



PLANE FACTS
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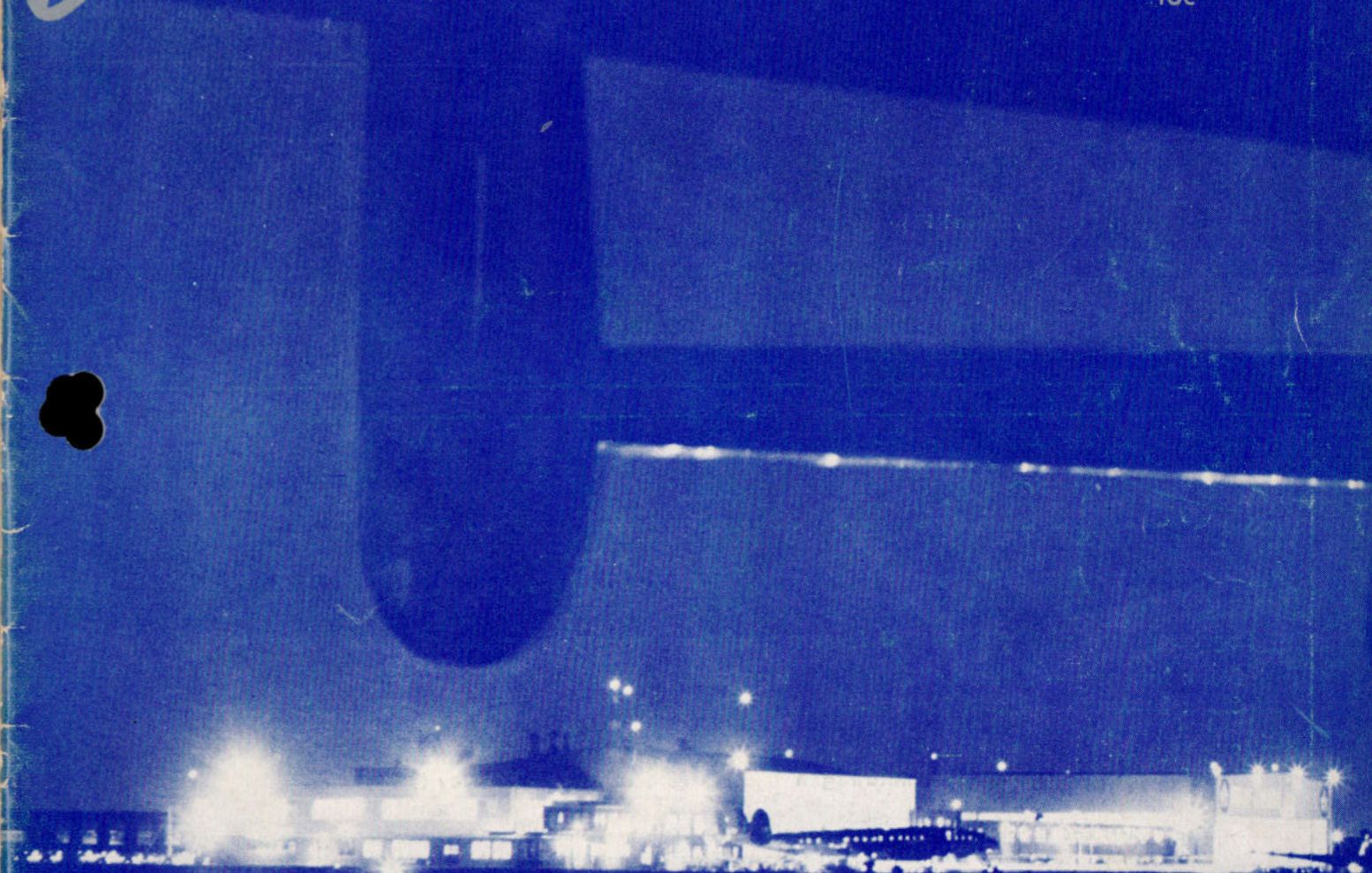
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NEWSMAGAZINE

SEPTEMBER 16, 1955

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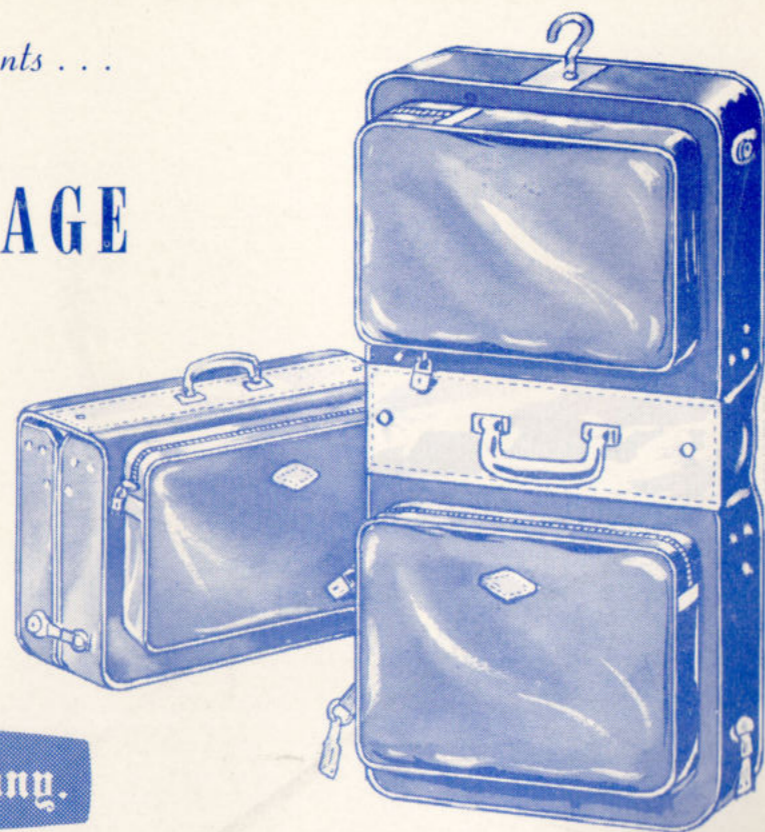
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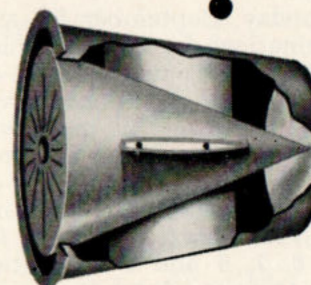
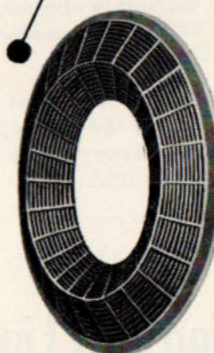
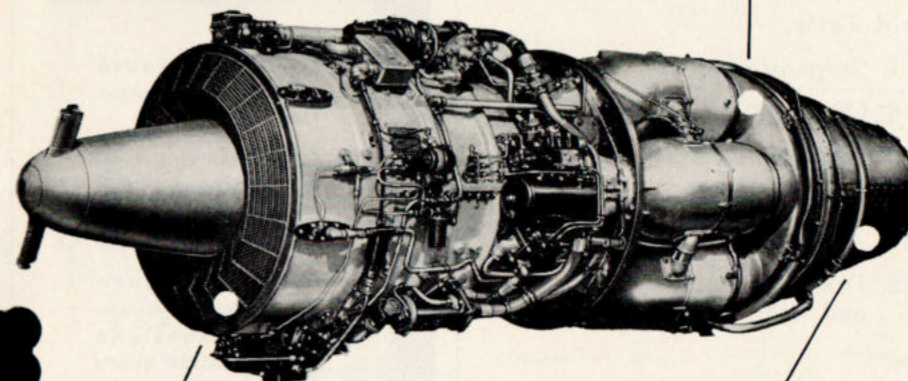
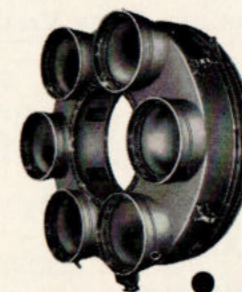
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• AN AIRFORCE NEWSMAGAZINE •

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Production Director S/L CORRIGAN

EDITOR
F/O ROBERT GENNO

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VOXAIR is published every third Friday with the kind permission of:

The Commanding Officer,
Royal Canadian Air Force Station, Winnipeg,
Stevenson Field, Winnipeg, Manitoba.

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscription postpaid anywhere: 1 year, \$1.50; 2 years, \$2.75; 5 years, \$6.50.

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

Authorized Second Class Matter P.O. Dept., Ottawa

EDITORIAL

ANNUAL TRUCK ROADEO

Since 1948 the Department of National Defence has participated in the Armed Services Division of the Canadian National Truck Driving Competition. This competition for safe and skilled driving, also referred to as a "Truck Rodeo," is held annually in co-operation with various safety organizations, government and police departments and the automotive industry.

Driving Competitions are conducted to give recognition to the most skilled and safe drivers. They are designed, also, to bring to the attention of the public the fact that truck driving is a profession, followed by men whose knowledge and execution of safe driving practices and driving skills are equaled by few other drivers—and surpassed by none.

While the eligibility rules, tests, field layout and duties of competition officials outlined here are only suggested ones, they conform very closely to those accepted by civilian safety organizations including the Automotive Transport Association which sponsors the Nation Safe and Skilled Driving Competitions in which the Department participates in the Armed Forces Division.

FIELD TESTS

The series of tests is designed to determine the driver's ability to operate a vehicle in a safe, courteous, and efficient manner. The tests are:

- (a) Serpentine
- (b) Offset Alley
- (c) Straight Line
- (d) Parallel Parking
- (e) Alley Dock
- (f) Diminishing Clearance and Stop Line

A score of 300 points for the field tests added to the credit points of 100 allotted for the appearance and knowledge tests, makes a grand total of 400 points.

THE TESTS AND THEIR VALUE

Preliminary Tests	Value
1. Appearance	10
2. Driving Information	20
3. The Trucking Industry	10
4. First Aid	20
5. Fire Fighting	20
6. Equipment defects	10
Field Tests	
1. Serpentine	50
8. Offset Alley	50
9. Straight Line	50
10. Parallel Parking	50
11. Alley Dock	50
12. Diminishing Clearance and Stop Line	50
TOTAL 400	

On Monday, September 21, station eliminations for straight truck driving proficiency will be held on the apron south of the cantilever hangar. Winners in this meet will compete in the Provincial Eliminations to be held at Winnipeg on September 23 and 24. Training Command Finals are scheduled for October 6, 7, 8 and 9 at Station Aylmer, Ontario, Inter-Command Finals will be held in Montreal on November 15 and 16, and the Ninth Canadian National Truck Driving Competition will take place on November 19, 20 and 21 at the Canadian National Exhibition Grounds in Toronto.

All interested service drivers are urged to compete. Competing does not ensure winning, but all contestants are sure to gain enjoyment from the competition as well as additional knowledge of their trade. Further information regarding rules and regulations for contestants will be posted on section bulletin boards and published in DRO's.



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Edited by F/O SANDY IONSON

"Code For Conduct in Battle or As Prisoners Outlined For American Servicemen"

WASHINGTON — President Eisenhower has formally prescribed a solemn code of conduct for United States fighting men taken as prisoners of war. The code was recommended by a special 10-man advisory committee, representing all services, set up by the Defence Department to study the reasons why a number of U.S. servicemen signed false confessions and otherwise succumbed to Communist "brainwashing" tactics after capture in Korea.

VOXAIR AIR FORCE DAY DISPLAY



S. Beaudoin

The Editor discusses the Air Force Day issue of Voxair with helpers Audrey Pariseau and Corinne Kent.

KATHY MAKES IT



Hugh Allan, Winnipeg Tribune

Pictured here is Miss Kathie McIntosh, the first person to swim the 20-miles across Lake Winnipeg. Her first attempt, on August 15, which lasted nine hours and 52 minutes, ended in failure due to high waves and rough water. Her second start, August 19, had a happier ending when she waded ashore at Winnipeg Beach 16 hours 48 minutes after her dawn departure from Grand Beach.

Congratulations, Kathie.

"Canadian Army-Naval Aircraft Manoeuvres at Camp Gagetown Biggest in Peacetime"

OTTAWA—Largest concentration of Canadian naval aircraft ever to participate in peacetime manoeuvres teamed with Army forces Aug. 8-11 during exercise "Rising Star" at Camp Gagetown, N.B. Fifty naval aircraft of several types assisted the 1st Canadian Infantry Division in the manoeuvres. At different times the planes assumed roles of both friendly and enemy forces. The planes flew about 70 sorties a day during the operation.

