

PLANE FACTS
See Page 40

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F/O ROBERT GENNO

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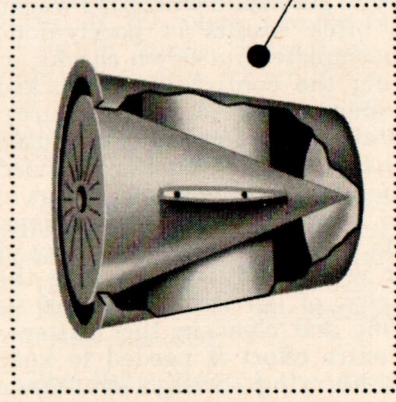
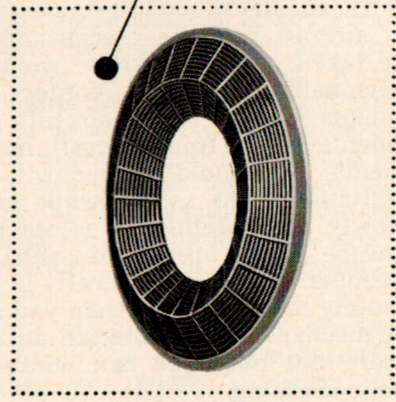
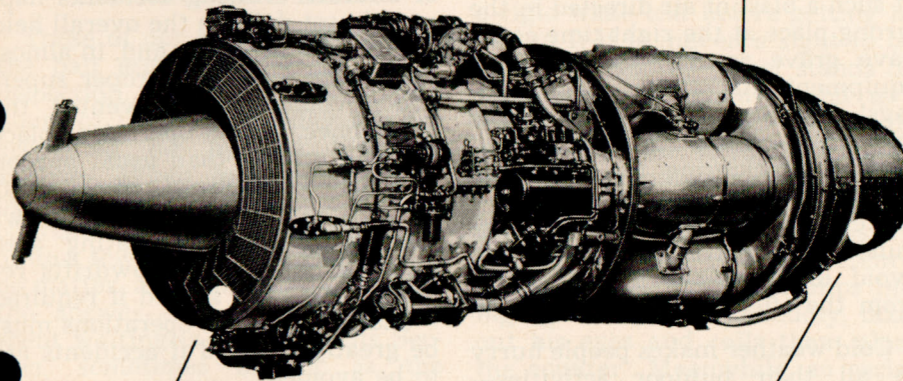
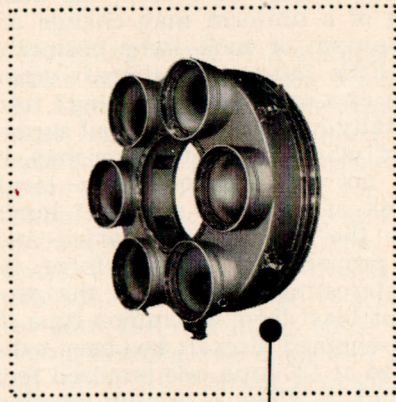
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FLIGHT SAFETY

By F/L A. MORTON

WINTER PRECAUTIONS

A glance out the window will reaffirm what we are already painfully aware of—winter has arrived, and will stay with us for quite a while. Most of us make allowances for winter in some way or other—walking more slowly; wearing ear-muffs, mitts and overshoes; or having frost shields and block heaters installed on the family auto, to mention only a few. But winter aircraft operations present even more pressing (and dangerous) problems to all associated with them—even to the wistful watchers hanging around the flight line—problems that must be solved if accidents are to be minimized.

First of all, the aircraft must be prepared for winter operations, just as we dig our overcoats out of the mothballs—competent technicians handle this routine seasonal commitment. *But*—equipment may deteriorate or get out of adjustment with use—so all users and maintainers must be extra careful to detect defects and report in the appropriate technical log all defects discovered.

Secondly, aircraft must be operated more cautiously during the winter months, just as we walk more slowly and carefully on the icy streets. The inertial force (kinetic energy) in a loaded Dakota taxiing at a safe speed (four mph) will be approximately equivalent to that of an average automobile travelling at forty mph—would you care to drive your car at forty mph on icy streets in heavy traffic? Or more to the point, if you saw a car approaching at such a speed on an

(Continued on next page)

FLIGHT SAFETY

(Continued from page 3)

icy road, you'd get out of harm's way in a hurry, wouldn't you?

In addition, a loaded Dakota travelling at four mph can be stopped (on ice or snow) in eight feet, but at eight mph, this aircraft cannot be stopped (unless it hits something) in less than 32 feet!

The winter lesson here is obvious: for pilots, to taxi more slowly, carefully and prudently; for line crews, to slow down fast-taxying aircraft by using the prescribed hand signals, and not to try to marshal aircraft too close to obstructions or other aircraft. For all other personnel, to make allowance for stopping difficulties and reduced visibility when mentally establishing safe clearance from operating aircraft.

Thirdly, aircrews must know all about the special winter changes in the aircraft equipment, methods of operation and emergency procedures. Normally, all flying units publish winter operation briefs for the use of aircrew, but care and concentration are watchwords for safer winter operations for aircrew.

Almost all pilots have had occasion to curse the nonchalant pedestrian or unconcerned mobile equipment operator who seem to abound on the tarmacs and aprons around the hangars. On a cold winter's day, mid blowing snow and treacherous traction, too often the head is tucked into the hood of the parka, and the eyes closed, despite the obvious probability of an aircraft being operated in that area—or the snowplow operator has his eyes glued to the edge of the snowbank being demolished. Pilots whose view is none too good from most aircraft, and who are watching for other aircraft (and the signalling marshaller), are often hard put to prevent an accident involving bodily injury or expensive repairs, just because some heedless person gets in the way.

We've all seen the gatherings of onlookers, absorbed in "just watching," that inevitably attend the operations of aircraft. The size of the gathering apparently has an automatic direct relationship to the size of the aircraft. On civil aircraft loading ramps, the onlookers are restricted to enclosures in safe

locations to ensure accidents are kept to a minimum. Service aircraft operations are, in most cases, less well-controlled in this regard. For some obscure reason, the donning of a uniform may change an accountant or cook (who normally has little interest in aircraft other than as a means of travelling) into a vitally-interested unofficial supervisor, whose close attention may, if he's not careful, get him a large chunk of ice right where it hurts once the aircraft has started and the propellor blast gains force. It is interesting to note that the propellor blast from a common type of four-engined aircraft has been estimated at 130 mph one hundred feet behind it! Even a minute fraction of such a blast of air directed in the wrong place at the right time could have grave results—to personnel, equipment, aircraft or even buildings! The moral is obvious—pilots and crews must exercise special care in considering the effects of propellor blast in winter, and onlookers near operating aircraft must take extra precautions to avoid unnecessary risk of injury from the effects of propellor blast.

Cold weather makes people hurry in all their outdoor activities—hurry to get inside where it's warm. This often results in poorly-done or incomplete shut-down checks, or leaving the controls to be locked by someone else (identity obscure). This also leads to accidents caused by hastily-placed chocks, hurried re-fueling operations, and a host of other seemingly minor conditions. Pilots shouldn't need reminding of their responsibilities regarding the security of aircraft—CAP 100 is specific and clear in the matter—but extra effort is needed to keep from hurrying through shut-down

procedures in cold weather, since the unlocked brake or control still appear as accident causes.

A well-run servicing flight is a safe flight. Chocks not in use are stored in the rack, not left on the tarmac. Unattended APU's and fire extinguishers appear only in the ground handling equipment control area. The aspect of the entire aircraft parking area controlled by such a flight will be one of orderliness, tidiness, and efficiency. Such orderliness becomes a ritual in winter, with snowdrifts, poor traction and visibility, and other hazards to contend with.

Another major responsibility for servicing crews is the safe towing of aircraft. Towing accidents happen almost daily in the overall field of aircraft operations and, in almost every case, care and proper supervision could have prevented the occurrence. Winter operations place an even greater than usual burden on the supervisors of aircraft ground handling—adequate crews are essential—the operating area must be safe, with snowdrifts removed and sand spread if required—and the speed of operations must be greatly reduced if accidents are to be avoided.

All in all, the winter operation of aircraft requires precautions to be taken similar to those we take personally to avoid winter accidents. Since most aircraft accidents result from aircraft movements, we should slow down our activities (just as we walk more slowly and carefully in winter) to ensure safer operations—and remember a heavy aircraft is infinitely harder to stop than you are. A mechanic can winterize an aircraft, but only *you* can winterize your thinking.

ACCOUNTS

As a result of long and arduous research, the Statistics Branch have brought to light some highly interesting and illuminating facts on the manner in which airmen spend their time, viz:

- (a) Sleeping—8 hours;
- (b) Sleeping in their own time—4 hours;
- (c) Eating—3 hours;
- (d) Activities which they decline to detail—6 hours.

Those of our readers who are on the ball arithmetically will, after inspection, discover that three hours of the airmen's day are not accounted for by the Statistics Branch. When questioned, members of Statistics became confused, offered to sing the Rose of Tralee or do a few card tricks instead. But no matter, any thinking man knows the answer—the three hours are spent waiting in the Accounts Section, sometimes known as the 'House of the Living Dead.' Many people have spent a large proportion of the best years of their lives standing at the counter in the Accounts Sections, hoping and praying to be waited on. Any time you want to check your compass or get your bearings on the station, just make for the Accounts Section and look at the waiting airmen—which ever side the moss is growing is North.

Now of course there is a reason for this. The clerks are carefully trained to ignore anything and

everything short of a stampede of water buffalo through the middle of the room. The higher the rank, the more strict is the training and method of selection. Accountant senior NCO's are selected for their inability to see a person standing at the counter three feet from their desks at high noon. Unless the potential accounts type is actually led into the recruiting office by a seeing-eye dog, the chance of gaining senior NCO status is absolutely nil. The Accounts clerk must pass a rigid trade test before getting his Group I; it is indeed a sight to behold. The testing officer stands behind a dummy counter and as a warm-up attempts to attract the attention of the clerk by wiggling his ears, snapping his fingers and coughing. If he succeeds at this stage, the clerk is out and must muster to ME or Ground Defence; if not, the testing officer slips into high gear. He shrieks loudly, takes out his eyes and rolls them along the counter. Meanwhile, an assistant fires off small charges of dynamite. If the clerk proves impervious to these distractions and manages to doze off while the testing officer is pushing down the walls with a bulldozer—he is in, with two bits a day extra.

Once a month the MO, accompanied by the SMO, visits the Accounts Section and orders everyone to stand up. This is the only way of telling whether any member of the staff has died.

The Holy Writ of the Accounts

Section is the Acquittance Roll, which is prepared in 18 copies and includes the names of every person on the station, except yours.

How well I recall my first encounter with the Acquittance Roll. The scene was a large hangar and it was filled with 500 flat broke airmen, all drooling in delightful anticipation of the gold which they fondly supposed was due to them. After a wait of two hours, our mediations were disturbed by a Flight Sergeant bawling over an asthmatic PA system, "Initials Zoogabibinyth to Phtt line up behind Gloomph!" "What did he say?" I asked a corporal. "Zoogalibinyth to Phitt behind the Gloomph," he said. I took a long look at his face so that I would remember him when I became a WO, then ambled over to a long serpentine line. After much questioning and shuffling I found my alphabetic position in the line and settled down to wait. After a little while the WO in charge of the pay parade came strolling down the line, and, stopping an inch from my nose, bellowed, "Airman, what's your name?" "Phillips, Sir," I stammered. "Well, get down there with the F's," he roared. This gave me a gain of some 150 yards in the line and very soon I caught a glimpse of two SP's standing behind the paymaster and it was easy to see why. Even at long range he looked crooked.

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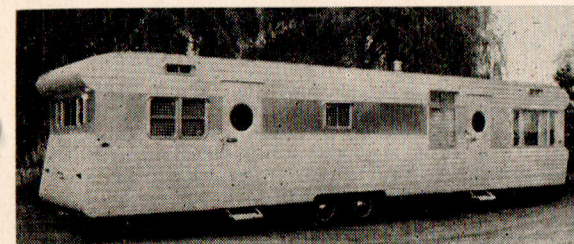
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I love you for ignoring the possibilities of the fool in me and for laying firm hold of the possibilities of good in me.

