells us that **F/O Fulford** of "B" Squadron, one of the many Englishmen in the RCAF, was married two weeks ago. Best of luck **Mr. and Mrs. Fulford**.

F/O Marty Plumstead, our new technical news editor, can relax now that his wife has presented him with a 9 lb. baby boy, **Kenneth Martin**. We wonder if he will grow as tall as his dad?

Newcomer to "B" Squadron is **F/O Bettles**, recently posted in from **Trenton**. Welcome to **Winnipeg**.

Called at the **Fire Section** the other day, and were their faces red! Almost as red as the fire truck that had managed to get itself bogged down near the **Cantilever hangar**. Looked as though it would be there forever.

Cpl. Frank Gagnon of **Station Orderly Room** who recently had an addition to his family is expecting a posting to **Penhold**. Seems everything happens at once, **Frank**.

LAW Ruth Thibault has been released from "this happy life" and is now **Mrs. Thibault** of "Civvy Street".

F/O Frank Bailey, at present adjutant at **Maintenance Wing**, will be transferred to 2 AOS strength by the time this goes to press. He will be working with the **Flight Cadets** as drill officer, and will be replaced at **Maintenance** by **F/O J. S. Scott** from **Lincoln Park**.

The **Drill Section** is losing **Cpl. Dick Feres** who is being posted out for the summer months to **Camp Borden**, to help in the training of an **Air Cadet Drill Squad** for a big show this year.

Welcome once again to the **University Cadets** who are here for the summer months, and to the **Flight Cadets** of the fairer sex who make a pleasant change around the **Flight Cadets' Mess**.

Over in **Radio Flight** we found everyone looking very tired and harassed—partly because of the suddenly increased radio training schedule and partly because of temporarily being ousted from their home in **No. 4 hangar** whilst the east side tarmacs are repaired.

Jim Watson and "Kelly" **Callin** are both on the last lap, **Kelly** leaves in about a week for sunny **Vancouver**.

Four of the servicing staff formed themselves into a curling team and entered a local league. The end of the season found them winners of a trophy (see picture page 24).

Writing a section news column is not an easy task, and very hard on the feet! Why not help us by sending, or phoning in, any news items from your section?

SPORTS

(Continued from page 27)

SOFTBALL

May 20 saw the airwomen at **Kirkfield Park** for a game against the local ladies team. Our girls took the game by a score of 10-7.

May 27 the airwomen played host to the same team and once again came out on top by 21-16.

The inter-section softball league should be underway pretty soon with eighteen teams participating. This year we have good news—all RCAF inter-section play-offs will be held at RCAF Station, **Rockcliffe** in September. All team captains should bear it in mind that their team could be representing **Station Winnipeg** on this occasion.

GOLF

The season opened on May 17 when approximately 125 station personnel participated in the first tournament of the year. Most of the 125 ended the day feeling a little stiffer than they did when they started but through the courtesy of "Old Sol" they also managed to acquire the beginnings of a reasonable suntan.

The results were: Best Score of the Year: **F/L Mike Piercy 79**, **F/O Read 83**, **F/O Turnbull 83**.

The handicap winners were **Sgt. Cunningham 62**, **LAC Rushton 63**, **F/L Verhelst 65**, **F/L Chambers 66**, **F/O Auld 66**, **Sgt. Horner 66**, **F/O Creighton 67**, **WO1 Graham 67**.

We take off our hats to the year's most honest golfer—**Capt. Stroud** of the **Dental Corps** went around in 144!

The large turnout was very gratifying and if the station personnel support this activity for the rest of the season in the same manner the club should have a very successful year.

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CURLING

AIR FORCE TEAM
TRIUMPH IN LOCAL
LEAGUE

Each year for the past five years a privately organized team from the station has competed in the "Military Veterans and Pellsiers League" in the city, and on three occasions have brought home a trophy.

This year the team pictured captured the "Low Trophy" and are very proud of their contribution to maintaining the record.

Front row: **Cpl. Hodgins (skip)** and **Cpl. Hudson (3rd)**.