"Canada Visited by Jet Bombers"

LONDON (AP)—Eight RAF Canberra jet bombers made a training flight to the Caribbean and Canada between Aug. 9 and Sept. 15. The air ministry said the bombers of Jamaica squadron based at Hemswell, Lincolnshire, will visit Jamaica during that island's tercentenary celebrations. Later they took part in the Canadian National Exhibition in Toronto.

"New CO at Trenton"

LONDON — Group Capt. James Harvey, 43, of Winnipeg, for three years Chief Staff Officer at Canadian Joint Staff, London, will sail for Canada to take over the post of Senior Air Staff Officer at RCAF Training Command Headquarters, Trenton, Ont. He will be succeeded here by Group Capt. M. P. Martyn, 42, of Calgary, now commanding officer of the RCAF station at Penhold, Alta.



S. Beaudoin

"Who Got the Ding Dong?"

MOOSE JAW—A ship's bell that disappeared from the officers' mess at the Canadian Joint Air Training Centre at Rivers, Man., recently, has now disappeared from the officers' mess at the RCAF station here. The bell was hung securely in the mess, but was cut down, presumably with a hack-saw, and hasn't been in evidence since.

"Must Return Ship's Bell"

RIVERS—Group Capt. J. A. Sproule, commandant of the Canadian joint air training centre here, said that he has ordered the return of a prized ship's bell which disappeared recently from the officers' mess here. The bell was reported to have turned up in Moose Jaw recently after a visit to Rivers of some RCAF officers from Moose Jaw. Group Capt. Sproule said the culprits who took it would be required to ring the bell before the assembled officers of the training centre.

"Canada's CF-100 Units Stay With NATO Forces in Europe"

OTTAWA—An attempt to withdraw Canada's projected CF-100 all-weather interceptor squadrons from Europe to Canada would probably be looked on as a move to weaken NATO. Canada plans to replace four of the RCAF air division squadrons in Europe with the CF-100 during 1956, as scheduled in Canada's NATO commitments, the Air Force said. When replacement of one wing—3 squadrons—is complete, the Sabre wing, consisting of three squadrons, could come back to Canada. But the Air Force considers any move to bring the CF-100 squadrons back to Canada would be considered by other NATO member-nations as a weakening of NATO structure in Europe.

"Satellites Will Probe Interference From Sun"

OTTAWA — Successful launching of an earth satellite by the United States could prove of great value to Canada, says Dr. George S. Field, chief scientist of the Defence Research Board. One of the chief problems besetting the board is northern communications. When the ionosphere is disturbed it plays hob with radio communications. The villain in the piece is the sun. Intermittently, it squirts off masses of particles which reach the ionosphere in about 30 hours. These particles — lonesome protons — disturb the ionosphere and also create the aurora borealis, or northern lights, by colliding with atoms in the ionosphere and giving off light. DRB scientists, including physicists Ted Hertz, 32, of Saskatoon, a radio astronomer, and Dr. John H. Chapman, 34, of London, Ont., a telecommunications expert, now are conducting fundamental research into the ionosphere.

Winnipeg's new Commanding Officer, Group Captain Jacobsen, bids farewell to former CO Group Captain Ingalls on his departure last month for Air Force Headquarters.

"AMERICAN BEAUTY"



ANN BANCROFT

Bert Six

RCAF OFFICERS ATTEND "DAM BUSTERS" PREMIERE



DND Photo

A few weeks ago original members of Guy Gibson's famous "Dam Buster" Squadron held a reunion in London, England. The occasion was the world premiere of the J. Arthur Rank film "The Dam Busters," starring Richard Todd.

Several serving members of the RCAF were among the "old boys" who travelled from all parts of the world to be present on this nostalgic occasion, including two officers from Winnipeg, Wing Commander D. R. Walker, O.C. ANS, and F/L P. Pigeon, formerly Officer i/c OT, ANS.

ABOVE: British movie actor Richard Todd discusses tactics with, left to right, W/C MacLean, W/C Walker, and W/C McCarthy.

LEFT: W/C Walker, O.C. 2 ANS, is presented to H.R.H. the Duke of Gloucester. W/C J. P. McCarthy, O.C. RCAF Station, Penhold, is on W/C Walker's right, and W/C D. A. MacLean, A.F.H.Q., on his left.

"Ottawa Plans Radar Watch on Air Lanes"

OTTAWA—To keep on eye on aircraft flying the main air lanes and around busy airports, the Department of Transport soon will get new radar equipment and more men. The equipment is called surveillance radar and is the same as that used by the military to keep a watch for the approach of unidentified and possibly hostile planes. The ultimate aim is to create an unbroken radar line across Canada in which all moving aircraft will be under surveillance no matter what the weather. The danger of collision then will be rendered almost nil. With the RCAF filling one gap around Trenton, the first area in which coverage will be complete will be from about Quebec City to Windsor, where air traffic is heavy.

Shown right are three members of the Tactical Air Command Band which last month was engaged in a concert tour of France, Luxembourg, Germany and Belgium. The three men, Sergeants W. H. Nixon, R. W. Manning, and A. J. C. Ingoldson, all of Winnipeg are shown shopping for antiques in the Olde Curiosity Shoppe before an appearance in Lincoln's Inn Fields in London.



DND Photo

"Transfers"

WINNIPEG—Wing Cmdr. H. A. Forbes, DFC, 41, of Tatamagouche, N.S., officer commanding the RCAF's Central Navigation School in Winnipeg the past four years, has been transferred to the CJATC, Rivers, Man., as chief administrative officer. He will change positions with W. F. Davy, CD, of Toronto.

WINNIPEG—Wing Cmdr. Larry A. Hall, 38, of Montreal, has been appointed to the staff of RCAF Pilot Weapons School at Macdonald, Man., effective August 12. Wing Cmdr. Hall was formerly Chief Administrative Officer of RCAF Station, St. Hubert, Que.

* * *

"Winnipeg Students Enjoy RCAF Life at Cold Lake"

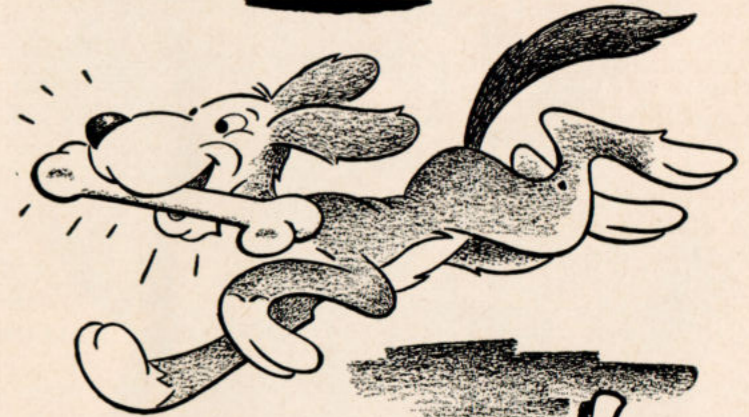
COLD LAKE—24 Winnipeg high school students, members of the City of Winnipeg's 402 Auxiliary Fighter Squadron, are spending six weeks at the RCAF's base here, 150 miles northeast of Edmonton. At Cold Lake they live in new barracks, eat and work with regular air force servicemen. The station has a \$600,000 recreation and shopping centre. An indoor swimming pool will be completed in about a month, and a golf course is planned.

* * *

"City Welcomes Greek Cadets"

LONDON, Ont.—15 future F-86 Sabre pilots arrived here from Greece last month to begin 18 months of NATO flight training. They are the first Greeks to receive Canadian training since World War II. The contingent, accompanied by a liaison officer, was welcomed at the CNR station by members of London's Greek community. First training will be at the NATO language school in London before the cadets attend elementary and advanced flying school.

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PROGRESS OF NATO

By WILLIAM COURTENAY,
O.B.E., M.M.

Distinguished British War Correspondent who has lately completed a tour of lectures and screenings of the campaigns in the Far East and of NATO Exercises throughout the Canadian Services on a coast to coast tour organized for the Bureau of Current Affairs of the Department of National Defence.

RUSSIA'S sudden and organized change of mood from the "bull in the China shop" policy of Stalin to one of affability, amiability, good humour, and oozing sweet reasonableness, has been dictated by her recognition of the growing strength of NATO (the North Atlantic Treaty Organization) of which Canada is a founder Member. These 14 Nations of the Atlantic Community—in which West Germany was admitted as the 15th Member in June—have during the last four years made remarkable progress in forming a 'west wall' or battle line to prevent the Soviet legions from marching unopposed 'like a knife through butter' from East Germany to the English Channel.

For such was the possibility five years ago. At the close of World War II Russia remained armed with 200 fully mobilized divisions and with her war factories continuing to turn out production full belch in the years of uneasy peace. That was Stalin's smart trick. He sat in the Kremlin smiling a Sphinx-like smile as he saw the armies of the British Commonwealth and of the U.S.A. melt like snows before the first spring sunshine.

We disarmed so rapidly that within twelve months of the close of hostilities there was not one Canadian soldier or airman left in Germany. Yet Canada had put up a magnificent show from her small population. She had 300,000 men under arms in Germany at the Armistice of June 1945. America had 3,300,000 but a year later there were not 10% left. England had 1,300,000 in Germany and a year after the 'Cease Fire' this force too had shrunk to a third of this figure.

Thus Russia held the initiative and, as a country's voice in the affairs of the world is in proportion to her military power behind it to back up her demands or views, it followed that our voice fell to a mere whisper while Russia's remained strong and strident. This was our fundamental error—this rapid demobilization and disarmament as in all the free lands we damped down the war plants; sent the chaps home; and believed "everything in the garden was going to be lovely." Had we not won the war?

There was one voice crying in the wilderness, pointing out the danger. In May 1945 we find Churchill writing to President Truman expressing his apprehension

at Russia's mood and plans if we all disarmed too rapidly. No one took any notice of his prophetic warnings. Russia's taking over the Baltic States; her seizure of the satellite countries; dropping of the Iron Curtain; attempt by Civil War to secure control of Greece and burst her way to the Mediterranean; her blockade of Berlin and seizure of Czechoslovakia, all

helped to build alarm in America and the West—this coupled with a gradual realization by 1949 of our nakedness and of Russia's armed might, for 32 of her 200 Divisions faced the west fully mobilized, 18 of them armoured.

It was this which led to the formation of NATO for our own mutual defence, and to the despatch of General Eisenhower to Paris in January 1951 to form SHAPE (Supreme Headquarters Allied Powers Europe) and open the shop for business with Field Marshal Viscount Montgomery as Deputy C-in-C and General Alfred M. Gruenther (now the C-in-C) as his Chief of Staff.

When they reached Paris there were under ten very indifferently armed and trained divisions and only 15 airstrips and about 900 aircraft available in Europe to face the Russians. Today, only four years later, there are some 150 airfields strategically dispersed on the 4,000 miles front from the Arctic Circle of Norway to Turkey in the Caucasus. There are 5,000 aircraft, mostly jets, in Europe. Today there are 48 Divisions in Europe—20 concentrated opposite the Russians on the Central Front; and another 48 in reserve though not all in Europe. Still NATO could call on 100 Divisions today.

Result? Russia can no longer go through Europe 'like a knife through butter.' Even if she struck a mighty air blow one night she could not immobilize 150 airfields on a 4,000 miles front or put 6,000 aircraft out of action. Sufficient could survive with sufficient mobility at many airfields to swing into action.

Today before Russia could strike she must concentrate—she must move forces from Russia and Poland into East Germany to build



WILLIAM COURTENAY

up the blow; this very movement to concentrate would take days, perhaps weeks, and give us the tip-off; our defences would swing into action.

Today Russia fears most the U.S. Strategic Air Force which General Curtis Le May has built up and commanded for nine years. It comprises 1,200 of the 6-engined 600 mph Boeing 'Stratojet' bombers, all equipped to carry atom bombs.

These bombers are dispersed on airfields in U.S.A., Britain and Morocco. In addition, America has built strategic air bases from Alaska to Japan so that all parts of Russia and Siberia are within range and reach of atomic warfare. There are also 600 tanker planes for mid-air fuelling to extend range. Russia's distances are no longer her shield as they were to suck Napoleon and Hitler into the country to face a winter. They are an embarrassment, for they involve the creation of a vast "Early Warning System" to protect the vast areas; and Canada better than any other land, knows what is involved in planning and building such a line in remote, desolate and sparsely populated areas.

General Gruenther gave it to me as his view—when I had a two hours chat with him in Paris last January—that Russia has no adequate defence against this mighty force of atomic bombers.