I love you for closing your eyes to the discords in me, and for adding to the harmony in me by friendly listening.

I love you because you are helping me to make of the lumber of my life, not a tavern, but a temple; and of the words of every day not a reproach, but a song.

I love you because you have done more than any creed could have done to make me happy. You have done it without a word, without a sign.

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CURRENT AFFAIRS



Edited By
DR. L. A. GLINZ

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JERUSALEM:

"Peace on Earth, Good Will to Men."

General Burns, the able Canadian who on behalf of the United Nations is trying to keep the peace between Israel and Egypt, has been having a hard time doing so. Bloody battles have recently been fought on the disputed frontiers.

A dangerous situation was made worse by Egypt's purchase of jet aircraft, tanks, submarines and other arms from Czechoslovakia. This purchase was made by General Nasser, Egypt's strongman, through the Soviet ambassador at Cairo.

Mr. Molotov says the arms sale was an ordinary commercial transaction but the Western powers believe it to be a cynical, clever Soviet act to stir up trouble in the Middle East and to acquire influence in an important area from which the Soviet has been largely excluded.

General Nasser, Egypt's ruler, recognizes that Russia is a greater danger to the Arabs than Israel, but he feels he can buy arms from the Communists without falling under their control. He asserts these arms are required to keep a balance of military strength with Israel and he can buy them with surplus cotton which the West does not want.

Premier Ben-Gurion of Israel states that his country has a better army than Egypt, but that her armament is far below the general standard of that of the Arab armies.

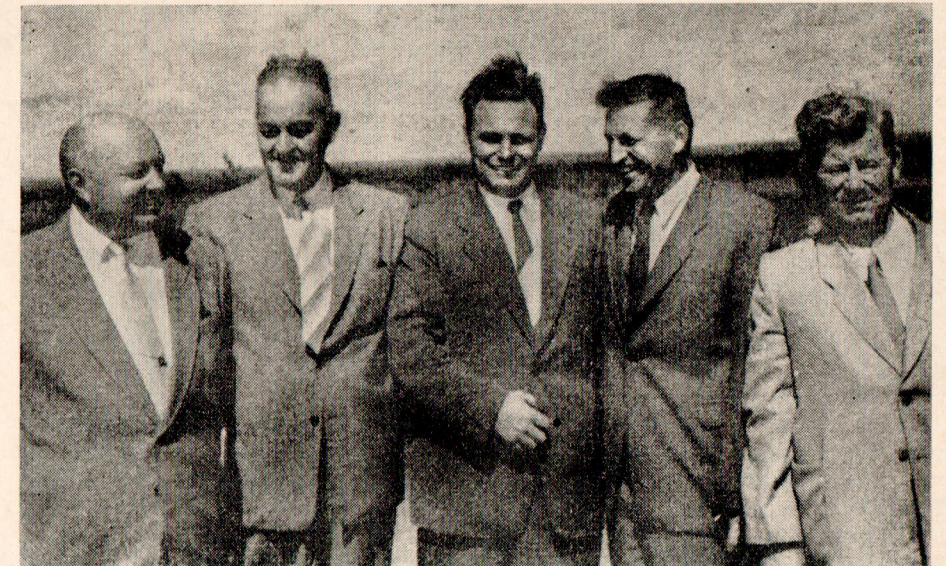
General Burns is confident that war will not break out between Egypt and Israel, but the situation remains explosive.



Gen. E. L. M. Burns, Canadian Head of U.N. Truce Supervision Team in Jerusalem.
(DND Photo)

SOVIETS STUDY CAPITALISM

The Russians have been making a study of farming and housing in capitalist United States and Canada, and have been favorably impressed with what they saw. The Soviet agricultural delegation made a good impression, especially their genial and witty head, Mr. Matskevitch, acting Minister of Agriculture for the U.S.S.R. They received a hostile reception in Winnipeg, however, from a group of citizens whose compatriots had been cruelly treated in Europe by the Russians. The Soviet delegates were whisked away privately from the airport to escape a hostile demonstration.



(Capitol Press)
Soviet Agriculturalists Visit Canada. Left to right: V. V. Matskevitch, Dr. J. G. Taggart, Deputy-Minister of Agriculture of Canada; A. A. Ezhevski, A. S. Shevchenki, B. P. Sokolov.

Prime Minister U. Nu of Burma Goes on Tour

In 1948 Great Britain granted complete independence to Burma. Though not altogether ready for self-government, Burma has had a fair measure of success in handling her own affairs. Prime Minister Nu has visited Moscow and is on friendly terms with the U.S.S.R., but he seems able to keep his country free from Communist domination.

On his visit to the UN in New York, Mr. Nu said that from the first Burma "was attracted by the lofty idealism of the UN Charter."
(Continued on next page)

Prime Minister Nu of Burma Visits U.N. Headquarters



Mr. Nu suggested strengthening the United Nations by making it a world organization in fact as well as in name—by admitting all countries.

In line with this suggestion Canada has recently proposed that the UN Assembly admit 18 countries that have been barred either by the U.S.S.R. or by the other powers. The 18 countries include the Soviet satellites Roumania, Bulgaria, Albania, Hungary and Outer Mongolia. They also include countries like Italy, Austria, Finland, Libya and Jordan.

Will Mendes-France Return to Power?

There will be an election in France within six months and Premier Faure, who is right-centre in his politics, wants the election early so that he can head off the dynamic and radical Mendès-France who, given time, could win the election. Premier Faure also wishes to retain the present electoral law which would result in a new parliament not unlike the present one. Mendès-France, who, like ourselves is weary to death of France's present Parliament, advocates an electoral system not unlike that of Canada and Britain.

The Communists, fearful of losing out under the plan, have been casting their votes in favour of Rightist Premier Faure, and an early election.

France is sadly in need of another period of rule by the wise and dynamic Mendès-France. Let us hope that the French Parliament adopts an electoral system that will enable the people of France in the coming election to give the power to him.

Satellite Government Unpopular But Strong

A New York Times reporter, touring behind the 'iron curtain' in Rumania, Hungary and Czechoslovakia, reports that the governments of the satellites have the

situation well in hand. There is said to be no possibility of the overthrow of these regimes in present conditions, the major sources of opposition having been eliminated. The reporter did, however, hear a good deal of criticism of economic conditions, but little about loss of liberty.

Another Times reporter makes this statement, "To the satellite people in general their Governments are their enemies." Also, "Seven years of Communist domination have made no deep impression on their way of thinking if it has necessarily done so in their way of living."



Canada's Top Girl Athlete of '55
Ernestine Russell

Over 80% of Canadians Physically Unfit Says Sports College Director

All Canadians are not as physically fit—or as photogenic—as the Canadian top girl athlete of '55, (see cut). In an article in "Liberty" magazine, Lloyd Percival, Director, Sports College of Canada, makes the disturbing statement that most Canadians are "physically illiterate." This conclusion is based on a six-year study of 51,555 Canadians. Here are some other statements the Sports College Director makes:

- Only 13.2% of Canadian males and 27.8% females could pass even simple tests of fitness.
- You have to be healthy to be fit. But you don't have to be fit to be healthy, which is primarily freedom from disease.
- Performances in sports could be improved by 25% with proper training.
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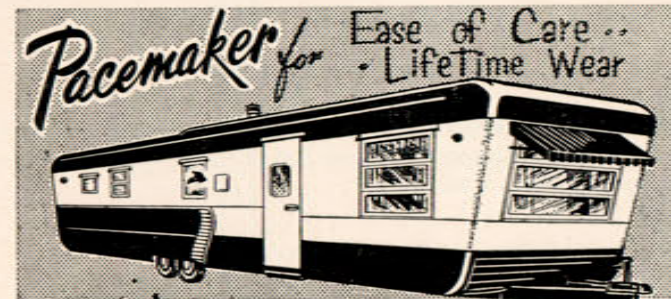


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BITS and PIECES

By "BRIT"

Thank the Lord for kind-hearted people. "Brit" took a well-deserved two-week leave recently and volunteered (service variety) to mind the young tod while the ever-loving tootle off for a short rest in one of the local hospitals. All went as expected and li'l Brit arrived via sked flight twelve, ably assisted by a crew of trained technicians. Cutest kid in the whole place—looked like Brit! Now, like any well-planned endeavour, the leave was divided into two distinct phases. The first, or primary, phase can be likened to basic training. During this period the household routine was completely revised by the junior member. A typical day went something like this:

- 0630: (quietly) Daddy?
- 0630.5: (louder) Daddy?
- 0631: (very loud) Hey!
- 0632: Reveille having been performed the junior member requested: glass of hot water, get dressed, breakfast, hurry up, go outside, shoes, Daddy, ride in car, breakfast, no these shoes, Daddy, breakfast, see Mommy.
- 0715: Dressed, toileted, inspected, we proceeded to the mess for breakfast.
- 0830: Breakfast completed (toast, coffee, jam, milk). Working day commences.
- 0930: Breakfast dishes completed, pick up assorted toys.
- 1000: Toys PA, begin dusting.
- 1100: Living-room dusted, pick up assorted toys.
- 1130: Toys PA, rescue latest "Post" from scissors.
- 1132: Rescue cigarettes.
- 1133: Rescue latest "Post," take disciplinary measures.
- 1135: Begin lunch, hot soup.
- 1150: Pick up assorted toys, throw away burned soup, fry egg.
- 1155: Rescue cigarettes, throw away tire patch, have lunch (milk, bread, butter).
- 1215: Quell rebellion, enforce constructive thinking period for junior, staff-drop.
- 1500: Repeat 0632.
- 1700: Have dinner (milk, bread, butter, jam, coffee, aspirin).
- 1830: Dinner complete, dishes washed, pick up assorted toys, turn young tod over to friendly but unwary neighbours. Leave for hospital.
- 2000: Return from hospital, throw out remains of latest "Post," pick up assorted toys, begin prelude to lights out.
- 2030: Enforce Lights Out.
- 2031: Relax with nightcap (coffee, two aspirins).

After basic training was mastered, the more complex phase appeared. The ever-loving and the heir-apparent arrived home. The typical routine of the basic phase was modified somewhat:

- 0200: Wah-h-h!
- 0201: Provide heir-apparent with light snack.
- 0230: Return to sack.
- 0600: Wah-h-h!
- 0601: Repeat 0201 and 0230.
- 0631: (very quietly) Daddy?
- 0632: Hey!
- 0633: "What's the matter with you?" "Baby crying, Daddy." "Go back to sleep."
- 0645: Daddy!
- 0715: After reveille, morning inspection, begin breakfast, assisted by junior staff member.

(Continued on page 36)

THE NAVIGATOR

IF you can keep your dinner,
When all about you are losing theirs,
And knocking things askew,
IF you can navigate, when smells assail
you
And make provision for a wind drift
too,

IF you can trust yourself, when pilots
doubt you,
And make allowance for their doubting
too,
IF you can plot,
And not get tired of plotting,
After muffing up an exercise or two,

IF you can walk with AC2's and keep
your virtue,
Or chat with the "commissioned ones"
And not lose the common touch,
IF both your pinpointing and cribbing
help you,
But none too much,

IF you can bear to see a course you've
plotted,
Twisted by winds, to make a trap for
fools,
Or watch the groundspeed change
completely,
And revise again,
With worn out tools,

IF you can fill the "Unforgiving Log"
With MTB's and work well done,
Yours is the Wing and honour with it,
And what is more,
You'll be a NAVIGATOR, my son.

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THE GREAT-WEST LIFE
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M.H.D.O.I.F.

Those of you who served overseas during the war will recall that great RAF publication, "Tee Emm" and the monthly award of the "Most Highly Derogatory Order of the Irremovable Finger." For those who were not familiar with it we should explain that this award was made to the person who made the biggest boob of the month. Names were never mentioned, and if anything, this tended to add to the effect. On one occasion the M.H.D.O.I.F. was awarded to a Group Captain who had arrived on an airfield in an Anson and was duly met by the Orderly Officer. When asked whom he wished to see he was strangely reticent and asked to be taken to the mess. When he arrived at the mess he made straight for the notice board whereupon D.R.O.'s hung and of course the name of the station. The suggestion was that he was lost and hadn't a clue where he was until he had fixed his position by looking at "orders." The pay-off came a month later when the editors of Tee Emm reported that fourteen Group Captains had written in demanding to know how the story had come into their possession.

