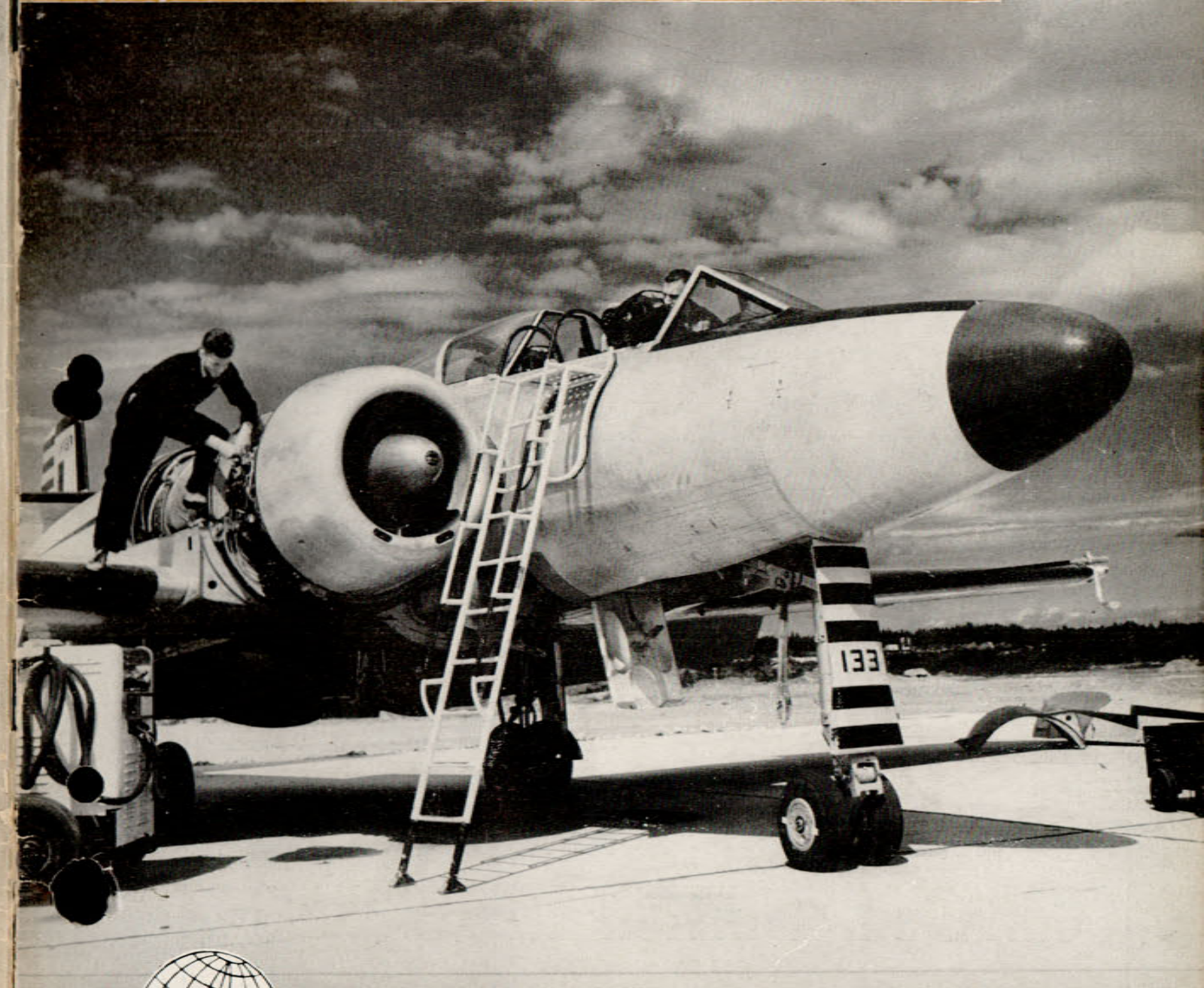




PLANE FACTS
See Page 32.

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EDITORIAL

COURTESY

SOMETIMES it is difficult not to get the feeling that humanity in general is not quite as polite and courteous as it was, say about the turn of the century or even twenty years ago. Discourtesy, indifference to others and a weird dollars and cents set of values seem to be all part and parcel of our twentieth century. We aren't suggesting that we're anything but part of it either but now and again one gets a glimpse of some individual who chooses to live by the rules of the old school and it makes us all take a quick look at our own operation.

Last week on a trip east we arrived at one of our smaller stations just about breakfast time. The S.D.O., who was the man we had to see for various reasons, turned out to be just this kind of person. Not only did he outdo himself being assured that we knew our way about the station; he made certain that each individual's personal plans got a start in the right direction, and amazingly enough appeared to complete the job of looking after us in considerably less time than it had sometimes taken others not to. We were reminded just a little of the old Northern principle of feeding and bedding down visitors before all else.

True courtesy and genuine hospitality shouldn't, perhaps, be sur-
(Continued on page 31)

COVER STORY



Our cover this month catches our CF-100 with her cowlings down as two members of her ground crew tune her starboard power plant.

BUDGETS FOR THE SERVICEMAN

as prepared by G. Rempel, Home Economist.

Here's a very thorough outline of a budget—the one you've probably been trying to get the little woman to go on for years. It includes everything from car fare to shoe repairs and even gives you lots of leeway for SAVINGS. As you can see, no mention is made of a budget for single men. It is assumed that at least 85% of their income goes into savings—and no problem at all remains about what to do with the rest!

(For a family consisting of Husband, Wife, and 3 Children.)

	L.A.C.	Corporal	F/O	F/L
Basic	\$132.00	\$152.00	\$230.00	\$265.00
Subsistence	91.00	91.00	110.00	110.00
Marriage Allowance	30.00	30.00	40.00	40.00
Children's Allowance	15.00	15.00	15.00	15.00
Total	\$268.00	\$288.00	\$395.00	\$430.00
Shelter (including heat and water).....	\$65-\$70	\$65-\$70	\$80-\$85	\$100.00
(Varies with district — see Note 1).				
Food*	\$ 85.00	\$ 90.00	\$100.00	\$100.00
Based on average cost for adequate nutrition.				
Operating Expenses:	\$ 33.00	\$ 35.00	\$ 45.00	\$ 50.00

Electricity	\$4.00			
Telephone	3.00			
Newspaper	3.00			
Church or other donations	4.00			
Hospital and Medical	5.00			
Carfare	7.00			
Replacements	5.00			
Shoe Repairs and Dry Cleaning	2.00			

Replacements include: laundry and kitchen soap, cleaning, and kitchen equipment, replacement of such items as towels, bed linen. Major appliance and furniture not included. See Note 3.

NOTE: The higher the income the more is given to Church and Donations and also toward replacements.

Savings	\$ 25.00	\$30-\$35	\$ 65.00	\$ 75.00
Clothing*	\$ 25.00	\$ 30.00	\$ 45.00	\$ 50.00
Consider this is as an amount spent annually as purchases will not be the same each month, as expenses vary with seasons, etc.—e.g. Expenses are higher in the fall when children are returning to school and heavy winter clothing is purchased. This extra cost must be covered by fewer expenses in the summer.				
Personal Allowances*	\$ 30.00	\$ 33.00	\$ 55.00	\$ 55.00
This includes recreation and advancement (education), Children's spending money, cosmetics and personal necessities of wife: writing paper, etc., cigarettes, holidays, dental care.				

*Flexible Expenses

NOTE: 1. For personnel living in quarters provided by the RCAF the cost of shelter will be much lower, and more money will be allowed for saving, and in the lower brackets to clothing, food and operating.

2. There is a Hospitalization & Medical Plan open to RCAF wives and families. It is available through a payroll deduction arrangement with an insurance company, providing all the advantages of good group insurance.

BENEFITS:—
— up to \$6.00 per day on a room.
— a maximum of 70 days in hospital.
— \$60.00 for Incidentals.
— Surgical Benefits—Maximum \$200.00.
— Medical Benefits—\$3.00 per day—up to \$100.00.
COST: \$5.00 per month.

3. There is a definite need to set aside a certain amount for replacement of such items as towels and bed linen. They are replaced with less strain on the budget if purchased over a long period of time.

	% OF INCOME SPENT ON—			
	L.A.C.	Corporal	F/O	F/L
Shelter	24-26%	22.5-24.5%	22%	23%
Food	32%	31%	25%	23%
Operating	12%	12%	11%	11.5%
Savings	9.5%	10.5-12%	17%	17%
Clothing	9-11%	10.5%	11%	11.5%
Personal	11%	11.5%	14%	13%



Personality

CPL. RICHARD FERES

VOXAIR HAS CHOSEN as its personality an airman who, despite the short time he has spent on Station Winnipeg, has already made quite a name for himself. Anyone who has reason to enter the SWO's office, whether to be checked out on orderly officer duties, or whether as an airman to receive a reprimand, is certain to have seen Corporal Feres in his daily round of duties.

Corporal Feres was born in the great metropolis of Montreal in August, 1932. Very soon after graduating from Saint Michael's

Commercial, Ric enlisted in the Royal Canadian Air Force. After the usual period of basic training, he was then sent on an aero-engine course at Camp Borden. His first posting took him to Chatham, New Brunswick, where we are told he learned more than the mere rudiments of his trade. Ric has never been one to lie still for long. In his off hours while at Chatham, he organized a Youth's Boxing Club, and was in fact placed in charge of the sports programme for the entire Station. It should prove to be of

special interest to those of us at Station Winnipeg that on Air Force Day, two years ago, Ric had the unusual opportunity (is that the right word, Ric?) to fight against Yvon Durrell, now holder of the light-heavyweight championship for the whole of Canada. Although surprisingly modest on the subject of his boxing abilities, we can be quite sure that Ric at least gave him a fair battle. Boxing, however, was not Ric's only extra-curricular activity at Station Chatham, for it was here that he met his wife, who was serving at the time as a WD fighter controller operator.

In 1952, Ric re-mustered to P & R TI (Physical and Recreation Training) and proceeded to Alymer on a three-month Discip course. Again he returned to Station Chatham, where once more he took up his very active interests in sports. Unlike his native province of Quebec, where he assures us he spent much of his time among the Laurientians at Saint Sauveur, Ric had to confine himself to the more down-to-earth sports of football and hockey. While still in the East, he spent a considerable amount of time travelling as drill instructor for the Air Cadet Squadron at Moncton, New Brunswick.

As to his future career, Ric is not yet entirely certain, but we feel that he has decided that the Air Force holds out very good career prospects. Despite his own feeling that his career has been quite like that of any other airman, we ourselves cannot help but feel that in personality and sports ability alone Ric is something out of the ordinary. To him and to his wife and young champ we wish all the best.