We still have three important tasks facing us and need the next four years to fulfill them:

1. Build an Early Warning System along our 4,000 miles European

(Continued on page 34)

CURRENT AFFAIRS

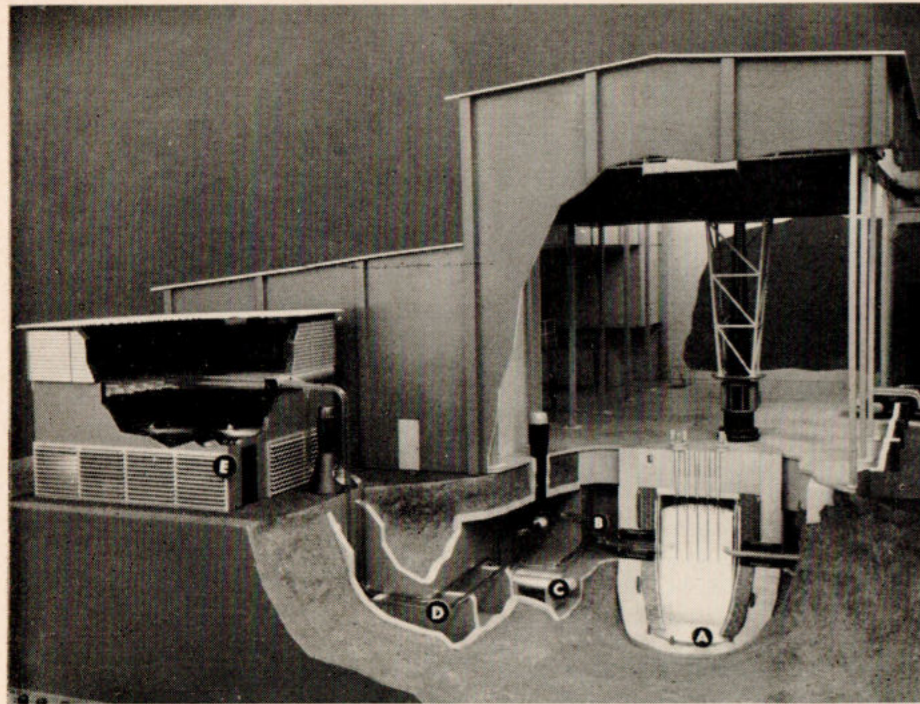
Edited By



DR. L. A. GLINZ
Current Affairs Adviser—
Joint Services

1955

- 48 DIVISIONS - 48 IN RESERVE**
- 6000 AIRCRAFT IN EUROPE (MOSTLY JETS)**
- 150 AIRFIELDS (FROM NORWAY TO TURKEY)**
- 15 NATIONS POPULATION OVER 400,000,000**
- U.S. STRATEGIC AIRFORCE (1200 JET BOMBERS)**
- NEW MEMBER WEST GERMANY (500,000 TROOPS)
-BY 1958-59**
- OIL, STEEL AND COAL FAR IN EXCESS OF
RUSSIAN PRODUCTION.**



A SODIUM GRAPHITE NUCLEAR REACTOR

This scale model of the sodium graphite pilot plant nuclear reactor now being built by North American Aviation's Nuclear Engineering and Manufacturing Division in a joint project with the Atomic Energy Commission was part of the official United States exhibit at the International Conference on Peaceful Uses of Atomic Energy in Geneva in August. Heat produced by atomic fission in the reactor core, A, is absorbed by liquid sodium circulated through core. Hot sodium is piped, B, out of core to heat exchanger C, where secondary sodium system absorbs heat from first system. Hot sodium in second system is piped, D, to exhaust fans where heat is dissipated. If electricity were to be produced, heat would be used to produce steam to drive conventional turbogenerator.

TECHNICAL NEWS

Edited by

F/L C. CHESHIRE

of the Britannia 100, the initial production version, and is fitted with Proteus 755 turboprops giving 4,120 equivalent horsepower. It carries:

28,000 lb. (max. payload) over 4,600 statute miles (still air range).

25,000 lb. over 5,300 miles (still air range)

or

17,000 lb. over 6,210 miles (still air range).

True mean cruising speed is 200 mph.

* * *

FAIRCHILD LIGHT JET AIRCRAFT

Plans for a light jet transport with a cruising speed of 560 miles per hour were disclosed last month by the Fairchild Aircraft Division. The new aircraft is specifically designed to meet today's industrial executive transport requirements. It will also meet military requirements for speedy transport and transitional training uses. Developed under the Fairchild Engine and Airplane Corporation's research and development programme, the sleek jet transport is one of several new projects now in the advanced planning stage at the Hagerstown, Md., plant.

The low-wing transport, bearing a company designation of M-225, carries a crew of two to seven passengers. It is designed to be powered by a unique installation of four Fairchild jet engines which will provide increased safety as well as a selective power range

for various cruise conditions. The plane combines high speed performance characteristics of fighter-type aircraft with safety characteristics of transport aircraft.

Specifications show a wing span of 35 feet, 4 inches, a length of 50 feet 10 inches, and a height of 13 feet 3 inches. Normal gross weight 17,695 pounds. Estimated performance characteristics show that the jet transport will take off at 17,695 pounds within 5,720 feet over a 59-foot obstacle and land in 1,222 feet.

* * *

FIRST FLIGHT OF THE DE HAVILLAND GYRON ENGINE

The first flight of a de Havilland Gyron jet engine took place at Aldergrove aerodrome near Belfast on July 7, 1955. For flight experience the engine has been installed in a Short Sperrin four-engined bomber. The conversion to accommodate the Gyro was carried out by Shorts at Belfast, Northern Ireland.

The Gyron is a jet of very high power designed for supersonic flight. It marks an important step forward in the development of the gas turbine, combining as it does a very low specific weight with a rugged and simple structure. The thrust figure is secret but in this respect the Gyron does not suffer by comparison with any other engine known to the public.

The news of the first flight of the Gyron, following the announcement last April of the deHavilland Spectre rocket engine, emphasizes the significance of the mixed-power-plant formula for supersonic flight. This is the combination in one airframe of a high-powered air-breathing jet engine of a special design and a liquid-propellant rocket engine such as the Spectre. The rocket, being independent of external oxygen, continues to develop its high thrust even in the stratosphere; it can be used to maintain the rate of climb at great heights and then to give the rapid acceleration to supersonic speeds.

The Gyron was originally designed and built as a private venture by the de Havilland Engine Company from a decision made towards the end of 1950 and the en-

(Continued on Next Page)

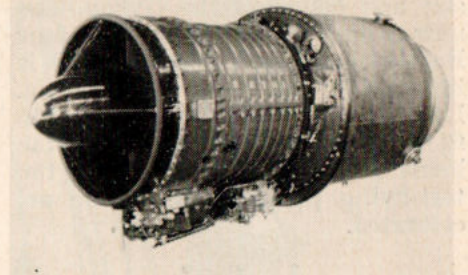
BRISTOL ORPHEUS COMPLETES 150 HOURS TYPE TEST New Turbojet's Rapid Development

The Bristol Aeroplane Company announced on 26th May that the Orpheus lightweight turbojet, power unit for the Folland Gnat, the Fiat G91, the Breguet Taon, the Dassault Mystere 26, and other light fighter aircraft, had successfully completed a 150-hours type test.

This initial version of the Orpheus achieved a thrust of 3,285 pounds during the type test. Other versions under development for the production Gnat and other aircraft are already running at higher powers.

A measure of the efficiency of a jet engine for use in light fighter aircraft is its thrust-weight ratio—that is, the amount of thrust it gives for every pound of its weight.

On the basis of the type test rating, the thrust-weight ratio of the Orpheus is 4.4 pounds thrust per pound engine weight, which means that the engine is more powerful—weight for weight—than any other engine yet to pass a 150-hours type test.



The Bristol Orpheus turbojet, specified for the Folland Gnat and other light fighters, which has completed a 150-hour type test.

The Orpheus, initiated as a private venture and now the subject of a Ministry of Supply contract, was exhibited for the first time at the Paris Salon, which opened on June 10.

The first Orpheus-powered Gnat is expected to fly this summer.

Rapid Progress

Development of the Orpheus has been extremely rapid. By 26th May, over 1500 hours' running had been completed since the first run on 17th December, and five engines had become available for running on the Bristol test beds.

It was in late 1953 that the company decided to develop the Orpheus as a private venture. It was considered that a requirement existed for a simple lightweight jet engine in the 3000-5000-pound class that would meet the best modern standards of maintenance, efficiency, reliability and flexibility, but with a much improved power-weight factor, thus opening up a new field for the aircraft designer.

Development of the Orpheus to higher powers is continuing as rapidly as possible. The interest of NATO, Commonwealth and Foreign Air Forces indicates that the engine may shortly be needed in quantity for lightweight interceptors and ground attack fighters.

Orpheus Design

Design of the engine has been governed by the following main considerations:

1. *Low Weight*—Accessories and internal gearing have been kept to the minimum.
2. *Low Cost*—This is a direct result of concentration on weight saving and simplicity. It has been achieved, however, without recourse to unconventional methods and the engine embodies those design features which experience has shown to reflect regular periods between overhauls.
3. *Ease of Maintenance*—Accessories are grouped on the underside of the engine for easy access. Items requiring attention have been kept to a minimum and the engine can be completely stripped in a few hours.

EL AL BRITANNIA CONTRACT SIGNED

Delivery for Operation in Early 1957

A contract for the purchase of three Bristol Britannia 300LR turboprop airliners by EL AL Israeli Airlines, with an option on two more, was signed recently in Tel Aviv and Bristol. The aircraft are to be delivered for operation in early 1957. They will be capable of flying a scheduled non-stop London-New York service, from both east and west, all the year round.

The power unit of the Britannia 300LR is the Proteus 755 turboprop, which gives 4,120 equivalent horsepower. It is an engine of exceptional economy of operation and the first in the 4,000 hp class to be given official clearance for passenger carrying service.

EL AL which is Israel's national airline, has hitherto used American aircraft. Announcing the Britannia purchase, the airline stated: "This contract will make EL AL the first non-British air carrier in possession of the most up-to-date turboprop aircraft in the beginning of

1957. EL AL has decided upon the purchase of the Bristol Britannia after a thorough examination of all aircraft available, and in consultation with experts of international standing."

The interior layout planned by EL AL provides for two compartments, accommodating a total of 93 passengers. One compartment will be first class, with sleepers, and one tourist class.

The EL AL contract is the first overseas order for the Britannia, which will enter service with British Overseas Airways Corporation next year. The corporation has ordered 33 Britannias in all, including ten of the 300LR version ordered by EL AL, while the British Government has ordered three 250LR (mixed freight-passenger transports) for trooping purposes.

The Britannia 300LR

The Britannia 300LR will be the first aircraft capable of operating a scheduled, high regularity non-stop service both east and west between London and New York all the year round. It has a fuselage 10 feet 2 inches longer than that

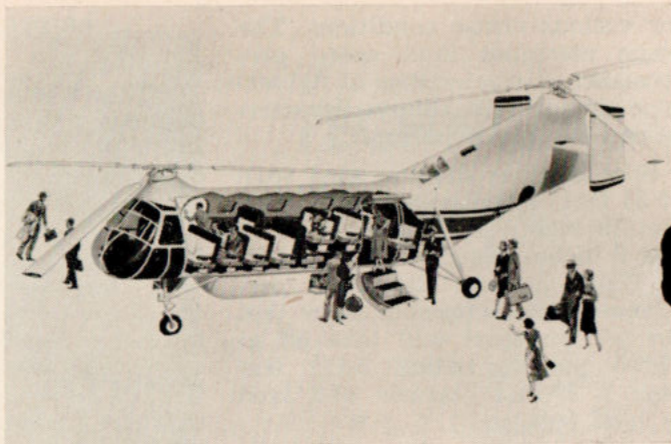
TECHNICAL NEWS

(Continued from Previous Page)

gine ran for the first time on January 5, 1953. It was officially adopted by the Ministry of Supply in April 1953 and its existence was announced in July of that year. Since 1953 intensive development has continued without interruption and a number of Gyron engines have been operating on test at increasingly high rates of output under severe conditions.

The Short Sperrin first flew in 1951 and was the first of the British four-engined jet bombers to do so. It is probably the only existing aircraft suitable for the initial flight testing of an engine of the size and power of the Gyron. The new engine replaces one of the four Rolls-Royce Avon engines and is installed in the lower port nacelle. Later in the year it is proposed to fit a second Gyron engine in the lower starboard nacelle so that the test-flying programme can be accelerated.

The Piasecki PH-42 (commercial version of the H-21 helicopter) which comfortably seats 19 passengers, incorporates several features designed to increase frequency of service, a vital consideration in commuter service. These include built-in steps to eliminate time-consuming positioning of steps by ground attendants at each stop; doors on both sides to speed loading and unloading; and an external "Heli-pack" into which passengers can place their baggage as they enter. The 80-cubic-foot "Heli-pack" can also be used for mail.



rent CAR 4b Airworthiness Regulations." Certain portions of CAR 4b "found inapplicable or inappropriate for advanced type aircraft have been called to the attention of the CAA and Civil Aeronautics Board through the Annual Review system," Geall stated.

