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THE AIRFORCE NEWSMAGAZINE

*Welcome to R.C.A.F. STATION WINNIPEG
AIR FORCE DAY, 1954*



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JUNE 4, 1954

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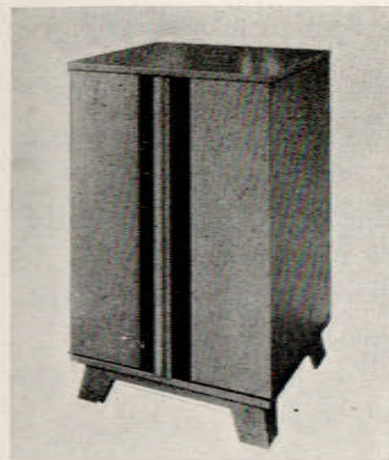
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Editor: F/O HARRY O'HARA

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*Message from the
Minister of National Defence*

More than two dozen R.C.A.F. Stations across Canada are holding 'Open House' on Air Force Day to enable the public to have a first-hand look at a small portion of what their Air Force is doing.

On behalf of the Department of National Defence and the R.C.A.F. I would like to extend a warm welcome to all Canadians who are visiting stations holding 'Open House.'

I am sure that all who do so will come away with an increased pride in the smartness of their Air Force.

Brooke Claxton
Minister of National Defence.

To Our Visitors

The response by the citizens of Winnipeg and surrounding districts to Station Winnipeg's 'Open House' in 1953 was most gratifying.

This year again our programme offers the opportunity to become acquainted with your Air Force, both airborne and on the ground.

On behalf of all ranks I extend to you all a cordial welcome to what we hope will prove to be an enlightening and entertaining afternoon.

R. B. Inghalls

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



**AIR FORCE DAY
PROGRAM**

**RCAF STATION
WINNIPEG**

JUNE 12th, 1954

- 1.00—Civil Defence Demonstration.
- 2.00—N.A.T.O. Ceremonial Parade reviewed by His Honour Lt. Governor J. S. McDiarmid.
- 2.30—Flying Display
 - Rocket and Bombing Demonstration — 402 City of Winnipeg (Mustangs).
 - JATO Demonstration — 111 C & R (Dakota).
 - Chipmunk Aerobatics — Winnipeg Flying Club (Chipmunk).
 - Supply Drop — CJATC(C-119).
 - Comparative Speed Fly Pasts
 - AI Flight — Mitchells 402 Squadron — Mustangs
 - MacDonald Weapons School—T-33s.
 - Short Field Landing—CJATC(C-119).
 - Formation and Aerobatics—MacDonald Weapons School—T-33s.
 - Para-Rescue Demonstration—Station Winnipeg Team—111 C & R (Dakota).
 - Mass Formation Fly-Past No. 2 A.N.S. Winnipeg (Expeditors).
- 3.45—Concert by R.C.H.A. Band. Other Bands participating, Royal Canadian Air Cadets Band from Geraldton, Ontario. Station Winnipeg Band.
- 4.30—Rugger Game—Manitoba All Star Select vs. British Empire NATO Select.
- 5.00—Baseball Game—R.C.A. Station Winnipeg vs. St. James Legion. (Listen to your commentator for location of all events).



1



2



3

1. W/C F. Y. CRAIG, DFC, CD,
Officer Commanding No. 2 ANS.

2. S/L J. HUDSON,
DFC and Bar, CD
Operations and Flying Display.

3. W/C F. GAFFNEY
Administration and Public
Services.

4. S/L W. J. LEWIS, DFC, CD 4
Officer Commanding Flying Wing
No. 2 ANS.



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5



6



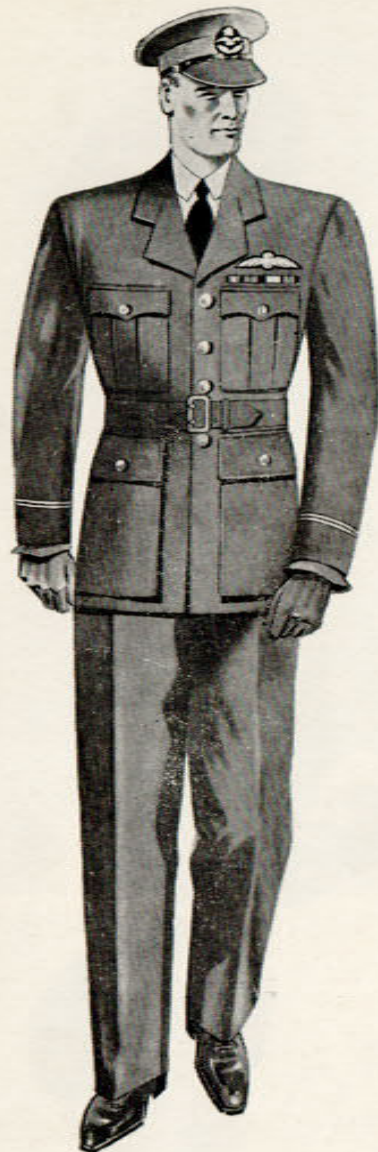
7

5. W/C A. V. BRANSCOMBE,
CD
Chief Organizer, Air Force
Day, 1954.

6. S/L R. E. RATCLIFFE,
DFC, CD
Wing Parade Coordinator.

7. S/L H. T. BARTLEY, CD
Officer Commanding,
402 Squadron.

8. S/L A. W. APPLEBY,
DFC, BEM, CD
Co-ordinator, Air Force
Day, 1954.



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BUSINESS—

TRENDS AND COMMENTS

by F/L J. A. GAUTHIER

MR. ROBERT SAUNDERS of the Ontario Hydro has just returned from a trip to Europe and states that Ontario will be developing electricity from uranium within three years. He was quite impressed with the generating station established in the United Kingdom and says that England leads the world in using uranium in industrial economy.

One need only consider the following figures of power potential to grasp what the future holds in store for Canada:

1 pound of uranium equals
1,300 tons of coal, or
2,500,000 k.w.h. of electricity, or
360,000 gallons of gasoline.

* * *

Two new inventions are on the market which will be of interest to Manitobans. The first is a chemical which is claimed to prevent fogging on windows as a result of rain, snow or frost. It is put out by a Dutch firm, and on panes treated with the preparation drips run straight down without leaving a trace of the enaticlines that usually obstruct vision. (Isn't that a dandy word?)

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PORTAGE AT HARGRAVE

The second invention is an adjustable shock absorber for cars. It can be set for "ideal," "average" or "bad." There could be one more setting in the writers opinion—the one called "St. James."

* * *

Two helicopters will be based on a new chart-making ship of 3,700 tons that the Canadian Government has called tenders for.

This ultra-modern hydrographic ship will have many duties when she is finished in 1956. Some of them will be: Find harbours close to potential mineral areas in the far north—provide more reliable charts of the islands of the north—to prepare sailing instructions for ships entering northern waters, in regards to tides and navigational conditions. This last - mentioned duty will lower marine insurance costs for ships in the area.

Do not be surprised if a railway is built north to Ungava Bay from the iron mines of North-West Quebec about 1960, when the harbours of that coast are sounded out by our ships-to-be. It will have all the latest radar equipment and carry six launches for echo-sounding work.

* * *

Coals to Newcastle Dept.: A Canadian wine firm will soon start exporting to France and England.

* * *

TOURISTS are coming to Manitoba in droves. Number of foreign vehicles entering Manitoba during the first four months of 1954 sharply increased over the same period last year, according to a report just released by the Canadian Bureau of Statistics. In contrast, there was little change in the figures for the whole of Canada.

Manitoba's percentage increase over last year was far above that of any other province. Some 7,023 foreign vehicles entered Manitoba from Jan. 1 to April 30, 1954—an increase of 73.9 percent over the comparable 1953 figure of 4,039.



Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

India and the West

स्वतंत्र ज्येते



Bombay's 'Gateway to India.'

(The points of disagreement between India and the West on foreign policy are numerous and the issues so complex that our intention here is merely to set forth comments and points of view from both Western and Indian observers to provide the reader with an appreciation of the reasoning behind the attitudes and policies of both sides. Ed.)

SUMMARY OF SUSPICIONS

In a recent article on Foreign Affairs an Indian of prominence tells us that India's suspicions of the United States' foreign policy may be summarized under three headings.

- (1) The attitude towards Communist expansion.
- (2) The colonialism of European nations.
- (3) China.

With regard to Communism, it is pointed out that India has resisted the infiltration of Communism with great vigor and some success. The difference of the view with the West arises, "because India is not satisfied that there is... an external menace. Both China and the Soviet Union are India's neighbors, and yet India has not, in spite of very considerable U.S. effort to persuade her, seen any menace to her existence by the presence on her frontiers of these

two (Russia and China) giant Communist States. We may be stupid or completely blind, but where we do not see the menace, we cannot pretend to do so, merely because we are so advised by no doubt wiser people."

(At this point the Westerner is inclined to comment wryly that somehow this writer must have missed the news of the quiet but thorough occupation of Tibet.)

India, the writer says, remembers that the United Kingdom and the United States were friends and allies of Russia during the war. Why the change?

To a Westerner such reasoning is wholly incredible. The long record of Communist aggression since the end of the war in 1945 resulting in the enslavement of millions; the refusal of Russia to co-operate in the efforts of the West, in the United Nations and elsewhere, to assure world peace is known to everyone.

EASTERN AFFAIRS

The writer continues: "It is often asked why India and other Asian countries are so loud in their protests against European colonialism, while they are silent about the colonialism of the Soviets. The answer is clear. The Soviets have never claimed that they represent the free world and have never asked India or any other country to join forces with them. Their ideology is different, and so long as they do not force their views on us, we do not force our views on them. "But the case of the free world is different.



At Delhi, India celebrated her first anniversary with colourful pageantry.

It is claimed that by refusing to line up with the free world we are doing something morally reprehensible and politically bad. It therefore becomes important for us to know what the free world represents. Such a question does not arise with regard to the Soviet Union, as we know what Communism means and have been fighting it even while others were fraternizing with Moscow."

On China, it is pointed out that India believes that the Communist Government should be recognized because it has established undisputed authority over the entire mainland.

CO-OPERATION WITH DEMOCRACIES

In conclusion, the writer says: "India's affiliations, sympathies and general contacts are all with the democratic states. Her relations with Great Britain and some of the Commonwealth countries are intimate. With the United States, in spite of the differences of policy, relations are cordial, and there is friendly co-operation between the two governments over a wide range of matters. With the Soviet Union and with China, India's relations stand on a different footing. They are no doubt friendly, but neither in the economic nor in the political field is there anything approaching active co-operation.

"In the wider sense, India, there-

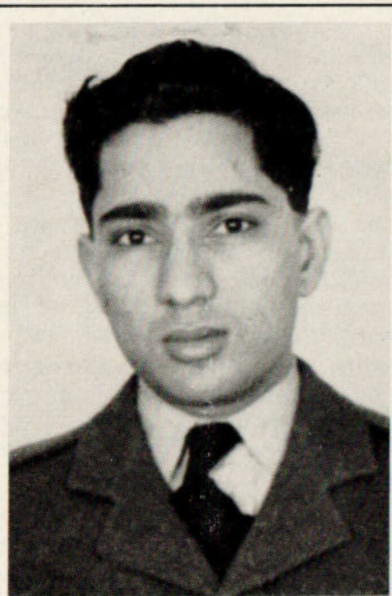
fore, lives with and in the democratic world. But in what is known as the cold war she does not stand in with the United States and its friends for the simple reason that she does not, as we have seen, accept as valid the postulates on which their policy is based. Her predominant interest is peace, as no doubt it is of the United States; but India is firmly convinced that peace would not be served by the policies which have culminated in the cold war. She may be wrong, but she is not prepared to surrender her independent judgment on so important a matter for any price.

"India is as definite as the United States in her view that Communism is a danger, but she feels that the danger will become serious only if the free nations in Asia are unable to organize their economic and political life on a sound and stable basis.

