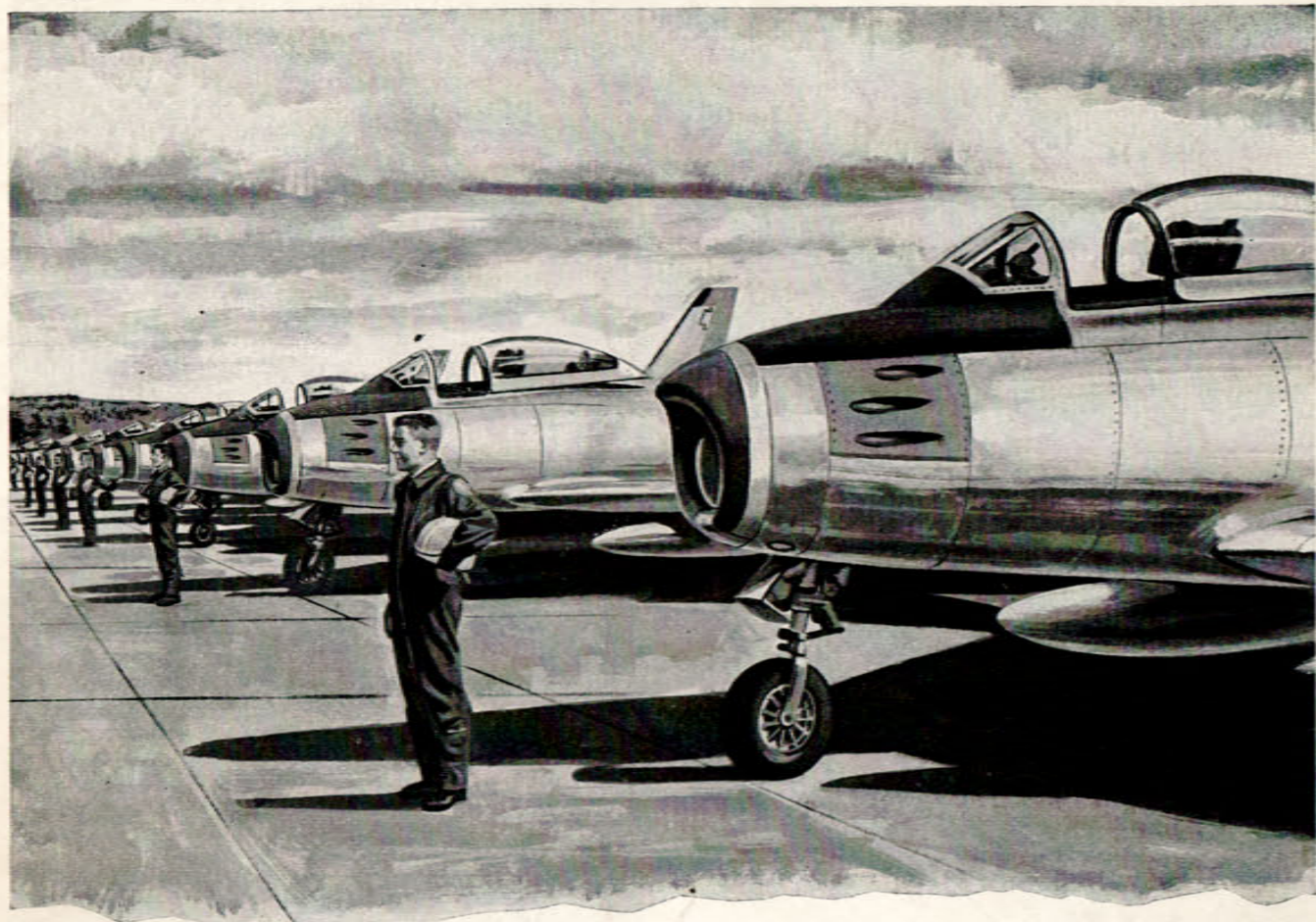


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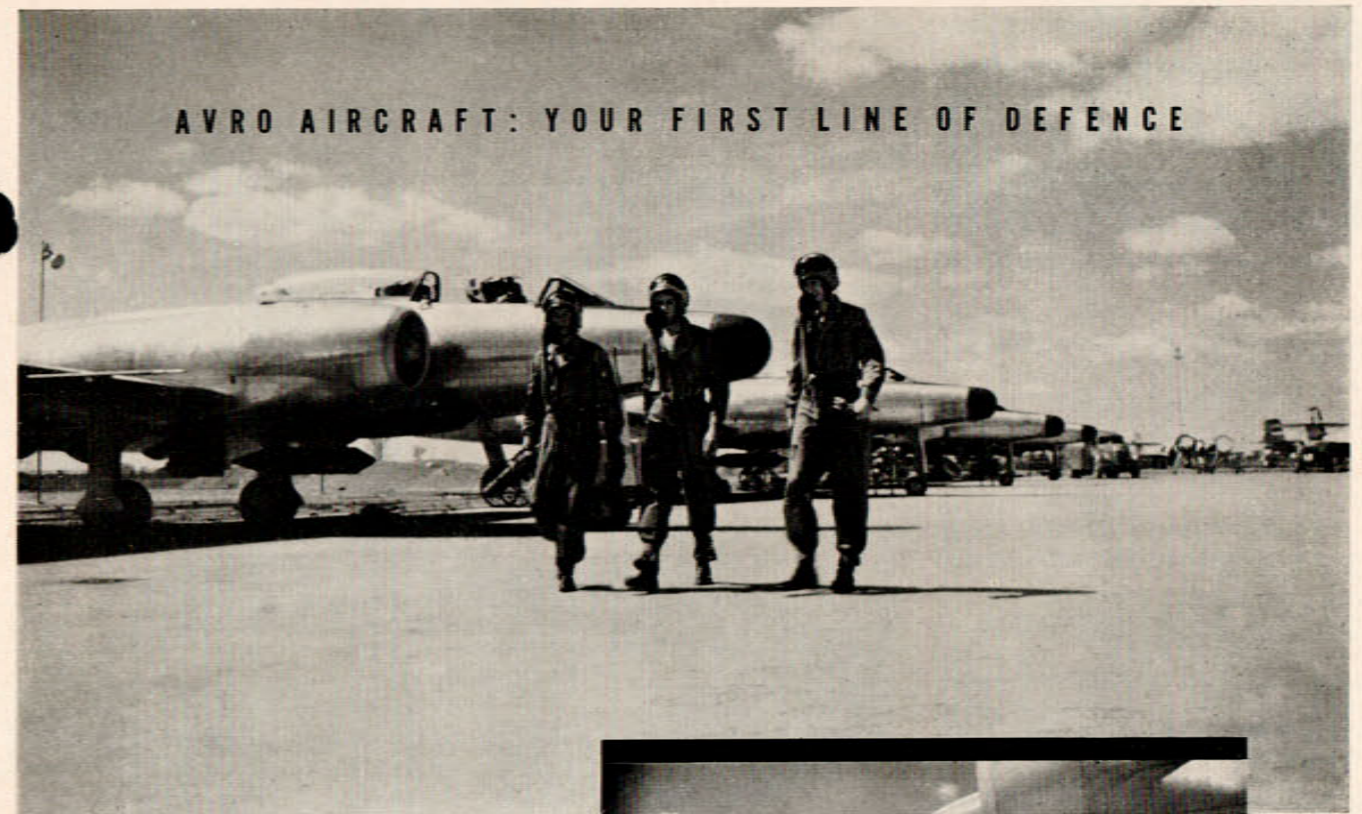