Rear row: **Cpl. Paggett (2nd)** and **LAC Atkinson (lead)**.



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TECHNICAL NEWS

Edited by F/O MARTY PLUMSTEAD

CAA OKAYS FAIRCHILD MIDGET JET ENGINE

DEER PARK, Long Island, N.Y. —Officials of the Fairchild Engine Division, here, announced recently that the Civil Aeronautics Administration (CAA) has granted its midget jet engine, the 1000-thrust producing J44, an Approved Type Certificate (ATC) the first to be awarded a jet engine in this power and weight class.

Approval of the J44 now makes a jet engine available for use in the many thrust augmentation applications now under consideration.

Jet engines previously approved by CAA have been in the large turbojet engine categories.

The J44 was first designed by Fairchild in 1947 for use in a US Navy guided missile. Since that time, its field of usefulness has expanded to power duty in pilotless planes, vertically rising and landing aircraft (VTOL) and as thrust augmentation for military transports. Being the pioneer engine in this power class, it is called the "Daddy" of a developing, midget engine family.

Fairchild has been producing the J44 in quantity since 1950. US Navy contracts cover procurement in missile use as well as for power in the Ryan Firebee Target drones operated by the major branches of military services.

NEW NAME FOR PIASECKI

Vertol Aircraft Corporation has been adopted by shareholders as the new name for Piasecki Helicopter Corporation, it was announced this month.

The 5000 employees of the Company currently are producing H-21B and H-21C Workhorse helicopters for the US Army, Air Force and Royal Canadian Air Force. Their HUP and H-25A tandem rotored utility helicopters are in service with the US Navy, US Army, the French Navy and Royal Canadian Navy. The Company is also builder of the 40-passenger experimental YH-16 and YH-16A, the world's largest transport-type helicopters.

The new name for Piasecki Helicopter Company of Canada, Ltd., the firm's wholly owned subsidiary in Arnprior, Ontario, becomes Vertol Aircraft Company (Canada) Ltd.

CIVIL VERSION OF BRITISH OLYMPUS

BRISTOL Aero-Engines Ltd. announce that approval has been given by the British Government for Bristol to negotiate the sale of civil versions of the Olympus turbo-jet engine with aircraft manufacturers and airline operators.

A team of Bristol engineers recently visited the Boeing Airplane

Company at Seattle to discuss details of the installation of the Olympus in both the domestic and intercontinental versions of the Boeing airliner. There has also been an interchange of technical teams between Bristol and several of the airlines interested in the Boeing 707.

The military version of the Olympus in production is rated at 12,000 lb. thrust. Avro Vulcan bombers are powered by the Olympus and it was the engine fitted to the English Electric Canberra which in 1955 obtained the world's height record. It can be stated that the Olympus delivers more power at greater altitude than any other jet engine. It has a better economy at cruising altitude than any other large turbo-jet—including those of the by-pass type.

Characteristics Required of a Jet Engine For Commercial Operation

The large jet airliner (like the large bomber) requires great power for take-off and for cruising at high altitude, low installed weight and the most economical possible cruising fuel consumption. It is its possession of these combined qualities, together with flexibility in operation and handling, and the great development potential seen in its design, that makes the Olympus a highly attractive engine for civil operation.

Low specific fuel consumption (and therefore great range) is of as

vital importance to the commercial airliner as it is to the bomber. The Olympus has the lowest specific fuel consumption at cruising altitude of any jet engine yet built, irrespective of type.

It is commonly thought that the by-pass engine has an advantage over the pure jet in fuel consumption. This is not so. Size for size (i.e. in diameter and air mass flow) the plain jet will have the same, or a better, fuel consumption than the by-pass engine and cruising thrusts of the plain jet will always be greater than those of the by-pass.

It is also sometimes claimed that the by-pass type is quieter than the pure jet, but the facts are that engines giving the same thrust will make the same amount of noise whether they are plain jets or by-pass units.