"The competition between democracy and Communism has to be fought and settled in the internal structure of each state. If India and the nations of South Asia can improve their standards of living, modernize their societies, utilize their resources to the best advantage, bring education and health to the people, then they will be able to defeat Communism. This is the struggle in which India is engaged and in which she is determined not to fail.

"The U. S. Government, while regretting the differences of policy which separate us, has realized the importance of this struggle and has helped us generously in many important ways. India welcomes that help and hopes that the areas of constructive co-operation between the two countries will be widened.

"When the political controversies, which are inevitable between two independent countries, are put in their proper perspective, it will thus be seen that the United States and India are co-operating actively in many fields of vital importance. To enable that co-operation to become more fruitful and comprehensive each must understand the point of view of the other and tolerate honest differences of opinion, even if they are inconvenient for the time."



A/P/O V. J. Singh of India, now serving with the RAF and at present stationed at No. 2 ANS, has assisted in the preparation of this material by providing his personal thoughts and comments upon various aspects of the current situation in his own vast homeland. He suggests, as does the preceding article, that the attitude and position of India is not entirely understood and often misrepresented by people of other nations who all too often see India in relation to their own aims.

A/P/O Singh comments: "India is attempting and is anxious to develop a more settled state with 40,000,000 Moslems living contentedly alongside their countrymen of the Hindu faith. To have time to achieve this, India wants complete freedom from international commitments. Observers would do well to make an attempt to understand the frontier position of India. An unfortified 2,000 mile frontier along the Himalayas connects our country with Tibet and China. Although our army is large and modern, our Air Force, particularly our first-line fighters, are not to be compared to the air might of Red China which has rendered the traditional geographic protection of our mountains no longer existent. This is only one reason why we seek to ensure the maintenance of friendly terms with our neighbors and are at times accused of practicing appeasement.

"Our reaction to Pakistan accepting American aid can be explained along similar lines. When the first U. S. weapon arrived in Pakistan that nation was committed actively to the side of the Western powers. This fact in itself should not cause concern, however the obvious ramifications should a third world war break out are deeply disturbing and would almost certainly include major action south of the Himalayas.

"Finally, rest assured that India is not communist any more than any Western country. The main bulk of the Indian people are bitterly opposed to communism and it is only among specific minorities that communism has ever flourished to any extent."

(Continued on page 25)

Today in SPORT

By CPL. HOWARD O'BYRNE



WE HAVE received a few requests from former Station personnel that we include a few of the sporting activities from around the City of Winnipeg. We are pleased to hear from these people and any comments or suggestions are appreciated. Baseball and rugby are the main topics of the day, so we will start with them.

BASEBALL

Professional baseball has appeared again in Winnipeg after an absence of over ten years. The circuit consists of the Grand Forks Chiefs, the Duluth Dukes, Eau Claire Braves, Fargo-Moorhead Twins, St. Cloud Rox, Superior Blues, Aberdeen Pheasants and the Winnipeg Goldeyes.

The home games are played in Winnipeg's new sports arena, which was completed early in May, and located on the south end of the football field.

1954 WINNIPEG GOLDEYES HOME GAMES

ABERDEEN—	EAU CLAIRE—
May 4, 5, 6	May 22, 22, 24
June 9, 10, 11	June 28, 29, 30
Aug. 28, 28	Aug. 3, 4, 5, 6
Aug. 30, 31	
GRAND FORKS—	DULUTH—
May 7, 8, 9	May 25, 26, 27
July 14, 15, 16	July 17, 17, 19
Sept. 4, 4, 6, 6	Aug. 19, 20, 21, 21
FARGO-MOORHEAD	SUPERIOR—
May 10, 11, 12	May 28, 29, 29
June 12, 12, 14, 15	July 20, 21, 22, 23
Sept. 1, 2, 3	Aug. 16, 17, 18
ST. CLOUD—	ALL STAR GAME—
May 19, 20, 21	July 12 of 13
July 1, 1, 2, 3	
July 31, Aug. 2, 2	FOT POSTPONED ...
	GAMES see your...
	daily newspaper

RUGBY

Although the air is full of baseball these days, the odd item seeps through from the Blue Bomber camp.

Since Grey Cup day last November, there have been a few changes made in all ranks. The president is now Mr. Meissener and the new

coach is Al Sherman from New York way. A number of last year's team have inked a 1954 contract. Also a few new faces are seen with the team.

The first practice was held on May 17 and 82 grid hopefuls turned out.

STATION BOWLING

The Station bowling league had its final playoffs on 13th May with four teams competing — Telecom (Shmoos), Accounts, MIR, and Orderly Room, with Telecom winning out.

The following night the windup was held and prizes were presented by W/C Gaffney. After a few well chosen words W/C Gaffney introduced Mr. A. H. Thorndycraft who presented the Thorndycraft trophy, the oldest bowling trophy in the RCAF, emblematic of Station supremacy, to Sgt. I. Lintz, captain of the Telecom team.

Individual prizes were presented to LAC Christensen with the high single and high cross. W/O Loach won the prize for high average. Miss S. Borys won the prize for ladies' high singles.

Each member of the winning team won a trophy; the mem-



'The Winning Team' Mixed Married Bowling League. (See also page 20.)

bers were Sgt. I. Lintz (captain), W/O S. Caldwell, Cpl. L. Priestly, Cpl. A. Dyke, Sgt. F. Gosling, LAC J. Langlois and Cpl. R. Young.

All members of the Station bowling league are to be congratulated for the splendid enthusiasm displayed this season, and which we hope to see when next fall rolls around.

We hope they get the schedule going very soon as the summers are very short here.

STATION BASEBALL

The Station baseball team is taking shape now with a practice every evening except Saturday and Sunday. F/O MacAlpine has not been able to decide who he is going to keep on his team. However, he left with loads of hopefuls for a friendly game at RCAF Station Gimli last week. We understand he returned late at night and in the back gate. We wish the boys best of luck once their schedule starts early this month.

The following is the Winnipeg baseball schedule:

WINNIPEG BASEBALL SCHEDULE

Date	Day	Home To	Away At
31 May	Mon.		MacDonald
2 June	Wed.	Portage	
8 June	Tues.		Gimli
9 June	Wed.	MacDonald	
14 June	Mon.		Portage
16 June	Wed.	Gimli	
21 June	Mon.		Portage
23 June	Wed.	MacDonald	
29 June	Tues.		Gimli
1 July	Thurs.		MacDonald
7 July	Wed.	Portage	
8 July	Thurs.	Gimli	
12 July	Mon.		Portage
14 July	Wed.	MacDonald	
20 July	Tues.		Gimli
22 July	Thurs.		MacDonald
28 July	Wed.	Gimli	
29 July	Thurs.	Portage	
2 Aug.	Mon.		Portage
4 Aug.	Wed.	MacDonald	
10 Aug.	Tues.		Gimli
12 Aug.	Thurs.		MacDonald
18 Aug.	Wed.	Portage	
19 Aug.	Thurs.	Gimli	

STATION SOFTBALL

We learn that an Intersection league is forming on the Station. So far three sections have thrown their hats into the ring and more teams are preparing to do the same very soon. The three teams entered so far are 111 C. & R. Flight, Station Orderly Room and the Telecom section.

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Personality

G/C E. M. MITCHELL,
DFC, CD.

Group Captain E. M. Mitchell, DFC, CD, Senior Air Staff Officer of 14 Training Group Headquarters, Winnipeg, was posted to his present position early in 1951. G/C Mitchell was born in Halifax, N.S., attended school in Wolfville, N.S., and completed his studies at Acadia University and the Nova Scotia Technical College, graduating with a B.Sc. in Electrical Engineering.

Soon after leaving university Group Captain Mitchell entered the RCAF as a Pilot Officer and was posted to Camp Borden for flying training. Graduating there as a pilot he has since been closely connected with Flying Training in the RCAF up to the present. From 1936 to 1940 he served at Rockcliffe, Camp Borden, and Trenton. In 1941 he held the position of Chief Flying

Instructor at 9 SFTS Summerside and from there was transferred to 2 Training Command at Winnipeg on the Air Staff Branch. Following this he was Commanding Officer of 11 Service Flying Training School at Yorkton, Sask. From 1943 to 1946 he served Overseas at various Bomber Groups and later was appointed to the Staff at Overseas Headquarters in London. He returned to Canada in 1947 and was appointed Commanding Officer at RCAF Station Edmonton.

After attending the RCAF Staff College Course, he was transferred to Airforce Headquarters at Ottawa as Director of Air Training. Graduating from National Defence College at Kingston, Ontario, G/C Mitchell was transferred to his present position as (SASO) Senior Air Staff Officer at 14 Training Group Headquarters.

Our most reticent personality to date regarding his career, G/C Mitchell does recall with pleasure meeting members of the Royal Family while stationed overseas when the late King and Queen visited 6 Bomber Group at Middleton St. George in 1944. He was decorated by the King in 1945 at Buckingham Palace.

Group Capt. Mitchell is married to an Ottawa girl who received her own personal grounding in the required travel of service life by serving as a Nursing Sister. The Mitchells have a family of two boys and three girls.

Chaplain's Page

Freedom and Trade

F/L PARKHOUSE

ABOVE the main entrance to one of our Ontario colleges there is this superscription, "Ye shall know the truth, and the truth shall make you free." This is a most fitting motto for a place of higher learning since knowledge and freedom and truth are supposed to go hand in hand. Further, this statement is appropriate to our day in which there is

to have freedom and life. Now this Man was either a fool or the embodiment of truth. It was also said of this Man, "In His service is perfect freedom."

It begins to appear that we are heading for a clash of concepts in our consideration of Freedom and Truth, for our age is not one which speaks of freedom and service in



F/L S. M. Parkhouse has been transferred to Zwi-brucken in Germany, where he expects to serve for the next two years. He will be flying over on June 22nd, and will be followed by Mrs. Parkhouse later in the year.

F/L S. M. Parkhouse joined the Air Force in Jan., 1942, and graduated as a Navigator. He was transferred overseas to North Africa in March, 1943, and was in on the invasion of Sicily and Italy. After completing his tour of operations he was sent to England in the fall of 1943, where he instructed at an operational training unit for 13 months. Returning to Canada in February, 1946, he received his discharge in May the same year. He attended the University of Toronto for six years, studying Arts and Theology, graduating in 1951. His first church was Levack United Church, Levack, Ont.

F/L Parkhouse re-enlisted in May, 1953, and, after attending a short course at London, Ontario, was transferred to RCAF Station Winnipeg as the Station Protestant Chaplain. At present F/L Parkhouse is spending embarkation leave in the East. He was ordained May, 1951, in Toronto.

so much talk about the legislation or freedom. The Americans have their Constitution and we have British Common Law, and these are supposed to guarantee our freedom.

In spite of the foregoing, one cannot help wondering if we may have missed the mark in our attempts to find freedom, because we may have missed the truth. The Man who first spoke our motto also stated that men must serve other men and do God's pleasure in order

the same breath, nor is it one that is completely concerned with God's pleasure, rather are we concerned with our own joys.

This Man who stated that freedom and truth are found in service to God and men perished miserably on a criminal cross. He was despised and rejected of men; a man of sorrows and acquainted with grief, but today there are many millions who call Him Lord. Today a man who is universally acclaimed as the greatest living

authority on Bach, who is philosopher, theologian and medical doctor, such a man labours in the jungle of Africa for black men because of this Man, Jesus Christ. Albert Schweitzer has given his life in the service of God and his fellow-men because he has found that the truth of life and freedom is that man must serve.