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BUSINESS—

TRENDS AND COMMENTS

by F/L J. A. GAUTHIER

ACCORDING to the Financial Post, the Canadian Steel Improvement Company has discovered a new cost-cutting method of forging precision titanium alloy jet engine blades. A. V. Roe and Company will certainly benefit from this discovery, as they are working on a secret supersonic jet engine. This new method of forging will speed up production.

Canada will be in a most favourable position in regards to future titanium work as there are huge deposits of the metal in this country. The Shawinigan Water and Power Company have discovered a new and cheaper way of refining the metal. It appears that Canada will be the "Titan" of Titanium.

* * *

The VOXAIR issue of April 23, Business Section, used a stock called Flora Sekord as an example for a stock purchase article. It was quoted at 14 at that time. If you, the reader, can figure out the proper name of Flora Sekord you will see that it was quoted at 16½ in the Winnipeg papers of July 5, a rise of 142 in less than three months.

* * *

This has nothing to do with Business, but we cannot let it pass. Look up Page 47, June issue of the "Roundel" and read "Adventures in English." I wonder what Station put out that DRO entry?

NO ROOM FOR GLOOM:

Due to an unseasonable spring this year, construction was held up across the country. One benefit that should come from this late start is a late finish in the fall or early winter. This will be welcome to many, as our decrease in employment starts in October or November, but this year many will be kept on the job until Christmas. Now that the Seaway has started to roll, unemployment should be kept to a lower level than last year.

Another bright spot in Canada's future—especially that of the prairie region—is that the Japanese are mixing barley with their rice for dinner. Canada shipped 20 million bushels of barley to Japan last year. Now if we can educate the rest of the Orient to mix in barley with their food, and we Canadians switch some wheat acreage to barley, we might avoid a grain glut. Apparently the mixed grains are more nutritious than straight rice.

* * *

The RAF Dental Branch has come up with a new drill that almost eliminates pain. It moves at a rate of 25,000 vibrations a second. At this speed the vibrations cannot be heard or felt. I wonder if there is an attachment to keep moustaches from being entwined in the drill as has happened at Station Winnipeg in the past. Ouch!



Current Affairs...

Edited by

DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

Guatemala in Turmoil

F/O D. G. OLIVER

WE CANADIANS have been inclined to regard the Revolution as a sort of Latin American national pastime. We have shrugged off its frequent occurrences with the explanation that the Latin American was "just built that way," and as long as he kept it in the family, we have been content to let him shed blood with great abandon. We were neither first nor alone in holding the belief that he is temperamentally unsuited to the democratic way of life, more fascinated by violent political changes than in the vagaries of political campaigns. In that land where bullets, not ballots, have often decided elections, historical figures like Alberdi and Bolivar long ago passed this judgment on their people.

Why, then, in the most recent revolution, the Guatemalan conflict, could this broad explanation not serve us as well as it always had? There was nothing in the routine frontier skirmishes and the bombing of the capital to distinguish it from the run-of-the-mill Donnybrook. Only one thing marked this particular one from all others. That alone, as a threat to our national security, was enough to make us abandon the easy answer and search deeper for causes and possible remedies.

Considering the course events have taken, it was inevitable that the eyes of the world should turn on Guatemala. Any observer of the long-developing crisis could have predicted that this would be no insignificant battle.

At a time when the U.S. is spending billions to prevent the spread of Communism abroad, the undesirability of a new Communist satellite in the Western Hemisphere, and its nearness to a world lifeline (the Panama) is obvious. It is not one country's adoption of a form of government that is important. It is rather the contagious nature of Communism, its inherent threat to other countries by infiltration and disruptive tactics from a well-established base that give importance to the present struggle.

The United States, therefore, has taken for some time an attitude of watchful, wary interest in the situation. We would do well to do the same. Guatemala's Central American neighbours, too, have expressed something more than suspicion when early this year shipments of arms and munitions began arriving from ports behind the Iron Curtain in disproportionate quantities. These relatively stable democracies, fully

aware of the contagious nature of Communism, protested loudly through the Organization of American States. Simultaneously, USAF C47's and C119's, loaded with cargoes of military equipment, arrived at Managua, Nicaragua.

There may be a lesson in prevention to be learned in examining the history of Communism's growth in what has been an ideal seedbed.

THE PEOPLE

No factor could be more tailor-made to enhance Communism's appeal than Guatemala's almost feudal social extremes. For here we have a tiny minority of privileged land heirs at one end of the scale, while the great majority live in dire misery—little above the subsistence level. Somewhere between drift the "mestizos," those members of the middle-class, who constitute the greatest asset to a working democracy. These are the educated, the professional men, the intellectuals, the small men of commerce. Too few in a country where

(Continued on page 21)



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By F/O E. P. McLOUGHLIN



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SPECIFICATIONS:
Price: \$1,600—in Europe.

ENGINE:
2 cylinder air cooled
Opposed cylinders developing 42 h.p.
Overhead valves

DIMENSIONS:
Seats six in comfort
All aluminum alloy body
Body held to chassis by 11 bolts
Engine held to chassis by six bolts
Weight—1,330 lbs.
Wheelbase—101 inches
Height—57.2 inches
Perfectly aerodynamic body.

PERFORMANCE:
The Panhard has the same power/weight ratio as the Chevrolet!
45 miles to the gallon!!
Top speed 82 m.p.h.

GENERAL:
Car can be brought back to Canada when returning, duty free, if it has been in the owners' possession for over one year.
Two months notice is required for purchase.

Several months ago Captain Cheval our French Air Force Liaison Officer, inundated me with masses of material on the above car and suggested that I publish something on the machine for those of us who will be going to Europe in the future. Closer investigation of the car made it obvious to me that here was an outstanding family car which offered remarkable quality, comfort, speed, and reliability for anybody interested in transportation. Needless to say, the fuel consumption is also beyond compare. Before continuing I'd like to let Captain Cheval give you an introduction in his own words:

"Many of you are looking forward to a possible posting to Europe, and if you get there, you will need a car to enjoy touring England, France or Germany. Naturally, a powerful and com-

fortable American car would be ideal, but much too costly in gas consumption and maintenance over there."

"There is a 'big' small category car, the 'Panhard 54', entirely new in design and conception: roomy 5-6 seats, running at 80 m.p.h.; with a consumption of over 40 miles to the gallon."

"I have used 'Austin sport' in England, 'Citroen' front wheel drive and the 'Simca Fiat' in France. I have enjoyed the use of a V8 Ford in Canada; but now, going back home, and mostly interested in ECONOMY, I have decided to buy the 'Panhard 54 Luxe-Exportation Modele' at a cost of \$1,600, on a temporary (meaning he will take it out of the country eventually) registration."

"This car is making up a reputation in stock car competitions . . . but I will let our 'Motor Editor' tell you more about the technical data on this car." Captain Cheval, F.A.F. LO.

Captain Cheval has mentioned some very good points in that letter and perhaps I should comment on one or two of them. Servicing on the continent goes in this order: best—European cars, then come the English, and way behind come the American cars. Gas costs the earth over there, anywhere up to a \$1 a gallon! Therefore, the need for economy.

Unfortunately, I haven't driven the car, but if racing results are worth going by then this car comes way out on top of the pile. Last month 750 c.c. racing Panhards came in 13th and 17th at Le Mans in the 24-hour race. This is outstanding when you consider the fact that they were racing against Ferraris and D Type Jaguars (top speed of 180 m.p.h.). Of course, they nearly always win firsts in their class on an

index of performance—4 at Le Mans 1953, 2 Mille Miglia 1953, 2 at Sebring in Florida 1953, etc.

The aluminum body is mounted on a solid platform and is not subject to any stresses. As a result there is vibration, no shocks, no warping, the play which inevitably sets up with the normal type of construction is radically abolished. The practical result is silence, tightness, and long life. 90% of the area above the shotline is composed of glass giving excellent visibility—especially for a European car. The low weight of 1,330 lbs. results in an extremely good power/weight ratio, not normally approached in cars of this sort. Upholstery is of washable plastic and there is a crash pad on the dash. For repairs every complete unit is readily taken off the car and serviced. Floor and ceiling are lined with fibre glass. There is lots of trunk space, plus the usual spare, tools, etc. The heating system is a petrol burning type and most efficient. Bumpers are of the wrap round kind. All instruments are neatly grouped right in front of the wheel.

One interesting feature I think needs enlarging, is the fact that the whole of the front suspension and the engine can be removed by simply undoing SIX bolts—what could be simpler for servicing and repair work? Incidentally, while you have the engine and front suspension off the French are proud to state that the owner can leave the car completely locked throughout this procedure! All the car basically consists of are THREE parts—front, rear end, and the body—each completely independent of one another! Ooops! I almost forgot to mention that this little machine is front wheel driven, as must have seemed obvious when you see that the engine and front suspension are one and the same unit.

To sum up, let me say that I am indebted to Captain Cheval for his help and thoughtfulness in suggesting that we mention a most useful little French car, for those of us who hope to achieve that nice aim of a posting to France or Germany.



W/C F. Y. Craig demonstrates training aids used by ANS to touring group from NATO Standing Party.

Today in SPORT

By CPL. HOWARD O'BYRNE



A LETTER has been received by this department on the briefing of the main outside sports around this area. Besides being very complimentary, it inquired into the disposition of the Mandak League. So, in this edition, we will try to bring you up to date on that very subject.

When Winnipeg entered into pro baseball with the Goldeyes, the franchise was taken by Williston, N.D. They are known as the "Williston Oilers," otherwise the league is the same as in other years.

The following are the latest league standings:

	W.	L.	Pct.
Minot Mallards	22	8	.720
Carman Cardinals	16	16	.500
Brandon Greys	17	17	.500
Williston Oilers	8	22	.280

STATION BASEBALL

Our team seems to be shaping up very well. After being in the basement position during the early part of the season, they have buckled down to business and have overtaken the Portage team and are now in third position. The manager claims a very good team and says the players are very keen. They have not confined their playing to League games only, as the last four Saturdays found them at Teulon, Poplar Point, and twice at Stone-

wall (all Manitoba points). We understand they are booked up solid every Saturday for the remainder of the season. Now that the home diamond is in use, they plan to have a double-header every Sunday afternoon and evening. So let's all get out and give them our solid support.

And while on the subject of our team, we would like you to meet each individual player. Starting off with two of them in this edition, we will have more later.

In reading their biographies, it will be noted that we have some real talent.