Stating that the Boeing 707 "represents a very significant advance in performance over that of contemporary civil transport aircraft," Beall pointed out that "we believe, that, in design and operation, the airplane meets or exceeds the overall safety level defined by CAR 4b."

Boeing built the prototype 707 as a \$15 million private venture as America's first jet transport aircraft. One year's highly successful test flight experience was completed on July 5. An advanced version of the 707 now is being offered to airlines of the world, for delivery in 1958. In production, at the Boeing-Renton plant, is a multi-purpose tanker-transport based on the 707, to be called the KC-135.

BOEING MOVES TO CERTIFICATE 707

Initial step in certification of America's first jet transport for commercial airline operations now has been taken with Boeing Airplane Company submitting its application to the Civil Aeronautics Administration for a type certificate for the model 707 series turbo-jet transport aircraft.

In a letter to A. M. Alcorn, chief, Aircraft Engineering Division, CAA Fourth Region, Wellwood E. Beall, Boeing Senior vice-president, pointed out that "the 707 and the prototype were designed to cur-



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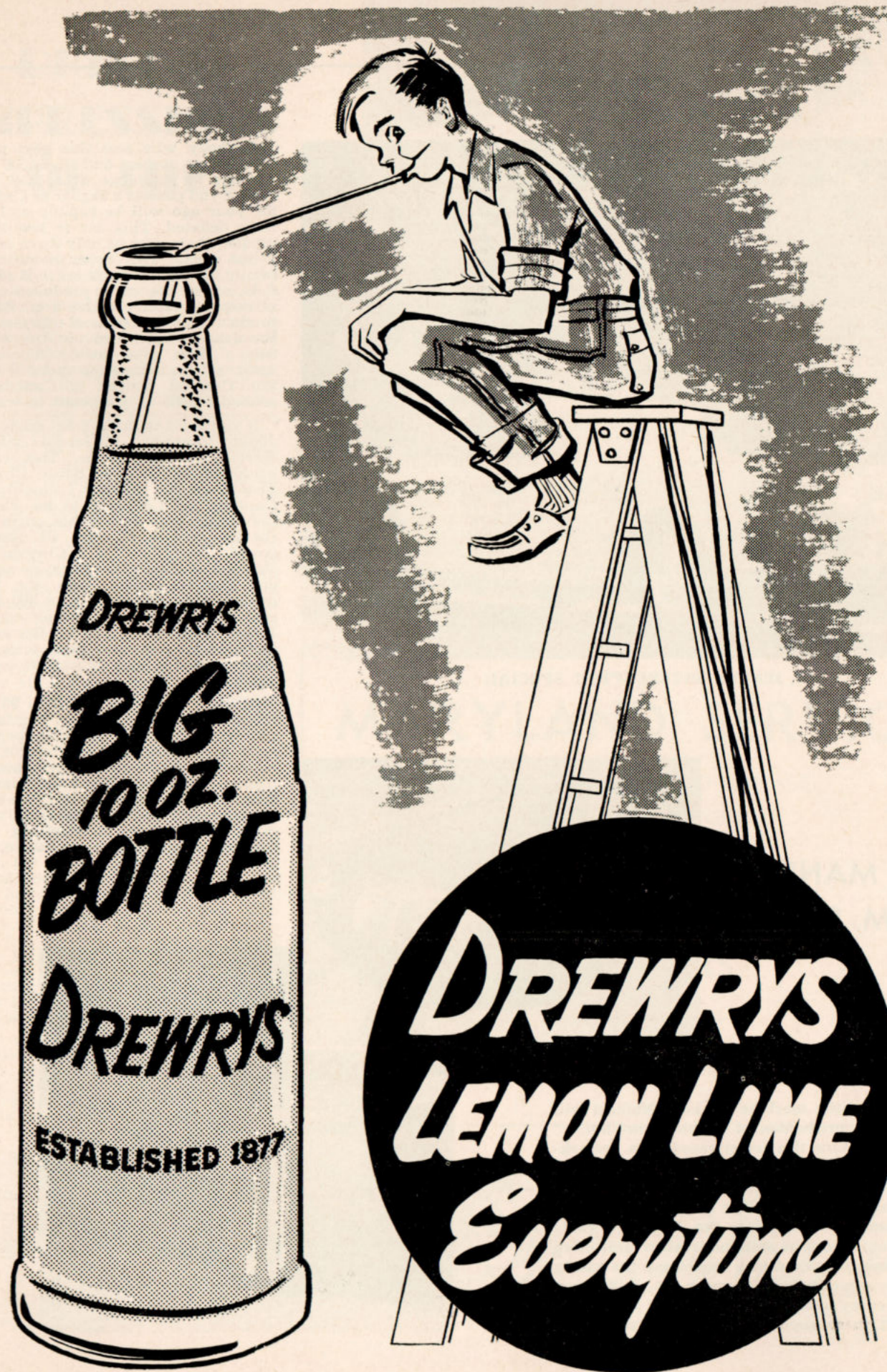
VANCOUVER

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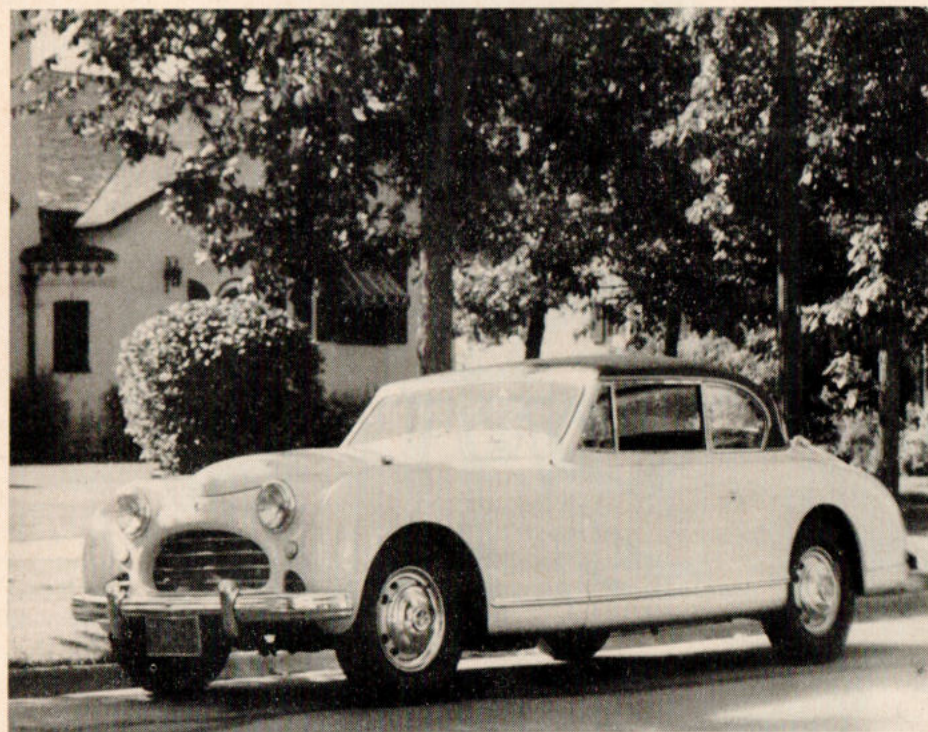
TORBAY

GANDER



AUTOMOBILES

By PETER McLOUGHLIN



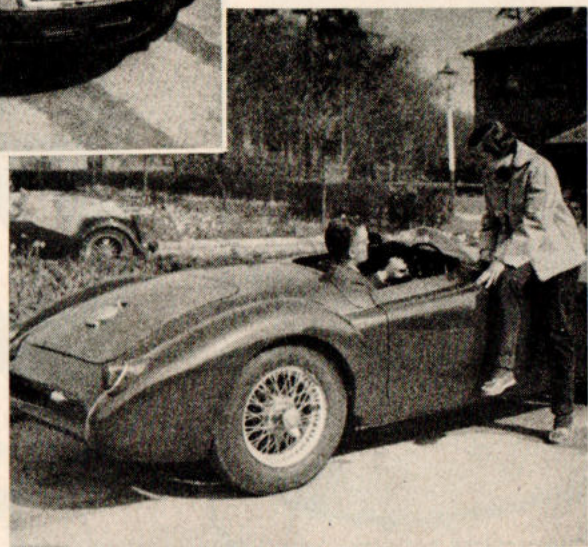
JENSEN INTERCEPTOR SPECIAL

Anybody who sees this gem please bow low in respect and PLEASE don't attempt to challenge at a stop light, even if you possess a Jaguar or Cadillac for your ego will be rapidly and horribly deflated. This car is beautiful, unique; there may be only three or four in the world! The Jensen is built by a family firm of two brothers in Huddersfield, where the car is produced as one of man's greater creative arts. Besides producing two versions of this machine, the Jensens also turn out the Jensen 541, a fibre glass-bodied four-seater sports saloon, whose top speed is about 120. Can be bought in Canada for around \$4,700—if you want to wait.

If you want to know what makes this Jensen so special, I'll let you into the secret. It's the engine. This car is equipped with a Peter Satori Chrysler Fire-Power. Or perhaps I should say a Cunningham Chrysler, as he was the individual who raced this engine for the last couple of years all over the world. Basically it is a Chrysler V-8 stripped, machined properly, re-worked and then shipped to you, the lucky owner, with anything up to 300 h.p.—real horses, not the Detroit variety. Jensen took this engine for the owner, installed it, did some road tests, and then shipped it back detuned to a mere 265 h.p.

At that, the car will get to 90 in block, cruises in luxurious comfort at 120, and will top 140! The price—mere \$6,850 delivered in Toronto, and, believe me it is a genuine give-away at that price (affluent Wing Commanders take note). The owner, well I won't give his address, but his name is Bill Ferguson and he lives in Winnipeg. Look for a road test in the near future.

LE MANS M. G.



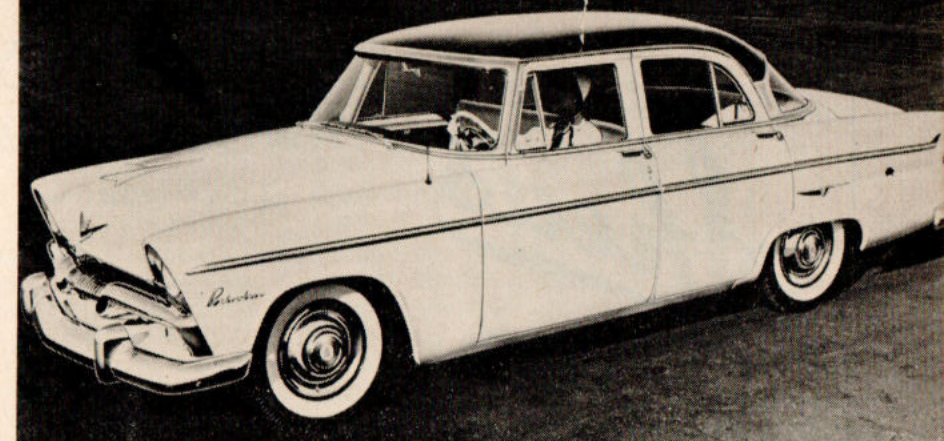
This is the little machine we hope Nuffield will soon put into production at a "bread-and-butter" price. At Le Mans this jewel raced with remarkable consistency, and one, driven by Ken Miles, ended up 12th overall; quite a feat when you think of the cars in opposition. The headlight is merely for Le Mans, to clear away the dangerous early morning fog. As can be seen, no weather protection is in evidence on this racing model and the racing gas filler is unlikely to appear in production. Virtually every other item is a normal production component, therefore no cause for technical delays.

DRIVING IMPRESSIONS OF THE ...

For a long time I've always had a dislike for the Chrysler products, the Lord alone knows why, because this one has proved me to be completely wrong. Of the low priced cars a Plymouth V-8 offers the best all round buy in 1955, and wait until I show you why. I don't rave about the lines, grille, nor the interior finish, all of which are average and, like its brothers and sisters from Detroit companies, demonstrates very little originality. However, let's be specific. The outside finish looks to be the best of the big three, as is the dash and instrument layout. The instrument covers may be cheap, but they don't glare and for once they fit tastefully into the rest of the car. The car is plainly designed for the V-8, so if you wish to stay clear of trouble don't buy the six—the oil pan sticks right down into the breeze and I guarantee a clobbering within a few thousand miles. For some unknown reason Chrysler failed to turn over to 12 volt systems in this year of big changes; in my opinion a missed boat. If you curse the engine for not starting when hot (the 6 only), don't worry—you're not alone in your troubles—at a remedy for this vapour lock is supposedly coming out shortly.