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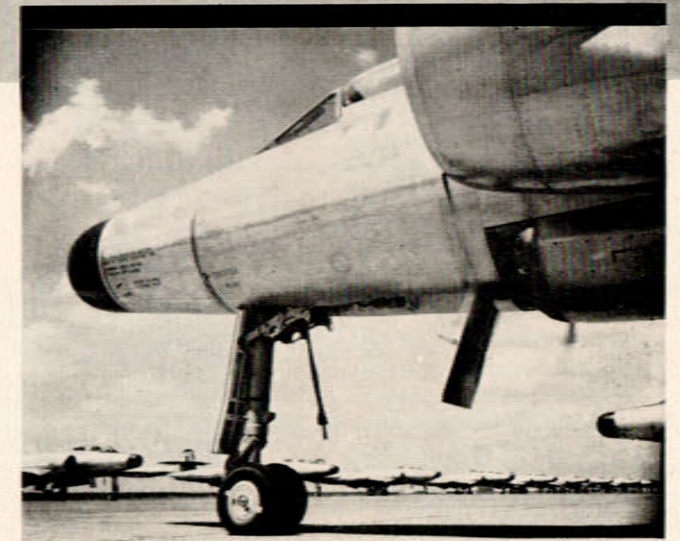
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F/O ROBERT GENNO