STATION SOFTBALL

On the evening of July 6 our Station softball team met the RCMP for the second time, winning the first encounter 17-4 and losing the second by a score of 8 to 1. LAC Larry Krietz made the only counter in the fourth. The boys put on a good show until the top of the eighth, when the score was 3 to 1 for the Redcoats. At one time they had the bases loaded and only one down. It looked like the game was in the bag. However, Const. Bill Neil, pitching excellent ball for the Mounties, spoiled the Airmen's chances by striking out the next two batters. In the bottom



F/C G. Baker of RCAF Winnipeg brins called out on first in a close one, with RCAF Gimli.



Archie Sellars getting a single in the Winnipeg-Gimli game. Winnipeg won 18-12.

of the eighth, the roof fell in and the Cops counted five more runs. The boys seem to have a little trouble getting used to the dry field after playing most of their games in and on soft grounds. However, they have shown much improvement in all departments.

Cpl. Thompson has some aid now with F/C Law and Mr. J. Sawatzky helping with the chucking. Cpl. Beauchamp says the boys are doing fine but that some support is needed from the fans.

INTER-SECTION SOFTBALL

The Inter-Section Softball League got underway, with Headquarters soundly trouncing the Armament Systems team by a score of 22 to 9 on July 5. The Telecom Garbles eked out a close one from the 111 C & R boys by a score of 13 to 12. The winners had the added advantage in that the S-Tel-O played for 111.

The following is the remaining schedule:

- July 12—Advanced GIS vs. Primary GIS.
- July 15—Primary GIS vs. Armament Systems.
- July 19—Headquarters vs. 111 C & R.
- July 22—Telecom. vs. Advance GIS.
- July 26—Advance GIS vs. Armament Systems.
- July 29—Primary GIS vs. 111 C & R.
- August 2—Headquarters vs. Telecom.
- August 5—Telecom vs. Armament Systems.



Cpl. Jack Dixon.

Cpl. Jack Dixon commenced his ball career in 1948 with the junior Port Arthur Boys' Club. In 1951 he played with the RCAF Station Camp Borden, Ont. boys. In 1952 he played a season for Calgary in the Chinook League and the following year played for Corstains in the same league. This year he is pitching for Stn. Winnipeg.

RUGGER

The NATO Rugby team of RCAF Stn. Winnipeg played their last game of the season against the Edmonton club at Edmonton on Saturday, June 26th.

The game was played on a very fine day, although a 30-knot wind blew down the field. This wind had a great bearing on the game.

The Edmonton team won the toss and elected to play with the wind, which gave them a terrific advantage. They constantly kicked over the heads of the NATO backs, who failed to allow enough for the wind. As a result, the Edmonton club scored three tries quite early in the game after punts eluded the NATO fullback. Converting one of these, they ran the score in their favour to 11-0. After this disastrous start,

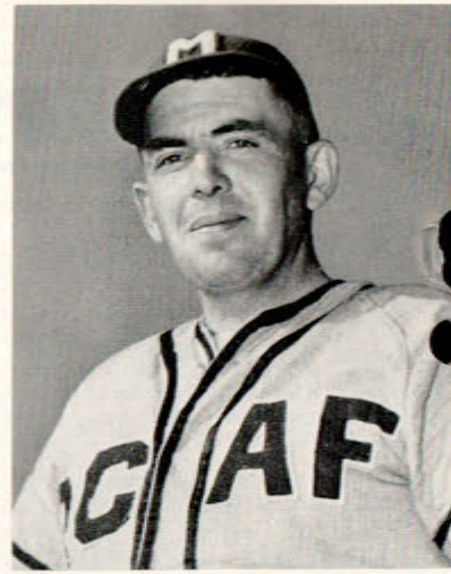
the NATO side started to play good rugby and held Edmonton scoreless the rest of the game.

Winnipeg's first try came from a very beautiful three-line play. Starting about 50 yards out, the NATO backs ran the ball upfield and Colam scored the points in the corner. Burrows came very close on the convert attempt from an almost impossible angle. Several times in the first half NATO forwards and backs broke through only to be stopped at the goal-line by Edmonton's fullback. (All 6' 4", 260 lbs. of him).

In the second half, Edmonton was nearly always on the defensive, but the NATO team could only score once more. Colam, who played a very good game for NATO, scored by himself, eluding several would-be tacklers before plunging across the goal line.

With time running out, Winnipeg put on a spirited rally but failed to score. Thus they went down to their second defeat of the year, 11-6.

A bad injury to one of the Edmonton players just before full-time caused the game to be shortened by four minutes. All in all,



F/O Wayne McAlpine.

F/O Wayne McAlpine started out as manager of the hometown team at Oungre, Sask. After joining the RCAF early in the war, he played with teams at I.T.S. Saskatoon and at No. 1 B & G Jarvis, Ont. After his release from the RCAF in 1946 he returned to management of the hometown team until 1951. The airforce bug bit him again and he re-enlisted again and in 1952 managed our station softball team, winning the inter-service championship. This year he organized the station hardball team and is manager. We are looking for another championship, boss!!!

it was the best rugby game of the season.

Chaplain's Page



KEEPING THE SUNDAY HOLY

ONE OF THE fundamental laws of nature binding on all men is that one day in the week must be set aside as the Lord's Day. So that there would be no mistake about it, God made His will clear in the third Commandment: "Remember thou keep holy the sabbath."

For a Catholic, this means attendance at Mass; for others, attendance at their respective churches. It also means refraining from servile work. Since doubts may arise as to what this latter observance implies, the following points may prove practical:

1. The prohibition of servile work applies in general to all unnecessary manual labor, or work requiring bodily effort and exertion. As to what work is "necessary," the Christian teaching traditionally has taken a reasonable view which has steered from extremes. Thus she holds that such household tasks as preparing meals and cleaning up after them are most certainly necessary. Exception is also made for certain types of work which must be performed on Sunday as well as any other day, such as railroad work, police duties, etc. . . . Emer-

gencies can also arise, such as that of the farmer who would have to harvest his crop before an immediately threatening rain. But these exceptions should remain exceptions. The law of Sunday rest is a serious one and should not be lightly put aside.

2. The Sunday rest does not preclude wholesome recreation and entertainment. These things, in fact, enter into the very idea of the day, which is meant to recoup one's forces and energies from the natural standpoint as well as the

supernatural. It goes without saying, of course, that sweet moderation should govern one's indulgence in such recreation.

3. It is certainly in keeping with the spirit of the day to set some time aside for the Lord. This means primarily attendance at Mass, which, for a Catholic, is a matter of strict obligation. But beyond this, on Sunday some time should be set aside for the reading of a newspaper or magazine devoted to the interests of religion, to the reading of the Bible, or to dipping into the biography of some saint or other hero of the faith. The sincere Christian will also endeavour to attend, if possible, such additional spiritual activities as may be available in his parish church.

Those who observe Sunday according to this suggested pattern will not only profit spiritually by their obedience to God's law, but they will profit physically and psychologically as well by the calm and peace in their heart's which the observance of Sunday as a true "day of rest" will bring them.

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INDO-CHINA'S ELEVENTH HOUR

By P/O K. R. CRYDERMAN

ALMOST overnight, a small village, hidden amid the rice paddies and monsoon muds of Indo-China, crashed into the world's headlines. For those who recall the valiant stand of General de Castries and the calm heroism of Nursing Sister Terraube, Dien Bien Phu will ever remain a symbol and a proof that great deeds are not a thing of the past. For countless others, the Battle for Dien Bien Phu is but another "episode" in the free world's struggle against the oppressive hand of Communism.

The forty-day battle is over. The guns are laid aside; the wounded are carried from the field. As Time magazine states, Dien Bien Phu "was the one set-piece battle in the seven years of the Indo-Chinese War—a strange array of bayonets in this age of the atom and the jet." Yet, small as the battle was, it is bound to have far-reaching consequences. Wilson Woodside has written in his Saturday Night column: "A crisis which will dwarf all others since the Liberation and which will probably shake the Fourth Republic to its very foundations, has now begun in France. All the long-postponed decisions on Indo-China, on the European Army, and on the financial and economic structure of the country have, at one fell swoop, caught up with the French deputies." The situation, as he suggests, cannot be overestimated. One French Government has already fallen. Whether any more will fall before a solution of the crisis is over, is anyone's guess.

GENEVA CONFERENCE—RESUME:

Questions on both Korea and Indo-China were discussed at the recent Conference held at Geneva, but with few, if any, concrete results. A fair share of the time was spent discussing the possibility of a final French capitulation, of open American intervention, and even of the possibility of a Third World War. Most of this talk quite understandably was done by the leading world newspapers, not around the conference table itself. On only one thing did all the conference members seem to be unanimously agreed, and that was that there never could be an easy solution to the Indo-Chinese question. From the military point of view alone, quite unlike Korea where we had a relatively narrow peninsula and a fairly well-defined natural boundary—there is in Indo-China, no stabilized line between the two chief opponents, the French and the Communist Vietminh. General de Castries and all those who slogged with him through the heavy mud and paddy terrain of Vietnam knew this only too well.

The second major difficulty confronting the French is this: "How to negotiate with an enemy whom you can neither see nor hear, with an enemy who makes his attack, and just as suddenly steals silently away into the thick night of the jungle." Even if the French could identify the enemy and come to negotiations with him, what real guarantee of peace could they secure?" These are only a few of the

problems that must be faced if a lasting peace is to be secured in Indo-China. We dread to think another two years of truce talks, such as we had in Korea while all the time the enemy was using the time thus gained to further build up his defences. If we are to judge by the tactics employed so recently at Geneva, we might even begin to wonder just how serious are the Communist proposals for peace.

(Continued on page 24)



(1) Site of ill-fated fortress. (2) Location of earlier French landing.



By LAW ANN ZAWADIUK

THERE'S something novel about returning from a leave. We recently spent a very enjoyable two weeks in Alberta, returning to Winnipeg via the States. We certainly were impressed with the American hospitality. Realized, however, that as neighbours we don't express the same friendship toward them. Why? Is it so difficult to practice courtesy? Maybe next time we see any of our neighbours we can show them a little more recognition.

Sincerest thanks to Cpl. "Jackie" Beaubien, who was our guest editor last month.

A weiner roast was planned for July 1st, but naturally the weatherman stepped in with some showers to dampen the preparations. (We'll contradict ourselves in the next paragraph.) The weiner roast was to take place at Lockport, with the girls bringing their best beaus along.

The fine weather seems to have inspired numerous beach parties. Appears that a certain gal named Rene hasn't even the time to do her weekly laundry. Nevertheless, it's keeping the girls busy and out till the wee hours in the morning.

Heartfelt sympathy expressed to LAW Laura Hutton, who for the last week has suffered with cold sores. Consequently the back entrance steps have been vacant. You do have troubles, Laura,—if it's not mosquitoes, it's cold sores. Too bad, eh?