It has been said that when men are engaged in talk about a thing rather than busy about keeping it and strengthening it that that thing slips through their fingers. It may be that whatever truth there is in this statement will be borne out in the present age with regard to freedom. We are busy talking about freedom, about who should enjoy it and why, but we are not "doing" anything about it. We are doing much about our leisure time—we have the automobile for pleasure and radio and TV (of a kind) and entertainment ad infinitum. But we have more patients in our mental hospitals than in all other hospitals combined. When we come back to this Man, we find that His "off-hours" were spent in quietness and solitude ascertaining the pleasure of God, and from the character of His life we know the pleasure of God is that men should serve. Here is the truth of life, and here is freedom—gained at the cost of self, but enduring forever.

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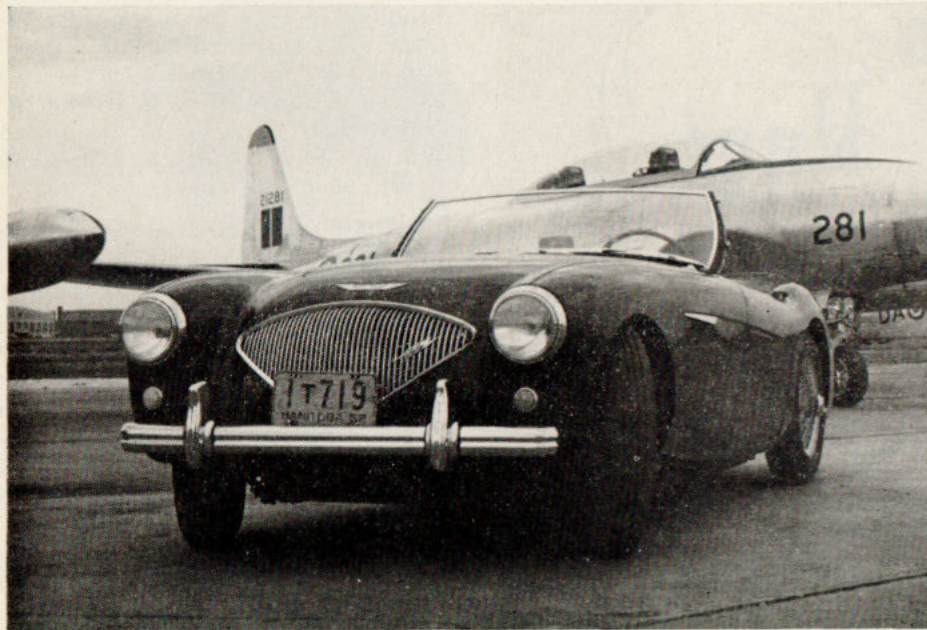
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AUSTIN-HEALEY TEST

WITH GREAT delight, I finally managed to get my hands on an Austin-Healey 100 for a decent road test. The car was made available through the courtesy of Motor Sales Ltd., Winnipeg, the distributors for the prairie provinces.

Yes, it's fast, and what a car! This machine handles like a dream at all speeds and under all conditions; it just happens to be one of those rare cars in which you feel 'rarin to go' the minute you slide behind the wheel. Are you one of those who thrill to the slap of the wind, the roar of an engine, and the protesting scream of tyres taking a corner in a four wheel

drift? If you are, then the Healey is your meat, because for sheer fun you'll have to go a long way to surpass this car. Now, of course, we run into the character who invariably says, "Why, I could get a Supermatic Potatomasher for that money!" Sure you could, but then our friend with the Supermatic wouldn't drive the Healey and I'm quite sure the reverse is equally true. However, this is supposed to be a road test and not an argument about sports cars, so let's leave it for the present with this statement: while the one car is purely transportation, which it does very well, the other cuts the practical side of life and gives you

(Continued on page 30)

DATA

PRICE: \$3,125 fully equipped.

ENGINE:

Capacity—2,660 c.c. (162.2 cu. in.)
4 cylinders
Overhead valves
Compression Ratio 7.5:1
Developes 90 b.h.p. at 4,000 r.p.m.
m.p.h. per 1,000 rpm—in top: 18
—in O.D.: 23.8

WEIGHT:

as tested 2,500 lb.
weight distribution: 50F, 50R.
Welded box chassis.
Four-wheel hydraulic brakes.
Brake lining area: 145.2 sq. in.
Wire wheels.
Dunlop Road Speed tyres.
Laycock Overdrive.
Tank capacity: 12 gallons.
Turning circle: 30 feet.
12 volt electrical system.
Suspension: Front—Independent coil.
Rear—half elliptic.
Body colours: Red, black, blue, beige and white.

DIMENSIONS:

Wheelbase: 7 ft. 6 in.
Overall length: 12 ft. 7½ in.
Height: 4 ft. 1 in.
Width: 5 ft. 0½ in.
Ground clearance: 6 in.
Frontal area: 16.6 sq. ft.

PERFORMANCE

ACCELERATION:

0-30: 3.3 secs.
0-60: 11.8 secs.
0-80: 21.5 secs.
30-50 top: 6.2 secs.
50-70 top: 7.3 secs.
70-90 top: 14.1 secs.
All times are average of four runs.

SPEEDS IN GEARS:

1st—42.
2nd—63.
3rd—96.
O.D.—102.
Minimum in top: 11 m.p.h.
Minimum in O.D.: 33 m.p.h.
Maximum speed in Overdrive: Best—114.
Mean—108.5.

Windshield was lowered for these runs.
Speedometer Correction: Nil to 90.
(Courtesy "Autocar" Car: 100 110 117.
Actual: 103 113 119.

FUEL CONSUMPTION:

Test: 19.5 m.p.g.
Normal Running: 23-26 m.p.g.

WEATHER CONDITIONS:

Dry, with 30 m.p.h. wind.
MANUFACTURERS Austin, Motor Co., England.
LOCAL DISTRIBUTOR: Motor Sales Ltd., Winnipeg.

WD's Report

By LAW ANN ZAWADIUK

WOUND UP AGAIN and prepared to bring you the latest news in black and white. Hope you'll bear with us and overlook any unnecessary chatter. Spring fever—you know.

* * *

In our last issue of VOXAIR we had Cpl. "Jackie" Beaubien posted and practically on her way to Portage la Prairie. Immediately after the article was written, her posting was cancelled. So now we gladly retain Cpl. Beaubien on strength at Winnipeg. Too bad, Portage.

* * *

Cpl. Marg Horning will be leaving us soon on a posting to Camp Gordon. Marg was one of the first girls to arrive at Winnipeg a year ago last February. (I'll follow my secret heart . . . hmmm.)

* * *

To continue speaking of Cpl.'s . . . Here's a hello to Cpl. Allen Snow, who recently came here from Station Gimli. Trade—Teletype operator.

* * *

"The best party we've had yet"—that was the remark passed after a farewell party, held for LAW Dot

Rodgers prior to her departure for overseas. Certainly was a pleasure to have the civilian girls, working on the Station, attend. From the gal who brought the cheese cake we'd like to request the recipe. Sure was delicious!!!

* * *

Softball practices have commenced and, at present, possibilities for a good team are certainly visible. Aching bones, sore muscles and mosquito bites—but, like good sports, none are complaining (too much). LAW Rene Kurmey is shouldering the responsibilities of captain for the second successive year.

Move over, boys, and make room for the Airwomen. After not being on parade for months (in some cases, not since St. John's days), there will be many girls walking around in Winnipeg wondering which is their right and which is their left foot. Cut the pace in front. . . .

* * *

We have been informed that a large number of girls who were posted overseas last spring will be soon returning to Canada. Many here are still dreaming of going there. We do mean dreaming—what a rude awakening!

* * *

And finally, a word of advise to "The Observers." Our knowledge of repairing a car is positively nil, therefore we would hardly be of any value in assisting to repair same on the Trans-Canada highway. (No mechanical instincts.)

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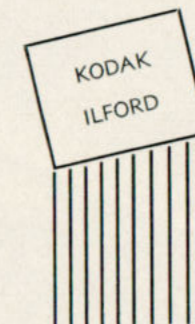
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TECHNICAL NEWS —

RENTON, Wash.—With thousands of Boeing Airplane Company employees looking on, America's first jet Stratotanker prototype, the new Boeing Jet Stratotanker prototype, was towed from the Renton plant on May 14th. Completed two months ahead of schedule, the big four-jet, swept-wing tanker-transport prototype immediately began its ground test program preparatory to first flight. The big jet was christened by Mrs. William E. Boeing, wife of the founder of Boeing Airplane Company. A \$15 million private investment by Boeing, the new plane is a demonstrator model and will be used in proving both its capabilities as a military tanker-transport and as a commercial airliner. As a military model, the Stratotanker will be capable of high-speed, high-altitude refueling of existing and future jet bombers, fighters and other combat aircraft, and will as well make possible high-speed world-wide transport of men and supplies. In its commercial version, known as the Stratoliner, the new Boeing will be capable of carrying from 80 to 130 passengers. Trans-Atlantic non-stop schedules of less than seven hours, and transcontinental flights of less than five hours will be routine for the new jet. The big plane will cruise at more than 550 miles per hour, and is powered by four Pratt & Whitney Aircraft JT3-L turbojet engines, slung in streamlined "pods" below the wing. A multi-wheel tri-

cycle landing gear is used. Wing span of the new Boeing is 130 feet; length 128 feet, tail height 38 feet 3 inches. (See photo below.)

* * *

WASHINGTON—Guided missile, push-button warfare has arrived. If all-out war should come tomorrow the U.S. arsenal would include at least five types of operational missiles ready for instant use against the enemy. During the last four years approximately \$3 billion has been spent in stockpiling missiles to achieve the current state of missile-warfare readiness. During the next fiscal year \$900 million will be spent on adding missile power to the three services. The best estimate is that 24,000 servicemen are actively engaged, full-time, in some aspect of preparation for possible guided-missile warfare. Last month some Canadian newspapermen got a preview of the secret guided-missile Nike at Selfridge Field Air Base before it was shown to the public on Armed Forces Day. The Nike (pronounced nickee) looks like a slender dart and comparatively harmless. It is the first ground-to-air guided-missile system to be put in use by the air defence set-up of the U.S. It is also the Army's first super-sonic missile to demonstrate its ability to knock enemy aircraft out of the sky.

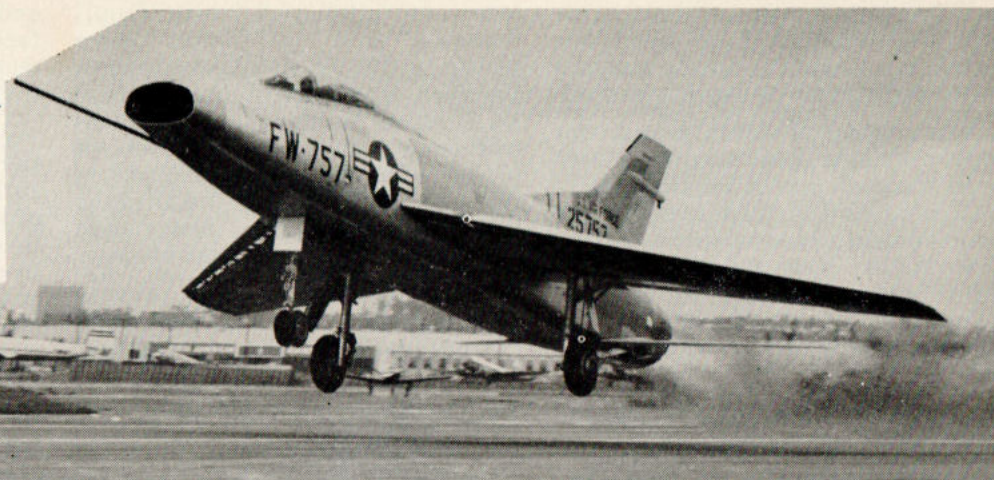
* * *

NEW YORK — Soviet Russia is working on a "fantastic" light-
(Continued on Page 27)



—Boeing Airplane Company Photo.