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NICE TYPES

(Courtesy of Methuen & Co. Ltd.)

By RAFF and Anthony Armstrong

THE STATION WARRANT OFFICER.

Like peasants who live at the foot of Mont Blanc or Vesuvius, so do the airmen on the Station exist uneasily under the shadow of the Station Warrant Officer's fierce and awe-inspiring figure.



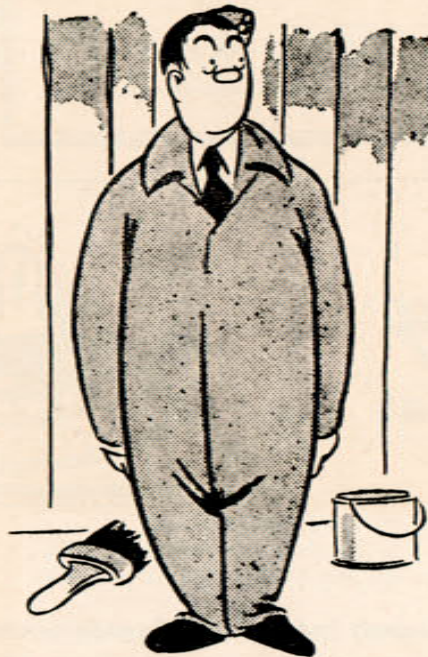
Looking as if they were going to be overwhelmed any minute by an avalanche or an eruption—and how right they often are!—they tremble when he passes. If they are doing



nothing, they start busily doing anything.

Otherwise, they at once stop doing whatever it is they are doing because they are bound to be told it's wrong.

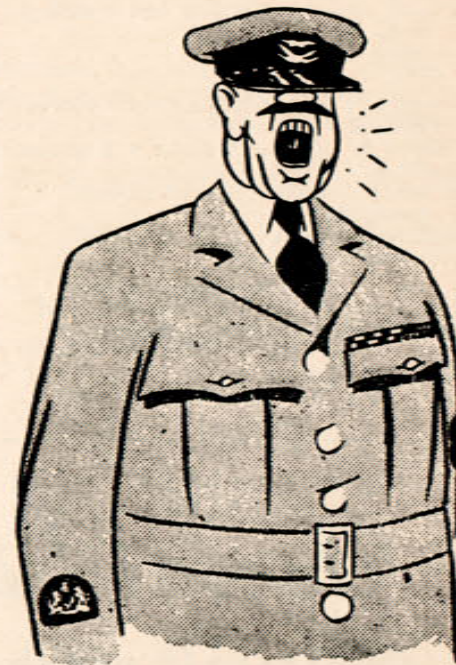
For the Station Warrant Officer has "Powers." He is the Being who says whether any seven days in an airman's life shall be spent on leave or confined to Barracks. He is the arbiter of Plonk's immediate future



—and he also quite frequently forecasts Plonk's quite distant future with a wealth of searching detail. He throws out applications for passes, like a bank cashier chucking aside dud pound notes. He signs clearance chits for kit. He might even take parades. He has had bags of previous service in the Air Force, and probably in the RFC as well.

(Illustrated by Bill Hooper)

To the erk in the Air Force, the S.W.O. is the reincarnation of that now almost legendary figure—the old-time Army Sergeant-Major. He is, in short, a Forceful Personality.



In the lower ranks, indeed, there is a school of thought, headed by A.C. Plonk, which holds that the S.W.O. is just as important as the Group Captain Commanding. And Plonk personally feels that if ever the Group Captain wanted to arrange one thing and the S.W.O. wanted to arrange another, the only way out would be a compromise—in which the thing arranged would probably be the other! But then the S.W.O. is more frequently in contact with Plonk and his friends than is the Group Captain; and the devil you know, thinks Plonk, is worse than the devil you don't know. But he is careful only to think it, not to say it aloud.

CONTINENTAL DEFENCE IS AVRO AIRCRAFT'S BUSINESS



In RCAF operational multi-squadron service in Canada, squadrons of CF-100s will begin duty with NATO forces in Europe by 1956

DROGUE PILOT RIDES RED



To practice collision course interception—the new one-pass radar-controlled attack technique—the RCAF needed "something fast and high to shoot at". Avro Aircraft supplied modified CF-100s which tow specially designed drogues attached to 12,000 feet of cable. The planes are painted a vivid fluorescent red so they won't be mistaken for the target. Practicing this new collision course attack or the grim business of repelling enemy planes, Avro Aircraft's CF-100s are the mainstay of Western Hemisphere defence. Men of the RCAF patrol Canada's northern approaches on a 'round-the-clock alert in these mighty all-weather night interceptors. Avro Aircraft's CF-100s add deadly striking force to the air defences of the free world. No other all-weather night interceptor in service today can equal them for power and range.



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JIVIN' WITH *Jackson*

GREAT TENOR SAX ARTISTS

When big-band, arranged jazz developed as an offshoot of the free-wheeling New Orleans style, the saxophone came into its own. Both as a rich, broad-toned solo instrument, and as part of a section, it added new dimensions to the orchestral sound. Since the early Thirties, the tenor sax has shared the spotlight with the trumpet as the favorite solo horn, and has produced a host of star performers such as Coleman Hawkins, Bud Freeman, Chu Berry, Ben Webster, Illinois Jacquet and Charlie Ventura.

SAVE for Louis Armstrong's dominance on the trumpet, no jazz musician has ever towered over the rest of his field in the commanding way Coleman Hawkins has led all other tenormen. He was the first authentic jazz tenor man, and was the first to play the tenor as a solo instrument; and he was and is probably one of the two or three major influences on saxophonists wherever jazz is played.

Even more impressive, however, is the fact that this amazing creative virtuoso is very likely the only living jazzman active in the early 'twenties, who has managed to grow, develop, change and yet still retain all of the elements of his completely personal style.

There are few critics, musicians and serious jazz enthusiasts who will deny the fact that "The Hawk" is an institution. His authority, dignity and fantastic record of creative achievement place him with Jelly Roll Morton, Louis Armstrong, the late Bix Biederbecke, Duke Ellington, Dizzy Gillespie and the late Charlie Parker as one of the major forces in the shaping and developing of jazz as an art.

Coleman Hawkins, perhaps most accurately described as "a cool cat," was born in St. Joseph, Mis-

souri, on November 21, 1907. "I began studying when I was six," he recalls. "I began on piano, used to play 'cello, and started in on tenor when I was nine. I was aware of jazz right from the start as a kid. I used to sit up and practice all day, all day long. Then, when I was through with my lessons, I would play jazz all the rest of the day. I became aware of jazz through records, but I also used to go to all the classical concerts.

After spending three years studying harmony and composition at Washburn College in Topeka, Kansas—with some extracurricular activities playing with local dance bands—Hawkins became a member of the band that accompanied the first of the blues singers to make phonograph records, Mamie Smith. With Mamie Smith's Jazz Hounds he travelled to New York, and there joined the greatest jazz organization of the time, Fletcher Henderson's band.

Clarinetist Buster Bailey, another prominent member of the Henderson orchestra, in discussing the impact that Hawkins had on the musicians of that era, once stated: "When I came to New York, I asked Louis Armstrong about the different guys in the Fletcher Hen-

derson band. He told me about a tenor saxophone player—Coleman Hawkins. Louis said, "That guy really swings!" That was the first time I had heard the word used that way, and I didn't dig what he meant. Louis tried to explain it. He said, 'Man, he swings! He swings out of this world!' I caught on to what he meant because after I went to work that night, I heard Hawkins. So I knew what he meant . . ."

DEFINITIONS of "swing" have always been elusive, but when it's there, a musician knows it. For ten years Coleman Hawkins swung along with the Henderson band, recording prolifically and playing solos that were not only decades ahead of their time, but still stand as classic demonstrations of saxophone artistry.

After his long association with Henderson, Hawkins left for an extended tour of Europe, where his records and fame had preceded him. He remained there for many years but sent back enough recordings to convince American musicians that the master had lost none of his powers.

At the outbreak of World War II

Hawkins returned to the United States and opened an engagement at Kelly's Stables on 52nd Street in New York. A new era of jazz was about to begin, and it is probably significant that Hawkins hired a young trumpet player named Dizzy Gillespie for his first band.

Soon afterward, "The Hawk" made his most famous recording, "Body and Soul," probably one of the greatest jazz performances on record. (Victor LPT-3.)

In the early 'forties, the music variously called "bop," "modern," "progressive" or "cool" jazz was born. 52nd Street became one of the principal centers of this new, and still experimental form, and Coleman Hawkins, as musically alert as ever, fell in with the younger jazzmen, becoming something of an active "elder statesman." Indeed, it was Hawkins who assembled the musicians for what is generally considered the first bop recording session. The record, entitled "Woody'n You," featured Dizzy Gillespie, drummer Max Roach, pianist Clyde Hart and several other pioneers of bop. (Apollo 751.)

Hawkins does not consider himself a "modern" jazz musician in the currently accepted sense of the word. He puts it this way: "Some people say there was no jazz tenor before me. All I know is I have a way of playing and don't think in terms of any other instrument but the tenor. I honestly can't characterize my style in words. It seems that whatever comes to me naturally, I play." His legato, rich ballad style, taken for granted today by all tenormen, was Hawk's own invention and perhaps his greatest contribution to jazz.

BUD FREEMAN appeared on the jazz scene as one of the famous "Austin High School Gang" of Chicago, a group of young musicians who absorbed the traditional teachings of the New Orleans jazzmen and developed their own way of playing. Bud readily admits that it was because of hearing Hawkins that he took up the tenor sax. He began to attract attention with his first recordings, with the famous Red McKenzie-Eddie Condon group in 1927. He worked with Wingy Manone, Red Nichols, and

Ben Pollack small groups. He played for the top swing orchestras of the 'thirties, including Bunny Berigan's and Benny Goodman's. While with Tommy Dorsey he became the most popular and emulated tenorman of the day. He possesses both a hot, staccato, drive style, and a subtle, cerebral manner that anticipated the "cool" music of the new bop tenormen. Bud Freeman can be heard as soloist with these bands on many Victor records and also on Waldorf records MH33-131 and MH33-132 with Don Lamond on drums and Dave Bowman on piano playing "Lady be Good," "Bud's Blues," "Crazy Rhythm," "Aint Misbehavin'" and "Three Little Words." These records are highly recommended for those who like tenor sax music.

CHARLIE VENTURA is another Coleman Hawkins admirer. Ventura first attracted attention as a standout tenorman with Gene Krupa's band in 1945; until the Krupa opportunity presented itself, he had been one of the thousands of talented but anonymous sidemen working with all sorts of lesser-known bands throughout the country. Although he began as a Hawkins man, Ventura became intrigued with the new bop sounds, and he left Krupa to put into practice some ideas he had about the new music. Using modern instrumental arrangements, he incorporated male and female vocalizing as an extra voicing along with the instruments, and the new Ventura sound clicked with fans and musicians. Ventura plays excellent baritone as well as tenor sax, and is one of the favorite soloists of the day. Besides being heard on Columbia with Gene Krupa, Charlie has recorded for Decca and Disc and also for the "Jazz at The Philharmonic" series on Mercury.

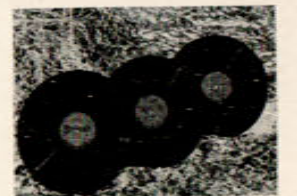
THE late CHU BERRY was the best known disciple of Coleman Hawkins. Born Leon Berry in Wheeling, West Virginia, in 1910, he studied music at West Virginia State College, fronting his own band after classes. He hit the big time with Cecil Scott's band in 1931, going on to jobs with Benny Carter, Teddy Hill, Fletcher Henderson and Cab Calloway. Chu, a

large heavy-set man, used to play with more lightness and subtlety than Hawkins, pouring out long passages of incredible beauty as he sat perfectly motionless like some great impassive Buddha. He was lost to jazz in an automobile accident in 1941, but left behind him a legacy of wonderful recordings. I think his best recording was "Sweethearts on Parade" with the Lionel Hampton Orchestra.