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BOEING JET STRATOLINER

(Continued from page 5)

SEATING

The present interior of the mockup has 98 passenger seats. These are five-abreast, with two seats on the right of the aisle and three on the left. There are also ten seats divided between a small lounge forward and a small lounge aft. The bulkheads, which are fitted into the seat tracks on the floor, and the lounge seats themselves can be removed in a matter of minutes and replaced with standard seats to accommodate ten more passengers—a total of 108. With six-abreast seating, a tourist version of this interior would seat 125. In the larger Intercontinental version of the Boeing 707, the total maximum seating will be 146. Seat spacing in the mockup is 40 inches.



Service in a jet airliner of the future. Passengers are served from two galleys, one forward and one aft in the cabin. These demonstrate two types of galley service, the transcontinental preset tray and casserole type, and the transoceanic type with precooked and refrigerated food that is reheated on the airplane. Supports for the trays slip into slots in the top of the arm rests. Rigid, smoke-tint plastic shade is shown pulled up in window at left. An opaque plastic shade is also fitted to each window and can be slid down from top to bottom.

In the five-abreast first-class configuration, the seats are as wide as in today's four-abreast first class configuration. With individual foot rest and individual meal tray, each passenger seat is provided with the accepted standard of full first-class accommodations.

The seats are upholstered in alternating groups of blue-and-natural and brick-and-natural to introduce variety into the interior and to minimize the apparent length of the cabin.

The seats themselves were designed specifically for the mockup. They are cantilevered, with legs under only the second seat from the wall on each side, thus providing the greatest possible unobstructed leg room.

The headrests are designed to accommodate all passengers, whether tall or short. The centre arm rests of all seats fold easily up and back to provide use of the full seat width. Pressing a button in the arm rest results in the seat back reclining and the seat moving forward simultaneously.



Passengers are welcomed aboard the mockup.

LIGHTING

There are three separate lighting arrangements in the aeroplane. One is a series of fluorescent tubes providing indirect light from coves running the full length of the aeroplane below the hat rack.

Another is designed to provide light on the aisle through slots along the centre of the ceiling, when other lights in the aircraft have been extinguished.

The other lighting arrangement is the dome lights. These fixtures have been designed for both efficiency and beauty. The dome lights can be reduced in intensity as it grows dark outside. Low voltage in white lightbulbs provide a sunset-red glow. Then as night deepens blue light simulates night sky, and brilliant stars are reproduced in the dome fixtures, giving the feeling of looking directly out into the night sky above the aircraft. This blue illumination can be left on continuously as

minimum illumination for night flights.

Reading lights for each passenger are in the passenger service unit above each row of seats.

In keeping with the best safety practices, special lights which automatically go on are installed over all doors and exit hatches.



In designing the four lavatories in the Boeing 707-120 Stratoliner mockup an effort was made to duplicate the effect of a small powder room in a private home. They are decorated in three different color schemes.

GALLEYS

There is a galley forward and a galley aft in the Boeing 707-120 Stratoliner mockup. The forward galley demonstrates the type of equipment required for "trans-continental" service with pre-set trays and casseroles. The aft galley is equipped to heat pre-cooked and refrigerated meals such as are served on over-ocean flights.

Each galley is provided with its own service door for loading and unloading independent of all other ground servicing activities.

Color scheme in the galleys includes shrimp, citron, sky blue and gray. Trim is stainless steel.

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PERSONALITY

(Continued from page 7)



At a small informal party in the Bamboo Room of the Officers Mess Father Gorieu was presented with a desk set as a farewell gift. Father Gorieu expressed his deep appreciation for the co-operation he had received from all ranks during his tenure as R.C. Chaplain.

riage amongst his personnel and spent a great amount of time answering questions on Christian doctrine. To these works however he added an unusual one, that of the use of the pen. His contributions to Air Force publications were numerous and pointed. In addition he found time to pound out articles which were much appreciated by readers of a youth page in a local periodical. He was greatly in demand for conferences to local benevolent and civic societies, adding in this way to the prestige of the Air Force.

As the departing chaplain had very little to say about himself it may be useful to record at this time that his home town is Prince Albert, Saskatchewan. He studied at Oblate institutions in Edmonton, St. Boniface and Lebret, Saskatchewan, and holds a B.A. from Ottawa University. Before his appointment as chaplain he was an esteemed member of the staff of a French-language weekly newspaper and an original founding member of several youth movements.