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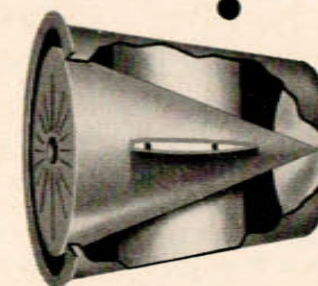
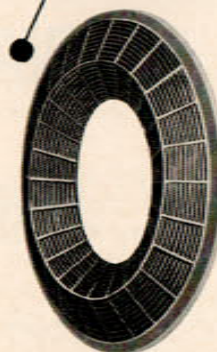
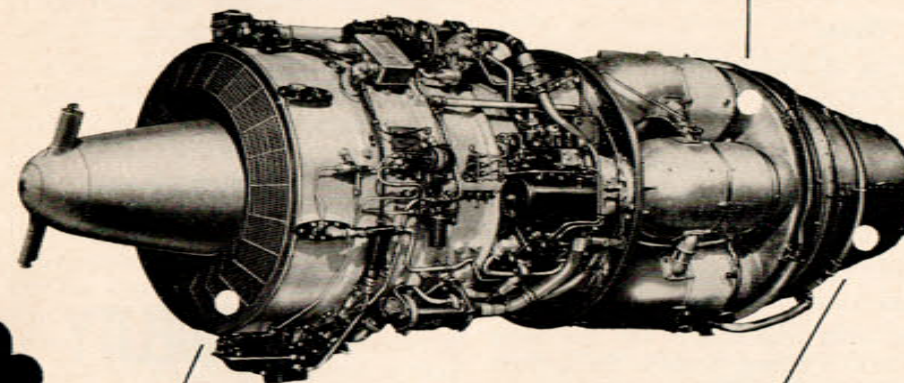
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# FLIGHT SAFETY

By F/L A. MORTON

With the advent of the holiday season, an added flight safety hazard must be allowed for in the planning and supervision of flying operations in the RCAF. This, of course, is the annual rush of service personnel trying to "get a flip home" in a fast, inexpensive fashion—i.e., by service aircraft.

How does this affect the safety of service flying operations? In several ways—sympathetic pilots may overload aircraft, hurriedly change their flight planned routes, have marginal (or worse) weather conditions, or "press on" despite un-serviceabilities in an effort to oblige the eager passengers. Also, a pressing plea from an inadequately-clad passenger may prevent positive assurance that all on board are properly equipped in event of forced landing (after all, it is winter time).

The moral of the above is obvious, and belabouring the matter will only make it distasteful. But, in the interests of safer holiday flying operations, here are the "Flying Green Cross" aviation safety precepts which apply doubly to our winter operations:

- I WILL obey all Air Safety laws.
- I WILL taxi carefully and safely.
- I WILL respect my own limitations.
- I WILL respect the limitations of my aircraft.
- I WILL keep my aircraft properly maintained.
- I WILL make certain that the weather is suitable before starting on a flight.
- I WILL be on the alert constantly for other aircraft.
- I WILL promote safety by example.