BORN in Kansas City in 1909, BEN WEBSTER is one of the great tenormen in the Hawkins school. He got his start with Benny Moten's fabulous Kansas City band out of which Count Basie's original great orchestra evolved, and in the 'thirties played with most of the large bands and on all-star record dates. In 1940, he achieved his lifetime ambition: to play with Duke Ellington, who until that time had never incorporated the broad tenor sound into his complex style. Ben's booming, exciting sound combined with Duke's swinging band of that period gave us some of the most thrilling moments in contemporary jazz. He is much respected among reedmen as an "idea" man for his fluid, melodic work. That's Ben Webster's sax you hear on the famous Duke Ellington recording of "Cotton Tail" (Victor 26610). Also records for Savoy and Quality records.

(Continued on page 39)

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Edited by F/O SANDY IONSON

The Trappers Are Trapped

FORT FRANCES, Ont. (CP)—Two U.S. school teachers crossed into Canada at International Falls, Minn., recently, determined to spend the winter in the northwestern Ontario bush despite warning from conservation officers they would be denied trapping licences.

Leonore Moorehouse, 39, of Minneapolis, and Connie Singleterry, 22, of Aurora, Ill., had hoped to get enough game during the winter to pay their expenses.

"We expect to fly to the White Otter lake," Leonore, a veteran of 10 canoe trips through this area, said. The lake is 40 miles north of Fort Frances.

Despite the warning that they will have no trapping permits because they are not Ontario residents, Connie said:

"We still intend spending the winter in the bush . . . and we will if we can find some trappers to befriend us."

Air Commodore H. H. C. Rutledge inspects the Guard of Honour on his arrival at Station Winnipeg. The inspection marked the commencement of his annual visit to the station in October. Flight Lieutenant Bob Prier, Guard Commander, is seen on his left.



LAC J. B. Smith

Vertical-Rise Concept and "Flying Saucers"

NEW YORK—The probability that the Air Force will be building strange vertical-rising aircraft having the appearance of "flying saucers" results directly from a series of amazing experiments by a little-known French aeronautical genius. He is Prof. Henri Coanda, of Paris. His experiments have been carried on over a period of more than 40 years. The "Coanda effect" refers to certain aerodynamic phenomena which can be created by controlling high velocity jet blasts issuing into the atmosphere from a saucer-shaped aircraft so as to cause suction and upward lifting action. The latter is somewhat similar in miniature to the tremendous lifting effect in the centre of a tornado.

Designers Study Flying Submarine—Will Dive, Surface and Take Off

Design studies on small "flying submarines" able to operate as fast undersea craft, surface at will, and then take off as a tactical atom-bomb carrying jet aircraft—are being conducted by several of America's outstanding aircraft designers. Larger craft of the same type propelled by nuclear power also are being contemplated by United States aerodynamicists, who regard air as "a slightly viscous fluid" and point out that the only difference between flying in air and "flying in water" is one of density.



LAC J. B. Smith

Shown here is a view of the head table at the Mess Dinner held in the Sergeants' Mess on the occasion of the visit to Station Winnipeg of Air Commodore H. H. C. Rutledge. From left to right: F/S LeBerge, W/O Lesowski, G/C Jacobsen, W/O Cable, A/C Rutledge, and W/O Brown.

Reds Lose Ground in Italy Plants

ROME—Studies covering elections of workers' representatives in 250 of the largest factories in Italy, with 300,000 employees involved, reveal that votes for the Communist-controlled Italian General Confederation of Labor (C.G.I.L.), which has dominated organized labor in this country ever since the war, have fallen from 65 to 50%.

Canada Won't Pare Civilian Defence Staffs

OTTAWA—Basing his prediction on Prime Minister Louis St. Laurent's prediction that defence estimates will not be pared next year, a reliable department spokesman told The Windsor Star he could foresee no sharp reduction in department personnel. Civilians employed in Canada's National Defence Department numbered 49,602 in August (the latest count). They were distributed approximately as follows: In the Royal Canadian Navy, 11,800; Army, 19,500; RCAF, 15,000; Administration, 791; Inspection Services, 2,400.

"Spacemen Help Recruiting" — Air Force Benefits

VICTORIA—Switch from cowboys to spacemen in juvenile popularity is evident in Canadian air force recruiting, director of RCAF personnel manning said here recently. "There is no activity in the world today with more impact than aviation," Group Capt. J. W. Archambault, AFC, CD, said in an interview at Government Street RCAF recruiting unit. "Nobody wants to be a cowboy anymore," the Ottawa officer remarked in reference to the healthy enlistment picture of today.

U.S. Gets Hints Soviet Bloc Might Offer Israelis Arms

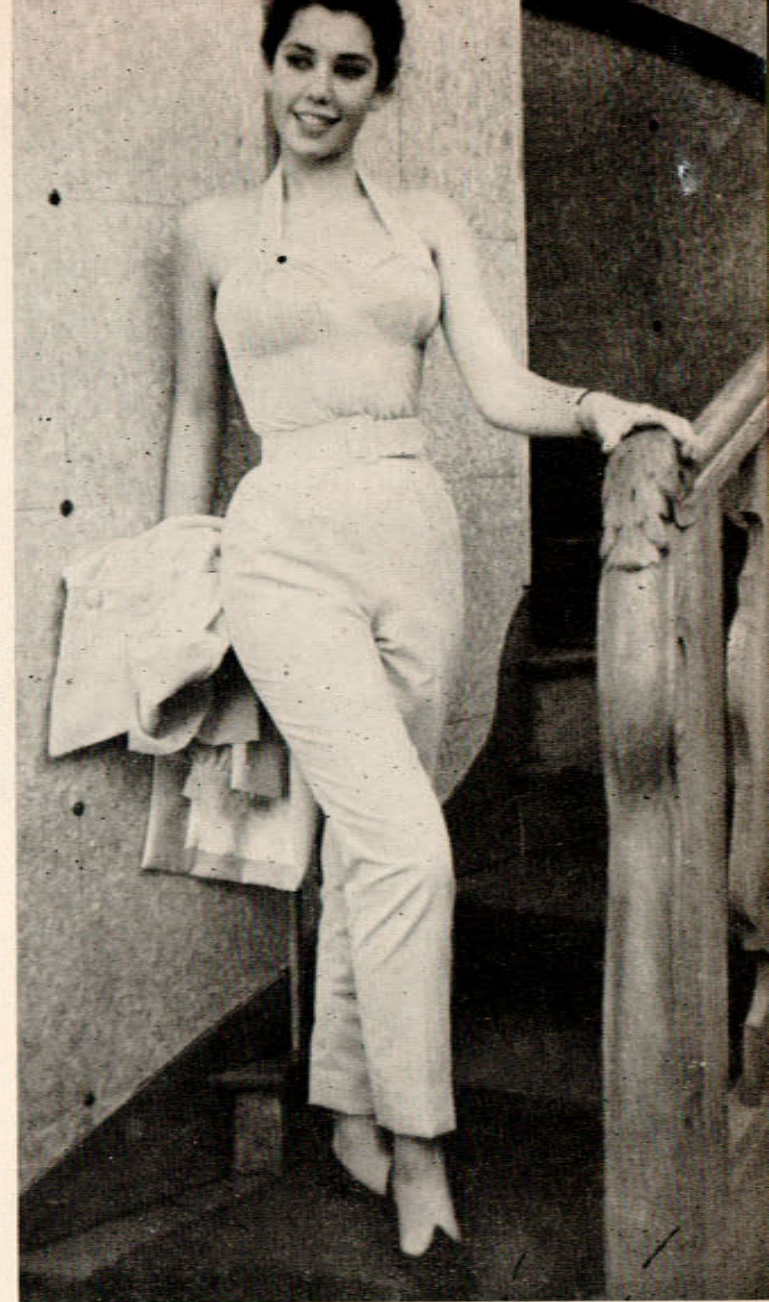
WASHINGTON—The State Department said recently it had indications that the Soviet bloc might be willing to supply arms to Israel as well as to the Arab states. An Israeli Embassy spokesman said that the embassy was aware of these indications but that no Communist state had made any formal approach. If one were made, he added, he was convinced Israel would turn it down because "Israel is definitely opposed to the basic intention of these offers, which is to promote an arms race."

RCAF Launches Ground Observer Corps Newsheet

GANDER—A new instrument of information and entertainment made its appearance on the airport recently in the form of the RCAF ground observer corps detachment's official newsheet. The "Gander Observer," as it is so aptly named, is designed primarily for filter centre volunteers and its main progress is to show the progress which has been made by local members of the observer corps. The first edition of

FRENCH BEAUTY

One of Andre Ledoux' statuesque models accentuates the form divine with a dual purpose ski ensemble. With the jacket it's ideal for Slalom and Christane on the slopes; without it's evening wear for waltzes and rhumbas in the chalet.



(Fed. News)

"Observer" opened with a message from detachment commander F/L G. W. Hynes. In his message, F/L Hynes requested each member of the corps to participate actively in the present campaign for new members.

during the two-day test was the first in a series of six new \$325,000 Sikorsky H34A helicopters ordered by the RCAF.

Flying Saucer "Mystery" Solved Officially At Last

WASHINGTON—It turns out that the American people had the truth all the time—they did see flying objects in the air shaped like saucers. But for official reasons, mostly related to security, it was apparently decided never to admit that there were objects of such shape—planes or missiles—which could rise vertically. The key to the misunderstanding is in one word, "conventional." From the start of the stories, the Air Force insisted that observers were engaged in a "misinterpretation of various conventional objects."

(Continued on next page)

Discuss Problems in Air Safety—Profit by Mistakes

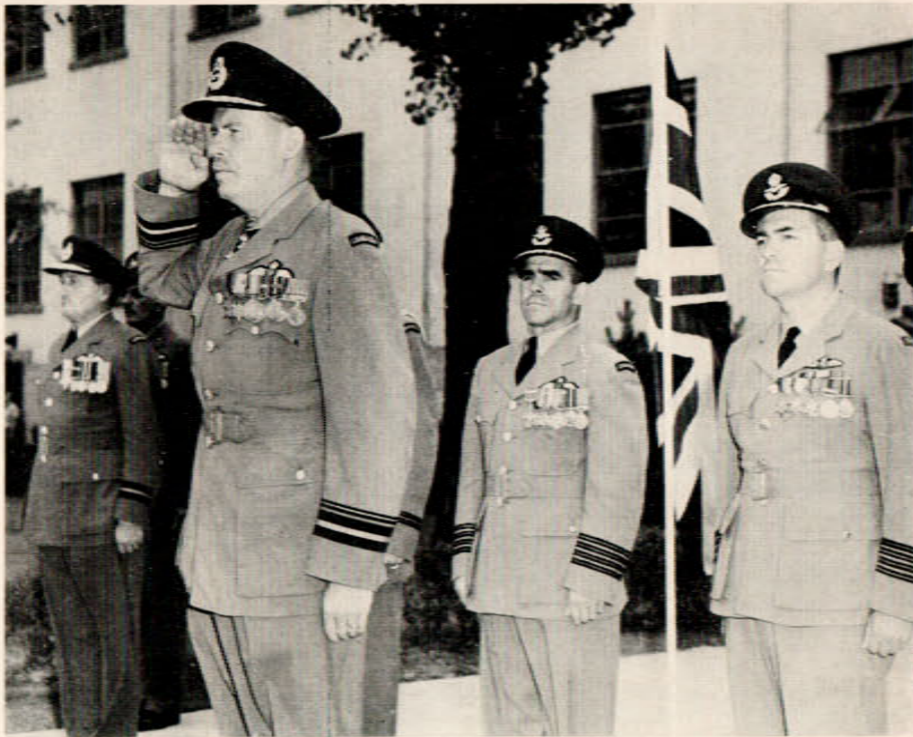
OTTAWA—Flight and aircraft safety was the theme of three major lectures given before the international meeting of the Canadian Aeronautical Institute and the Institute of the Aeronautical Sciences. Aircraft accident investigation and means of using accidents to prevent others formed the theme of a paper by Group Capt. Ralph C. Davis, RCAF director of flight safety. "We must learn from the mistakes of others," he remarked. "We may not live long enough to make them all ourselves." The concluding lecture, accompanied by colored slides and films and presented by I. Irving Pinkel, associate chief of the physics division, Lewis Flight Propulsion Laboratory, outlined some of the latest work being done to determine and alleviate hazards of fire and damage in crashes.