Our "Nato Tomatoes" have said goodbye to another French movement, but welcomed new arrivals with wholesome enthusiasm. We really think you ought to re-enlist, girls!!!

LAW "Pete" Freeman (nee Peterson) will be joining her husband in Ontario very shortly. Her release from the Air Force is effective the end of July. This gal appears quite anxious to begin using "Mrs." rather than LAW. Better start practicing, Eve.

A welcome extended to LAW Vi Graham, who came to us from Stn. Whitehorse. Radio operator is her trade. Any objective yet, Vi?

Another newcomer is LAW M. MacGillivray. "Mac" is a Safety Equipment gal and came to us from Stn. Summerside.

Hope you both like Winnipeg.

Two more Medical Assistants have departed from our midst. LAW Esther Morris left for Clinton and LAW Eleanor McFadden for Portage la Prairie. We're sure you miss us. (There's a new slant —)

For those who knew LAW Claire Baker, from Trenton, we have news to the effect that she has been posted overseas. Claire, a Met Observer, spent a couple of months here on TD last year. (She's the gal who collects rabbits.) Apparently quite pleased about the change. From Trenton—Overseas***—we wouldn't know!!

Incidentally, may we suggest that the two chaps who insist on serenading at very ridiculous hours

in the morning change the time or location. (Preferably the time.) The thought is nice but does it have to be—Bagpipes!!

So much for this time. See you in August.

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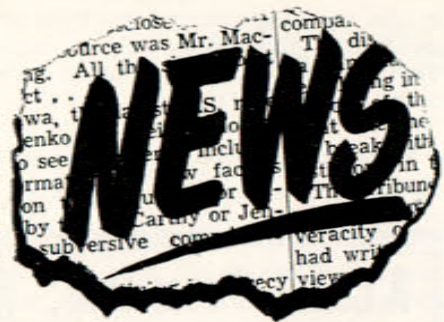
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WESTERN CANADA

EDMONTON—The air forces are the most potent weapons for peace that the Western nations possess, Air Marshal C. R. Slemon, told members of the United Services Institute in the Garrison Officers Club recently. "It is unfortunate that the word peace must be coupled with weapons," he stated, "but just so long as the air forces pose as a deterrent, just so long will a potential aggressor pause to consider the destruction he would unleash if he breaks the peace." The RCAF has at present several operational tasks, he continued, "the first being air defence of North America in effective partnership with the United States. The second is the Maritime operation in co-operation with the navy, deemed important enough to warrant purchase of \$4,000,000 worth of Britannia aircraft for air cover over the sea lanes. Another project is working with the army in the tactical field, and for this the Air Transport Command is ready on instant notice to support Canadian fighting elements anywhere. The fourth and very large task is air training."

PENHOLD—Squadrons of the Tactical Air Group, Royal Canadian Air



Pressmen from NATO countries arrive at Stn. Winnipeg during tour of NATO training bases.

Force, designed for close support of the army in the field, would be equipped with modern jet aircraft "in due course," Air Marshal C. R. Slemon, C.B., C.B.E., C.D., chief of the air staff, Ottawa, said in Penhold recently. Air Marshal Slemon's statement was the first indication that jet aircraft were being officially considered by the air force for other than the fighter squadrons charged with the defence of Canada and those squadrons serving with the NATO forces in Europe. Western Canada reserve force squadrons most likely to be affected by the change are No. 418 "City of Edmonton" Reserve Squadron, RCAF, and No. 416 "City of Saskatoon" Reserve Squadron, RCAF. Both are presently equipped with Mitchells.

EDMONTON—An honor unique to the RCAF in western Canada and to the city of Edmonton was conferred here recently as the Queen's Color and the Color of the Royal Canadian Air Force were presented on a chill, wind-swept parade square just south of Kingsway Ave. The ceremony, the third

of its kind in Canadian air force history and one of the most impressive of military demonstrations, was witnessed by about 4,000 Edmonton citizens along with a host of high ranking officers from all points in the west. Air Marshal C. R. Slemon, of Ottawa, Chief of the Air Staff, made the official presentation to officers representing No. 1 Tactical Air Command, with headquarters in Edmonton.

EDMONTON—Defence preparations in the Edmonton area, including the formation of a ground observers' corps and opening of the Cold Lake airport this fall, were announced last month by Air Marshal C. R. Slemon, Chief of the Air Staff. The first operational units are expected to move into Cold Lake this fall, Air Marshal Slemon said, and additional units will follow. The Cold Lake base, which has been described as a rocket and bombing range, primarily will be used for training in armament firing. Explaining that the priority for air defence has been given to the approaches to industrial areas, Air Marshal Slemon stated: "Our air defence system is progressing as planned. It is a good system."

VANCOUVER—The mortality rate among Canadian soldiers in the recent Korean fighting was the lowest of any war, Brig. K. A. Hunter of Ottawa said here recently. The number of deaths from both wounds and disease was almost 50 per cent lower than those suffered by Canada's soldiers during World War II. He credited the reduction to advanced medical treatment and use of helicopters in transporting casualties. His address was one of three on medical services in the armed forces prepared for delivery before the final day's sessions of the 87th annual convention of the Canadian Medical Association.

EASTERN CANADA

AYLMER, Ont.—Flight Cadet T. C. Fraser, front right, son of Mr. and Mrs. O. C. Fraser, of St. Vital, Manitoba, and a second year technical aero engine officer, using a cut-away model of the Canadian Orenda jet engine, discusses a few of the many small and intricate parts which go to make up this famous engine to three supply officers and fellow-students—F/C E. C. J. Banville, front left, son of Mr. and Mrs. A. Banville, of St. Pierre, Man.; F/C K. Marshall, rear left, daughter of Mr. R. D. Marshall, of 1133 Henleaze, Sask.; and F/C D. J. King, rear right, daughter of Mr. and Mrs. A. S. King, of Harding, Manitoba.

All four cadets are training at RCAF Station Aylmer, Ont., under the RCAF University Reserve Training Plan. The flight cadets of the two trades mentioned are undergoing inter-branch training which will acquaint each branch with some of the equipment problems of the other, and in turn lead to greater co-operation between the two trades.



CHARLOTTETOWN—Group Capt. William H. Swetman, who is currently Canada's air attaché to Yugoslavia, has been named to command RCAF Station Summerside, it has been announced. The new commanding officer is expected to arrive in Summerside on September 7th. G/C Swetman succeeds G/C A. G. Kenyon, C.D., who left Summerside a few weeks ago to take over new duties, and in the interim W/C J. Bellis, A.F.C., C.D., officer commanding Maritime operational training unit, has been acting-commanding officer of RCAF Station Summerside.

TORONTO—Some of the men who will build the new sub hunter plane got their first look at the Royal Canadian Navy's new anti-submarine plane. The plane is the twin-engine Grumman S2F, to be built in Toronto by the De Havilland Aircraft of Canada Ltd. It is expected that 150 to 250 of the machines will be built. The RCN selected the S2F as a successor to its present anti-submarine aircraft, the Grumman Avenger. The S2F is intended to serve aboard the RCN's new aircraft carrier, HMCS Bonaventure, which is taking shape in a British shipyard.

SUDBURY—Wing Cmdr. Bert Houle, DFC and Bar, of Sudbury, formerly of Massey, was graduated June 22nd from the RCAF staff college in Toronto and has been posted to Namao, Alberta, where he will be officer commanding the RCAF's experimental and proving establishment climatic detachment. The graduates, including RCAF, RAF, AF, Canadian army and navy personnel, were addressed by Air Marshal C. R. Slemon, air force chief of staff, at special ceremonies held at the college.

NORTH BAY—A plastic canopy blew off a CF-100 jet fighter but its two crew members were uninjured in a dramatic finale to a solo flying display at North Bay's recent first annual Northern Air Show. The canopy blew off as the big fighter was making a low-level sweep past a crowd of 5,000 lining the main airstrip at the RCAF station here. The CF-100 had just pulled out of a dive and was flying at more than 600 miles an hour. The canopy blew to pieces and chunks fell to the ground in front of the crowd.



Belgian Ambassador chats with fellow countrymen during his tour of Canada.

OTTAWA



Brooke Claxton

OTTAWA—Three senior Cabinet ministers—Finance Minister D. C. Abbott, Transport Minister Chevrier and Defence Minister Brooke Claxton—retired from active politics to accept posts outside the political arena. Mr. Claxton will return to private life to become vice-president of the Metropolitan Life Insurance Co., in charge of the company's Canadian operations. Effective August 1, Associate Defence Minister Ralph Campney has been sworn in as Minister of National Defence. No associate minister will be appointed "for the time being."

OTTAWA—The Canadian-made F-86E's are the first installment of about 300, valued at \$120,000,000, which this country is donating to the smaller NATO partners under the Canadian mutual aid program. The planes, similar to those flown by the United States Air Force in the Korean war, were issued new to the 12 squadrons of Canada's first air division during the last three years. The air division is stationed in France and Germany as Canada's contribution to NATO air strength in Europe.

OTTAWA—Alfred Gruenther, Supreme commander of the Allied Powers in Europe, said recently the West need not "cringe" before Soviet might. Mainly because of air power, he declared, the Western nations have an over-all military advantage over the Communist bloc. Gen. Gruenther ended a two-day visit, in which he discussed defence problems with Canadian leaders. It is a mistake to think of the Russians as supermen, he emphasized. "Let us not cringe before Soviet might when we have the edge, when we are tougher," he stated.

OTTAWA—Group Capt. Leonard Joseph Birchell, 39, of St. Catharines, Ont., has been appointed military ad-

viser to the Canadian delegation at NATO headquarters in Paris. The former senior personnel staff officer at Air Material Command in Ottawa will succeed Group Capt. H. Newsome of Prescott, Ont., whose new post was not announced.

OTTAWA—Canada's defence officials favor—out of necessity—use of nuclear weapons in the event of war. "If there were a war, we'd be tying our hands behind our backs if we couldn't use nuclear weapons," one senior official said. Canada's defence chiefs hold no false hopes that the North Atlantic alliance forces in Europe could beat Russia on the ground. NATO forces are considered the barest minimum to hold off a Russian attack long enough for the U.S. Air Force and RAF to swing into action with nuclear weapons and destroy Russia's ability to wage war.

OTTAWA—Defence Minister Claxton said recently the power of Russian submarines is greater than that of the German submarine fleets of either world war. He told the Commons it would be an appalling waste to stop construction of 14 modern anti-submarine destroyer escorts for the Canadian Navy. Mr. Claxton said the destroyer escorts, the first of which will be completed next year, a year behind schedule, are the last word in anti-submarine ships.