**F-100
Super Sabre**
Supersonic—
—Jet Beauty.



HISTORY is full of examples of scientific advances which slipped by unnoticed at the time of their achievement. The Wright brothers' first flight was almost overlooked by the busy press of 1903. And when the first atomic bomb exploded over Hiroshima, only a handful of scientists understood the astounding triumph of atomic fission. So it is understandable that many close to developments in the advancement of flight haven't yet quite grasped this fact: the F-100 Super Sabre, as the first true supersonic airplane, represents one of the greatest advances in aviation since the advent of jet power plants.

The Federation Aeronautique Internationale of Paris, official referee of aviation's world speed records, has announced that the 755.149 mile per hour average of the F-100 last October 29, 1953, over the Salton Sea is the official world speed record. Its Pratt-Whitney J-57 engine, the only jet engine in production in the 10,000-pound thrust class, pushed it to the new record.

Advances of airframe design and of engines to power them swept along in a parallel pattern for many years. But when North American Aviation designed the Mustang available power plants could not bring its speed to its aerodynamic limit. The advent of jet power, with its then staggering 4,000 pounds of thrust, changed the picture and the airframe designers had another mark to shoot at, for they were then behind the engine manufacturers in the headlong rush toward supersonic speed. Although the F-100 airframe could use considerably more power, engineers admit that this situation will not last, for other more powerful engines are expected to be available.

All of the major technical advances of the aircraft industry since the advent of jet power are summed up in the F-100 Super Sabre. Outside of brilliant power achievements by engine manufacturers, the major fields of advancement are in the reduction of aerodynamic drag, the solving of stability and control problems, the

solving of rapidly increasing problems of internal aerodynamics, laboratory synthesis of airplane controls, the development of automatic systems and the innovations in structural design.

Many of these advances may be seen in an external examination of the world's fastest plane. An example is the continued reduction of aerodynamic drag through the development of thinner airfoils and elimination of bumps and holes.

The F-86 Sabre was the U.S. Air Force's first swept-wing fighter. Sweepback allows the airplane to fly faster before running into problems of compressibility near the speed of sound. Although it creates other problems, such as control at low speeds, many engineers believe sweepback is the best solution for the transonic and low supersonic speed ranges. In the F-100 the wings are swept back to a greater degree than the Sabre.

The largest drag-producing bump reduced in the new design was that of the canopy. In the F-100 Super Sabre, the canopy line matches the



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rear fuselage in a smoothly curving line. The windshield has been flattened, too, so that from the side the F-100 appears to be slightly arched.

The solving of stability and control problems has been a major area of development for the F-100's designers and helped lead to the achievement of sustained supersonic flight. New words were added to the vocabulary of the test pilot when he experienced flight at or near the speed of sound. Such

terms as "pitch-up," "wing drop," "snaking" and "tail buffet" were added to the list of experiences of the men who were flying the new jet fighters. These problems of control were caused as the centers of pressure on the wings changed in the sonic range so that the airplane became out of balance faster than the pilot could correct for them.

To achieve satisfactory control, this aircraft's engineers developed power operated control surfaces

and all-movable horizontal tail surfaces for the F-86 Sabre, and refinements of these were carried into the F-100 Super Sabre design.

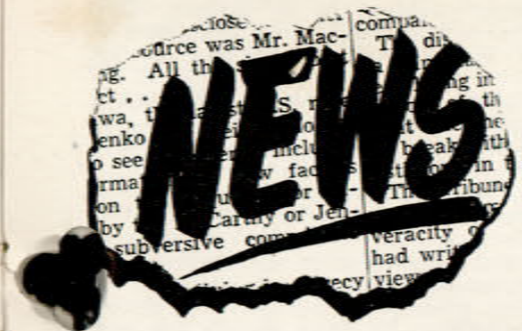
An interesting external feature of the F-100 is that the horizontal tail surfaces are below the wing instead of above it. That the F-100 flies in level flight at the speed of sound in the range of predicted control problems, is proof of the success of the F-100 stability and control design.

The thin lip of the intake duct of the Super Sabre is another characteristic of the high altitude-high speed F-100. The design gives better utilization of the tons of air gulped by the hungry jet power plant—at the speeds and altitudes at which the F-100 flies. Internal aerodynamics has been a field of intense development since the coming of the jet. In the old propeller-driven Mustang, internal air requirements were limited to cockpit ventilating and engine needs, involving some 10 pounds of air per second. In sharp contrast, the high speed jet today requires 25 times this amount of air per second, all which it must get through entrance ducts only three times larger. This means that the velocity of the entering air must be very much greater. And this is the crux of the internal aerodynamics problem—how to slow the air down enough to perform all the jobs required without creating excessive drag and loss of pressure.

In the F-86 series, air is picked up by a number of small scoops on the outside of the fuselage to do various jobs inside the airplane. The number of these outside scoops have been reduced on the F-100 Super Sabre, thereby eliminating drag points. Air is picked up more efficiently for these various jobs from the inside of the main air duct.

Unseen by external examination of the Super Sabre, but highly important to its achievement as the first truly supersonic airplane has been the synthesis in laboratories of airplane system performance. Control system linkages, which must be power operated but still allow the pilot to "feel" the amount of control he must give the airplane, have been a triumph of successful high speed flight control.

(Continued on Page 24)



News Editor: F/O H. N. MacMILLAN

OVERSEAS

BADEN - SOLLINGEN, Germany—Another link in the network of the RCAF's overseas radio stations was established recently when Air Marshal C. R. Slemmon, Chief of Air Staff, inaugurated the use of the base radio station at the RCAF's No. 4 Fighter Wing at this air station at the edge of the Rhine River in Germany. Air Marshal Slemmon recently completed a tour of overseas RCAF bases.

Air Marshal Slemmon's opening transmission on the airmen's closed circuit radio station marked the beginning of regular programmes for the airmen and their dependents. The radio station is housed in one end of an unused barrack block on the camp, and has been so painted and polished by the airmen that it would be the envy of almost any modern commercial radio station across Canada.

At the radio control for the opening was Flying Officer J. Gordon Ford, of Winnipeg, chief engineer of the project. Air Marshal Slemmon was introduced by Flight Lieut. Harold Hrishenko, of Chatham, Ont., one of the announcing staff.

LONDON—The Royal Canadian Air Force pipe band from No. 1 Fighter Wing at North Luffenham came second last month in the ten-band piping competition at the London Caledonian games. The pipe-major, W.O. John McKenzie, of Edinburgh and Toronto, also placed second in the individual piping contest. The band had placed fourth last year.

PARIS—Canada is steadily replacing Sabre fighters of the RCAF in Europe with new Sabres being flown over with the very much more powerful Canadian made Orenda engine.

Some of the Sabres replaced will be used to build up reserves and others, after complete overhaul, will be made available as mutual aid to other North Atlantic Treaty nations.

Recommendation has been received from the Standing Group of NATO that the first fifty-four of these aircraft to be released in this way should be allocated to Greece and Turkey, with each nation to receive twenty-seven in the first instance.

Physical delivery of the aircraft is expected to be completed by this coming autumn. It is expected that the jet fighters will be picked up in the United Kingdom following reconditioning there.

INDO-CHINA

INDO-CHINA—This month as the world tried to grow used to the idea of the loss of Dien-Bien-Phu it became all too apparent that the humanitarian sentiments evidenced by the Viet Minh in the early "wounded air-lift" discussions should have received a second look. The Communist price for co-operation in the evacuation of the wounded was a protected corridor of their own for "evacuation" of their wounded. To the French, who had acted in good faith in their bargaining, it soon became clear that the "corridor" was nothing less than a bomb free happy valley down which was moving unhindered men and equipment for the siege of the next obvious target, Hanoi. All in all it seemed highly likely that those who had insisted upon no pre-Geneva action would have cause before too long to re-assess their dismissal of Dien-Bien-Phu as an "episode"!



Genevieve de-Golard.

"To me it was so . . . tragic, for so many of the wounded had to wait for so many hours in line in the underground bunkers in terrible pain before I could help them."

OTTAWA

OTTAWA—With the equipping of Home Defence squadrons with CF-100 all-weather fighters still incomplete, AFHQ is off on the first long step toward finding a faster, harder-hitting successor. The new fighter will be the CF-105, which will be built by the same makers as the CF-100, Avro Canada Ltd., at Malton.

OTTAWA—Lt.-Gen. Asim Ucar, chief of staff of the Turkish Air Force, arrived in Ottawa recently aboard an RCAF Dakota from Washington for a week-long visit to Air Force headquarters. He made the trip at the invitation of the RCAF to meet senior air force personnel and see Canada's set-up for training North Atlantic Treaty Organization students, and was welcomed on arrival by Air Marshal C. R. Slemmon and the Turkish Ambassador, Ahmet Cavat Ustun.

OTTAWA—The Royal Canadian Air Force Association held its fourth annual convention in Ottawa last month attended by more than 125 delegates representing 85 wings across Canada. The annual dinner was held Monday evening at the RCAF Officers Mess, Gloucester St., with Dr. O. M. Solandt, chairman of the Defence Research Board, as guest speaker. Also in attendance were National President A/V/M G. E. Brookes, CB, CBE, and Grand President A/V/M A. L. Morfee, of Grandville Ferry, N.S.

OTTAWA—National defence department sources confirmed recently that there have been an unusual number of requests from military men for transfers out of Quebec. It is believed these requests are linked to the fact that Quebec is the only province with a provincial income tax and being stationed in Quebec automatically reduces the income by the amount of the provincial tax.

OTTAWA—Approval has been given by the Government for the construction of a large hangar of the steel arch type for the RCAF at Uplands to cost in the neighborhood of \$1,000,000. This is in addition to a hangar of the steel arch type now under way at Uplands for completion either late this year or early next year. Costs approximate \$876,000. Also slated for completion late this year is the huge hangar of the cantilever type at a cost to date of \$3,815,000.

EAST CANADA

CLINTON—German guided missiles, cloaked to the public eye for years because of security reasons, will be displayed to the public June 12 during



A Swept-Wing Shadow races the F-100 Super-Sabre across Muroc Dry Lake following a test flight at Edwards AFB.

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"Air Force Day" at RCAF Station Clinton, it has been announced. Security restrictions have been lifted on the weapons which the Germans developed in the late stages of World War II and proved a real threat to England and the continent.

MONTREAL—Air Vice Marshal A. L. James, Air Officer Commanding, Air Defence Command, last month cited eight RCAF auxiliary units for their efficiency and said, "We can depend on you in case of emergency." The AOC Canada's fighter defences spoke to the reserve units gathered more than 1,000-strong on Fletcher's Field. It was the largest single assembly of auxiliary personnel ever on parade for inspection in Montreal.

TORONTO—Ottawa is reported to be actively considering the production by Canadair Ltd. of the U.S. designed F-100 Super Sabre supersonic fighter as a first line fighter replacement for the F-86 Sabre V. This would complete the new Canadian military aircraft procurement program. Cost of the program: an estimated \$450 millions a year for the next seven years. Canada's RCAF NATO force will become a permanent fixture and have a replacement for its 300-odd Sabre jets which will soon be no match for new supersonic Russian fighters. Right now an evaluation study program is being carried out on the F-100, while it is understood that A. V. Roe of Canada Ltd., Malton, the company which turns out the Orenda, is planning a super-Orenda which may be the right unit for the F-100.

DARTMOUTH, N.S.—Three Piasecki HUP helicopters were accepted by the Royal Canadian Navy on May 17 at the company's plant in Morton, Pennsylvania. These are the first Piasecki tandem helicopters to go into service with the RCN.

The helicopters will be used to conduct ice reconnaissance and resupply of Arctic outposts from the new RCN Arctic Patrol Vessel, the HMCS Labrador, which will be commissioned this summer. In addition, the HUP's will be used to perform air-sea rescue, ship-to-ship and ship-to-shore passenger transport, similar to present use in the United States Navy.

CENTRAL



S/L C. J. Bruner

has been stationed in Winnipeg since March, 1952. He commenced his new assignment May 28th.