The driving position is streets ahead of rivals (Ford and Chev, please copy). For once Detroit has provided the poor driver with fair comfort. The seats are more comfortable than normal, give better back support and also help the knees. My only comment on the pedals is that the brake appears to be too high for the accelerator. Both wheel and horn are nicely positioned. The wipers, I'm glad to see are electric. And, for America, an excellent hand-brake is provided. I'm not being unkind—it's just a plain fact that our domestic manufacturers consider such items in the class of door trim and sun visors.

The steering only has FOUR turns lock to lock, is light and positive. The clutch has a very long withdrawal stroke, though the engagement is soft and progressive—I hear some have had trouble in this department. I like it.



... 1955 PLYMOUTH

On all sorts of road the car proves the equal of the Chevrolet and superior to Ford. Speeds of 60 and 65 were comfortable on gravel, which I won't say for Ford. The speedometer was remarkably steady and for once, seemed to underread! The top speed is somewhere near that of the other two, but I expect acceleration is behind the Chev-

rolet. Fuel consumption (on the 6) is 21.6 mpg when cruising.

All cars have their flaws, whether they be domestic or foreign, yet, when the final reckoning is approached, I feel that the Plymouth gets my nod over its rivals, though I would like better finish on the interiors, and a 12 volt system to boot.

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TYPES OF PEDESTRIANS: A RUN-DOWN

(From "Twice Over Lightly"—courtesy Ryerson Press)

By ERIC NICOL

A FEW months ago, as a pedestrian, I considered motorists to be the most dangerous gang of ruffians ever let loose on humanity.

Since then I have bought a car and I now see that pedestrians, not motorists, are the world's most exasperating bunch of knuckleheads.

A large part of this nastiness of pedestrians seems to stem from the law's revision to give the pedestrian the right of way so completely that the motorist feels compelled to slow down before he even climbs into bed with his wife.

Pedestrians comprise a variety of queer birds. The following is a partial Audubon of species of pedestrians, based on close and apoplectic observation:

The Trolleycatcher—Usually appears in numbers around dusk, while motorist is in a line of cars waiting for light to change. Darts from curb, between cars, sometimes running along bumper in frantic effort to catch bus or street car. Average life span: short.

The Crosswalker (or North American ostrich) — Frequents space between two yellow lines painted on road. Ignores traffic, aware of being in a sanctuary. When car is approaching, often deliberately looks in opposite direction, slows pace, reads newspaper, or sets up light housekeeping in middle of road. Dies with smile on face, knowing it has been hit out of bounds.

The Jaybird—Very common in Chinatown but liable to pop out anywhere. A cunning bird, owing to the \$5 fine for jay-walking. Often visible only as a head peering around parked car to see if motorist is a police car. If motorist is not a police car, will run to middle of street and get itself trapped between two streams of traffic, from which position it is liable to run anywhere.

The Pileated Lightbeater—Prides itself on ability to judge when red light will turn green. If light is late turning green, steps out regardless. Spirit of independence often mentioned in obituary.

The Ruffled Grouse—Usually an old specimen, male. Goes for long walks through heavy traffic to indulge hatred for automobiles. Takes any sound of auto horn as personal attack. Favourite habitat: with a flock of fellow pedestrians thwarting motorist's attempt to get around a corner before the signal changes. Cry: a loud squawk, usually to the editor of a newspaper.

(This species not to be confused with the Tweedy Cane-packer, a British variety that slashes at American-made cars because of something Senator McCarthy has said.)

The Hitch-hiker—A bold bird that travels on its thumb. If picked up by motorist, will ask why mo-

torist hasn't traded car in for later model. Usually male, but pairs of females sometimes seen, identified by glasses and giggles.

The Horned Gasser—Always found in pairs, pair having recognized each other in middle of intersection and stopped for a chat. Ignores auto horn. Often is still talking after being run over.

The Nighthatch—Nocturnal, favouring highways and walking on the right (i.e. wrong) side of road, with no tail-light. Livens up traffic by forcing cars into middle of road.

The Gamp-crested Blunderbuser—Observed only in wet weather. Usually female, large, with bun-
(Concluded on page 36)



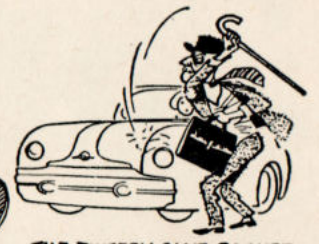
THE GAMP-CRESTED BLUNDERBUSTER



THE HORNED GASSER



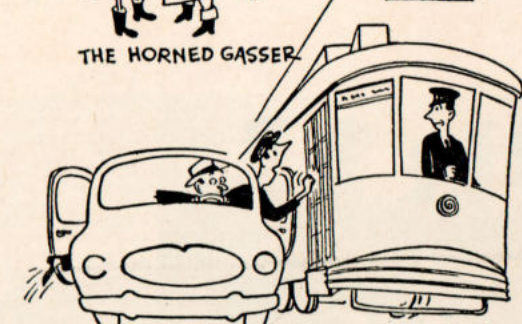
THE TROLLEYCATCHER



THE TWEEDY CANE-PACKER



THE RUFFLED GROUSE



THE PILEATED LIGHTBEATER

A partial Audubon of pedestrians.



1



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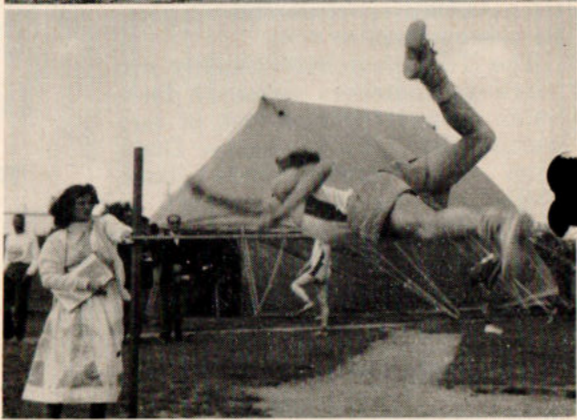
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WINNIPEG TRACK AND FIELD CLUB

1. A/C Bryans presents F/C West with first prize for the High Jump.
2. 1st and 2nd in 100 yd. dash: F/C Gardiner (10.7 secs.), 1st place, Winnipeg; F/C Morrison, 2nd place, Saskatoon.
3. F/C West (Winnipeg) breaking the Manitoba Amateur High Jump record with a jump of 6' 2 3/4" (six feet, two and three quarter inches).
4. Winnipeg Team: 14 Group Field Day.
5. F/O W. L. Keenan receives trophy for Winnipeg team.
6. MacDonald Team march past.
7. F/C McCarthy (Claresholm) doing high jump.
8. Winners of the One Mile Run (left to right): F/C Burley, 2nd, Winnipeg; F/C Chisholm, 1st, Penhold; P/O Edwards, 3rd, Portage.
9. Gimli Band leading parade of athletes.
10. LAC C. W. Lummerding (Winnipeg) throwing the Discus.

RIGHT: Trophies and Medals won by the Station Track and Field Team this season.



L. A. Gratton

Photos by AWI A. R. Hosier

A SUCCESSFUL SEASON



4



8



9



10

WINNIPEG TRACK AND FIELD CLUB TRIUMPH

On Saturday, Aug. 6, Sargent Park in Winnipeg was a beehive of activity as 14 Training Group held its annual Track and Field meet, with teams from RCAF Stations Saskatoon and Moose Jaw, Sask.; Pennhold and Claresholm, Alta.; and Portage, Gimli, Macdonald and Winnipeg, Man., competing.

The activities began by a march past of the athletes, led by Station Gimli Band under the direction of Bandmaster Sgt. H. Lalonde, with the salute being taken by Air Commodore J. G. Bryans, AOC 14 Training Group.

Following the Air Commodore's address, the competing teams broke off to their respective proving grounds to display their wares before some 2,000 spectators.

Apparently the wind and dust did not affect the Station team because after the smoke cleared they appeared at the top of the heap with an amazing total of 106 points, and will represent the Group at the Training Command Track and Field Championships to be held at Station Trenton early in September.

Their closest rivals were Saskatoon, Portage and Moose Jaw, tied with 32 points apiece, followed by Stations Claresholm, Pennhold, Gimli and Macdonald in that order.

F/C Ken West, of Station Winnipeg, had the authorities looking for longer poles to hold up the bar in the high jump competition, as he set a Manitoba open record of 6' 2 3/4". Wonderful accomplishment for a fellow who stands approximately 5' 11".

The whole event went off smoothly, but it took a lot of organizing, and the credit for this goes to F/O W. J. (Bill) Keenan and F/L Hardy, the Group co-ordinator, who devoted a lot of time to the organization of the meet. A big thank you should also go to the civilian judges who handled things so well, especially Mr. Jim Daly, Malcom Murray and Gordon McLennan, all members of the Manitoba AAU.

The results in the various events were:

100-yard Dash:

1. F/C R. A. Gardner, Winnipeg—10.7 sec.
2. F/C B. Morrison, Saskatoon.
3. F/O W. Keenan, Winnipeg.

220-yard Dash:

1. F/C Gardner, Winnipeg—24.5 sec.
2. F/C Ramsey, Moose Jaw.
3. F/C B. Morrison, Saskatoon.

440-yard Dash:

1. F/C Mason, Saskatoon — 55.2 sec.
2. F/C Ramsey, Moose Jaw.
3. AC2 Rudd, Winnipeg.

440-yard Relay:

1. Winnipeg—49.8 sec.
2. Claresholm.
3. Moose Jaw.

880-yard Dash:

1. F/C Challis, Winnipeg—2:18:4.
2. F/C Johnston, Winnipeg.
3. F/C Hayman, Claresholm.

One Mile:

1. F/C Chisholm, Pennhold—4:58:1.
2. F/C Burleigh, Winnipeg.
3. P/O Edwards, Portage.

Hop, Step and Jump:

1. F/O Day, Winnipeg—41' 5".
2. F/C West, Winnipeg.
3. LAC Wong, Moose Jaw.

High Jump:

1. F/C K. E. West, Winnipeg (Man. open record)—6' 2 3/4".
2. F/C Burleigh, Winnipeg.
3. P/O C. Fenwick, Portage.

Javelin:

1. P/O Edwards, Portage—135' 8".
2. F/O Day, Winnipeg.
3. Cpl. Floyd, Portage.

Discus:

1. F/O Clarke, Winnipeg—126' 2".
2. LAC C. Taylor, Saskatoon.
3. P/O Fenwick, Portage.

Shotput:

1. F/C Clarke, Winnipeg—47' 3".
2. F/C Chokaluk, Moose Jaw.
3. F/O Tunis, Moose Jaw.

Broad Jump:

1. F/O Day, Winnipeg—20' 1 1/2".
2. F/C Jerry, Winnipeg.
3. Cpl. Hoffman, Claresholm.

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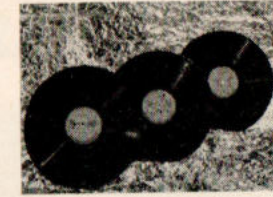
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GRADUATING CLASS 5410 (LR)



BACK ROW (left to right): F/C Larsen, A/P/O's Ross, Curtis, Lt. Bilir, F/C Mohr.
FRONT ROW (left to right): F/C Risch, A/P/O Jones, F/O Bain (Course Director), F/C Fabi.

1st Lt. Mehmet Bilir

The first navigator in the Turkish Air Force. Main difficulty presented to him by the course has been trying to convince Mohr that a harem is not an item of kit for officers of the TAF.

Sgt. Bert Mohr

Frequently to be heard patiently explaining that he is a Sergeant and not a Flight Cadet. His sole ambition is to get back to Denmark where he is able to get up in time for breakfast. His claim to fame is that he is the only person to have completed an astro flight solely on pinpoints.

APO George Ross

Perhaps now that we're leaving Winnipeg George will stop trying to find out where the two lost marks went to. Probable destination—saving the Scottish Highlands from the invasion of the English.

APO Ron Jones

"Jonah's" ambition is to join the Diplomatic Branch of the Service. If he achieves this ambition the rest of us will be earnestly preparing for World War III.

APO Arthur Curtis

"Art" is sent into hysterics by the word "Expeditor." If the rest of the course is flying in Daks guess who the exception is! He wishes to deny that

his was the shadowy figure, with a large bag of sugar, furtively flitting around the Expeditor line the other day. He will probably be posted to France.

F/C "Hoiman" Rich

Continually trying to outwit instructors who attempt to keep him awake during lectures. "Hoiman" is currently believed to be devising a system to fly his air exercises from his bed.

F/C Joe Fabi

Can be seen only with difficulty but announces his presence in plaintive tones by "but I'll get my whitewalls dirty." Can be found . . . (hey Joe! where do you go?)