OTTAWA—Alarmed that American cities are wide open to Red air attacks across the northland, Washington is pressing Ottawa to expand Canadian air defences, particularly in the northwest. It was learned, however, that although Canada is studying the matter, no immediate action is planned. Neither is the government going to grant U.S. requests for more air bases in Canada to be manned by American personnel and planes.

OTTAWA—Four RCAF fighter pilots have been awarded the U.S. Air Medal for meritorious service while flying with the U.S. Air Force in Korea. The four are: Sqdn. Ldr. John MacKay, DFC, of Winnipeg and New Westminster, B.C.; Sqdn. Ldr. Bill Fox, of Victoria; Flt. Lt. Bob Carew, of Quebec City; and Flt. Lt. Bill Bliss, of Toronto.



A. C. J. G. Bryans presents cup to F/O Pourpore on his departure.

OTTAWA—A Medical Joint Training Centre will be opened on July 15 in Toronto to train incoming doctors of the three armed services, it was announced by National Defence Headquarters.

Training is designed to make doctors of the Navy, Army and Air Force familiar with the medical problems of the three armed forces. The subjects receiving most attention will be public health and preventive medicine, the surgery of warfare, aviation medicine and the evacuation of casualties.

Surgeon Captain H. R. Ruttan, 46, of Winnipeg and Victoria, B.C., a medical officer of the Royal Canadian Navy, will be the first Commandant of the school. The centre will be located at the RCAF Station, Toronto, and RCAF will be responsible for administration. The Army is contributing largely to the instructional staff. Eminent civilians will be asked to serve as guest lecturers. Each course will be of six weeks duration and allows for a total enrolment of 25 personnel.

The creation of the Medical Joint Training Centre was the result of recommendations made by the Canadian Forces Medical Council in an effort to improve cooperation between the three medical services of the armed forces. Dr. J. A. MacFarlane, Dean of Medicine, University of Toronto, is chairman of the Canadian Forces Medical Council and will supervise the training given at the new centre.

OTTAWA—The RCAF's No. 1 Fighter Wing at North Luffenham, Eng., will be transferred to Marville, France, in March or April, 1955, the Defence Minister stated recently.

OVERSEAS

MOSCOW—The Soviet Air Force recently put on one of the most stunning exhibitions of close-order jet flying that foreign military attaches have yet seen in the Soviet Union. About 670 aircraft of various types participated in the air show, which included simulated landing of a helicopter task force carrying light and medium artillery, jeeps and weapon-carriers under an "umbrella" of new-model MIG-17 fighters.

BONN—In a Bonn speech recently Chancellor Konrad Adenauer stood firmly on the position that the European Defence Community represented a political necessity and the only foreign policy for West Germany, but his remarks on disjoining the peace contract would appear to indicate his confidence in the defence community had been shaken. The chancellor is well aware that the fall of the Laniel government in Paris has multiplied the doubts in his own coalition concerning the ultimate success of his policy.

Adenauer has never hesitated to express his view that Communism stands as an ever-present threat to the security of Europe. "Whoever believes it is possible to make any impression on a Communist state unless you are of the same strength mistakes the mentality of those rulers," Dr. Adenauer



B. E. A. Sycamores shown leaving London Airport for Northolt.

said. "I am firmly convinced that Hitler would not have started the last war if he had been confronted by a united front among the free nations." Half of Europe, he said, is now under a dictatorship stronger, more terrible and more cruel than that of Hitler.

LONDON—Three Bristol Sycamore helicopters recently made inaugural flights between Southampton (Eastleigh Airport), London Airport and Northolt, to open a scheduled passenger helicopter service which British European Airways are to operate between Southampton (Eastleigh Airport) and the two main London airports.

The service began when a single Sycamore carried the Mayors of Southampton and Eastleigh to London Airport, where Mr. A. T. Lennox Boyd, Minister of Civil Aviation, welcomed them.

The Mayors then re-embarked, and their machine, together with two other Bristol Sycamores, carrying the Minister, Lord Douglas of Kirtleside (chairman of B.E.A.), Mr. Peter Masefield (chief executive of B.E.A.), and other senior officials, flew to Northolt, where the party was entertained to lunch. The Bristol Aeroplane Company was represented by Mr. C. F. Uwins (divisional managing director of the Aircraft Division).

The three Sycamores comprised two Mark 3-A machines delivered to B.E.A. last year and a Mark 3 aircraft which for some time previously had been engaged on flight development and crew training. The machines are to maintain a service consisting of two round flights daily between Southampton, London Airport and Northolt, providing a direct link between the south and B.E.A.'s London-based international flights, and services to the north of England.

The fares will be 30/- (single) and £2 10s (monthly return).

LONDON—Communist China has agreed to send a charge d'affaires to Britain to negotiate the establishment of full diplomatic relations. In addition, arrangements for the visit of a party of Chinese trade experts to Britain are almost complete.

BONN—Gen. Sir Richard Gale, Commander-in-Chief of the British Army of the Rhine and commander of NATO's Northern Army Group, announced that several 280-millimeter atomic cannons of the U.S. Army will be used in the Northern Group's manoeuvres next September. The exercise, which has been named Battle Royal, will have as its theme the use of nuclear weapons by the attackers and defenders. The British Commander-in-Chief told the Foreign Press Association that 140,000 British, Dutch, Belgian and Canadian troops would participate in the exercises, with the support of the Second Tactical Group of the RAF and the 83rd Tactical Group, which includes Belgian air units.

PARIS—Pierre Mendès-France, 47-year-old Radical intellectual, was chosen Premier recently, contrary to expectations. He won by the extraordinary vote of 419 to 47 because of the appeal to nearly all parties of his proposal to negotiate a cease-fire in Indo-China by July 20. He also proposed to seek by that date a compromise on the European army treaty to break the deadlock over it in France.

LONDON—In a definitive speech before the House of Commons, Foreign Secretary Anthony Eden suggested two methods for checking Communist aggression in Southeast Asia and emphasized that "real security" in the area

was impossible without the goodwill of India and other free nations. The first suggestion envisaged a reciprocal arrangement banning aggression that would involve both the Communist bloc and the free nations of the East and the West along the line of the Treaty of Locarno of 1925, a mutual security agreement of the Western European Allies and Germany. The second system would be a defensive alliance akin to the North Atlantic Treaty Organization or, as Mr. Eden reminded the Commons, the existing Soviet-Chinese treaty for the Far East.

PARIS—The loss of Dien Bien Phu was a far more serious blow to French strength than the total of 15,000 troops killed, captured and wounded would tend to indicate. The 15,000 were largely elite troops, the nucleus around which whole divisions could have been formed.

FONTAINEBLEAU—Sqn. Ldr. R. C. (Cliff) Staple of Sceptre, Sask., has helped mastermind the planning of a \$9,000,000 mobile radio system fanning over most of central Europe. The recently-completed microwave network, spanning about 660 miles without wires or poles, is destined to play a big part in the air defence of free Europe.

FAR EAST

YOKOTO AIR BASE, JAPAN—Three American B-47 Stratojet bombers arrived in Japan at the end of a historic 6,700-mile nonstop flight from California. It was the longest point-to-point nonstop flight ever made by jet planes. A flight of the same distance on a different course could have carried atomic bombs to Moscow.

BANGKOK—Asserting that such action would be similar to the United Nations' military effort in Korea, Premier Pibul Songgram added that his country would be willing to co-operate also in any democratic action to stem the Communist tide elsewhere. He particularly stressed Thailand's willingness to join the proposed Southeast Asia defence organization and to abide by United Nations decisions. Premier Pibul, stressing that he was speaking for himself, said he hoped for a firm treaty in Indo-China because he did not think a cease-fire alone would be sufficient to guarantee peace.

UNITED STATES

WASHINGTON—The U.S. Air Force announced recently that its 509th Medium Bombing Wing, comprising 20 Superforts, will fly to Guam from Walker Air Force Base, N. Mex., next month for rotational training. Simultaneously, the 98th Wing will fly from Japan to Lincoln Air Force Base, Neb., where it will exchange its B-29 Superforts for 600-mile-an-hour B-47 Stratojet bombers. There normally are 45 bombers in a medium wing, plus 20 flying tankers for in-flight refueling.

EDWARDS AIR FORCE BASE, Calif.—Roger Lewis, U.S. assistant secretary of Air Force, shakes hands with Maj. Charles E. (Chuck) Yeager, after presenting him with the Distinguished Service Medal. Major Yeager received the



medal for his outstanding accomplishment in flying the Bell X-1A rocket research plane at an estimated speed of 1,650 m.p.h. The ship went violently out of control at that speed, but Yeager brought it back into control and landed safely.

WASHINGTON—When President Eisenhower and Sir Winston Churchill reached the Southeast Asia question in their talks they were confronted by the military realities of the Indo-China situation as focused in the recently ended 5-power military staff talks. The considered United States view is that intervention in Indo-China would require an effort greater than the United States forces made in Korea. That



HANOI—Civilians of the Red River delta town of Nam Dinh in Indo-China join in the flight to the north after the French High Command announced the area was being abandoned to the Communist-led Vietminh. Sign at left points toward Phu Ly, also later abandoned, and the capital city of Hanoi. The withdrawal from the delta zone turned thousands of acres of rich rice lands to the Reds.

would be approximately eight divisions as a minimum, and these would be in addition to the forces now at the disposal of France in her eight-year-old war against the Vietminh Communist forces.

AIR CADETS

VANCOUVER—Pride of No. 1 Wing Royal Canadian Air Cadets is an air cadet who isn't really an air cadet—Leading Air Woman Pauline Kerr of No. 5 Squadron. Pauline was winner of three top awards at the Royal Canadian Air Cadet annual inspection, but as a member of the No. 5 Squadron—the girls' air cadet group—she is not officially recognized as a member of the nation-wide youth movement that had its origin in Vancouver. Pauline walked off the parade ground at Seaforth Armory the holder of the trophy as most efficient cadet in the girls' squadron and as most proficient rifle shot. She also picked up a badge as a first-class rifle shot.

MIDDLETON—Air cadet training is paying off in a big way for three members of No. 517 Squadron, Royal Canadian Air Cadets. The three boys, all students of the Middleton Regional High School, have just received official notification of summer scholarships in the various branches of airmanship. Luckiest of the cadets is Flt.-Sgt. Dean Annis, son of Mr. and Mrs. Fred Annis, a member of the graduating class. Young Annis is to go overseas as a member of the Canadian contingent of 25 picked air cadets.

OTTAWA—The rifle team of Air Cadet Squadron No. 89, Victoria, B.C., has won the Dominion Challenge Trophy, the Air Cadet League announced recently. The Victoria team posted an average score of 97.134 per cent in Winter shooting on their local range. Squadron No. 287, of Lamont, Alta., last year's winners, placed second, only half a point behind the winning team.