WINNIPEG—Flight Lieutenant J. E. "Duke" Palmer, RCAF Public Relations Officer for 14 Training Group, with headquarters at Winnipeg, has been transferred to London, England, where he will fill the PRO position at the Canadian Joint Staff Headquarters.



F/L and Mrs. Palmer and son Paul.

The CJS headquarters in London is the Canadian services direct liaison link with British Forces. As well as handling all interchange of ideas on common military problems it supervises the exchange personnel programme between Canada and Great Britain.

F/L Palmer's wife Elsie, and eight-year-old son Paul, will sail with him from Quebec City, July 7, aboard the liner Scythia, which docks at Southampton July 15.

Born in Regina, Sask., F/L Palmer moved with his parents to Vancouver in 1926. After receiving his education there he flew for a private company and joined the RCAF in 1942. During World War II he instructed on twin-engined aircraft, and after the war served for a time with Transport and later with Search and Rescue.

F/L Palmer was transferred from RCAF Station Fort Nelson, B.C., to Winnipeg in December, 1950, as RCAF Public Relations Officer for the three prairie provinces.

A graduate of the Armed Forces Information School, Carlisle Barracks, Penn., U.S.A., popular "Duke" Palmer will be sorely missed at Winnipeg, where his assistance in numerous service projects so often assured their success.

WINNIPEG—Rt. Hon. Vincent Massey arrived at RCAF Station Winnipeg last month on the first stop of an 11-day western trip.

Attended by his secretary, Mr. Lionel Massey, and Lieutenant Ian Maspherson (RCN), Aide-de-Camp-in-Waiting, the Governor-General of Canada travelled from Rockliffe Airport aboard an air-force C5 aircraft. Mrs. Lionel Massey accompanied the Secretary.

His Excellency was met at Stevenson Field by: His Honour the Hon. J. S. McDiarmid, Lieutenant-Governor of Manitoba; The Hon. D. L. Campbell, Premier of Manitoba; His Worship Garnet Coulter, Mayor of Winnipeg;

Major General N. E. Rodger, GOC Prairie Command, Air Commodore J. G. Bryans, AOC 14 Training Group; Group Captain R. B. Ingalls, CO, RCAF Station Winnipeg; and the Honorary Aides-de-Camp: Brigadier O. M. M. Kay; Group Captain E. H. G. Monorieff; and Commander L. B. McIlhagga.

The Vice-Regal party had luncheon in the officers' mess at RCAF Station Winnipeg.

Mr. Massey left in the afternoon for Vancouver to receive an honorary degree from the University of British Columbia. He later visited the new development at Kitimat, B.C., and the Peace River District, returning Ottawa at the end of the month.

WEST CANADA

CALGARY—Central Mortgage and Housing Corporation plans construction this year of an additional 200 housing units for the Department of National Defence, Calgary's technical planning board was told recently. City Planner A. G. Martin said CMHC planned construction of 50 units to house service personnel connected with RCAF operations at the municipal airport; 50 units to house personnel working at No. 11 Supply Depot, RCAF, in East Calgary; and 100 units for personnel at Currie Barracks.

VANCOUVER—A veteran airlines pilot dived out of his plane last month to save a fellow-flier who had crashed his Mustang fighter into the Fraser river. F/O Bill O'Rourke (of Surrey, B.C., and 443 City of New Westminster Reserve Fighter Squadron) was coming in for a landing at Sea Island when gust caught the plane and slammed wing onto the runway. O'Rourke pulled up, lost control, and was knocked unconscious as the Mustang piled into the river.

VICTORIA—Last month saw official opening of the new \$750,000 RCAF Urban Centre at 865 Yates, the former Begg Block, attended by Lieutenant-Governor Clarence Wallace, Premier W. A. C. Bennett and other city officials.

UNITED STATES

AMARILLO, Tex.—U.S. Air Force Chief of Staff Gen. Nathan Twining warned recently of the potential of the newly-revealed Russian jet. Saying that the bomber was designed to reach the U.S., the general placed heavy emphasis on the recent Russian display of air-power over Moscow. He said that the Soviet Union now has "thousands more combat planes" than the United States.



Force, Navy, Marines and Army combined. There has been an official announcement that as of last January the United States Air Force, Navy and Marine Corps had about 33,000 planes of all types, of

which one-third were jets. Russian strength has been estimated at 20,000 planes in active service, 20,000 in reserve.

WASHINGTON—U.S. defence chiefs plan to build a special fleet of vessels able to operate in the frozen Arctic. This was new evidence that the Arctic may be a vital strategic area if a third world war should break out. Vice-Admiral Francis E. Denebrink, commander of the Military Sea Transportation Centre Service, recently urged senators to approve a special \$50,000,000 fund to build a number of vessels.

AIR CADETS

ST. JOHN'S, Nfld.—The inspection of 514 (Kinsmen) Squadron of the RCAF, which took place last week at the Drill Hall, Buckmaster's Field, brought down the curtain on the 1954 Air Cadet inspections in St. John's. The inspection was taken last night by Wing Cmdr. F. F. Lambert, DSO, DFC, CD. The standard of drill was extremely high, and elicited much praise from the assembled parents and friends of the Cadets. Particularly impressive was the squadron band, under the direction of Mr. W. R. Godden.

REGINA—Thursday, May 20th, was a red letter day in the life of Warrant Officer Leo Galvin, 18-year-old member of the 25th Campion college air cadet squadron. WO Galvin received his pilot's wings and took all top awards presented after the annual inspection in front of the legislative building and the banquet in Campion college. The annual inspection was made by Air Commodore

51ST WINNIPEG RCAF CUB PACK

The past month has been a busy one for Station Winnipeg's Cubs. On the first Monday following Easter a well-attended Father and Son Banquet was held, with both station padres, F/L Parkhouse and F/L Gorieu as guests.

During the Sportsman's Show the cub pack were presented with their wolf's head emblem, which is pictured here. It was secured by F/L Gilmour, chief game guardian at The Pas, and was presented by Mr. Malaher, of the Dept. of Mines and Resources.

Eighteen members of the pack attended the Greater Winnipeg Cub and Scout rally held in the Amphitheatre on May 28th, and the same week a rally and church parade was held for the Assiniboia District with the pack attending at Bruce Park.

Nursing Sister Marion McDonald, who has been instructing the pack in first aid, took a team of seven cubs down to the local competition for the Haskett Trophy.

Last meeting for the summer is scheduled for June 28th, and before that time it is hoped that arrangements will be completed for the pack to get away for a visit with the cub pack of a neighboring station.

J. C. Bryans, of Winnipeg, Air Officer Commanding No. 14 Training Group.

CALGARY—No. 52 Calgary Squadron, Royal Canadian Air Cadets, surmounting the interminable problem of weather, stood out smartly on parade last month and greatly impressed their inspecting officer, G/C C. H. Fenton, M.B.E., commanding officer of RCAF Station Lincoln Park, Calgary. G/C Fenton commended the 110 cadettes and cadets on parade for their smart manoeuvring in an area much smaller than they were used to.

SAINT JOHN—No. 161 Squadron (Saint John) was commended by Air Commodore A. D. Ross, air officer commanding Maritime Air Command, with headquarters at Halifax. Air Commodore Ross inspected the squadron recently at Saint John Armory, and Wing Commander J. E. Creeper, officer commanding No. 405 Maritime Squadron, RCAF, at Greenwood, No.S., lauded No. 527 Squadron (Simonds) of Simonds Regional High School.

MOOSE JAW—Both Moose Jaw air cadet squadrons held their annual parade and inspection night last week. No. 541 (St. Louis College) squadron holding its parade in St. Joseph's parish hall and No. 40 (Moose Jaw) squadron at the Armoury. Inspecting officer for

both squadrons was Wing Cmdr. D. McCallum of the RCAF Station, Moose Jaw. Assisting officer was Flt. Lt. G. Jones, liaison officer, RCAF Station, Saskatoon. After ceremonial drill and inspection, St. Louis College squadron received high praise from the inspecting officer for their precision in drill and deportment.

PORT ARTHUR—Some 178 Port Arthur air cadets and girl cadets, RCAF officers from Winnipeg, and officials of the Northwestern Ontario Zone Committee of the Air Cadet League of Canada participated at the third annual dinner tendered the cadets recently at the First Presbyterian Church, Cameron street. Guest speaker was Group Capt. R. B. Ingalls, Officer Commanding RCAF Station Winnipeg, who conducted the annual inspection of the 84th and 85th Squadrons Wednesday afternoon on the Technical School campus. Group Capt. Ingalls said that the Air Force was very pleased with the results obtained at the Lakehead by the air cadets, and added that the large numbers of cadets competing for the various scholarships available was a good sign that indicated the enterprise among the squadrons. The number of air cadets from the Lakehead who were joining the regular Air Force, he said, was as high as from any other place in Canada.



Cubs Paul Gaffney, Duane Daly and Travers Booth proudly display their new emblem.



RCAF Station Portage la Prairie band leading the 600 Royal Canadian Air Cadets and 30 Civil Air Patrol Cadets down Portage Avenue.



Left to right: Group Captain E. M. Mitchell takes the salute accompanied by F/L F. D. Avent, Air Cadet Liaison Officers; Colonel R. Rowel, Commanding Officer, Civil Air Patrol Cadets, Fargo and Mr. Ed Vepni, Chairman of the Manitoba Provincial Air Cadet Committee.



RCAF Station MacDonald band in the parade of 600 Royal Canadian Air Cadets and 30 Civil Air Patrol Cadets.

AIR CADET DAY



G/C E. M. Mitchell inspecting the 600 Royal Canadian Air Cadets.



The colour party of Royal Canadian Air Cadets and Civil Air Patrol Cadets.

WINNIPEG, 1954



Group Captain E. M. Mitchell taking the salute on the march past of the colour party in the large hangar at RCAF Station Winnipeg as hundreds of spectators watched the colourful parade.

Mixed Married Bowling League



SEATED, LEFT TO RIGHT: Mr. Les. Roberts, F/O J. Hope, Mrs. Driscoll, F/S Sabourin, W/C Gaffney, Sgt. Riley, Mrs. Gaffney, F/L George, Sgt. Driscoll, Cpl. Robinson, Mr. Jim Roberts.
FIRST ROW, STANDING: Mrs. Riley, Mrs. Jim Roberts, Mrs. L. Roberts, Mrs. Robinson, Mrs. Wilson, Mrs. Scott, Mrs. Loach, F/S King, Mr. King, WO2 Loach.
2ND ROW, STANDING: Sgt. Carmichael, Cpl. MacDonald, F/L Parkhouse, WO1 McCuaig, WO2 Wilson, F/O Scott.
BACK ROW: Mrs. Parkhouse, Mrs. Hope, Mrs. George, Mrs. MacDonald, Mrs. McCuaig, Mrs. Carmichael.

On May 7 the Mixed-Married league held its windup banquet and dance at which the presentation of prizes was made. W/C Gaffney accepted a new trophy on behalf of RCAF Station Winnipeg from Mr. Roberts, to be known as

"The Leslie Trophy," emblematic of the league's supremacy. W/C Gaffney then presented the new trophy to Sgt. R. L. Driscoll, captain of the winning team.

Individual prizes were presented to W/O Wilson for high-single

men and the high-single ladies went to Mrs. Parkhouse. W/O Loach won the high-three men while Mrs. George won the high-three ladies' prize.

The lucky score prize was won by Mrs. Eileen Wilson, and so ended another successful season.



Mr. Roberts presenting the Leslie Trophy to W/C Gaffney who accepted on behalf of the Station.



Sgt. Driscoll accepting the Leslie Trophy from W/C Gaffney.

From Where We Stand

"By the Observers"

QUESTION OF THE WEEK . . . How can I arrange to get a lucky ticket for the free ride in an RCAF Dakola on June 12th, Airforce Day? (Hang on to your Airforce Day programme; or numbered pamphlet.—Ed.)