Winnipeg's loss is No. 4 Fighter Wing's gain. Au revoir, Paul.



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AUTOMOBILES

(Continued from page 17)

into its building. The paintwork is near perfect. The car is first assembled, then disassembled and painted before finally being put together. The paint is a fine compliment to the first rate chrome work. Here is a department in which Rolls-Royce need to look to their laurels. The mesh grille, bumpers, side, and rear chrome plating is of a standard that hasn't been seen anywhere (not even in comparable cars) since before the war. Also the workmanship on all these detail parts throughout the car is outstanding, and it is worth noting that Ford have created in chromium work what Rolls and other high class firms attempt in woods and other materials. The results are very tasteful.

The trunk opens to reveal a very large hole which is beautifully finished and covered in fine carpet, and, funnily enough, not too obstructed by that 'continental' spare. The 8.00 x 15 tubeless tires have stainless steel snap on 'turbo' discs, in which each fin has been individually bolted on. Each wheel component is separately balanced and then the whole assembly.

One glance at the underside shows that the frame is extremely strong

and the head room problem in this low car has been solved by building the frame 'around' the passengers so that the seating area may be let down into the frame. This frame is claimed to be more than 50% more rigid than any other make in America. A roll stabilizer bar has been added. The exhausts have been ingeniously routed in the frame through to the rear bumper. Incidentally, we noted that Lincoln have not adopted Ford's one shot lubrication. We would have thought that this was a must on a car of this quality? For added security the frame extends right from bumper to bumper, with an added cross piece for side impact.

Alloy valve covers distinguish this engine from the run of the mill Lincoln on its exterior, and no doubt finer assembly tolerances, better running-in, and additional quality control greatly raise 'quality' of this engine. This is really the one item which is virtually stock on the car, and is probably well below Rolls standard. But the engine fills the bill, gives no trouble, and parts are easily available, so why criticize it? When you consider the cost of American labour, and then look at the finish of this car it makes you wonder how the Continental is sold so cheaply. We were slightly disappointed though not to see fuel injection tried here, but no doubt there is a sound reason.

The engine room has two trouble lights fitted as standard, an elaborate and complete fuse box (why no circuit breakers?), and little else to make it of interest—no derogatory comment implied!

Lastly, a run around the inside completes the picture. The leather (fitted if desired) is Scotch and is a prime example of first class workmanship. It appears that every item has been carefully thought out, and even many of them (radio, heater, cigar lighter, ashtrays) are standard on all our cars, extra care has been taken to see that they are the finest available. A most commendable attitude. The glove compartment is a further neat touch; a release button lowers a large walled drawer from the bottom of the dash, and it is, of course, leather lined. Each side of the rear compartment contains an attractive lighter and an ash tray to eliminate the dropping of ashes on the thick pile carpets. The rear passengers also control the rear quarter windows, and the common clothes peg is also there. Comfort in the back is good, but headroom is a little low for the wearing of hats.

The Continental Mark II marks the initial upsurge of individualistic thinking on the part of our car manufacturers, and the creators deserve the just rewards they are reaping. If it

came to the point that we had \$12,000 to spare it would be a hard toss up between this attractive car or a Rolls Silver Cloud. Which shows that we can produce good quality cars here if we wish. Let's hope the public in general will make the manufacturer realize that roadability, quality, and character are more important than a w twist of tin plate, super cushion seats, and wrap-around windshields.

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JAGUAR SALES

Jaguar sales are up 80% over 1955 in the United States and Canada. Output is being doubled. Demand for the new 2.4 model has been so great that allocation to these markets has been more than doubled. Jaguar have also developed a V-8 engine producing 450 b.h.p.! This is evidently an engine having quadruple overhead camshafts and comprised of two XK140 blocks, welded together, with the two rear cylinders taken off. What a car this would power; though it appears more likely to be fitted to a tank than anything we will see on the roads.

See... **PHILIPS** TELEVISION FOR '56

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