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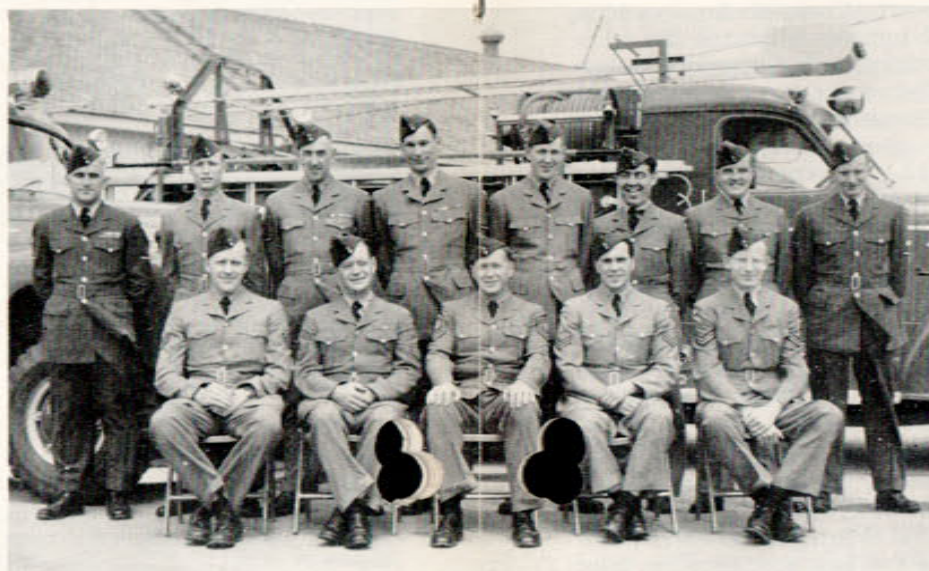


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STATION WINNIPEG'S



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Booster pump truck shows off.



Our fire dept. demonstrates entrance to burning building.



Rescue technique demonstrated.



One of Station Winnipeg's ambulances.

WINNIPEG WEATHER

Prepared by Winnipeg District Aviation Forecast Office.

OFFICIAL RECORDS of weather observations have been kept for as long as Winnipeg has been a city. Now there are 80 years of records compiled from which we can gain a general picture of our city's weather. Let us see what they tell us.

As is to be expected, July is our warmest and January our coldest month. Looking at a graph of daily mean temperatures we find that the curve reaches the lowest point on January 24th. After that date the graph swings upward as temperatures climb steadily until they reach a maximum around July 16th. The curve levels off slowly after July 16th, and then the downward trend begins.

The beginning of Spring may be defined as the time of the first growth of vegetation under natural conditions. This is believed to take place when daytime temperatures reach 43°F, or we may consider Winter to have ended on the date when, on the average, early morning temperatures remain above the freezing point. The first definition gives April 9th and the second April 26th as the first day of Spring. Taking means we may say that Spring at Winnipeg begins on the average about the 17th of April. Summer begins around May 24th.

As a criterion for Summer, we take the period during which growth is continuous throughout the 24 hours of the day, and this may be expected to occur when night-time temperatures do not drop below 43°F. Normally night-time temperatures of less than 43°F are experienced again after Sept. 16th, and this marks the beginning of the Fall season. After the 16th of October, frost may be expected every morning and this is accepted as the beginning of Winter. These are, of course, average dates and there is some variation from year to year.

The average period during which Winnipeg is free from killing frost (29.5°F) is 131 days. The average date of the last killing frost in the Spring is May 17th, with the latest date on record being June 7th, 1901, and the earliest April 19th, 1879. In the Fall, the average date of the first killing frost is Sept. 25th, with the earliest date on record being Sept. 2, 1946, and the latest Oct. 31, 1931.

The greatest number of hours of sunshine is received in July and the least number in December. Our prevailing winds blow from the south, with April being our windiest month.

An average winter's snowfall is about 51 inches, with the heaviest falls to be expected in March. The months of June, July and August are the only ones during the year we do not receive snow. Only once in 80 years of observations has there been snow reported in June. On the morning of June 7th, 1915, Winnipeggers were unpleasantly surprised to find the thermometer reading 30°F. and light snow falling. However, only a trace was recorded and disappeared quickly as the temperature climbed to 51°F. Snow has never been reported in July or August.

The average rainfall for a year is about 15 inches. Although the odds are against rain in December, January or February, we can expect to receive some rain in every month of the year, with the greatest amounts being experienced in June. Precipitation during the early part of the growing season and again in the Fall is generally in the form of a steady rain, sometimes lasting a day or two.

During July and August, rain of a showery nature occurs, with thunderstorm activity reaching a maximum in July.

A comparison with four other cities across Canada—Vancouver, Toronto, Montreal and Halifax—shows that Winnipeg receives more sunshine and less precipitation than any of the others, and although its average temperature is the lowest of the five the climate is less humid.

TECHNICAL NEWS —

PIASECKI DELIVERS 339 HUP'S

THE 339TH and last Piasecki HUP helicopter was delivered to the U.S. Navy recently. The ship-board utility helicopter was flown away by a Navy ferry pilot to Helicopter Squadron HU-2, U.S. Naval Air Station, Lakehurst, New Jersey.

Cdr. H. S. Brown, Chief of the Rotary Wing Branch, Navy Bureau of Aeronautics, attended the brief acceptance ceremony as the representative of the Chief of the Bureau of Aeronautics. The ceremony was held prior to take-off of the HUP from the Morton heliport of Piasecki Helicopter Corporation. Cdr. Eric Lohmann, Bureau of Aeronautics Representative, Piasecki Helicopter Corporation, turned the helicopter over to Lt. A. Hall, the ferry pilot, who officially accepted this aircraft for the Navy.

In commenting on the HUP helicopter, Cdr. Brown stated, "The HUP is one of the best pieces of vertical rising hardware in the world today."

Designed specifically for ship-board use, the HUP is a six-place helicopter with special features for performing rescues; rapid loading of three litter patients for medical evacuation; or for installation of sonar devices and other submarine hunting equipment.

Helicopter Squadron HU-2 at

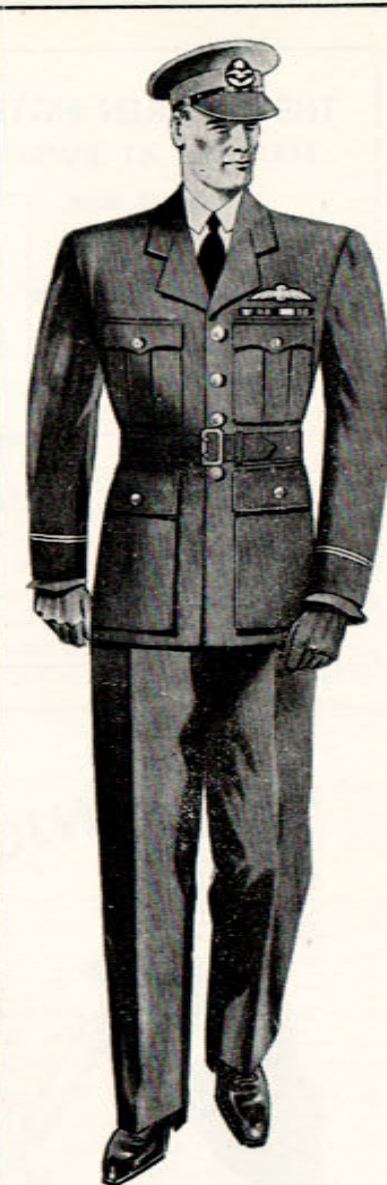
Lakehurst, New Jersey, received the first production aircraft in January, 1951. Since that time, hundreds of mercy and utility missions have been accomplished, including the transport of the wounded from the aircraft carrier Bennington during the recent disaster.

In mid-1950, the HUP was selected as the Navy's first interim anti-submarine warfare helicopter, and large additional orders were received by Piasecki from the Navy for these HUP-2S models. Deliveries of HUP-2S', equipped with submarine hunting sonar equipment, were first made to Helicopter Anti-Submarine Squadron HS-1, Key West, Florida, in the spring of 1952.

To assist the pilot in the tedious submarine hunting job, Piasecki developed the installation of a Sperry automatic pilot. The HUP-2S' were the first helicopters to be produced with an autopilot.

In early 1951, the Army contracted for a medical evacuation and light cargo version of the HUP, designated the H-25A (Navy HUP-3). Seventy units have been constructed.

Piasecki's prime production is now H-21 tandem transport helicopters for the Air Force's Air Rescue Service, Tactical Air Command and the Army Transportation Corps. Under test and development are two H-16 44-passenger transport helicopters for the Air Force.



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From Where We Stand

On Wednesday mornings the drums go bang! and the cymbals clang! while the airmen look away with remarks not printable here. Nevertheless we think that our Stn. band deserves credit in providing music for our parades. Comments to the contrary are expected, since they cannot please all.

F/O Hicksley-Hawl has once again turned down an offer from a Hollywood studio. He has commented that "—despite the very interesting salary discussed, I could not consider it while I am needed on the Dafoe-Bulyea run."

Blue jeans seem to lead the trend of style at this Prairie Station as it was recently observed a well-known Warrant Officer sporting a Javex tinted pair of "Cowboy Kings." (We blush, but must admit much too small, Sgt. Major.)

WARNING — Personnel (lucky enough) to drive their own cars are cautioned to grasp wheel firmly when passing Station Theatre.—Reason: disappearance of pavement believed on 48 hr. pass. We will not agree that this is an optical illusion as previously stated.

The sunburned sport coupe "Hillman Minx" which recently joined the Automotive Club on parking lot near BB 10 is having difficulty in convincing the 48 Chev club coupe that its owner was disqualified in his recent driving test through a technicality (red light).

We are glad to learn that popular Larry Byrne is recovering from his recent accident. Larry says that he feels fine now but it was certainly a close scrape.

It is observed that a number of LPO shoes are seen these days around the Supply Section, could it be that the Wednesday Morning Parades are causing blisters?

New Brunswick's contribution to Group HQs has recently returned from the Salmon Carnival in the Maritimes, and with bags still packed heads for Gimli.—Is this trip necessary? No comments, Bonnie!



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CURRENT AFFAIRS

(Continued from page 5)

ignorance is crippling, they remain disunited and weak, an ineffective force between two irreconcilable opposites.

The land-owning aristocracy, descended from Spanish "conquistador" stock, have shown little regard for their fellowmen, and very little foresight for their own interests in their apathy towards social progress and their false faith in the status quo. Vast ancestral estates have, generally, suffered from mismanagement while their owners settled in the cities and became a leisure class. Much once productive land has been worn out, although there is still a reserve of untouched resource. This class has not taken the interest to venture capital towards it development.