It was recently observed that a Corporal from 14 Training Group HQ.s was driving a Hudson, and when asked if he intended purchasing it, replied "It handles like the USS Missouri." The next day we observed the same Corporal driving a Plymouth. There have been no comments to date.

Commendation is certainly due F/L Batcholard for his recent white paper outlining his section's views on more and larger Airforce Day displays to be held several times per year.

A signal was recently dispatched from RCAF Station Winnipeg to Germany. The message was dispatched approximately 12 o'clock (mid-day). A reply was back at RCAF Station Winnipeg in exactly 4 hours. We are not familiar with the telecommunication section, but we think that this is a record and wish to congratulate the Message Centre.

Since the commencement of a series of articles on automobiles in VOXAIR it has been learned that a representative of the Pinkertons has arrived in Winnipeg and has been carefully recording the movements of the editor of this department.

NATO students at No. 2 ANS are particularly distressed at the rumour that B & A have ordered two crates of Slobbovian Bald Iggles.

There is no truth in the rumour that Flying Officer Hicksly-Hawl intends to carry his recent incident with the local constabulary to the Supreme Court.

Airforce Day is fast approaching. This is our day, let's turn out in full force, tackle our job willingly and show the Public a day they will long remember at RCAF Station Winnipeg.



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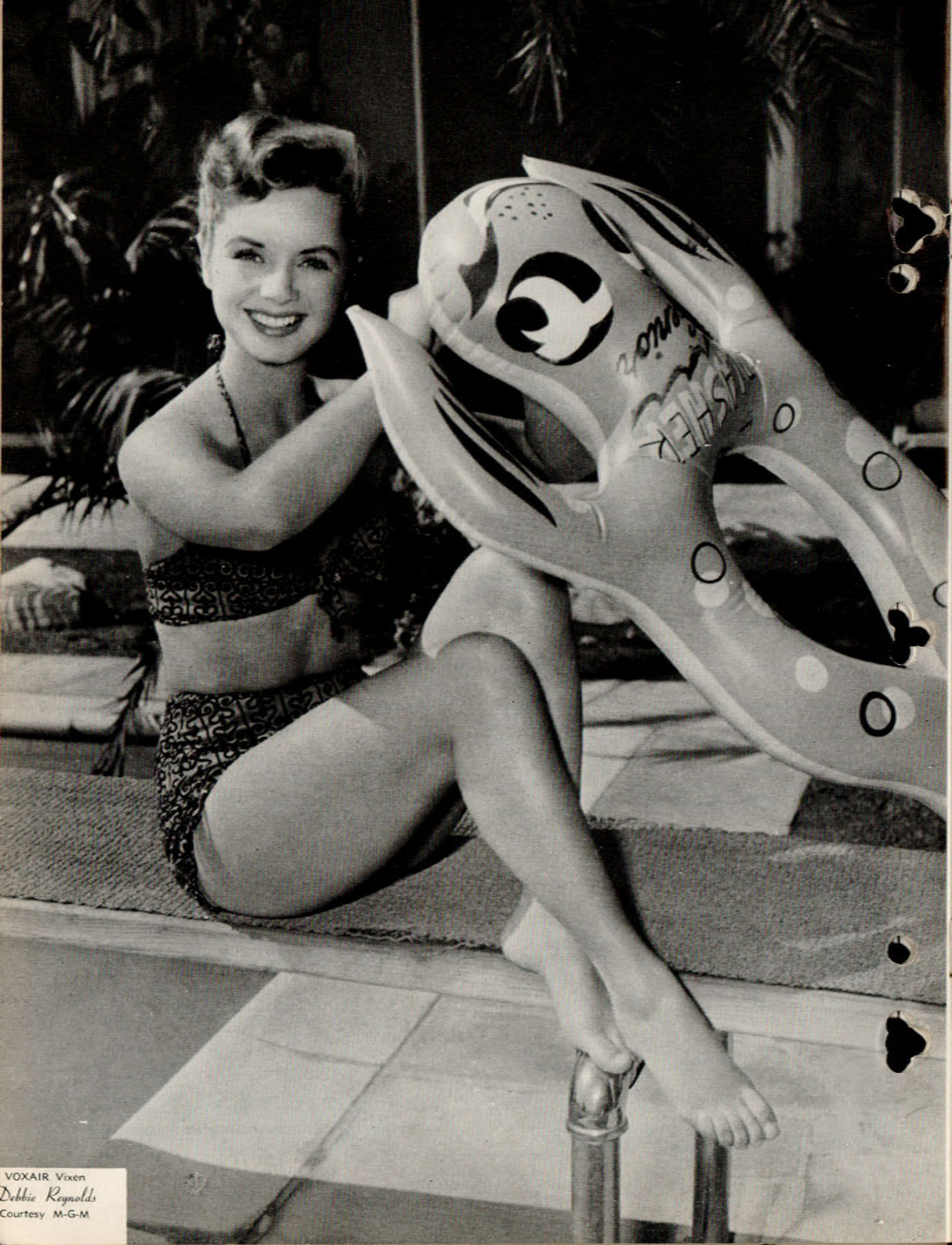
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Pictured at right is **JACK WELLS**, well known sports announcer in a wool sports coats and slacks from the Bay.

Men's Casual Shop, Main Floor, at the Bay.



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F-100 SUPER SABRE

(Continued from Page 14)

The blending of electronic and mechanical systems with human capabilities so that all function perfectly is an extraordinary achievement.

Also unseen in the Super Sabre's external form, but packed into its "nervous system" are years of progress by non-air-frame companies

in automatically functioning systems. At the speeds of the Super Sabre, the human pilot is literally too slow to make decisions which could be handled adequately in slower and less complex aircraft. As a result, systems have been designed and perfected which respond automatically to certain conditions in a fraction of a second. In this

category are electronic engine controls and automatic fuel tank selector systems.

Finally, there have been innovations in structural design and materials which make today's F-100 a strange bird indeed compared to its propeller-driven ancestors. One major trend is toward machining of structural members into wings instead of fastening them to a skin with rivets and bolts. Illustrating this point, one early jet fighter produced by the manufacturers of the Sabre used 426 pieces, put together with 16,000 fasteners, in its wing structure. On a more recent wing, carrying three times the bending load, only 36 pieces were used, put together with only 264 fasteners. In this new wing the necessary stiffeners, ribs and attachment fittings were sculptured as part of the wing through a complex milling operation. This type of work is replacing the sheet metal fabrication and assembly which characterized the old type of airframe work. This has been done also as a method of getting thinner wings which could withstand the tremendous loads of high speed flight.

With an airframe that can be thrust to Mach numbers where temperature becomes a problem, the most pressing problem of today's airframe designers is in living with the effects of high temperature on structures, electronic equipment, hydraulic equipment, and on the human pilot. The answers to these problems are coming out of the engineering groups at North American, and elsewhere in the industry, in the Air Force and Navy laboratories, as well as private and public laboratories of endless variety.



Lt.-Col. F. K. (Pete) Everest Jr. 33, Chief of Flight Test Operations Laboratory who at Edwards Air Force base, Los Angeles, established a new world speed record of 754.98 m.p.h., over a 9.3 mile course along the Salton Sea, on Thursday, October 29, 1953.

CURRENT AFFAIRS

(Continued from Page 6)

SUMMARY

Thus we see that India is attempting to be neutral in the conflict between the Western world and the Communist nations. Her aim is to be the Sweden of Asia. India believes whole-heartedly in democracy and firmly controls Communists within her own borders. But she wishes to avoid antagonizing Soviet Russia or Communist China. Nehru, who is an Asian with a British education, feels that he can play the role of mediator between East and West. This he did with some success in the negotiations for a Korean truce and the disposal of prisoners of war. India's love of independence for herself and for other Asian nations has led her to take a middle course in the East-West conflict. India, too, is undoubtedly influenced by Ghandi's philosophy of non-violence and passive resistance.

THE WESTERN POINT OF VIEW

In Western eyes India is not very realistic in her assessment of the danger of Communism. She seems more concerned about a Western colonialism that is defunct than a Communist imperialism that is rampant. For instance, India favors an immediate unconditional ceasefire in Indo-China, followed by the setting up of a joint government of Communists and non-Communists. This in the Western view means surrendering Indo-China to Communism. Also India would probably refuse to join SATO, the proposed counterpart of NATO. A South-Asian treaty of mutual defence against aggression is being strongly advocated by the United States. If the conference at Geneva

fails, such a treaty is likely to be signed—but without India. The United States, particularly, is unhappy about this unwillingness of India to take joint action for defence.

Both India and China aspire to lead the peoples of Asia to a higher standard of living and a better way of life. India has chosen the road to democracy, with respect for the individual; China the road of Communism, with dictatorship by the state. India has recognized the People's Republic of China and invites the friendship and co-operation of that country. Certainly India's ideal of peaceful relations between the people of Asia is a noble one—but will a policy of neutrality save Asia, including India, from militant and imperialist Communism?

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STATION LIBRARY

NON-FICTION

The Sea Around Us by Rachel L. Carson.

Rehabilitation (A Combined Operation) by Walter S. Woods.

Flying Saucers Have Landed by Desmond Leslie and George Adamski.

The Sea Shall Not Have Them by John Harris.

The Tripitz by David Woodward.

FICTION

Too Late the Phalarope by Alan Paton.

The Snake Pit by Mary Jane Ward.

Pardon My Parka by Joan Walker.

Sanctuary by William Faulkner.

The Cup and the Sword by Alice Tisdale Hobart.

Digby by David Walker.

Nothing So Strange by James Hilton.

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Back, left to right: Sgt. Etigvent, A/P/O Barker, F/C Rosen, A/P/O Grindrod A/P/O Smith, F/C Martell, F/C Lavolette.
Centre, left to right: Sgt. Rousselot, F/C Roy, A/P/O Murray, F/O Styan, F/C Magdeleine, F/C Lescoulant.
Front, left to right: Lt. Vinhas, A/P/O Rodgers, W/O Carvalho, Lt. Neves.

A/P/O W. (Wally) Barker—A personal friend of Captain Miller. We are still trying to discover how he went home for mid-term leave, which lasted, incidentally, four months.

W/O F. (Spitfire) Carvalho—Ambition: To teach Central Navigation School geography (Lisbon is not the capital of Spain). Probable destination: Lisbon—in Portugal.

Sgt. G. (Lover Boy) Etievent—Claims his one ambition in life is to return to Hanoi and open an Opium Den. Those interested in becoming associates please contact same, Room 214, Barrack block 63.

A/P/O P. S. (Let's Get Organized) Grindrod—Contrary to popular belief, this specimen does not require oxygen. Does not smoke because it stops his growth.

J. P. (Rip Van) Lavolette — Spends twenty-five hours each day in his pit, and claims to be a direct descendant of Rip Van Winkle.

Sgt. (Mike McCarthy) Lescoulant—His speech on Russian air supremacy was based on two invalid assumptions—

- (1) The RAF is not equipped with supersonic Tiger Moths.
- (2) The Scottish Air Force is not to be relied upon.

Sgt. C. (Professor) Rosen—Function: Instantaneous answer to any arithmetical question. Accuracy: Dependent upon which number he thinks up first. Identification: Aural (snoring noises in the background).

F/C R. (Rocket) Roy—A collector of rare souvenirs, he dreads open-locker inspection. Ambition: to have a batman complete with shovel to clean his locker.

A/P/O H. (The Wheel) Smith—Usually makes his appearance around the convenient time of 4 a.m. and arises with expression, "Oh, my aching head!" Has an affinity for the opposite sex unlike most "nice boys," and will probably end his day reading bedtime stories to dozens of grandchildren.

Lt. M. (You Want to Buy a Car) Vinhas—Occupation: Selling cars. Hobby: Navigation. Appearance: Nearest used-car plot. Probable destination: Next nearest used-car plot.

F/C C. (Chuck) Martell—Appearance: Infrequent. Best Performance: The only person to re-position the immovable stars of the heavens. Probable Destination: No. 2 ANS Winnipeg, with appointment as chief astro instructor.