(Continued on page 15)

## FROM THE EDITOR'S NOTEBOOK

### Ring Out the Old . . .

This issue, Number 16 of 1955, brings to a close Volume 4 of VOXAIR. The past year has been an eventful one for the magazine. We have lost good men from the staff, we have found capable replacements, and we have seen the few "old faithfuls" go from strength to strength.

We have tried many new ideas, some successful, some not. We shall continue to experiment, because to cease to try to advance is to slip back.

But, there is a limit to the number of new ideas which can be produced by a mere handful of people. We need new blood, a new slant, a new and fresh outlook.

We sincerely hope that those of you who, during the past year, have, among yourselves, criticised VOXAIR, will in 1956 make your views known to us. They will be welcomed. We would like those of you who have sometimes considered writing to us to do so, and those of you who have been on the point of offering to work for us to please come forward. We need your help.

### Resurrection of "Ozzie"

Starting on Pages 5 and 14 is a series of cartoons by Ozzie. They were drawn during the war by Pilot-Officer D. A. Wright, who was at that time on the staff of CNS, at Rivers, and was Art Editor of MTB, the station magazine.

We think you will get to know and enjoy Joe Blow, Lord Whiff of Grapeshot, Clueless McGoon, and his brother, Typhoon.

Ozzie is better known nowadays as the Montreal Standard's Doug Wright, creator of the famous "Nipper" comic strip.

### Cover Story

CNS artist Larry McLaughlin is the man responsible for the most attractive cover. It's not a drawing of Larry's home, despite the initials on the mailbox . . . he says it's "a typical Canadian winter scene." The same artist did the beautiful centre-spread drawing. We are fortunate indeed to be able to make use of an artist of Larry's calibre.

### Next Year?

In 1956 we intend to use a new cover design, in line with our policy of giving a "new look" to each successive volume.

We shall continue the best of the features currently appearing in VOXAIR, with the addition of several new series: one on famous RCAF Squadrons, one on the histories of RCAF Stations in Canada, and another on the careers of the leaders of the RCAF.

We hope soon to resume the popular "Personality" articles and the Graduating Class write-ups, and to set aside a few pages for section news and pictures.

Watch, too, for "A Russian Bomber Has Landed" and "Canada's Bomber Command," to appear early in the New Year.

Finally, to all our readers, at home and abroad,

**A Very Happy Christmas and a  
Bright and Prosperous New Year.**

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## MISTLETOE AND BLISTERED HEELS

By F/O SANDY IONSON



The command seems confused, but individual spirit and determination is running high. The sizing is slip shod, the dressing is absent, but the regiment is on the march — the royal one thousand nine five five regiment of Winnipeg Christmas shoppers.

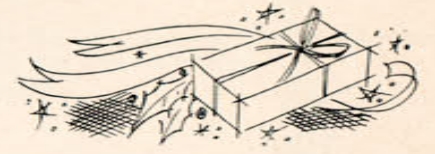
Promise yourself some entertainment this year. Merely by eliminating your own shopping by four days prior to the 25th you can rest for two days and then journey down town to observe a most peaceful sight—your fellow man, steel-jawed and grim-eyed, hellbent in his quest for symbols to prove his good will toward men. However, don't spoil your afternoon of character study by getting cynical over the distorted motives that have prompted this mass gathering in the business section. Recall to your mind that you're just here to look, not to shop and the thought will make you feel Christmassy all over.

Join the fray that's surging into the city's biggest store and watch the tactics of various first-class privates in this volunteer regiment.