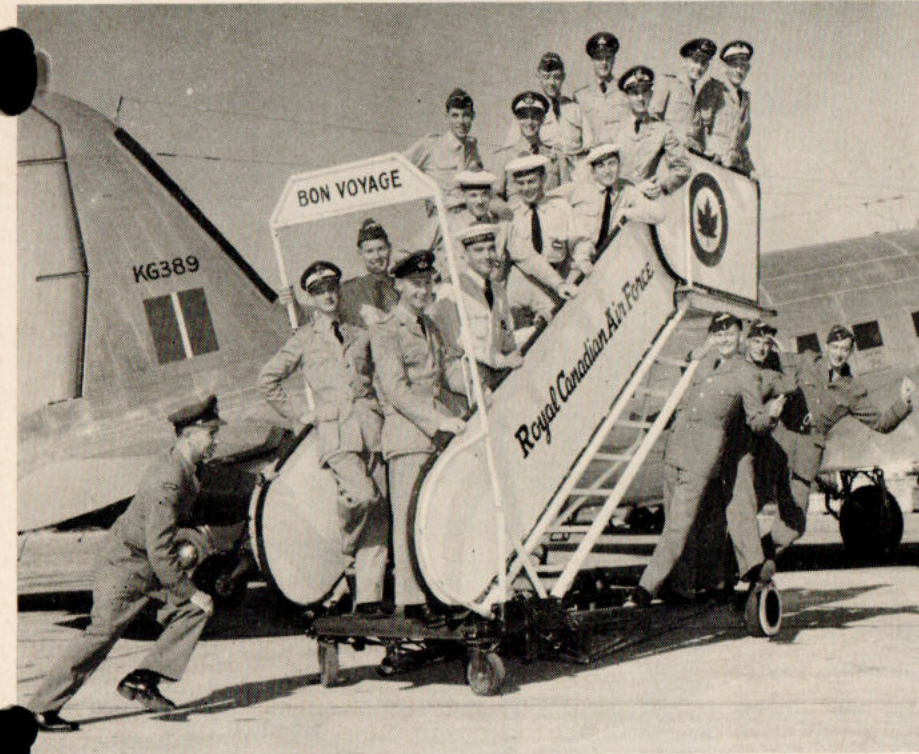
F/C Mogens Larsen (the Viking)

Is usually heard trying to convince anyone who will listen that a navigator should not have to be able to take morse. Can be found anywhere except in the Morse Room.

F/O Bain, Course Director. ("Jaybee to the course")

When he is not trying to get our attention is frequently given to explaining how different things are on a Squadron. Rumour has it that he has been plagued with continual nightmares in which 5409 received a higher class average than 5410.

GRADUATING CLASS 5411 (LR)



LEFT FILE (front to rear): A/P/O Goodacre, Pte.'s Sandsbraaten, Karlson, A/P/O Page, Pte. Aune, and F/O Hodgkinson.

RIGHT FILE (front to rear): P/O Mason, OSM's Ferrari, Braidotti, Merour, Pertel, A/P/O Ewens, P/O Shaw, and A/P/O Foster.

PUSHING: Course Director, F/O Bernier.

THUMBING (left to right): F/C's Dodd, Moffatt, and Weyell.

APO Bill Ewens

Noted for his remarkable collection of astro-sights, approximately five times the number the rest of the course has obtained. Bill has proved to be a great asset to the course, they certainly appear exceptionally bright when he starts his question time.

Pte. Gunnar Karlson and Pte. Jarle Aune, RCAF

These two Norwegians have spent most of their time and money in and about certain places of refreshment. Every day we hear muttered prayers for more hot weather. Sometimes they even manage to return for afternoon classes, but why do they always sleep through them?

P/O Brian Mason

5411's only living-out student. Little is seen of him, but he is reputed to be staying in St. Vital. He lowers himself to returning for final examinations, all the time affirming that he lives only for the weekends. He certainly isn't among the living on Monday mornings. All we want to know is, "Where did he put it?"

Smn. Roland Braidotti, FNAF

Prefers to have lectures given to him individually; at least we think so, after sampling his "Gitane" smoke screen. He demonstrates his great love for French wine every Friday and Saturday night and his hatred for the following mornings.

APO Dave Foster

Throughout the past ten months, every old and decrepit car in Winnipeg has travelled with Ginger into a ditch. He's getting short of passengers and can't afford to run his auto any more. What surprises the course is that he is still alive to graduate with them.

Smt. Jacques Ferrari, FNAF

Short, dark and moody, irresistible to Canadian girls. Reputed to be an ex-guide to the Kasbah in his native Morocco. Now guides tourists, female type only, around the mess.

APO Gordon Page

The only man on the course who, with authority, can take over Met. lectures from the instructors. Became ex-COC when he joined us from 5409, and has never known a happier moment in his life. Always prepared to miss lectures to give advice to Squadron Leaders and above.

FO Wilf Hodgkinson

Nature's doubtful gift to the women of Winnipeg. Unfortunately, most of them know what they are missing, but they're damn glad they're missing it. Wilf much prefers to be an accountant than a navigator, and any pilot will be quick to agree with him.

F/C Bob Moffat, RCAF

One of 5411's two DP's from courses 5314, 5318, 5405, 5406, 5409. Bob has discovered that a person's long range OT mark varies inversely with his golf handicap. He has always had a close attachment to the accounts section, especially during Practice Plots.

Smn. Andre Merour, FNAF

Andre is true to the Frenchman's motto, "Don't think, just drink." Can be found every night, providing you look near the bar under the tables, where he will be singing his favourite song, "Legueule en feu."

Pte Gunnar Sandbraaten, RCAF

The only man on the course who can take morse and the only one who wants to. A strong, silent course leader—strong except when cleaning the classroom, silent except when after an interview with certain OT officers.

PO Frank Shaw

Frank is the course's most outstanding ranting dissenter, whose sole idea of enjoyment seems to be baiting instructors. In fact, a lecture is never complete without Frank adding his five cents worth. He is now known as "Woolworth" Shaw.

F/C Ed Dodd, RCAF

Noted for his remarkable shortness—hair short, period as big wheel short, service career short, marks short, drinks short. An exception in that he enjoys life at 2 ANS. Reason?—Proximity to Moorgate street, WG.

Smn. Ernest Pertel, FNAF

Has learnt little in Winnipeg except the noble art of love-making in the back row of the station cinema. Very cynical about his activities, so now answers to call of "Cyrano." He even has a nose to match. Can be recognised by looking for a grin with a face behind it.

APO Frank Goodacre

Very fond of Frenchmen, but he regrets they have lost their habit of kissing Englishmen in the streets of Paris. He considers the course a collection of gigolos and drunkards, but still he allows us to carry him to bed after course stags. At present he is searching for his ideal woman, complete with red hair and green eyes.

Count Bernier, French Air Force (Quebec Division)

Retreated to a downtown apartment at the beginning of the course. Can be seen hurriedly gathering mortars, barbed wire and beer bottles—the course have found the address. On retirement from the Air Force, he plans to train as a drum-major.

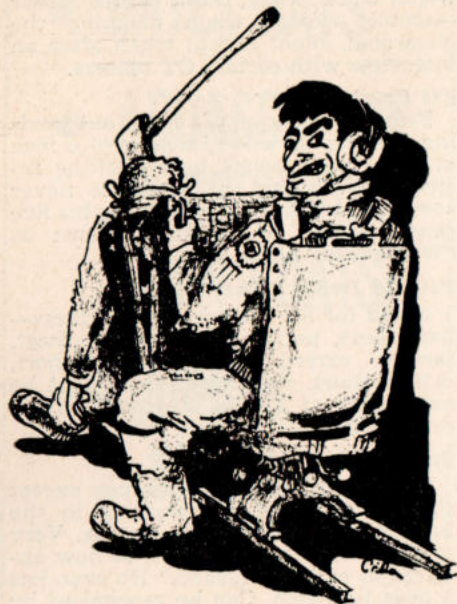
Course Proverb:

"Blessed are they that fly in great circles
For they shall be called big wheels."

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CINEMA

SATURDAY, SEPT. 17
VALLEY OF THE SUN (G)
AND SERIAL
SUNDAY, SEPT. 18
7 LITTLE FOYS (G)
Bob Hope Milly Vitale
MONDAY, SEPT. 19
ALLEGHENY UPRISING (A)
John Wayne Claire Trevor
TUESDAY, SEPT. 20
LIFE IN THE BALANCE (A)
Ricardo Montalban Anne Baneroff
WEDNESDAY, SEPT. 21
PASSION (A)
Yvonne De Carlo Cornell Wilde
THURSDAY, SEPT. 22
TWO WEEKS WITH LOVE (G)
Jane Powell Ricardo Montalban
FRIDAY, SEPT. 23
MAMBO (A)
Shelley Winters Michael Rennie
SATURDAY, SEPT. 24
PIRATES OF TRIPOLI (G)
AND SERIAL
SUNDAY, SEPT. 25
BEACHCOMBER (A)
Glynis Johns Robert Newton
MONDAY, SEPT. 26
FORT APACHE (G)
John Wayne Henry Fonda Shirley Temple
TUESDAY, SEPT. 27
HELL'S ISLAND (A)
John Payne Mary Murphy
WEDNESDAY, SEPT. 28
CHICAGO SYNDICATE (A)
Dennis O'Keefe Abbe Lane
THURSDAY, SEPT. 29
BELLS OF ST. TRINIANS (G)
Alastair Sim
FRIDAY, SEPT. 30
LAW vs. BILLY THE KID
Scott Brady Rita St. John

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GRADUATING CLASS 5412/13 (AI)



BACK ROW (left to right): F/C's Dodd, Stuck, Smith, F/O Fabro (Course Director), F/C's Roberge, Homer, Lisson, and Woods.
FRONT ROW (left to right): F/C Dagenais, F/O Wojciechowski B.Sc., Lt. Munk, F/C Wybert, F/O Tardiff B.Sc., and F/C Tucker.

F/C J. M. J. Y. Roberge

Nickname: "Robby."
Home Town: Adamsville, P.Q.
Favourite Expression: "Me? I come from La Belle Province de Quebec."
Favourite Pastime: Explaining to A/P/O's that he's "Canadien" not French.
Pet Peeve: A/P/O's.
Aspiration: Flying CF-100's in Bagotville, Que.
Probable Destination: RCAF Liaison Officer to the U.K.

F/C D. W. Smith

Nickname: "Smitty."
Home Town: Montreal, Que.
Favourite Expression: "Am I late?"
Favourite Pastime: Living out.
Aspiration: To collect living out allowance.
Probable Destination: Collecting S.F.A.

F/O Wojciechowski

Nickname: "Andy."
Home Town: Melrose, Sask.
Favourite Expression: "It's pronounced 'Wadge-i-chow-ski'.
Favourite Pastime: Correcting misspellings of his name.
Pet Peeve: People who mispronounce his name.
Ambition: To change his name.
Probable Destination: Spelling expert.

F/C B. Woods

Nickname: "Woody."
Home Town: Ottawa, Ont.
Favourite Expression: "No sweat at all at al-1-1-1."
Favourite Pastime: Waiting on the flight line.
Aspiration: To settle down with his wife Vie and three kids.

Probable Destination: Trying to settle down with Vie and twelve kids.

F/C Wybert

Nickname: "Don."
Home Town: Calgary, Alta.
Favourite Expression: "Got a smoke?"
Favourite Pastime: Smoking O.P.'s.
Pet Peeve: Guys who don't smoke his brand.
Aspiration: To get bigger helpings at the mess.
Probable Destination: 235 lbs.

F/C A. A. Stuck

Nickname: "Art."
Home Town: Owen Sound, Ont.
Favourite Expression: "Let's go to the Normandy."
Favourite Pastime: Dancing at the Normandy.
Pet Peeve: The girls at the Normandy.

Aspiration: To drink the men of 12/13AI under the table.
Probable Destination: Being picked up from under the table.

F/O R. Tardif

Nickname: "Ray."
Home Town: St. Eleuthere, P.Q.
Favourite Expression: "It's too early to get up."
Favourite Pastime: Yawning.
Pet Peeve: Seven o'clock briefings.
Aspiration: To sleep for a week.
Probable Destination: 24-hour watch at Cold Lake.

F/C R. J. Tucker

Nickname: "Tuck."
Home Town: St. Philip's, Nfld.
Favourite Expression: "Finish your beer!"
Favourite Pastime: Chug-a-lugging.
Pet Peeve: Empty glasses.
Aspiration: To own a brewery in Newfoundland.
Probable Destination: Chief bottle-opener at Cold Lake.

F/C A. J. R. Dagenais

Nickname: "Red."
Home Town: Hamilton, Ont.
Favourite Expression: "Not guilty."
Favourite Pastime: Cussin' over the intercom.
Pet Peeve: Winnipeg.
Aspiration: Getting out of Winnipeg.
Probable Destination: Winnipeg.