LAC J. B. Smith
Air Commodore H. H. C. Rutledge, Air Officer Commanding 14 Training Group, addresses the parade on the occasion of his visit to RCAF Station Winnipeg in October. Group Captain G. F. Jacobsen, parade commander, is seen on his left.

U.S. Expected to Supply Men for DEW Line

OTTAWA—It appears highly likely here that the United States will operate the DEW (Distant Early Warning) Radar Line in Canada's Arctic. The United States is building the line at an estimated cost of 250,000,000. It apparently has not yet been decided, however, whether Americans or Canadians will man the line. Best guess is that U.S. personnel will do most of the manning, but that there will be some Canadians on the job. Comparatively few men will be required to run the radar line—perhaps no more than 1,000—because it will be largely automatic. There now are fewer than 3,000 American servicemen in Canada except for 15,000 at three leased bases in Newfoundland. The DEW and Mid-Canada lines are scheduled for completion about the same time. Canada is building and paying for the Mid-Canada chain, estimated to cost at least \$170,000,000, and the RCAF will man it at Fort Churchill.



LAC Barry Herron, PR Photo, TCHQ
Air Vice Marshal J. G. Bryans takes the salute during the recent handing-over ceremonies at RCAF Station Trenton. In the background (left to right) are Air Commodore Harvey, Group Captains Houle and Ashman.

Passionate Leave

RANGOON, (AP)—An attractive 24-year-old widow kidnapped a soldier she fancied and carried him off to sea last Friday.

The odd elopement took place after Ma Hla Kyi, well-to-do and with many offers of marriage in her books, pleaded with Maung Nyein Maung to return her love. He refused. So, in the presence of his comrades and his commanding officer, the widow whipped a dagger out of her long sarong and escorted the reluctant Romeo to a waiting sampan.

Canada Nips Sabre's Waist to Make It Like Marilyn's

QUEBEC—Canada is experimenting with an F-86 jet fighter with a nipped-in waist, the annual meeting of the Air Industries and Transport Association was told. An official of Canadair Ltd. of Montreal said the aircraft had been called the Coke Bottle or, more enthusiastically, Marilyn Monroe. This pinching of the fuselage greatly reduced the sharp drag that occurs at trans-sonic speeds, the official explained.



LAC J. B. Smith
Air Commodore H. H. C. Rutledge is greeted at the door of the Officers Mess by Group Captain G. F. Jacobsen. The event was the Mess Dinner held in honour of the Air Officer Commanding during his visit to Station Winnipeg.

Rockets Will Soar 200 Miles Over Northern Manitoba Base

FORT CHURCHILL — The rockets, their warheads packed with scientific instruments, are designed to soar up to 200 miles above the surface of the earth. This joint Canadian-U.S. military base, 610 air miles north of Winnipeg, has been selected as one of the North American sites for the international geophysical year in 1957. Similar firings will take place at White Sands, New Mexico. At the very moment a rocket is fired in Manitoba, other rockets will be fired in such countries as France, Australia and Russia. Information will eventually be correlated and studied by the various scientific bodies participating. Scientists here said the information would "undoubtedly be another step towards space travel." The Churchill project is being carried out by the United States Air Force and Navy. Canada's role is more one of housekeeping; American and Canadian scientists will be quartered

Padres "Becoming More Important in Military Life"

WINNIPEG—A Catholic priest, who also is a squadron leader in the RCAF, says the padre's role as a man of the cloth and as an officer has become more



important in military life. S/L L. J. Lafreniere, addressing members of St. Mary's Cathedral CYO at their communion breakfast last month, said the chaplain because of his position contributes much to happy relationships between the church and the military in Canada.



LAC Barry Herron, PR Photo, TCHQ
For the first time in history the RCAF participated in forest fire fighting in Ontario last summer. Seen here are F/O G. Thomas (102 Communications and Rescue Flight), Stewart Backenbury (Spruce-Woodlands Pulp and Paper Co.), and Cpl. Bert Trembley, of Trenton, discussing locations for supply drops to fire fighting crews.

"Orenda Designing Super Secret Jet"

TORONTO—Walter McLachlan, vice-president of Orenda Engines Ltd., revealed his company was designing a powerful jet engine to meet the supersonic era. He implied it was a "super-secret" and members of the Aviation Writers' association, meeting at the King Edward hotel in their annual convention from all parts of the U.S. and

Canada, realized he was speaking of a jet engine that would probably be some three or four times more powerful than the present Orenda now in production. He said security reasons did not allow him to say anything more on the subject, but a great deal of work was going on in his company in the application of titanium alloys—the material needed for rocket and supersonic jet engines.



DND Photo
Group of school children from Glashen School, Ottawa, recently visited the Orenda Jet Engine display at Air Material Headquarters. A/V/M Godwin, AOC of AMC, is shown pointing out one of the many working parts during its operation.

"U.S. Tactical Air Command Ready For Global Action"

NEW YORK—America's tactical air power now is approaching full global mobility. It already is possible to deploy American ground and air "strike units" operating atomic weapons directly and immediately to any part of the world from United States bases. To the nation's readiness for "massive retaliation" against all-out aggression, tactical air power is adding the ability to cope with a "sliding scale" of enemy aggressions down to a small brush-fire war or show of force. Its use means that the United States will be able to reinforce Air Force units in any foreign theatre overnight, or rapidly to assemble airborne and parachute troops—along with jet fighter, fighter-bomber and light bomber tactical wings—to support the nation's allies in Europe and Asia.

There are now more than 50 different household electrical appliances to use in Canada today, compared to only 19 in 1930.

By PETER McLOUGHLIN



WORLD CHAMPIONSHIP 1955

Mercedes-Benz have walked off with the World championship for Grand-Prix racing cars, the International Sports Car Championship, and the European Tourist Car Championship—the hat trick. Congratulations! As a result of this, and because many top personnel have had to devote all their time to racing, Mercedes have announced their withdrawal from all racing for 1956. A pity perhaps, but they have a point. The standings for the Sports Car Championship were as follows: Mercedes—24 points, Ferrari—23 points, and Jaguar—16 points. The individual driver Championship of the World was won by J. M. Fangio, Mercedes' number one driver. The photograph above shows Fangio hurtling through a pass on the 39th Targa Floria, which was won by Mercedes—Stirling Moss/Peter Collins on the 16th October.

The British have announced a new Servo-braking system which has been fitted to several of their cars this year; it is known as the Lockheed Brake Master system. Unlike other types of Servo assistance, this development of the leading trailing shoe system only supplies half the required pedal pressure up to 100 lbs., from then on the differential is supplied by the driver. In this way not too much reliance is placed on engine aid. Brake shoes are automatically adjusted during use.



—Courtesy "The Motor"

NEW CARS

A.C.—No major changes.

Allard—No more small sports cars. Concentration on the larger models. A new 2-seater competition car with full width body, the J2R. A large "go anywhere" station wagon, the Safari.

Alvis—The TC 21/100 (Grey Lady) continues unchanged, BUT a beautiful machine wearing a Graber body will be available for those wishing a Gran Turismo car.

Vauxhall—Minor styling and body changes.

Standard—Minor changes.

Morgan—TR-2 engine available for all the larger cars. A cheap sports car has at last arrived—The Morgan 4/4 Series II, which should sell for \$1,650 f.o.b. Montreal. The car is a two-seater, with the normal Morgan lines and powered by a 36 h.p. Ford Anglia engine of 1172 c.c.s. A top speed of 77 is claimed.

Aston-Martin—No listing of the detailed changes yet, but a hardtop and saloon are now marketed in the DB11-4 Mark Two series.

Lagonda—The same models continued. Signs of a very attractive and potent V-12 on the horizon.

Lincoln Continental—No comment until seen and driven. However, first sights are heartening. Perhaps Detroit will now start turning out a bit of quality for a change to match the quantity?

Meteor—Ford—More power, 202 h.p. available this time — what for? A multitude of crash-proof items to help use your h.p. Little change in styling. 12 volt system finally.

Simca—More h.p., better lines and improved chassis. The hardtop version of the Aronde is shown. A good buy in Europe at around \$1,700. Sedan, station wagon, and convertible available on the same chassis. These cars approach what we have here, except they are a smaller version, and naturally some good taste is added in.

Nuffield Products—Unchanged, except for MG A.

Rootes Products—Jazzed up, but the same. A new Sunbeam Rapier 1½ litre, four-seater sports saloon, priced at around \$2,600.

Austin—Unchanged.

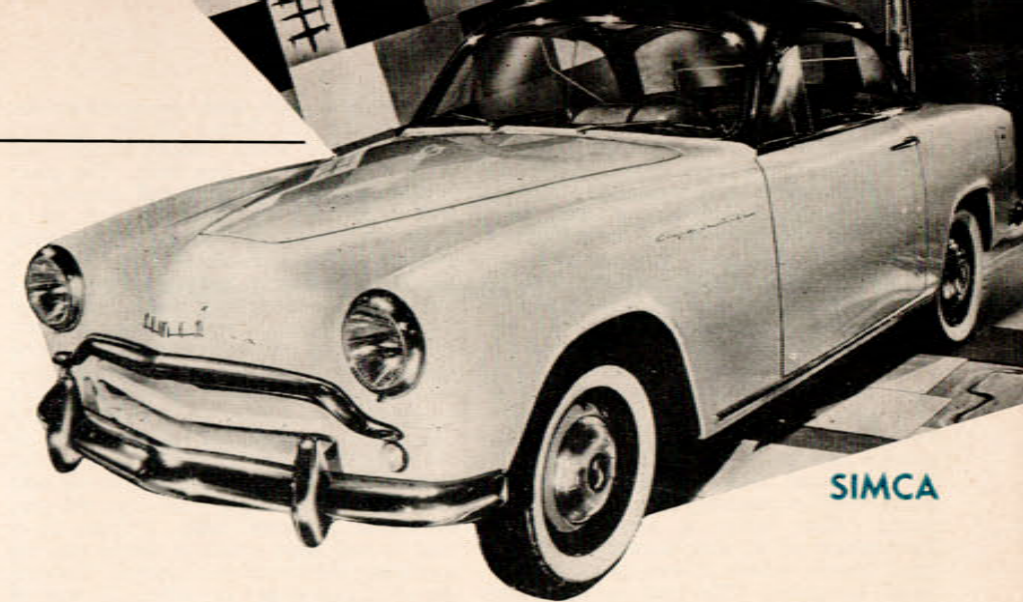


JAGUAR

Singer—Two new models of the Hunter are shown, one a deluxe version and the second an austerity counterpart. The Hunter "75" has an interesting double overhead cam ½ litre version of the older engine developing 75 h.p. at 5,250 r.p.m. Maximum speed in excess of 90. Well finished and fully equipped. Price f.o.b. Montreal, \$2,950.



Grace, speed, comfort, and workmanship are the essential criterions of a perfect car.



SIMCA

Jaguar—The 2.4 Saloon mentioned in the last issue in detail and now shown here will prove to be the best dollar earner ever produced by England, if I'm not greatly mistaken. There are

vile rumours being put out by various dealers that the price in Canada may be between \$3,500 to \$3,700. If true, this will be one of the worst cases of unmitigated exploitation by the Canadian distributors. The fully-equipped model should retail for \$3,150-\$3,200. The Rover 90, which is within \$3 of the same price in the U.K., retails for \$3,116 f.o.b. port of entry, so why not Jaguar?

Chrysler Products—Workmanship and finish appear better this year and easily up to par with G.M. and Ford. The push-button automatic gear change is plainly the logical control for an automatic drive and is bound to steal competing thunder—I like it. As usual, there are safety door-latches, in common with other rivals. Also across the board introduction of the four-door hardtop. The Chrysler models this year have a unique gimmick in the "Highway Hi-Fi," a record player developed in co-operation with Columbia and supplied with 6 records. It hangs under the centre of the dash and slides in and out for operation. Improved power brakes are supplied optionally on cars equipped with powerflite. A gasoline heater, complete with thermostat, sparkplug, ignition system, and fuel pump will be available on all cars. With an outside temperature of 0° F the interior stabilises at 70° in five minutes.