High in population figures and low on the totem pole are the Indians, labourers whose betterment after 400 years of "civilization" is debatable. More than half of this group speak one of 15 Indian tongues, while 15% speak Spanish as a foreign language. They are mostly unskilled, poor quality

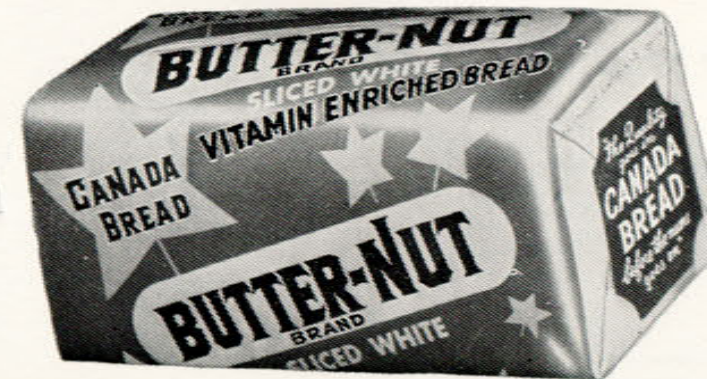
labourers, uneducated, undernourished, and diseased, with a life expectancy of 36 years. Redistribution of wealth must have great appeal for these masses, as do certain other of the Communist tenets.

There is another power in Latin America, a familiar one, strongly influencing its history. It is the Army, specifically its officers, who, for the role they play, may be regarded as a form of aristocracy. The leaders on horseback offering revolutionary changes have again and again won the support of the masses, who, under mismanaged or fraudulent democracy, have been unable to imagine conditions worse than those they face, or solutions other than violent ones.

The question arises, "Why mismanaged or fraudulent democracy?" The turmoil of struggle for governmental stability has its roots in the history of Spanish rule and in the colossal task of satisfying the needs of huge populations who, totally unequipped to better themselves, can contribute little but unrest. Bolivia provides an illustration of the fact that the greater the

Indian population the more frequent and bloody the revolutions. Spanish colonization was never settlement. It was conquest. Government meant Spanish rule, and the men who wrote the constitutions of the new republics had the theories and ideals of democracy but no practical experience. When problems arose, so did the masses and there was bloodshed. Too often opportunists and foreign interests exploited such opportunities to influence and even control government.

General Jorge Ubico, who came to office in 1931, was in many ways the epitome of this alliance between government and vested interests under the guise of political liberalism. Ubico talked consistently in terms of Democracy, made a great show of being one of the mass of Guatemalan people, and spoke glibly of the need for educational reform and social benefits. He built roads with spectacular efficiency, paid foreign debts, stabilized the internal financial structure, and spoke always in glowing terms of the future. In the early years of his regime he



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gave a relatively honest administration. But after 13 years it became apparent that Ubico's regime was more pretence than reality, and he was forced to resign.

It was under a subsequent new constitution that labour unions—previously banned—were encouraged. This chance for more equitable treatment of the labouring class drew no encouragement from landowners or other large employers. They either frankly discouraged union organization or neglected it, in the hope that it would eventually founder. This left the door open for Communist infiltration and leadership. By 1950, 100,000 workers were members of three affiliated unions under largely Communist direction. From these unions, the government leaders, however reluctant, were forced to seek their support. The all too successful schemes conceived in the

new constitution had mushroomed into real threats to the privileged classes and the instigators were in the Army's disfavour. Attempts to overthrow the government averaged one every 2½ months. The assassination of General Arana, a somewhat reactionary political figure, triggered a revolt by the Army. It was quelled only by the Guatemalan labouring masses, emphasizing the government's increasing dependency on a Communist led organization.

Both that regime's leaders and Jacobo Arbenz Guzman, who succeeded them in 1951, had denied the full extent of Communist affiliation in the government despite facts to the contrary. One congressman was not only editor of the Red newspaper, "Octubre," but a prominent union leader, the editor of the official state organ, "El Diario," was an admitted Communist. During the national strike of 1953 these two publications were the only ones to continue operation.

A campaigning Red organizer would give his hero medal for an economic situation such as Guatemala's, which offers opportunities to fling "United States" and "Capitalism" around as dirty words.

The capitalist in this case is United Fruit Co., sometimes called "the Red's whipping boy." United Fruit admittedly in the late '20's
(Continued on page 31)

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Esther Williams
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INDO-CHINA'S ELEVENTH HOUR

(Continued from page 10)

Certainly the Communist proposals were not acceptable either to the French, the British, nor to the Americans. To the Americans even the idea of agreeing to the Communist proposal on partition of the three states of Vietnam, Laos and Cambodia would spell defeat. It would, in their eyes, mean a victory, hands down, for the Reds throughout the whole of Southeast Asia, and would spell the doom of both American and French foreign policy in the East. At one simple stroke, it would hand over to Red occupying forces the rich province of Vietnam, and would place the Communist troops within easy reach of the Thailand border. Placed there, it would be comparatively easy to sweep across to the Phillipines, to Burma, and thence on to the sprawling land mass of Nehru's India.

The United States is not prepared to see another Munich on the European pattern in Asia. Nor does she feel that France who has already poured out billions in dollars and supplies and lost thousands of her best officers from Saint Cyr, should

be forced to her knees at the conference table. This, no great nation could ever accept. "Better to have fought and lost than never to have fought at all"—this, in a few words, summarizes the American attitude.

There is one further point that we should make, and it is this. As Admiral B. Carney has indicated recently in speaking of the Indo-Chinese crisis, the 67 million people of Southeast Asia, together with the vast resources of the area, constitute a tremendous war-making potentiality, especially if held by the Communists. But perhaps far more important even than these material factors are the psychological. Many of Asia's teeming millions, including Premier Nehru of India, have so far been sitting on the fence, waiting to see which way the ball would roll—towards the Communists or towards the West. If we were to capitulate now, many of these millions would be strongly tempted to swallow the old, oft-repeated Communist line—that "the Whites of the West have had as their constant aim—to keep the down-trodden Asiatics in a perpetual state of subjection," and further, "under pretence of helping

them, are mercilessly exploiting them for their own selfish ends."

It is today almost a certainty that, as far as their Asiatic policy is concerned, the Communists would like to see the European eliminated entirely from the Asiatic sphere. In their manoeuvring, however, the Communists will not play their cards too openly. Here, as elsewhere, they will first try to play the old diplomatic game of "Divide and Rule." By playing on the hopes of the Indo-Chinese for full independence, and encouraging them, at least superficially, in their nationalistic feelings, the Communists are convincing many Indo-Chinese that the French are their great enemy, and must be expelled at all costs from Asia. Thus, by playing the role of the "Great Hero, the Big Brother," the Reds would like to have the exclusive control of all Southern Asia for themselves. With the tremendous population and natural resources thus acquired, the Communists would have a bargaining power in the East, difficult, if not impossible, for the West to match.

It is the Chinese Communists who are playing this role at the

moment in Asia. Despite their past aggressions on the Continent of Asia, and their more recent record at home, the Chinese yet demand a certain respect from their fellow Asiatics. They have virtually eliminated from their shores all traces of the detested European. The Chinese are, in short, a symbol of a champion of Asiatic rights and of their will to independence against European rule. Now, especially that the Americans have suggested open intervention, and have offered to train Vietnamese troops on the Korean pattern, the Reds have yet another line to beat on their well-worn drum of propaganda.

The paragraphs above have only suggested a few of the many complicating factors facing the Allies in Indo-China. Now let us look into the background of the problem.

SEVEN YEARS PAST

The Place: Deep in the interior of Indo-China.

The Time: December, 1945. Just very shortly after the Japanese withdrawal. Memories of Bataan and Corregidore still fresh in the minds of men.

The Characters: The prescribed number of heroes and villains.

The Narrative: It was in 1945 that the French returned to Indo-China, or to what some Frenchmen preferred to call, "their marvellous balcony on the Pacific." The British and the Nationalist Chinese were still in nominal control of the Asiatic peninsula, but their occupying forces would soon be gone. The French, while not perhaps expecting to be received back with open arms, still thought things would be pretty well as they had been before the war. Had they not given the Indo-Chinese some sort of law and order and had they not given them the benefits of a French education and of a Christian civilization? Influenced, too, by the democratic feelings stimulated by the war, French officials hoped to give the natives some sort of independence, such as the British dominions had within the Commonwealth.

The central characters in our account—the Indo-Chinese—could remember all too vividly the stories handed down from father to son of the long, cruel years of Chinese

(Continued on page 29)

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GRADUATING CLASS 5313 (AI)



Back row, l. to r.: Sgt. Aupetit, Sgt. Surger, Sgt. Jegues, Sgt. Perino, Sgt. Adam, Sgt. Chollier, Sgt. Youchtchenku, Sgt. Lefevre, Sgt. Burin Desroziere, Sgt. Landreau.
Centre: F/L Carr, 2/Lt. Derien, 2/Lt. Candries, 2/Lt. Viseur, Sgt. DeBroe, 2/Lt. Pappaert, F/O Sarman.
Front: F/C Jorgensen, F/O Sandberg (Course Director), S/L Whittington.

Sgt. Adam "Doctor"

Appearance: Sleepy.
Favourite Expression: What did he say?
Hobby: To sleep.
Ambition: To bring an armchair into a Mitchell.

Sgt. Aupetit "Minus"

Appearance: Microscopic.
Favourite Expression: Any money to lend?
Hobby: Main Street.
Ambition: To eat and sleep.

F/L Carr

Appearance: Happy Poppa.
Favourite Expression: The precis say*—
Hobby: To get back two marks when he got 98%.
Ambition: To get more than 100%.

2/Lt. Candries

Appearance: Strictly military.
Favourite Expression: Now, boy, never.
Hobby: Writing letters to his girl.
Ambition: To be an instructor in Belgium.

Sgt. Chollier "Chocho"

Appearance: Asparagus.
Favourite Expression: I don't know and I don't care.
Hobby: To find a tooth.
Ambition: To become a minister of Algiers.

Sgt. DeBroe

Appearance: Relaxed.
Favourite Expression: Because of their food.
Hobby: To visit the M.O.
Ambition: To find the target once in a while.

2/Lt. Deriew

Appearance: Relaxed; we never know whether he is drunk or not.
Favourite Expression: I quit.
Hobby: Ten pints a minute.
Ambition: To become an instructor air power.

Sgt. Jegues

Nickname: "Bilon I."
Appearance: Dreamer.
Favourite Expression: "I have to ph to —"
Hobby: Still wonders about France Canada.
Ambition: To have week-end.