Sgt. P. (Popol) Magdelaine—The only person who checks a pilot-given pin-point with a three-star fix.

A/P/O (Maxie the Kid) Murray—Ambition: To convince NATO that there is a Royal Scottish Air Force. Favourite expression whilst taking shots in the air, "Wally, pass me the Honk-Bo - - x!"

Lt. M. (May I, Sir) Neves—Appearance: Late. Favourite expression: "May I, Sir?" Ambition: To arrive before lecture starts. Probable destination: Crystal Dance Hall, Lisbon.

A/P/O C. (Fancy Pants) Rodgers—The only person who, having paid for a full hotel suite in Minneapolis, decided in favour of a very small room, and preferred to dine on bread and water, which cost him fifty bucks. Favourite expression: "I think the Minneapolis police are wonderful."

Sgt. (Don Juan) Rousselot—Description: Inconspicuous. Occupation: Unknown, believed to be in the F.A.F. Last seen, disappearing in the general direction of St. Boniface. Anyone knowing anything about him, please tell us!

TECHNICAL NEWS

(Continued from Page 12)

weight rocket engine which might be used either to propel a 5,000-mile-an-hour guided-missile or to give a 2,000,000 horsepower blast-off to a passenger-carrying earth satellite that would girdle the globe

every four hours on an orbit in outer space, an American rocket expert reported last month.

* * *

NEW YORK—The P5M-2 Martin Marlin will be the U.S. Navy's largest aircraft for use in anti-submarine warfare. The new Marlin, first flown last week by George Rodney, who heads the company's flight test department, is powered by two 3,400-horsepower turbocompound Wright Cyclone engines. The combination piston and turbine power plants give the seaplane greater range and lifting capacity than its predecessor, the P5M-1. The distinguishing feature of the new Marlin is its high "T-tail."

* * *

LONDON—Britain's latest four-engine air freighter manufactured by Blackburn is capable of carrying 132 passengers or a mixed load of 25 tons of freight plus thirty passengers on the top deck. There are two versions of the freighter. The military type is called the Beverley, of which 20 have been ordered for the RAF. The other is known as

the Universal. It is suitable for such loads as live cattle, carcass meat, minerals, heavy machinery, and general cargo of all descriptions.



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GRADUATING CLASS 5311 AI



Back row, left to right: Lt. Lavaud, Lt. Geerdes, P/O Poulain, P/O Point, Lt. Naets, Capt. Meyer.
 Centre row, left to right: C/P/O Roumy, Capt. Hermans, Sgt. DeGraeve, Lt. Van Der Kaa, Sgt. Vermeulen, P/O Siat.
 Front row, left to right: Lt. Thomas, Capt. Cavadas, L/L Gellard, F/C Bonniere, Capt. Vullingsh.

Capt. Hermans, "Frankie" to the boys, seemed to be mostly interested in the highest score for Ground School and Black Jack. Favourite song, "Spring will be a little late this year." Glad to be going home to his youngest son, born while dad was learning AI.

Capt. Vullingsh, "Hans" to one and all. Remotely related to the boy who kept his finger in the dyke; only Hans keeps his on the keyboard. Favourite tune: "Just one more chance."

Capt. Paul Meyer, officially known as "Pop." Favourite postime: Playing "chequers" with F/O Kennedy. Favourite expression: "Dis hiss all Bols-Gin." Looking forward eagerly to his return when he can shoot that line about the head-on picked up on Portage.

Lt. Geerdes has been heard to say, "I go for diss night fighting—but AI vot is datt." Likes Canada but misses those

country lanes in old Holland, especially as he has a bike built for two.

Lt. Van Der Kaa—Professor of that ancient art, "Egyptian P.T." Honestly feels that all this AI can be done by the use of simple formulae. Has been heard to say, "Vot I don't know about woman—and synch beams—well, my instructor was Vladimir."

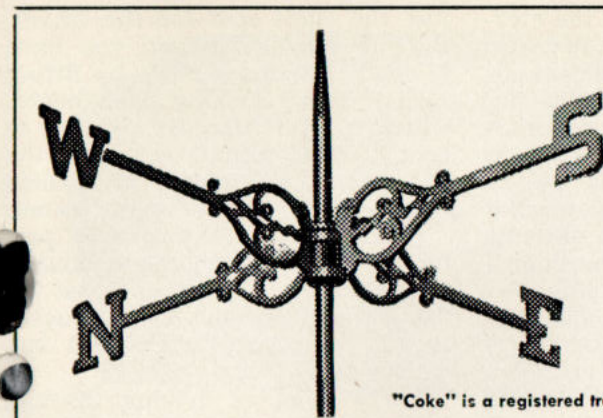
Capt. Cavadas goes home to sunny Portugal and his family. Has been heard telling the Canadian students what the sun really looks like and what it is to really drink a rich tawny wine. Favourite expression of late: "What—me fly in Expeditors—I'm AI now."

Lt. Lavaud, of the French Air Force, takes home a brush cut "a la durnin" and memories of many a pleasant afternoon spent in Assiniboine Park. Only comment, "These Canadian mosquitoes have no soul for romance."

Lt. Thomas is the most operational-looking student that has hit Winnipeg. He got a taxi to run over his hat to knock it into shape. Favourite expression: "But I get so nervous." Funny thing but the girls take him seriously—so do the check riders.

Lt. Naets was most surprised that the course was being run in English. Heard to say time and time again, "What iss diss lock on—lock off?" In Belgium we use only one word." Naets hopes to come an instructor?

C. P. O. Roumy, a stolid navy man, in more way than one; returns to France the only cadet to graduate before the end of the course. Roumy leaves Canada the second time and hopes to return as liaison officer in the year—"Well, who knows."



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*Around The Corner
 From
 Anywhere*



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Pt. Off. Siat, of the French navy, takes home a bride, and so we wish them both the best of luck. Siat feels this course should be held in Paris, maybe—all the staff agree except one.

Pt. Off. Point, also a matelot, proved that the navy are at home in the air. Point went through the course feeling that it was all so unnecessary; after all a PT boat goes as fast as a B-25. Well, the French ones do?

Pt. Off. Poulain, the "Charles Boyer" of the course, refuses to go anywhere near St. Vital or St. Boniface these days. Says he, "These Canadian fathers still think it is the deer season." Last check flown standing up.

F/C Bonniere, of the French Air Force, and honorary member of the Texas Air Force, takes home a Canadian bride. Our best wishes go with them. Bonniere's latest moan, "What a way to spend a honeymoon, on a censored parade." We are laying no odds as to who will beat the command, "Parade. DissssMissss."

Sgt. Degraeve, known as Marcel the Broadcaster, arrived here via Texas and intends to spend a lot of time at the "Le Boeuf sur le Toit" in Brussels inventing new patterns for the scope. Favourite expression, before a check ride, "But none of the Instructors teach the same"; now it's "But thiss AI is so easy."

Sgt. Vermeulen—Known to one and all as "Willy No Gain." Claims to have been a former film star at 2ANS; re-

turned to star in a final epic, "The Lost Blip." Heard to say, "If I no get McGale for my check ride, I no fly with the man with the axe." Now he loves all the Instructors?

Flt. Lt. "Bob" Gellard is one of those officers from "Back Home." Favourite Expression: "AI? Easy and straightforward!" Ambition: To be a soccer player.

Occupation: Making strange gestures with his hands to make I.T. more clear!! In leaving him behind we know that the country will be better able to sustain the sorrow and shock of our departure. We sincerely hope that he will continue to enjoy the Winnipeg spring (?), and look forward to, perhaps, seeing him somewhere back in Europe.

R.C.A.F. 1924 – 1954

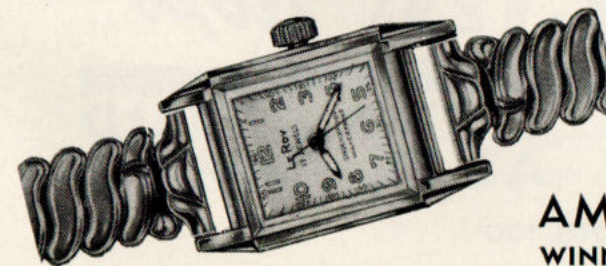
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AUTOMOBILES

(Continued from Page 10)

some fun as well as getting you from A to B.

The Austin-Healey 100 originally appeared at the London Motor Show in 1952 as the Healey 100. Austin saw the car, guessed at its potential, and offered to produce it for Donald Healey. Healey has been the designer of many successful sports cars since the war and he is as brilliant as ever with this car. The chassis is superb; it has all the required torsional strength that a sports machine demands, plus the added qualities of first rate road holding and riding. It is based around a 14 gauge welded box frame, with a body of 22 gauge sheet steel and inner panels of 16 gauge aluminum. As to the lines—if Marilyn Monroe were a car, I'm afraid she'd have to take second place in this contest! The exterior finish is nothing to scream about, and the same holds good for the chromium. The trunk space is easily accessible and should prove adequate for two, though a certain portion is utilized by the spare wheel. In this baggage compartment the makers have had the kindness of heart to think of the

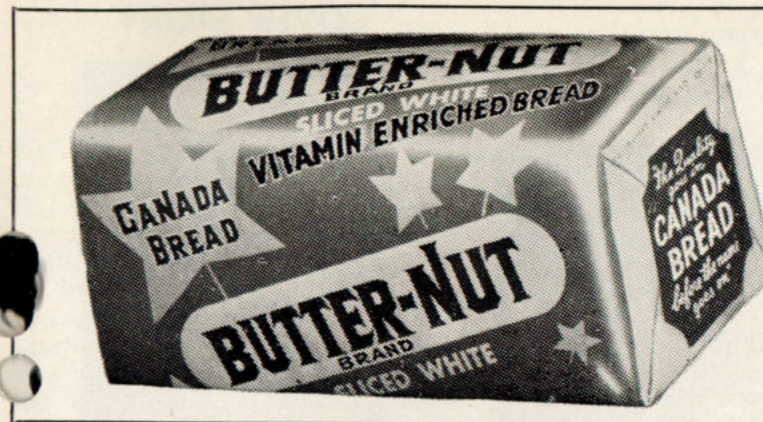
owner who is pestered by the eternal fiddler, determined to pull, twist, and break off all knobs within reach, for they have installed a very neat electrical master switch. The engine room is readily reached and has plenty of working space. The doors shut well, even if there are no exterior handles, and this is more than I can say for the side curtains. For my money I'd prefer the old curtains made of one single sheet of perspex, with which the early cars were fitted. Before passing I should state that the engine is the well tried Austin A90 powerplant, as are both the transmission and the rear end. The top is quite adequate, though rather drafty; then, this is a sports car so don't complain. Off-setting this drawback is an excellent heater, plus an unintentionally warm engine tunnel.

Once inside you feel right at home. The seats are very good and support the occupants in just the right places, but just don't try and fit mother-in-law in as the third passenger if you wish to stay in her good graces! The wheel is well placed, the visibility near perfect, all the pedals nicely spaced, and in addition the instruments are in

just the right spot for the driver. But, oh Lord! Why did you have to spoil this nice picture by fitting such a cheap looking dash board, which is even sloppily painted to boot? I don't mind you saving the odd penny, but please give some consideration to the poor owner.

Incidentally, are you ever pestered by the neighborhood hound trying to bite your tyres? Just try using that horn and I'll guarantee they'll disappear faster than last week's pay!

Forty miles of driving through Winnipeg's usual traffic mess convinced me that the Healey is both docile and very easy to handle in these conditions. The clutch is smooth, takes hold without any jerk, and like the steering is beautifully positive. The gear shift, which lies between the seats, is also nice and smooth, but not perfect. The complaint being an exceptionally wide 'H' which is awkward for any fast shifting. As to the brakes, I've nothing but praise; there was no sign of fade throughout the test and the pedal pressure required for operation is light. Before passing onto the Healey's high speed characteristics I would like to say that the flashing trafficato



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are much too slow and that the gearshift lever has the odd habit of getting stuck, now and then, in first gear, possibly not a general characteristic.