DRIVING THE JENSEN INTERCEPTOR SPECIAL

The Jensen represents a true Gran Turismo sports car that can still carry five in remarkable comfort. As stated several issues ago the power plant is a Cunningham-Chrysler detuned to 262 h.p. at 4,500 rpm, which replaces the normal Austin Princess engine of 132 h.p. The present engine was sent across to the Jensen brothers, where adaptation and testing was completed. It is doubtful that there are as many as a dozen of this combination in circulation around the globe up to now.

(Continued on next page)

As it stands, the car sells for \$6,900 in Canada. This price includes the Cunningham engine, special leather, additional instruments, and a radio; all remaining items are normally included in the standard price of \$6,000. The finish on the paintwork is smoother than glass and the combination of cream paint and a black mellaroid hard top (covering only) is very easy on the eyes. The majority of British cars are noted for their characteristic radiators, but what happened to Jensen? In this case one has the impression that the "chicken netting" and four chrome strips were a belated afterthought, more's the pity, when the remainder of the lines are without fault and aesthetically pleasing from any viewpoint. The body is an interesting lamination of 16 swg aluminium on a steel frame, which is well protected by solid bumpers. The rear wrap-round window is of perspex. The trunk is so large that it should satisfy even the voracious demands of our Detroit pampered people; if the Editor would permit me the space I'd add a photograph to prove the point. The underside is clean with one "afterthought"—the twin exhaust system, which would take a bad beating on our "super" highways!

This is not a car one immediately feels at home in when one slides behind the wheel; like some thoroughbreds it takes time and hard work to master it. Not that the car is tricky, it is the combination of heavy steering and massive gearbox which takes some getting used to. The instrument panel is positively beautiful (allow me to drool) and of the finest quality. The leather dash covering is an improvement over the normal hardwood.



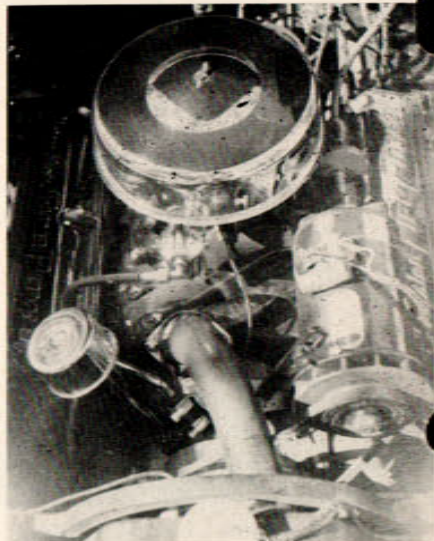
Instrumentation is naturally very complete, even down to a rally clock. The seats are unmistakably luxurious and fit the driver like a glove. The engine starts easily and runs beautifully; the clutch grabs smoothly, but needs a strong leg; the car eases forward without a jerk, and should you wish to floor that right foot the Jensen almost leaps

off the road. We took no acceleration figures, but I'm firmly of the opinion that only the 300SL would better you on the highway in this field. The gear change takes strength and knack. I was informed that Jensen put in a truck transmission to cater to the extra power, and I believe it. The synchromesh is slow but very positive—probably double-clutching would speed up this department. Town driving is comfortable and effortless, though tight turning at low speed is heavy. Considering the car I'd rather have this characteristic since it is beautifully light and accurate at speed, which is its basic function in life. The electric, power-sustained change, overdrive was so efficient in taking over that all you notice is the tach' drop. I think it is fair to say that cruising speed can be anything the roads will permit. Though we only had short stretches, 80 and 90 were reached without effort. Judging from the frontal area and power available speeds in excess of 120 should be possible without trouble. Needless to say the short piston stroke of the Chrysler is an added asset for sustained driving at over one hundred. The brakes don't appear to grab and were pleasantly positive at all times, notwithstanding rough, bad roads. Cornering, and manoeuvring fast, quickly show up the firm, well-designed suspension. There is remarkably little heel for such a car and no sign of rear end break-away unless really forced when it can be easily controlled. I'm afraid rough roads would batter the car badly as it is not intended for such driving, yet the ride is pretty good even then.

In the rear of the Interceptor the passenger is catered to by seats which verge on being fireside armchairs, and I can't think of a more comfortable method of high speed road travel. I should mention in passing that all ancillary controls, horn, heater, radio,

wipers, etc., are above reproach from me. The sun-visors are the only other "afterthought" I can see in this machine; a trifle more quality would be welcome here.

The engine compartment is a wonder and joy for all to behold. I think both Jensen brothers got hold of all items and automatically chromed them! There is an additional five quart oil cooler on



the fire wall to cater to the increased output of the Cunningham version of this engine. Routine maintenance is easy and accessibility good, but heaven help you if the engine had to come out. The fuel consumption is very good and approaches 25 m.p.g. when cruising at a steady 80.

Nobody can deny that it is fun to own an interesting car like this Jensen, especially when it happens to be so graceful at the same time, besides helping to support your ego when fires are burning low.

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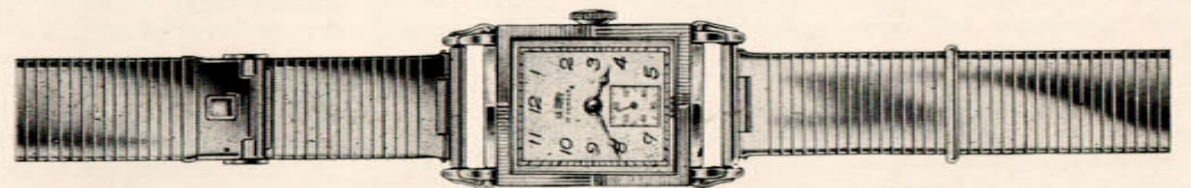
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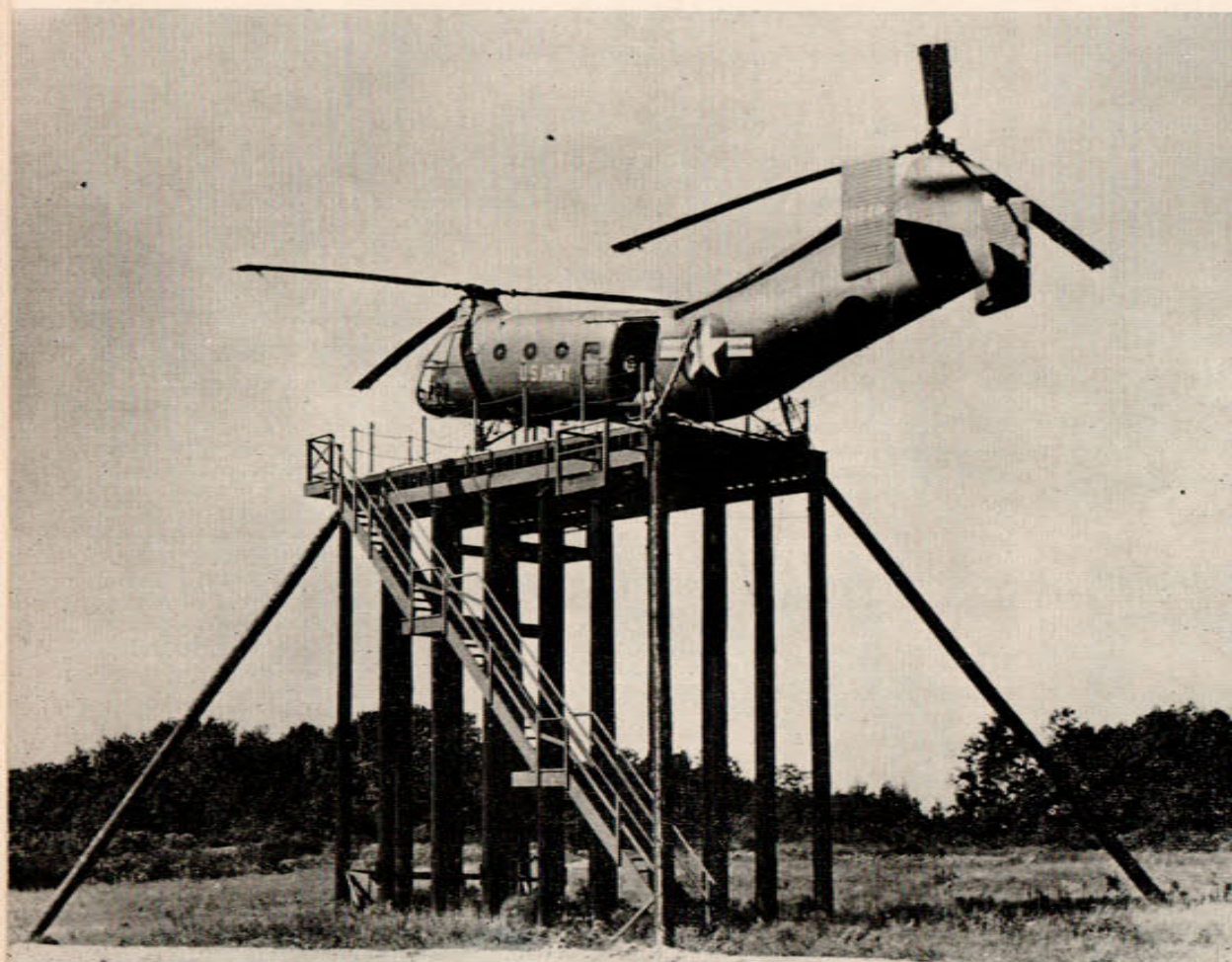
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PIASECKI H-21B FOR THE RCAF



Piasecki Helicopter Corp.

During November the Royal Canadian Air Force accepted delivery of the first of six Piasecki H-21B Workhorse helicopters from the manufacturers' plant in Morton, Pa.

The new helicopters will join other H-21's, obtained last year, on transportation chores during the construction of the mid-Canada early warning line, being pushed through along Canada's 55th parallel of latitude.

The H-21B differs only slightly from the Piasecki H-21A, six of which were obtained last year by the RCAF for search and rescue duties. Main difference is in equipment carried, the H-21A being a search and rescue machine, and the

H-21B being equipped for transport duties.

As they arrive in Canada, the machines will be flown to RCAF Station Bagotville, P.Q., to join 108 Communication Flight, which operates most of the Air Force's new and growing helicopter fleet. From there they will fan out along the mid-Canada line to join those already in service, assisting in the building of the early warning chain.

Helicopters have been flying steadily throughout the summer along the line, carrying survey parties, test engineers, and providing a flying link between nearby lakes, which provide landing spots for fixed-wing aircraft carrying in supplies, and the actual mid-

Canada line sites, usually located on heights of land.

Until recently use of helicopters in the RCAF has been restricted to search and rescue operations. RCAF officials state, however, that they are proving invaluable in overcoming many of the transport problems encountered in the building of the mid-Canada line. It is expected that helicopters will be required to provide continuing transportation through many stretches of the line after it becomes operational.

Piasecki H-21B's are also in service with the U.S. Air Force in Alaska and Labrador, performing similar missions of supply of our early warning radar networks.

WHIRLEY-BIRD ON A PERCH — A Piasecki H-21C Workhorse helicopter at Fort Monmouth, New Jersey, lands on a 30-foot high platform for radio antenna measurement tests. Conducted jointly by U.S. Signal Corps personnel and engineers from Piasecki Helicopter Corporation, the tests must be made under simulated flight conditions. To achieve this, aircraft are placed on the 30-foot platform. Conventional fixed-wing aircraft are hoisted to the test "bed." The helicopter flew in and landed, with only 1½ feet clearance between the main landing gear and the edge of the platform.