F/C L. A. Dodd

Nickname: "L. A."
Home Town: Vancouver, B.C.
Favourite Expression: "Overshoot!!!"
Favourite Pastime: Instructing instructors on the finer points of instruction.
Pet Peeve: People who take him seriously.
Aspiration: Posting to Married Quarters at Comox.
Probable Destination: Collecting Separated Family Allowance at Baffin Island.

F/C H. H. Homer

Nickname: "Hormone."
Home Town: Norton, N.B.
Favourite Expression: "You know what you can do!"
Favourite Pastime: Honking in Mitchells.
Pet Peeve: Mitchells.
Aspiration—Posting to London, Ont.
Probable Destination: Instructing on Mitchells in Winnipeg.

F/C D. G. Lisson

Nickname: "Don."
Home Town: Sussex, N.B.
Favourite Expression: "I'm sure the target went starboard, sir."
Ambition: To see the better half on weekends.
Pet Peeve: Flying on weekends.
Aspiration: To draw marriage allowance.
Probable Destination: Instructing on survival in the Arctic.

1st Lt. M. J. L. Munk

Nickname: "Joe."
Home Town: Elbaek, Borkop, Denmark.
Favourite Expression: "I'm Joe Munk."
Favourite Pastime: Giving the Instructors a hard time.

(Continued on Page 34)

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WD's Report

By MARGIE ESSEX

WELL, KIDS—here's hoping that you'll like the new writer of your column. A lot of things seemed to have happened since Mickey's last entry, so here goes.

The weather seems to have caused a lot of people a lot of headaches but, don't despair—just head for West Hawk Lake, where the sunrise is supposedly beautiful, and where you're liable to see some baptizing ceremonies — or even people bisecting wasps! Hobby of yours, Robert?

* * *

Some of you may be wondering what happened to our 'Lil Beanie.' The latest flash is that she's been seen around the RU in Fort William. We're all really sorry to see you go, Marion. Sure missing that 'Let's have a party!'

* * *

Winnipeg Beach seems to be the place to see the latest styles in bathing suits. Still wondering just where Jean and Helen bought theirs, though. Anyone else curious?

* * *

B.B. 9 can no longer claim two Maxwells. As Sally says, 'Mk 2 has gone.' All the best to you Joyce and Marty—and I guess it won't be long until we lose you too, Sal.

* * *

Speaking of marriages, engagements, and so on—I'm sure that all the girls will join me in wishing F/O Petterson the very best, and our congratulations too to F/L Yeomans.

* * *

Now, to all the new girls at Station Winnipeg—we're glad to have you with us, and hope that it doesn't take too long for us all to become acquainted with one another.

* * *

I still think that we should enter that picture in a Photo Contest, Ronnie. Might even win first prize!

Today in SPORT

Edited by LAC RON O'BYRNE



WINNIPEG LADIES BALL TEAM

Back row, l. to r.: Coach, June Oronoski, Joan Snapes, Ann Jorgensen, Alice Birkland, Lila Rose, (unidentified), Coach James Russell.

Front row, l. to r.: Isobel Irwin, Audrey Wrightson, Joan Streeves, Ann Culligan, Jean Roske, Jan Cadaureur.

AWI A. R. Hosier

SOFTBALL

The inter-section Softball League is fast coming to a close and should be finished by the 27th of August, with the playoffs starting on that date. It will be a do or die effort between the top eight teams, with the finals being a best-of-three series. So far, Tel. Com. Air is out in front, with I & E running a close second.

Here are the teams' standings of August 9th:

Team.	P.	W.	L.	Pts.
Tel. Com. Air	11	9	2	18
I & E	11	8	3	16
Headquarters	9	7	2	14
Supply	10	7	3	14
Applied Radio	12	7	5	14
Arm Syst.	11	7	4	14

Arm't	12	6	6	12
G.I.S. Staff	9	5	4	10
Mitchell Flt.	11	5	6	10
Group	10	4	6	8
C S C 54	6	4	2	8
Applied School	11	4	7	8
3 C U	12	2	10	4
Expeditors	6	0	0	0

With most of the teams it is hard to pick any individual stars, but we notice that for Headquarters LAC's MacDougal and Weston have starred in the pitching department, while Cpl. Forth and LAC's Martin and Dacier have been holding up the batting end, with good support from their mates.

Over in the Armament Section, with two teams in the League, again it is difficult to name star



AWI A. R. Hosier

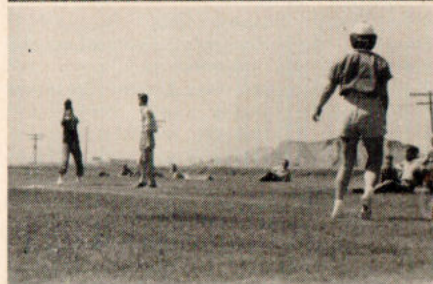
Macdonald, Rivers, Gimli and Winnipeg ladies' softball teams and their coaches.

individuals, but credit can be given to the hurling of F/S Demerary and LAC Lambert. LAC's Fraser and Plewis have been doing long and steady hitting, and the catching chores have been well looked after by F/L Widdis, Sgt. Harrigon and LAC Mott.

On Saturday, August 13, Station Winnipeg Airwomen's Softball team journeyed to Macdonald for a tournament with Station Gimli, Station Rivers and Station Macdonald. The local girls didn't do too well on the score sheet and fought a losing battle against teams that have been practising regularly all season.

Station Macdonald toppled over Winnipeg 8-4, while Gimli edged out Rivers 6-3. Gimli then went on to win the finals from Macdonald by a 16-7 count. Rivers hit the win column by turning back Winnipeg 13-1 to win the consolation event.

Coach Jim Russell reports that the girls will hold regular practices until the end of the season, with an early start in mind for next year.



AWI A. R. Hosier

Jean Oronoski pitching.

Lila Rose bats.

Lila Rose, first base, catches flying ball to put McDonald runner out.

June Oronoski did some good hurling at Macdonald, and Ann Jorgenson handled the catching chores well, despite a broken finger.

RUGBY

In five western Canada cities the skins parade has begun its 1955 march, and the ways things are shaping up, western football is in for one of the best seasons under the big top.

Calgary Stampeders, in fourth spot last season, started proceedings by opening camp in early July, while Winnipeg was last to open, some two weeks later.

Action has been aplenty—what with player changes, new talent and pre-season stints with eastern clubs.

Saskatchewan Roughriders and Calgary Stampeders went east this year, while Toronto Argonauts and Hamilton Ti-Cats bellow the old "Westward Ho." The Stamps took a 39 to 2 drubbing from the Ti-Cats in Hamilton, August 3, then turned around to take a goal post and the game from Ottawa 12 to 11 behind some fine quarterbacking by Ron Morris.

August 10 saw the western terms lean house as Saskatchewan took the Alouettes by a 12 to 3 score, Edmonton stopped the Ti-Cats 21 to



6, and the B.C. Lions roared to a 30 to 24 victory over Toronto.

In Winnipeg, Coach Al Sherman has been running his Bombers through their paces at Winnipeg's new stadium.

The biggest set-back to Winnipeggers in years popped up August 2, when "Mr. Football," Indian Jack Jacobs, hung up his cleats to take up scouting for the Bombers. "Jake," as he was known to many, made football history with his deadly passes and daring calls, an era the fans will not forget. Since coming from the Green Bay Packers in 1950, Jake set a few Western Conference records:

In 1950: Fewest interceptions (6).
In 1951: Most passes attempted (255).

Most passes completed (204).

Most yards passing (3248).

Most punts (52).

In 1952: Most touchdown passes (34).

Longest completed pass (100 yards).

In 1953: Best passing average single game (40.26).

Most touchdown passes single game (6).

All eyes in Varsity Stadium were focused on "The Chief" in 1950 and again in 1953 as he called and pitched for the team he led through the gruelling Western Conference battles.

With a quarterback shortage in Bombertown, we can't see him retiring, but that is what the man said, so all we can do is hope he will be as successful in lining up Bomber talent as he has been in piloting the Blue and Gold for the last five seasons.



Hugh Allan, Winnipeg Tribune "INDIAN JACK" JACOBS

The Cleveland Browns have reached out the icy fingers and when they opened house they discovered there a couple of bodies from Auburn University, namely, Bobby Freeman and Jack Locklear. That seems odd because these two gentlemen had signed contracts and received good Canadian currency from the Bombers to display their wares this side of the 49th.

(Continued on Next Page)



Y SOFT DRINK
RTS COLLEGE

RUGBY

(Continued from Previous Page)

Bomber prexy Ralph Misner has his legal masterminds in Cleveland trying for a reasonable explanation of why the two did not show up in the Winnipeg camp.

This situation has left Mr. Sherman minus a capable quarterback, but George Elliott, a 175-pounder from Northeastern State Teachers' College, came to the rescue. Maybe Elliott does not possess Freeman qualifications, but he is from Muskogee, Oklahoma, which is a good start as its also where Mr. Jacobs originated.

Punts

- The Bombers purchased 24-year-old Winnipeg-born Glen Mahwinney from the Eskimos, which adds talent to the non-import list.

- Overheard a couple of youthful fans on the bus the other night, and one said to his buddy, "Did Davy Crockett ever play for the Bombers?" I bet they could use him now that Jake has hung up his cleats.

- Saskatchewan Roughriders headed east minus three key players—Tripucka, Lampman and Atchison, who are all on the injured list.

- Some 13,000 fans turned out to see the 1955 version of the Montreal Alouettes, which is quite a crowd for an inter-squad game. Joe Zeleski put on a dazzling display, and the former Blue Bomber almost stole the show from last year's all-star quarterback, Sam Etcheverry.

FASTBALL

Winnipeg and Claresholm played off for the 14 Training Group Fastball championship on Saturday, August 27, with Winnipeg emerging victors of the series by scores of

Winnipeg 6, Claresholm 2
Claresholm 6, Winnipeg 5
Claresholm 0, Winnipeg 4.

Winnipeg ousted Gimli in the quarter finals by scores of 11-5 and 15-3. MacDonald Station lost both of their games by 10-4 and 10-2 in the semi-finals against Winnipeg.

Claresholm got off on the right foot in the first inning to count two runs on a fly ball to centre, which was dropped. Winnipeg obtained their first run in the second from two hits and a walk. Claresholm threatened twice during the game when they loaded the bases only to have LaPointe retire the side via the strike-out route on one occasion. In the fifth inning, Winnipeg let loose for five runs. Rolfe walked, LaPointe grounded out, Ramsay bunted safely, and Dieroff singled to right, scoring Rolfe, and Ramsay was put out at home on the throw from the field. Dieroff was safe at home on MacDonald's fielder's choice, for the second run of the inning. Law homered to left field to score MacDonald ahead of him.

LaPointe, for Winnipeg, struck out 9, walked 4, and gave up 6 hits.

Motomura allowed 8 hits, walked 5, and struck out 2.

After winning the first game of the series, the Station team went down to defeat by a score of 6-5. The scoring opened up in the first inning, when the Claresholm team scored three runs. Shaver got on base with an error and was followed by Carragher, hit by a pitched ball. Both men scored on

two successive hits by Wood and Nafe, with Wood reaching home on the last hit. Winnipeg unleashed her power in the second inning when LaPointe walked, Wright and Thomson singled, bringing in two runs; Dieroff walked, followed by Ramsay's single to centre. Three successive walks left the bases loaded and five runs scored on three hits to finish the frame. Claresholm's Levitsen brought in their fourth marker when he made home on an error in the fourth inning. The fifth inning opened up Claresholm's chance for two more runs, on hits by Akers and Ross and Nafe, ending the scoring. Thomson and LaPointe allowed seven hits for Winnipeg, and Pratt, the winning pitcher, and Powell gave up six hits to Winnipeg.

The third and deciding game, played in the evening, was won by the Winnipeg team by the score of 4-0. A no-hit ball game by pitcher Law.

Winnipeg started from the opening pitch to score three of their runs. Ramsay walked and was moved to second base by Dieroff's sacrifice. Ramsay reached home on MacDonald's deep fly ball to right field, which was dropped, and he held on second. Law singled to left field to bring in Winnipeg's second counter. Law stole third on a passed ball, and scored on D'Andrea's fly ball to deep left field.

Wood got to first on an error by Winnipeg in the fourth inning. Ross batted a long ball to deep centre and was robbed of a sure triple by an outstanding catch by D'Andrea. Akers walked and Nafe grounded out to retire the side.