F/C Jorgensen

Appearance: Totally relaxed.
Favourite Expression: Help me out of it.
Hobby: To sing.
Ambition: To keep the blip.

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Sgt. Landreau

Nickname: "Poiteau."
Appearance: Auh—
Favourite Expression: I don't understand the g—
Hobby: To show off about Poiteau.
Ambition: To sell the French aircraft "Magista."

Sgt. Lefevre

Appearance: Smart.
Favourite Expression: Have you got a cigarette?
Hobby: To catch a "Leucttstrog."
Ambition: To find a quiet room-mate.

Sgt. L. Surger

Nickname: "Le Molitaire."
Appearance: ??????
Favourite Expression: Unprintable.
Hobby: St. Boniface.
Ambition: To own a grocery store.

F/O Sarman "Pat"

Appearance: Suave.
Favourite Expression: A girl —

Hobby: To fall in love.

Ambition: To own a harem.
2/Lt. Pappaert "Baaske"
Appearance: Healthy, laughing.
Favourite Expression: I feel in good shape, but.
Hobby: Walking down the river.
Ambition: To drive his Volkswagon carefully.

Sgt. Perino

Nickname: "Billion II."
Appearance: Tough.
Favourite Expression: "C'est complet-ment vache."
Hobby: Blond in the canteen.
Ambition: To see again his Betouche girl.

S/L Whittington

Nickname: Shorty.
Appearance: Big wheel.
Favourite Expression: Oh, is that right, eh?
Hobby: To navigate to Trenton.
Ambition: To have a baby boy.

Sgt. Youchtchenku "Bichette"

Appearance: Pretty sharp.
Favourite Expression: It's crazy.
Hobby: To lose weight.
Ambition: To get drunk.

Sgt. Burin Desroziere "Bu Bu"

Appearance: Casual.
Favourite Expression: Oh, I see.
Hobby: To have a shave.
Ambition: To grow a moustache.

2/Lt. Viseur "Gus"

Appearance: Tightening up towards the blip.
Hobby: To go to Ottawa.
Ambition: Gloster Javelin in a blip chaser.

F/O Sandberg "Sandy"

Appearance: Gorgeous George.
Favourite Expression: I'll have to check that.
Hobby: Playing grandson to grand-mothers.
Ambition: To get rid of 5313 (AI).

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After business hours: Telephone: 50-4888

GRADUATING CLASS 5313 (LR)



Back row, left to right: F/C Ando, F/C Scoles, F/C Leveraas, 2/Lt. Jo-Hanson, F/C Ash, 1/Lt. Patacho, F/C Sorenson, AP/O Parkes, F/C Larsen, F/C Richardson.
Centre row: F/C Gundrosen, 2/Lt. Taveira, F/C Donovan, 1/Lt. Tavares de Brito, A/PO Waran, AP/O Brown, 2/Lt. Pena, 1/Lt. Moreira, Sgt. Hansen.
Front row: F/O Orr.

A is for **Ash** and **Ando** too;
They logged multi sun-shots,
But took very few.

B is for **Brown**—a bonnie wee lad;
It's a shame it gets him feeling so sad.

D is for **Donovan**, of gambling fame,
Who lost his shirt in a gambling game.

G is for **Gundrosen**, who hails from far
Norway;
In class he was thousands of miles
away.

H is for **Hansen**, a Dane, we believe,
Who'd like to apply for a hundred
years' leave.

L is for **Larsen**, also for **Leveraas**—
They never show up for the first
morning class.

M is for **Moreira**; in turbulent air
He grabs for a box and whispers a
prayer.

O is for **Orr**, who came up a course;
He did, 'tis believed, to avoid a di-
vorcée.

P is for **Parkes**, a well-mannered youth,
Who often gets drunk, but is never
uncouth.

R is for **Richardson**, one of the worst
Except with a fight with an airman-
ship test.

S is for **Scoles**, and also for stars,
He shot Arcturus and swears it was
Mars.

Sorenson also comes under an S;
He's usually found by the bar in the
mess.

T is for **Taveira**, the class Romeo,
He loves our women, but never our
snow.

Yo-Hanson really starts with a J,
Though he doesn't like to say it that
way.

Patacho and **Pena**, the two other P's,
Answer all questions in Portuguese.

T is for **Tavares de Brito**,
Who flies all his trips incognito.

W for **Waran**, the last of our crowd;
After seeing his marks, he feels rather
proud.

This IS THE END OF OUR LITTLE
TALE,

MAY we of 13 say to you all farewell.

INDO-CHINA'S ELEVENTH HOUR

(Continued from page 25)

occupation. In the year 1945, just as then, all they really wanted was simply to be left in peace, to till their rice paddies and to work out their destinies as best they could. The average Indo-Chinese was not really concerned about the Cold War raging in the far-distant Continent of Europe. But like the Koreans, neither could they help but be caught up in the great world struggle raging around them. Gradually many of them began to agitate for freedom. Though they probably did not know it, they were simply passing through the same path that every nation has passed on its way to final independence and nationhood. The Japanese had shown, by their conquests and occupation that the French were not invincible. Whetted in their taste for freedom and encouraged by the scent of victory, a few Indo-Chinese even now prepared for a showdown.

The French had shown them, through their introduction of European schools, laboratories, and hospitals that their natural enemies—those of pestilence and disease—could be overcome. If man could overcome these things, then could he not also be master of himself, and of his yet greater destiny—that of freedom itself?

Now they had to find a leader. What was more natural than that they should look to one who had carried them to victory in the recent war? Their new leader, Ho Chi Minh, had been one of their greatest war leaders in the guerilla battles against the Japanese invader. Many Europeans supported him for it had become apparent to men of every political opinion that it was incompatible with Western ideals of freedom to remain in indefinite control of colonial areas, no matter how underdeveloped their peoples might be. In 1947 India was to become a republic within the Commonwealth. Burma, too, was to secure her independence, and Indonesia was shortly to gain her freedom. If these countries could have their independence, why couldn't Indo-China? It seemed to be a very logical question.

Ho Chi Minh, the dynamic leader of the nationalist Indo-Chinese forces, was soon to become the symbol of everything the Indo-Chinese hoped for. Although suspected even at this time of converting with the Communists, and despite his period of training in the Soviet, most of the genuine nationalists within the country felt that these points were insignificant as contrasted with his brilliant war record. What was more natural than that the trusting French officials should have recommended him to assume formal headship of the three associated states of Viet Nam, Laos and Cambodia. He was, in fact, made Chief of State.

Gradually as more and more patriots were purged from his government, it soon became apparent that the great war hero had not forgotten so much of his Russian-Communist training as was supposed. Throwing aside his mockery of co-operation, Ho took action. Ho, in 1946, tried to expel the French by attacking the stronghold at Hanoi. Hundreds of thousands of Ho's original supporters, who have come to feel that he was taking too many orders from Moscow and too few in the interests of his countrymen, have already fled from the Vietminh-controlled areas

of the north and have made their way to areas under the control of the Nationalist Indo-Chinese, led by the former emperor, the Bao Dai. Now that Dien Bien Phu has fallen however, many of these Indo-Chinese, whether by force or persuasion, seem once again to be accepting Ho's leadership. The only thing that could possibly prevent such a change of mind on their part is a strongly aggressive action by the French.

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EDITORIAL

(Continued from page 2)

prising discoveries and yet there can be no doubt that our organization has grown so rapidly that the impersonal attitude has been easy to fall into. All too often somebody just misses a ride, waits a little longer for a service, or works a little harder at a clearance because of someone else's indifference.

It wouldn't be a bad idea if we got into the habit of treating transient personnel on our station as our guests and visitors to our sections as our customers. The fact that many sections which provide services to all have no competition tends to develop anything but a healthy 'dealer-customer' relationship.

How are things in your station? Would your 'customers' deal elsewhere if they could?

CURRENT AFFAIRS

(Continued from page 22)

and early '30's used empire building tactics that threw a bad light on the basically sound democratic theory of capitalism. The company that time found it profitable to support the current governments, even though they were known to be corrupt. The alliance worked to the company's advantage, for it gained very favourable contracts and controlling interests in not only the fruit industry but the two main public utilities—International Railways of Central America and the Guatemalan Electric Co. Business leaders were expected to recognize opportunities, not promote ideal politics. Consequently, as the government fell out of favour, so did U.F. Resentment among the middle classes still remains and, with skillful prodding, is easily stirred up among the labouring classes.

U.F. has introduced enlightened labour reforms that make its workers the country's best paid and pro-

vided for, but the old government contracts, which the company admittedly deplores, remain largely unchanged. This makes an excellent quarrelling point, in which the capitalist can always be starred as the villain. In all countries except Guatemala where the company has interests such contracts have been revised to mutual satisfaction. An incident in March, 1952, illustrates the Communists' desire to keep a quarrelling point. A union-company dispute had culminated in a court order for the sale, by public auction, of the company's major holdings. For a time it appeared that the order would be executed. At the last moment, however, Communist leadership in the labour organization realized that its own position would be jeopardized during the economic crisis which would surely follow such a sale. Their hand forced, the Communists made overtures, resulting in a reasonable settlement. It is worth noting here that U.F. not only has the country's largest payroll but contributes \$15 million towards the national economy in annual taxes.

Guatemala's unfavourable position in world economy has been created largely by its own mismanagement and partly by circum-

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stances. Nevertheless, it is easy to shift the blame to the U.S. Resentment remaining from the "big stick" era, in which Teddy Roosevelt threatened the use of force to keep Spanish American republics in line, still casts the United States in the role of a scapegoat.

Even though the Communist-infiltrated Arbenz government has been replaced, its successor holds a best a precarious position. It would be well not to let our interest fade with the passing of the dramatic climax.

The rooster, crossing the barnyard, came across a football that the schoolboys had been kicking around.

"Ladies," he crowed, "come here and observe carefully! I don't want to complain, but I'd like you to see what's being done in other yards."

PLANE FACTS

(SEE BACK COVER)

LOOKING LIKE SOMETHING OUT OF BUCK ROGERS, Lockheed Aircraft Corporation's F-90 penetration fighter is powered by two Westinghouse axial-flow jet engines, providing better than 3,000 pounds of thrust each, and has exceeded its designers' expectations. One of the largest fighters ever flown, the Lockheed F-90 is built to fly and fight at all altitudes far behind the enemy's lines—from anti-aircraft missions down to tree-top strafing. Designed and built for the U.S. Air Force by Lockheed, the F-90 penetration fighter is one of many types of jet-powered fighters from the Burbank company's assembly-lines that have joined the U.S. military services and are now in operation.

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