Edited by

S/L C. CHESHIRE

THE COMET 2 TROPICAL TRIALS

The Comet 2 G-AMXD returned to Hatfield on October 7 after completing supplementary tropical trials in Africa, during which it has visited Khartoum, for take-off trials in hot weather, and Entebbe, situated at 3,760 ft., for similar trials at high altitude. These tropical trials form part of the programme for obtaining a full civil Certificate of Airworthiness for the Comet 2, which it is expected will be granted before the end of the year. In particular, they have confirmed the Comet 2's performance with the improved Rolls-Royce Avon engine now available.

The trials were entirely successful and the performance of the engines was fully up to expectations. At Khartoum the weather was ideal for the purpose of the tests, the air temperature being 43° C. (110° F.)—even the local inhabitants were complaining.

As announced in February, 1955, a number of Comet 2's have been ordered for Transport Command, Royal Air Force. These Comets are now in the process of being modified to meet the requirements of the RAF and of the Air Registration Board, the authority which issues the civil Certificate of Airworthiness. First deliveries of the Comet 2 to the RAF are expected to be made during 1956.

The Comet 2 is fitted with four Rolls-Royce Avon engines, each of 7,300 lb. thrust. It has an all-up weight of 120,000 lb., and the civil version has a capacity payload of 10,000 lb. (44 passengers plus baggage and freight). The cruising speed is 480 mph. With its capacity payload the Comet 2 can fly stage lengths of up to 2,200 statute miles against a headwind of 50 mph and with fuel reserves for stand-off and diversion.



—Boeing Airplane Company

BOEING SKETCH REVEALS 707 IN PAN AMERICAN DRESS

With purchase by Pan American World Airways of 20 Boeing 707 Jet Stratoliners announced recently, Boeing released this artist's sketch of the new plane in Pan American dress. The purchase marks the beginning of a new era in air transportation, William M. Allen said following the announcement, pointing out that the introduction of the 707 on Pan American's routes will in effect make the world 40 per cent smaller, with most major cities of the free world only 12 hours or less from the United States. The 707 will be the fourth major airplane type Boeing has built for Pan American's world-wide services. The new plane is a development of the 707 jet prototype, a privately-financed \$16 million venture which has been proving itself since June, 1954, and now has almost 300 hours of flight test time behind it.

DELIVERY OF F-100C SUPER SABRES

North American Aviation's Columbus (Ohio) Division has just begun delivery of F-100C Super Sabres to the U.S. Air Force as a second source of production of this operational supersonic fighter.

Two F-100C Super Sabres, fully tested for combat service, were accepted by the U.S. Air Force in informal ceremonies, just 56 weeks after the original announcement that a second source for F-100s had been established at Columbus.

The F-100C is already in operation with the 322nd Fighter Day Group at Foster AFB, Texas, to which the first new Super Sabres were delivered from North American's Los Angeles plant on July 14, 1955.

Like the F-100A the F-100C is powered by a Pratt & Whitney J-57 turbojet engine with afterburner. It holds the world's speed record of

822.135 miles an hour, established August 20, 1955, by Colonel Horace A. Hanes in two high altitude runs over the Mojave Desert in California.

Changes incorporated in the F-100C include single point inflight refueling provisions for carrying additional fuel and bombs, including the atom bomb, under its 45-degree swept back wing, and also improved electronic methods of accurately delivering bombs.

Its additional fuel capacity gives greater range to allow it to escort high-speed bombers on long-range missions or to be used as a fighter-bomber against distant targets.

The F-100C has a wing span of 47 feet, a length of 38 feet, and a height of 15 feet. It can exceed the speed of sound in level or climbing flight and is armed with four 20mm cannons.

(Continued on next page)



Rapid Grip & Batten Ltd.

CANADIAN PACIFIC ORDER BRITANNIAS

Canadian Pacific Airlines has placed an order with the Bristol Aeroplane Company Ltd. for three Bristol Britannia turbo-prop airliners, with an option on five more. The aircraft are to be delivered in 1957.

This is the first dollar order to be placed for the Britannia, and brings the total number of aircraft purchased to 42 with options on a further seven.

Canadian Pacific Airlines operates an extensive network of services across Canada; Pacific services to Canton Island, Fiji, Hong Kong, Honolulu, Sydney, Tokyo and Auckland; a service linking Amsterdam-Vancouver via the Arctic; and services via Hong Kong-Tokyo-Vancouver-Mexico City and Peru. CPA's present long-range fleet consists of Douglas DC6B aircraft.

CPA's order follows an intensive study of the aircraft by officials of the airline, during the course of which Mr. G. W. G. McConachie, its president, visited England and flew in the Britannia.

The Britannia is also on order for British Overseas Airways Corporation (33 aircraft), El Al Israel Airlines (3), and by the British Government for troop duties (3).

THE BRITANNIA 300 LR

The Britannia 300 LR is capable of carrying up to 93 passengers over very long ranges. Its power unit 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.

The Britannia 300 LR carries:
28,000 lb. (max. payload) over 4,900 st. miles (still air range)

or
16,400 lb. over 6,200 miles (still air range).
The zero payload range is 7,030 statute miles.
True mean cruising airspeed is 385 mph.

BRITANNIA VARIANTS

Britannias are in production at Filton, Bristol, and are also to be produced at the Belfast work of Bristol's associate company, Short Brothers & Harland. In addition to the 300 LR the Britannia range comprises:

Britannia 100: This aircraft is now flying and is the standard aircraft commissioned by BOAC for its Commonwealth routes. It carries:

25,000 lb. (max. payload) over 3,700 miles (still air range)

or
12,250 lb. over 5,170 miles (still air range).
Britannia 300: This is basically similar to the Britannia 100 but with a lengthened fuselage and Proteus 755 engine. It carries:

30,000 lb. (max. payload) over 3,450 miles (still air range)

or
14,250 lb. over 5,140 statute miles (still air range).
The first Britannia 300 is due to fly at the end of the year.

Britannia 250 LR: This is the Britannia 300 LR with a large cargo door forward of the wing and a strengthened floor in the front fuselage for heavy freight.

Maritime Reconnaissance Version: A maritime reconnaissance version of the Britannia is being built under licence by Canadair Limited of Montreal for the Royal Canadian Air Force.

LOCKHEED T-33 PRODUCTION

Production of T-33 jet trainers was recently extended into 1957 as Lockheed Aircraft Corporation announced a new \$25,000,000 two-contract programme for the U.S. Air Force.

In addition to an order for further quantities of T-33s, a second contract will provide new all-weather "navigational noses" for aeroplanes now on order as well as many already in service.

The navigational equipment being installed in the new "direction-wise" nose will qualify the T-33 as the first jet trainer fully instrumented for all-weather operation.

Student jet pilots will be able to fly and land the new T-33 in total darkness or on unfamiliar air strips, relying solely on the plane's blind-landing instruments.

Lockheed engineers report that, although the T-33's nose will retain its knife-blade external appearance, it will be completely different inside.

In place of the four .50-caliber machine guns and their ammunition chambers, a battery of specialized navigational instruments has been installed. Included in the new equipment is the first combined radio compass sense antenna and VOR (visual omnirange) device.

Both front and rear cockpits of the navigational T-33 feature new instrument panels, re-designed to provide maximum visibility and improved grouping for functional utilization. All flight and navigational instruments are dual-operated with controls in both cockpits.

Under provisions of the new nose contract, kits will be provided for field conversion of many T-33s now on duty at U.S. Air Force installa-

AN AIRBORNE DIGITAL COMPUTER

An airborne digital computer in which transistors have replaced vacuum tubes has been developed and successfully flight tested by North American Aviation's Missile and Control Equipment (MACE) Operations for the U.S. Air Force, it has been announced.

Acting as an "electronic brain" in an aircraft, the computer automatically and continuously processes in-flight data. It can solve a number of mathematical problems in one second. An engineer would have to work nine hours to solve the same problems with pencil and paper.

Miniaturization techniques permitting use of some 1,000 transistors instead of vacuum tubes and "etched" circuits in place of conventional wiring gives this computer many advantages over conventional ones.

It is more compact, occupying only three cubic feet and weighing only 125 pounds. A similar vacuum-tube-computer with only one-half the capacity is four times heavier and would fill an average closet.

Requiring less power to operate, the North American computer uses less than 100 watts. A similar vacuum-tube-device with one-half the capacity consumes 3,000 watts.

Offering greater operational reliability under service conditions, it is specially designed to withstand rigorous environmental conditions experienced in present and future high-performance aircraft.

Electrical circuits etched from sheets of copper clad plastic replace conventional wiring in the computer to meet the exacting requirements of compactness, light weight and reliability. The etched and transistorized circuits are designed in the form of 51 highly standardized panels for reliability and quick servicing. The individual panels can be pulled out like file cards for testing and replacement.

In mathematical terminology, this airborne North American computer's capacity is indicated by its ability to continuously integrate 93 quantities simultaneously. It can generate continuous solutions of differential and trigonometric problems.

FAIREY DELTA 2 FLIES SUPERSONIC IN CLIMB

The Fairey Aviation Company announces that the Fairey Delta 2 has flown faster than sound in a climb.

This remarkable performance has been achieved in the course of routine test flights at the speed of sound and beyond. It emphasizes the "cleanliness" of the aircraft and the suitability of this Delta platform for very high speed flying.

The Fairey Delta 2 is powered by a Rolls-Royce Avon turbo-jet engine. The pilot on this series of tests was Mr. Peter Twiss.

Background Information on the Fairey Delta 2

The Fairey Delta 2 is the most advanced research aircraft yet built in Britain. It has been constructed under the Ministry of Supply Research Programme to investigate the characteristics of flight and control at supersonic speeds.

The most novel of the many interesting features of the Fairey Delta 2 is the streamlined elongated nose that can be lowered like a drawbridge by the pilot to improve forward view for taxiing and landing. The hinge line for this "droop snoot" is aft of the cockpit.

The F.D.2's 60-degree swept-back delta wings represent the most advanced configuration yet flown on a British aeroplane. The wing has an exceedingly thin section and at the trailing edge may be fairly described as "sword-edged." Not the least of the technical masterpieces of the Fairey Delta 2 is that the main wheels retract fully into this thin wing.

It is a single-seat aeroplane; its engine is a Rolls-Royce Avon turbo-jet.

tions. T-33s are built at Lockheed's Burbank and Palmdale plants.

Now being flown in more countries than any other jet in the world, T-33 total production is nearing the 5,000-plane mark. The new order is the U.S. Air Force's twelfth re-order of T-33s since the plane was developed in 1948.

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COVER STORY

Our cover for this issue comes from London, England, where F/C Norm Sherman, son of Colonel and Mrs. N. K. Sherman of King-ton, and P/O Bob Taylor, son of Mr. and Mrs. J. W. Taylor of Stratford, chat with a Cold-stream Guardsman and one of the Warders of the Tower of London.

"Beefeaters" is the quaint name given to the old soldiers who act as warders of the Tower of London. It is probably derived from the French word *beaufetier* meaning "one who waits at a side board," a former duty of the Yeoman of the Guard, of which the beefeaters are honorary members. It is quite easy to understand that the foreign term would be corrupted to befeater by those who did not know the correct pronunciation.

The corps was constituted in 1485 by Henry VII and wear the brilliant scarlet uniform of the Tudor period, and carry a halberd, a long-handled axe that centuries ago was quite capable of doing unpleasant things when the necessity arose. Yeoman of the Guard still attend court ceremonies.

RCAF Photo.

CINEMA

December 10 TARZAN'S HIDDEN JUNGLE Children's Matinee	December 24 Children's Matinee
December 11 STRATEGIC AIR COMMAND (G) James Stewart June Allyson	December 25 MONKEY BUSINESS (G) Cary Grant Ginger Rogers
December 12 WITH A SONG IN MY HEART (G) Susan Hayward Rory Calhoun	December 26 TWELVE O'CLOCK HIGH (G) Gregory Peck Gary Merrill
December 13 FLOATING DUTCHMAN (G) Dermot Walsh Sidney Talfer	December 27 LAW IS BILLY THE KID (A) Scott Brady Betta St. John
December 14 SUMMERTIME (A) Katherine Hepburn Rosano Brazzi	December 28 LUCY GALLANT (G) Charlton Weston Jane Wyman
December 16 CAROL SINGING	December 29 WHERE THE SIDEWALK ENDS (A) Dana Andrews Gene Tierney
December 17 PRIDE OF BLUE GRASS (G) Children's Matinee	December 31 Children's Matinee
December 18 AMERICANO (A) Glenn Ford Abbe Lane	
December 19 THEY RODE WEST (G) Phil Carey Donna Reed	
December 20 LOOPHOLE (A) Barry Sullivan Dorothy Malone	
December 21 TRAIL OF THE LONESOME PINE (A) Fred McMurray Sylvia Sydney	
December 22 TITANIC (G) Clifton Webb Barbara Stanwyck	
December 23 JENNIFER (A) Howard Duff Ida Lupino	

VOXAIR VIXEN

"MOST PHOTOGRAPHED"

Mara Corday, whom Universal-International signed in 1953 as "the most photographed girl" in the commercial photography field, will be seen in her first featured role in "Drums Across the River," starring Audie Murphy, Lisa Gaye, Lyle Bettger and Walter Brennan.