The sixth inning started with a walk to Dieroff, who went to third

(Continued on Page 34)

CANADIAN FOOTBALL LEAGUE SCHEDULES

The 1955 playing schedules of Canadian Senior Football Leagues follow:

Big Four

Sept. 17 — Toronto at Ottawa; Hamilton at Montreal.
Sept. 24—Montreal at Hamilton; Ottawa at Toronto.
Oct. 1—Montreal at Toronto; Hamilton at Ottawa.
Oct. 8—Toronto at Hamilton; Montreal at Ottawa.
Oct. 10—Hamilton at Toronto; Ottawa at Montreal.
Oct. 15—Ottawa at Hamilton, Toronto at Montreal.
Oct. 22 — Montreal at Toronto; Hamilton at Ottawa.
Oct. 29—Ottawa at Toronto; Hamilton at Montreal.
Nov. 5 — Montreal at Hamilton; Toronto at Ottawa.

Play-off schedule to be decided.

Western Interprovincial

Sept. 10—Calgary at Regina; Edmonton at Vancouver.
Sept. 12—Regina at Winnipeg; Calgary at Edmonton.
Sept. 17—Winnipeg at Vancouver; Edmonton at Regina.
Sept. 19—Winnipeg at Edmonton; Vancouver at Calgary.
Sept. 24—Winnipeg at Regina; Edmonton at Calgary.
Sept. 26—Calgary at Winnipeg; Edmonton at Vancouver.
Oct. 1—Regina at Vancouver; Edmonton at Winnipeg.
Oct. 3—Regina at Edmonton; Vancouver at Calgary.
Oct. 8—Winnipeg at Calgary; Vancouver at Edmonton.
Oct. 10—Winnipeg at Vancouver; Calgary at Regina.
Oct. 15—Edmonton at Regina; Calgary at Vancouver.
Oct. 22—Vancouver at Regina; Winnipeg at Edmonton.
Oct. 24—Vancouver at Winnipeg; Regina at Calgary.
Oct. 29—Regina at Winnipeg; Calgary at Edmonton.
Semi-finals—Nov. 5 and 7.

Finals—Nov. 11 or 12 for first game; Nov. 16 for second; Nov. 19 for third, if necessary.

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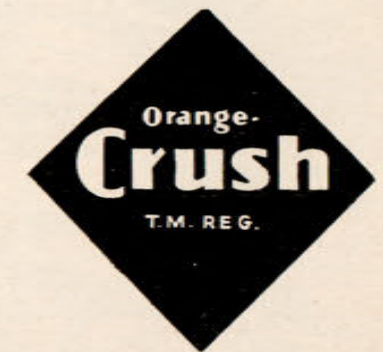
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BITS and PIECES

By "BRIT"

IT seems common sense has gone by the board. We spent a few minutes in the old GIS (or new CNS) building the other day and noticed signs up the figurative arm. A few guarded questions brought forth a mumbled "sign on every door" from an ex-washing machine salesman. Looking around again signs practically popped up clamouring to be read. "Keep off grass," "In case of fire shout 'Fire,'" "No admittance to male personnel." One young airman had his hand badly burned because "I didn't see any signs saying 'butt cigarette here.'" This was one of our future NCO's, the backbone of the RCAI, obviously so well conditioned he couldn't use any common sense. Soon there will be check-lists for opening doors and having coffee breaks. It could spread to the home, dressing by numbers. I always wondered what that meant when the drill sergeant said it; obviously he succumbed to the danger long ago! Soon the nursery rhyme will be back, and Little Bo-Peep in disguise might be:

"LAC Jones has lost the file
"And doesn't know where to find it.
"Pick up the comic book on his desk
"And the file will be behind it."
Or perhaps:

"Jack be brief, and Jack be clear,
"Charges a'plenty, the Groupie
"I shall hear."

The end result would be a hypnotic memory pattern learned at two years old. Rise, shine, eat breakfast, go to work, salaam towards headquarters, read Roundel and VOXAIR, go to lunch, back to work, note AFRO's, mis-file two memos, go home, eat supper, go to bed, wake up at six. This doesn't sound like a very encouraging future, and we are not too sure we want to stay around to see it. Which way is out?

* * *

A chap who was flying the other day was describing the countryside. "A flat, desolate mess showing little imagination by the provincial government and even less by the farmer. Dirty looking lakes all over the place too." A little remonstrance was forthcoming. "Surely not that bad," we said, and, "Must have been airsick." "No!" he expounded, "It really is bad around here. But when we got further away from Winnipeg I saw a dramatic change; lush green foliage, sparkling blue lakes, and beautiful rolling countryside." Naively we pressed on, "How do you account for the change?" "Well, at first I was mystified, but when I checked a map I saw we had crossed the frontier into Ontario." West Coast lad, no doubt!

* * *

A small, white, rectangular card was pushed into our hand this afternoon. There was some printing on it stating that a social gathering was to take place at which our presence was a dire necessity, to save the evening from falling on its face. This impression unfortunately had to be obtained by reading between the lines. Invariably we talk too much at these sort of things and generally steal the show from the real centre of attraction, the graduating Flight

Cadet. Now this gathering being no novelty, we were interested to find out, (a conservative phrase meaning we got nosy), why we were so honoured by the small, white, rectangular card. Apparently one is to infer by the receipt of the card that one is also invited to the graduation parade. That word triggered the natural reflexes—we complained of sore feet, said we were flying that day, and immediately submitted a leave pass in triplicate. Useless! The feline fatality again overtook us, so with squared shoulders and determination glinting from each eye, eyebrow and eyelash, we 'phoned F/O "Bob" Pollock. After we had explained that we did not wish to be right marker, we dragged from him the information that "about ten or twelve" people were in the official party and spectators ranged from one hundred to one hundred and fifty. Numbers, not age. It would also seem that there are "about twenty-five to thirty" graduates per parade. If "x" still means now what it did when I took algebra, that means in the neighbourhood of four or five spectators to a graduate. That doesn't seem like very many people to see him find his place in Air Force Blue (brown in the summer). These chaps have finished a tough grind having to put up with the pilots, instructors, aircraft, climate, and snack bar. It must be disheartening to start a new career with so few applauding. No invitation is necessary and anyone can go to see the parade; better than a circus, any day. We shall certainly go, and, if the announcer doesn't watch us too closely, we'll cheer for two graduates.

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FASTBALL

(Continued from page 30)

on MacDonald's long bunt ball. Dieroff was put out on his attempt to steal home. Law popped out to the catcher. D'Andrea hit through second on an error, scoring MacDonald from second for the final run of the game.

The last inning, Claesholm flied out to centre and left field. Law struck out the pinch hitter, Er-lacker, for the final out.

MacDonald, Law and Rolf made up the three hits of the game.

Law pitched a steady game, giving up no hits, three walks and striking out six batters. Motomura allowed three hits, four walks and struck out two.

STATION SKEET CLUB

Under the supervision of F/L Delmotte, the Skeet Club is coming along very nicely. F/L Gilmour and F/L Taylor are about the only holdovers in the 15-member organization, as most are newcomers, with some not having fired a gun previously. The majority are shooting over twenty now, while F/S Burtwell, Cpl. Begin and LAC Lommerding got their first twenty-five recently.

The Club possesses six guns for the benefit of those who do not have their own.

Practice shoots are held four times weekly: Monday and Friday afternoons, as well as Tuesday and Thursday evenings.

The Club was beaten by Station Gimli in a shoot on August 25, each man of the five-man teams shooting 100 birds in rounds of 25 birds each.

INDIVIDUAL SCORES

Winnipeg:

F/L Gilmour	25	22	20	14
Cpl. Begin	20	23	24	23
F/S Burtwell	22	21	21	20
F/O Nasi	24	20	23	23
F/L Tyler	24	23	23	23

Gimli:

F/O Keith	25	23	25	24
F/L Collings	24	22	24	24
WO2 Borton	24	23	24	24
F/O Hawthorne	23	23	22	25
Cpl. Hansell	23	24	24	22

5512/13 (AI)

(Continued from Page 27)

Pet Peeve: Girls who won't go dutch.
Aspiration: To get home to Denmark.
Probable Destination: Danish Liaison Officer in Canada.

F/O R. Fabro, Course Director

Nickname: "Fabbro."
Home Town: Winnipeg.
Favourite Expression: "Get off my back."
Favourite Pastime: Juicing.
Pet Peeve: 5412/13 AI.
Aspiration: To get back on CF-100's.
Probable Destination: Two years as C.D. in Winnipeg.

CURRENT AFFAIRS

(Continued from Page 9)

- Front operating efficiently on a 24-hour basis.
- Bring in the West German 12 divisions of troops and 1,350 first line aircraft in the German Air Force—a total of 500,000 men.
 - Provide Britain and Europe with the 1,500 mph jet and rocket interceptors which can climb to 60,000 feet in 4 minutes and intercept enemy bombers over the sea before they strike at the industrial heart of Britain.

England is building such fighters with jet and rocket motors; they will be seen flying next year and

will reach the Royal Air Force by 1959. England alone has built a great blanket of an Early Warning System all round the British Isles; equipment is modern and buried deep against atomic blast; nothing could reach Britain without detection—but this is not the same thing as deflection. Thus we still need four or five years for NATO to complete its defences.

But steel is the basis of all modern armament. And oil is the basis of modern mobility. The 14 NATO Nations (not counting West Germany) produced 795,910,000 million tons of coal in 1954 and 147,033,000 million tons of steel. Russia and her satellites produced 420,000,000 tons of coal and 43,000,000 tons of steel. Russia produces about 52,500,000 tons of oil annually; we control an output three times as high between us all. Our position is even stronger in 1955 now that West Germany, with her resources and boundless energy of 50,000,000 people, is in NATO.

Russia is thus trying to "keep up with the Joneses" and you can put your finger on this as the chief cause of her present economic worries and desire to urge us to disarm. On a coal, steel and oil production far less than ours she is trying to build a bomber force mightier than America's; a navy stronger than the combined Royal Navy and U.S. Navy; a vast army to face us all—and arm all her satellites as well. She has only come along the road of production so far by denying her people washing machines, sewing machines, electric light bulbs and the thousand and one appliances of consumer goods which make the difference between squalid misery in the homes of her people and a decent standard of life. Clearly she can't keep it up on these production figures of the basic prime vital elements of rearmament.

We have only to keep the programme going now we are over the top of the rearmament hump; complete the job in the next five years; and the initiative will firmly be ours. We can afford to talk now from a position of strength.

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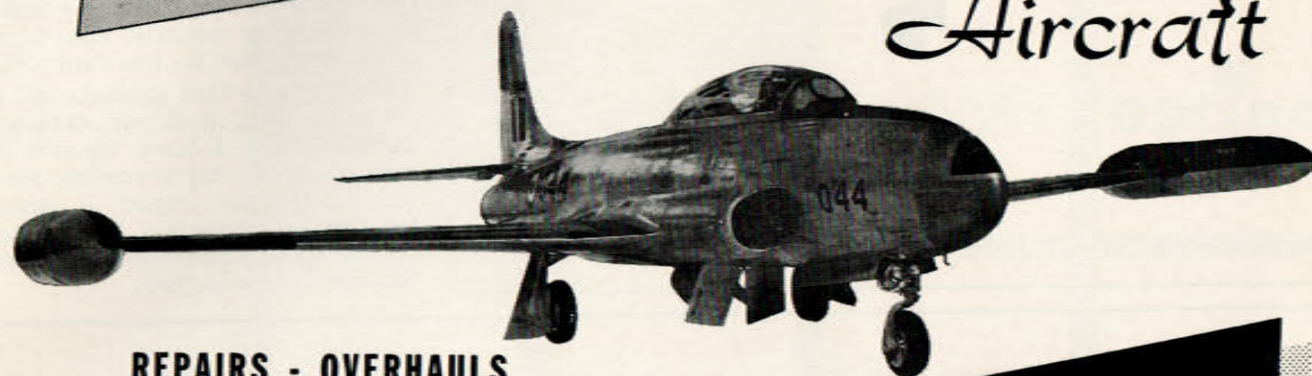
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PLANE FACTS

(See Back Cover)

DE HAVILLAND 110

Originally designed for the RAF under the same contract as the Javelin, this two-seat interceptor first flew in September, 1951. It is powered by two Rolls-Royce Avon 14s of 9,500 lbs. static thrust. More powerful engines are to be used eventually. Other details are secret, but the 110 weighs about 30,000 lbs. and has broken the sound-barrier many times. The Royal Navy is developing it as a successor to the Sea Venom. Dimensions: Length 51 ft., span 52 ft. 1½ ins.

TYPES OF PEDESTRIANS

(Continued from page 17)

dles. Crosses street with head inside umbrella, watching own feet. Major improvement over old-fashioned sitting duck, but liable to leave windshield covered with vegetables.

Adam's Pigeon — Named after discoverer. Female. Usually observed waiting for bus. Pretty legs. Delicate colouring. Inviting smile. Of no help as motorist tries to replace lamp-post he has rammed.

Well, I hope that students of outdoor life will find my catalogue useful. Since I have figured out how much my car is costing me to run, they may expect a similar treatise on motorists as observed by a pedestrian (male Great-Beaked Bushwhacker).

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