On the highway the Healey is like a sure-footed cat; you feel solid, safe, and know exactly where you are. Even at a hundred, with hands off, the car keeps going as straight as a die. Slam her into a corner, there's virtually no lean, or mushiness, she just goes into a nice four wheel drift, snapping out the minute you wish to straighten the wheel. In addition to all these qualities the ride is very comfortable, even on rough country roads. To top it all I feel it is one of the finest cars I've ever driven. With some sports cars it is essential that the driver have bags of experience otherwise you end up in the local morgue; the Austin-Healey is exactly the reverse, anybody who can't drive this car should revert to a bicycle! In the acceleration department you haven't a worry in the world. If the old ego needs a lift just stop alongside anything you like at a light, except perhaps the odd well tuned Jaguar, and you'll end up in front every time.

Without doubt the Austin-Healey is a sports car in the finest tradition. Certainly, it has a few shortcomings and flaws. I'll admit that it won't take three comfortably on a long trip; that it might be a bit cold at 40 below; that the manufacturers are guilty of doing a bit of body skimping here and there; nevertheless, though the vast majority of the population will think you completely mad, the owner of the Healey 100 is going to get an awful lot of fun for those three thousand dollars.

N.B.—If you do get one, please don't charge the gate barrier at 60, for I assure you the guard will have fainted long before you slide un-

derneath, and thereby miss all the fun!

Next Issue: The 1954 Aero Willys, followed by the MG-TF.

TROUBLE SHOOTING

Sir:

I have been thinking of putting a molybdenum additive into my engine and would like to know if you can help me with the following questions. Is this worth while? Does it affect the oil? Will it stick in the oil filter?

G. R. McD.

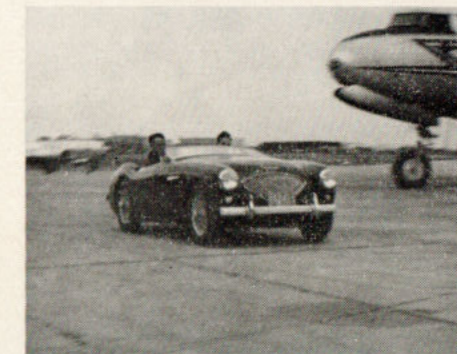
Molybdenum disulphide which is marketed under several trade names—"Moly-Boly" and "Auto-Moly"—does help to reduce the frictional losses in your engine by plating most of the running surfaces with a thin coat of these micrograins. In all probability your gas mileage will improve a little as well. It cannot harm the oil provided that the MOS, is present in smaller quantities than 1%. In larger amounts the oil tends to turn into grease. Finally the grains of Molybdenum are so small that it is very unlikely that any of it would catch in the oil filter.

Sir:

Recently I got into an argument as to whether the performance of my car would be improved by using high-test gas rather than the second grade. Can you give me a definite answer on this? The compression ratio of my car is 6.5:1.

P. W.

Though the gas companies won't agree with me, I'll give you what I believe are the facts on this subject. Use the second grade, otherwise you are wasting your money! As a general rule, unless your engine has a compression ratio of over 7:1, high-test gas is a waste of time. The main purpose of the more expensive gasoline is to reduce knock in high compression engines, besides adding a few more B.T.U.'s (power). Therefore, unless your engine knocks on the second grade gas I see no reason on earth why you have to use the high priced article.



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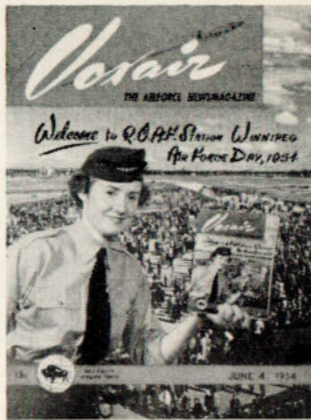
BRANCH OFFICE: - - -

VANCOUVER A.M.F. B.C.

FLICK FACTS

	June 20	Gregory Peck	SNOWS OF KILEMANJARO	Susan Haywood
June 9	June 21	John Hodiak	MISSION OVER KOREA	John Derek
Rock Hudson	June 22	Gordon McRae	THREE SAILORS AND A GIRL	Jane Powell
Piper Laurie	June 23	Robert Stack	SABRE JET	Coleen Gray
June 10	June 24	Spencer Tracey	THE ACTRESS	Jean Simmons
John Derek	June 25		No Show	
SEA OF LOST SHIPS	June 27	Joan Crawford	TORCH SONG	Mich. Wildman
Wanda Hendricks	June 28	Richard Widmark	TAKE THE HIGH GROUND	Elaine Stewart
June 11	June 29	Henry Fonda	MAIN ST., TO BROADWAY	Rex Harrison
KILLER APE	June 30	Debbie Reynolds	AFFAIRS OF DOBIE GILLIS	Bobby Van
Corkie of Gasoline Alley		Paramount News every Sunday		Serial every Friday
J. Weissmueller				
June 13				
SADIE THOMPSON				
Rita Hayworth				
June 14				
ALASKA SEAS				
Robert Ryan				
June 15				
I, THE JURY				
Biff Elliott				
June 16				
MEET DR. JECKYLL AND MR. HYDE				
Abbott and Costello				
June 17				
FOREVER FEMALE				
Ginger Rogers				
June 18				
RED GARTERS				
Rose, Clooney				

COVER STORY



This month's cover represents the joint efforts of the Stn. Winnipeg Photo Section, Photographer Sgt. Walsh of 402 Squadron, and ex-Photo Editor Ken Gregg. LAW Shirley MacDonald, of our Message Centre (and also of Montague, Prince Edward Island) supplied the personality and a smile which can hardly fail to tell our "Open-House" guests that we are pleased to see them.

How did we do it? Actually, it was so simple that the photographer who finally submitted it from a new address (the sanitarium) said he would be pleased to let the secret out for the first offer over \$500.



(SEE BACK COVER)

One of the RCAF's Comets caught by the camera against an unusual cloud background requires no caption or comment. It is poetry in flight and a truly magnificent aircraft.

RCAF - 1924 - 1954

THE RCAF celebrated its 30th anniversary quietly on April 1 of this year with a cake-cutting ceremony at the Ottawa Gloucester Mess, Air Force headquarters.

That evening Air Marshal C. Roy Slemon, Chief of the Air Staff, and one of the "originals" of the service, was host to His Excellency the Governor-General and RCAF officers, when His Excellency cut the special birthday cake, symbolizing 30 years of air progress. Defence Minister Brooke Claxton and Associate Minister Ralph Campney were also among the guests.

From a strength of less than 400 on April 1, 1924, the RCAF now has grown to a peacetime strength of more than 45,000 men and women serving from coast to coast and overseas. The original six units at Vancouver, High River (Alta.), Winnipeg (Man.), Camp Borden (Ont.), Ottawa (Ont.), and Dartmouth (N.S.), have expanded into a force operating more than 70 major establishments, including bases in the Canadian Arctic and with personnel serving from Japan to Germany.

Aircraft changes have been many throughout the 30 years. The open-cockpit Vickers "Vikings" and DF 4's and HS2L of the 20's have been retired and now sleek Sabres, Canucks, Silver Stars and Comets



His Excellency cuts the cake.

have taken their place in the skies of Canada.

The original jobs of the service: fishery, forestry and customs patrols have largely disappeared, to be replaced by international operations such as the Korean airlift, the air defence of Western Europe and North America, sea-lane patrols in the Atlantic and Pacific, and worldwide transport flights, including the recent global tour of the Prime Minister.

The photographic survey programme, which completed 40,000 square miles of aerial photography in 1924, has been extended from

the U.S. border to the farthest reaches of the Arctic, where only a small portion remains unmapped to give complete coverage to the entire country.

Since that first year when the RCAF flew a total of 1,615 hours, rapid strides have been made until during 1953 more than 750,000 hours were logged.

In 1924, Provisional Pilot Officer C. Roy Slemon, of Winnipeg, was training for his pilot's wings. Today, as Chief of the Air Staff, he commands over 45,000 highly-trained personnel, flying and servicing the latest in aircraft.



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How High the Moon

THERE you are at 350,000 feet, and Zuni Radio gives you an altimeter setting increase of six-tenths of an inch. What change will your dial in dicator show in feet?

USAF's Research and Development Command engineers have already realized the shortcomings of today's aneroid type altimeter, which requires servo boost above 80,000 feet, and which is operable only to 150,000 feet. Two new altimeters are now in the experimental stage, and are expected to measure altitudes ranging from 25 to 95 miles in the upper atmosphere. One altimeter will operate between 150,000 and 300,000 feet; the other between 300,000 and 500,000 feet.

The altimeter designed for use at "lower" altitudes, (30 to 60 miles), consists of a glass tube, called a Pirani gage, which continuously samples the atmospheric air, and a cathode element, which is heated by an electrical current. The heat radiates from the cathode to a temperature-sensitive plate element in the tube. Heat radiation is directly proportionate to air density, so is a comparatively simple matter to measure electronically and convert to a dial reading.

The other altimeter, for readings above 60 miles, is basically an ionization gage, and consists of three elements: a plate, a grid, and a filament. A glass tube continuously samples the air, as in the other upper-air altimeter. The filament, when heated by an electrical current, emits electrons which travel to and bombard the positive charged grid. These positively charged ions are attracted to the negative grid, and create a flow of current to the plate circuit. The ration of the plate current to the grid current is proportional to the gas pressure in the tube, which is the same as the atmospheric pressure. This is translated into feet on the dial.

I kissed my first woman and smoked my first cigarette on the same day. I've never had time for tobacco since. — Arturo Toscanini quoted in Colliers.

426 SQUADRON

In a statement issued last month Defence Minister Brooke Claxton paid tribute to the outstanding operation of 426 Squadron. His remarks follow:

The trans-Pacific airlift operation that the RCAF has been carrying out for almost four years in support of the United Nations effort in Korea is to finish shortly. A decision to end RCAF participation in the airlift has been made and it is expected that the final RCAF round trip to Japan will be made by a North Star leaving its home base at Dorval, outside Montreal, on Saturday, May 29.

Requirement for air transport support of the UN operations in Korea has decreased and there has been a lessening of the overall airlift operations over the northern route. In consequence, the United States Air Force is reducing its facilities at Shemya Air Force Base, in the Aleutians, which the RCAF North Stars have been using as a refueling point. Unavailability of Shemya would make economic

operation of the RCAF North Stars unfeasible over this run. Because of this, and the decreased requirement, the RCAF operation is being brought to an end.

The record set by 426 Squadron during its airlift operations is one of which the RCAF and all Canada can well be proud. Its reputation for efficiency and safety was unsurpassed. Not a single life and not a single cargo was lost during the four years of operations.

The job represented a valuable and urgently required Canadian contribution to the cause in Korea. It was a gruelling job calling for the maximum from all those who took part, and this maximum was always forthcoming, under some of the world's worst flying conditions.

The RCAF North Stars which carry the blue and white United Nations emblem on their tail, indicating service on the airlift, are emblematic of a splendid service, in line with the very finest traditions of the Air Force.

To all those who have taken part in the RCAF's operations on the airlift I pass my personal congratulations for a demanding task done in proper Air Force fashion. I can give no higher praise than this."

What's the Use, Anyway?

When you're a little fellow, the big girls kiss you; when you're big, the little girls kiss you.

If you're poor, you are a bad manager; if you are rich, you are dishonest.

If you need credit, you can't get it; if you are prosperous, everyone wants to do you a favour.

If you're in politics, it's for graft; if you're out, you're no good to your country.

If you don't give to charity, you're a stingy cuss; if you do, it's for show.

If you die young, you had a great future before you; if you live to an old age, you missed your calling . . .

So, what the heck's the use of being born, anyway?

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*Trade Name for DuPont Polyester Fibre.

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