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Voxair Vixen
Mara Corday
Courtesy Universal

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Back row, l to r: P/O S. Watkins, A/P/O D. R. Musk, F/O G. A. Inson (Course Director), A/P/O C. Jones, P/O D. C. Kerr.

SURVIVAL TRAINING SCHOOL

They are going to "dress up" your menus at STS. You are all familiar with the manner in which a steak is described as a "sizzling, juicy, tender steak" and chicken as "plump young corn-fed chicken"—here is what a future student on Survival will be confronted with when he sits down on his rock to eat dinner.

Chez Alexandre MENU

Hors d'Oeuvres

Pickled Grasshoppers Bats in Aspic Jelly
Succulent French Fried Grubs

Soup

Cream of Furry Plump Young Squirrel

Entree

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By LAC "BUD" PAULS

I propose to blow the horn for all clerk typists, the "silent" trade of the RCAF.

To begin with, many clerk typists feel that the nomenclature of their trade is not descriptively accurate. Some of them may well work for months without placing their fingers on the keyboard of a typewriter and are not being misemployed because of this. Or, on the other hand, they may spend their full day pounding away on their wonderful machines. They are not simply clerks who type or typists who clerk.

In addition to clerking and typing they must be familiar with records, files, statistics, security, leave regulations, finance and supply. The multi publications of the Air Force—QR(Air), AFAOs, DROs, CAP this and CAP that—become almost memorized by the efficient clerk. The clerk must be able to arrange for the transport of an airman, his wife, kids, bag and baggage over routes that may take them by rail, road, sea or air. These tradesmen must keep up-to-date by studying the latest orders, amendments, re-issues and cancellations. Clerks cannot assume that because a T16 is a small notebook, a T33 is a notebook more than twice as large.

It often seems that outside of adjutants and commanding officers,

clerk typists will find sympathy only from other clerk typists. A dozen or so airmen and airwomen behind desks and typewriters is not an impressive scene. Other tradesmen, especially those concerned with electronics and highly technical skills, enjoy the current air-age drama and interest surroundings their equipment. Their work is physically more closely allied with the overall job of the RCAF—flying. What attention does the work of clerk typists receive on Air Force Day?

Meanwhile, back at the orderly room, the clerks carry on with their usual heavy flow of work and find time to cheerfully type a letter or form for a visitor from another section—"as a favour."

Every officer and airman relies heavily on the clerk typists. How often has your name crossed their desks? They record your entry into the RCAF, your trade and rank advancement throughout your career, your transfers and postings, and chances are they will be your last contact with the service come pension time.

Clerk typists are key men, servants to their fellow airmen. They are as necessary for the operation of a Sabre Jet as fuel and runways. As full size partners with other tradesmen they, too, "keep them flying."

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PRESENTATION OF GOLF TROPHIES



ABOVE, left to right: W/C D. R. Walker, OC 2 AOS, presents golf trophies to (unidentified), Cpl. Paquette, F/O Art Bernel, and Cpl. Forth.



LEFT: The happy winners pose with the rest of the Station Golf Club and W/C Walker.

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Winnipeg's Commanding Officer G/C Jacobsen throwing the first rock to open the 1955/56 season November 4, 1955.

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F/O John Webber receiving the C.O.'s cup from C.Ad.O. W/C F. Goffney on behalf of his team, G.I.S. Staff, winners in the Intersection softball competition.

INTERSECTION SOFTBALL



WINNERS
G.I.S. STAFF

Front row, l. to r.: Ed Rochford, John Webber, Ed Jamieson. Back row, l. to r.: Rip Kirby, Fred Langen, Col Munroe, Nelson McConnell.



RUNNERS-UP
INSTR. AND ELECT. SECTION
Front row, l. to r.: LAC Potter, LAC Brown, LAC Norman, LAC Lepage, LAC Hanary. Back row, l. to r.: LAC Dunlop, LAC Koop, Sgt. Tesky, Sgt. Schwemler, Sgt. Krause.

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DAILY HOME DELIVERY

BITS & PIECES

(Continued from page 13)

- 0800: Present breakfast to ever-loving, attend diaper parade in laundry room.
- 0900: Parade dismissed. Up until 1215 this day resembles basic phase very closely.
- 1215: As in basic phase.
- 1400: Present heir-apparent with light snack.
- 1500: This period until 1830 also resembles basic phase very closely.
- 1830: Turn on TV. Enchantment at new miracle displayed by young tod.
- 1831: Begin phoning friends to report details (exaggerated just a wee bit).
- 2000: Repeat basic phase, have double nightcap.
- 1215: As in basic phase.

But the kind-hearted people. While Brit was on leave his "IN" basket got filled, so some generous soul thoughtfully placed another basket there for the overflow. Wasn't that nice?

PARTICLES: No letters yet. Doesn't anyone read this column? Say what you want, but say it. . . News flash: Lumber companies aren't making matches any longer! Guess they're long enough already.

KNOW YOUR NAVIGATION

One mark for each correct answer.

If you score 9-10 you are too good to be a navigator; 2-8 acceptable, but would be a better cab driver; 0-1 perfect navigator material.

Select the correct answer.

1. Having obtained a reliable astrofix, a navigator should
 - a) Fasten his safety belt.
 - b) Draw a new bubble from stores.
 - c) Turn up oven temperature to 120°.
 - d) Faint.
2. To synchronise the DRC, one should
 - a) Set on drift and ETA.
 - b) Set on zero latitude to the nearest knot.
 - c) Ask the pilot for a match.
 - d) Clean and replace sunglasses.
3. Your reading is 273½T, air speed 579K w/v downwards at 7OK. What is
 - a) In the lunch boxes?
 - b) The pilot's name?
 - c) Time of day?
 - d) G/S by mark 9A?
4. The symbol R is
 - a) Sample of Foster's plotting
 - b) An 18th century gallows.
 - c) Frightening.
5. A free-running bleeding oscillator is
 - a) Shaw escaping from his creditors.
 - b) Found on the Lambert Conformal.
 - c) Associated with a cold high
6. Leadership depends on simple human qualities. Above all a leader needs the confidence of his men. This is obtained by
 - a) A sheepish grin.
 - b) Early morning exercise.
 - c) Free cigarettes.

- d) The thin veneer of civilisation.
 7. The Saturated Capacitive Lapse Rate is
 - a) Hodgkinson on a Saturday night.
 - b) Terminal velocity of the bathroom drain.
 - c) Increased towards August 26th.
 8. Hc exceeds Hs
 - a) When first point of Aries has toppled.
 - b) When passing radio range.
 - c) When over-fried.
 - d) When API is caged.
 9. Conformality is
 - a) Found north of 72 degrees.
 - b) Not in Volume 3.
 - c) Greater than one.
 - d) Worth two demerits.
 10. A navigator is
 - a) A bird of pray.
 - b) A disappointed pilot.
 - c) To be pitied.
- (Answers on page 40)

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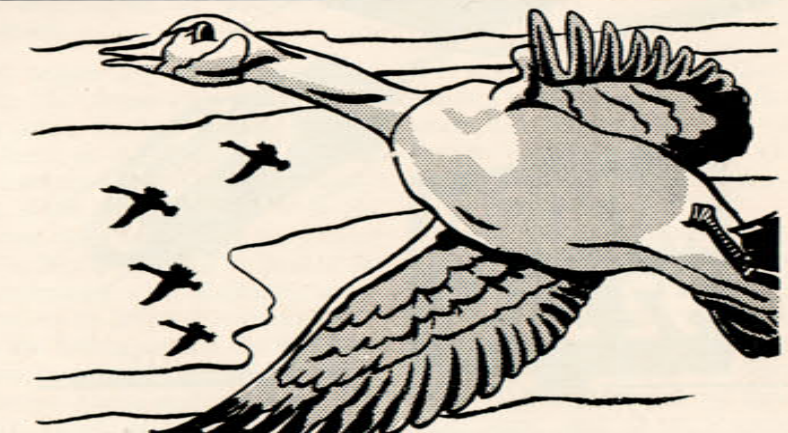
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GREAT TENOR SAX ARTISTS

(Continued from page 17)

ILLINOIS JACQUET was born in Houston, Texas, in 1922. He credits Herschel Evans, the late tenor star with the Basie band, with having been his greatest influence, but he also admits to a great admiration of Coleman Hawkins, who, he says, "invented the sax." Jacquet began to attract attention with Lionel Hampton's band in California in 1940. After a year with Cab Calloway, he headed a six-piece group playing in a rudimentary bop style. Next came a stint with Count Basie, and then the event that made him one of the famous men in the jazz world: impresario Norman Granz invited him to join the Jazz At The Philharmonic concert troupe. Jacquet developed his present style with the JATP—a contrast-laden meld of cool, fluid bop and frenetic, exciting honking and stomping. Jacquet records for RCA Victor, Clef and Apollo and Savoy. The two pieces I like best are "Jumpin' Jacquet" and "Blue Mood" on Savoy 593.

CHARLIE "YARDBIRD" PARKER holds a rather special place in the complex and fascinating world of modern jazz. "Bird," as he was called by his fellow mu-

sicians, was probably the most influential single musician to have come forward in the past fifteen years, and nearly all of the serious critics of the jazz scene have not been fearful of using the word "genius" when discussing his work.

Charlie Parker was born in Kansas City on April 20, 1920 and died in New York in March, 1955 at the age of 34, a tragic victim of several diseases, among them poverty, racial discrimination, and artistic frustration.

Bird began his professional career in the musically fertile city of his birth. He had played a baritone horn in high school, but he soon switched to the alto saxophone. After playing both with local bands for a few years, he joined Jay MacShann's swing orchestra in 1937, recording with McShann until 1942, when he decided to make New York his headquarters. In Harlem he soon became a part of the Minton's avant-garde and worked with a small band at another uptown spot, Monroe's Uptown House. Then he served nine months with Noble Sissle, doubling on clarinet. In 1943 he joined Earl Hines' band, the first large orchestra to employ and utilize modern musicians. In the Hines band at the time were Dizzy Gillespie and singer Billy Eckstine. His other big band attachments after that were short hitches with

Cootie Williams, Andy Kirk and Billy Eckstine.

In 1944 Bird, with most of the other modern jazzmen, moved downtown to 52nd Street, where he worked with Ben Webster, Dizzy Gillespie, and then had his own crew. In 1945 he left for California with Gillespie, and it was there that some serious youthful errors caught up with him. He became too ill to work and was confined to a sanitarium.

But he was active once more in 1948, playing more brilliantly than ever and making records that were masterpieces. Despite inroads made upon his strength by his illness, Parker continued playing his profound, daring and remarkably executed music until he died.

Bird's music is uncompromising. He seldom made concessions to popular taste and preference, and, unlike his colleague Gillespie, he was not an entertainer in addition to being a musician. It therefore followed that Bird did not fare well financially, and it was necessary for the musicians and jazz fans who were his friends and artistic debtors not only to raise money to help care for his wife and children, but also to bury him. For some really wonderful and exciting jazz music, listen to Charlie Parker's Memorial Album V601 by Mercury — obtainable at Deer Lodge Radio, Portage and Sharpe.

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PLANE FACTS

(See Back Cover)

1956 CESSNA MODEL 170

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KNOW YOUR NAVIGATION (answers)

We unfortunately cannot find the answers, so work them out with the aid of an OT officer.

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