Note the panzer type approach of some male shoppers. First of all, it's obvious to a blind man that they're in a desperate hurry. On

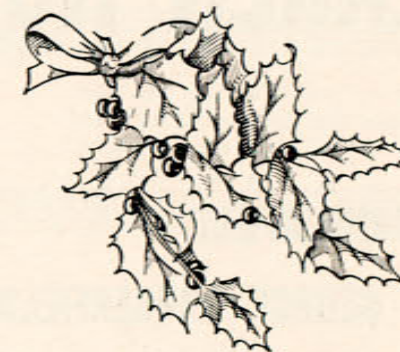
entering they land against the revolving door with an impact that sets it under violent rotation sufficient to create partial vacuums on either side for several minutes. Incidentally that's their only useful contribution—the door doesn't need a push for the next half-hour. From the entrance without a break they strike off down the aisle with seven league strides, straddling slowly circling tots and glancing off the solid, slightly-protruding posteriors of middle-aged lady shoppers, as they stand, bent over the counter, engrossed in the puzzling problem of whether to take the red string with the silver thread or the silver string with the red thread.

Now these storm troopers of the regiment are imbued with one idea—to get the most things in the shortest time. Consequently when you spot one, you can really reveal his sharpest form if you impede his way a little. Try to guess his route and, when you can, place yourself so that you can step on the esca-



tor just one step ahead of him. Because you're blocking him he is unable to augment his speed by walking on the escalator in the direction of its motion. This will frustrate him much more than if he were attempting descent on an ascending stair, and he will show it by stamping, shrugging and fidgeting. He may try to circumvent you by taking to the side rail since space does not permit passing on the steps, but this is unlikely. One such shopper did one time, on the upward run of one of those old, narrow, shallow step type of escalator. All went well until he caught his foot in that acute angle where rail meets ceiling. He sprawled helplessly in the path of the lady he was passing, she fell over him, and in the panic of the moment, though sincerely trying to help, he foolishly grasped her round the legs. Unfortunately, he had no such hold on his fellow victim's garments, so they, influenced by the relentless motion of the escalator, continued ever upward, despite frantic opposition from the wearer. When his presence of mind finally returned, and he released his grip, it was too late. A great crowd gathered, gentlemen in dark blue

(Continued on page 13)



## JOE BLOW

Any resemblance to actual persons is purely intentional as heck

by *Stan and Milt*

YA HAVEN'T GOTTA WORRY, OL' BOY, I'VE RUN THESE THINGS DOZENS OF TIMES... JUST LEAVE IT TO ME, OL' BOY



3 WEEKS BEFORE THE EVENT

I THINK THAT'S GOING TO BE OK, SIR. JOE BLOW'S HANDLING IT... FROM WHAT HE SAYS HE'S HAD A LOT OF EXPERIENCE...



2 WEEKS BEFORE THE EVENT

I HAVEN'T ACTUALLY DONE ANYTHING YET, OL' BOY... I JUST BEEN GETTING IDEAS. YA HAVEN'T GOTTA WORRY, OL' BOY... SET IT ALL UP IN NO TIME



1 WEEK BEFORE THE EVENT

WHAT DO YOU MEAN, JOE'S GOT IT ALL FIXED? NO ONE KNOWS ANYTHING ABOUT IT AND HE'S ON A 48



2 HOURS BEFORE THE EVENT

Christmas Greetings from . . .

# KIRKFIELD HOTEL and McLAREN HOTEL

- FRED DANGERFIELD
- GEORGE DANGERFIELD
- JACK DANGERFIELD
- FORBES RANKIN

## A Christmas Carol

# GOOD KING WENCESLAS

The Wenceslas of the Carol was called The Holy and was a ruler of Bohemia in the 10th century. He was murdered by his brother but so good were his deeds amongst the needy of his country that he was later canonized. The carol was translated from the 13th century Latin by Dr. John Neale (1818-1866)

Good King Wenceslas look'd out,  
On the Feast of Stephen,  
When the snow lay round about,  
Deep and crisp and even;  
Brightly shone the moon that night,  
Tho' the frost was cruel,  
When a poor man came in sight,  
Gathering winter fuel.

Hither page and stand by me,  
If thou know'st it, telling;  
Yonder peasant, who is he?  
Where, and what his dwelling?  
"Sire, he lives a good league hence,  
Underneath the mountain;  
Right against the forest fence,  
By Saint Agnes' fountain."

"Bring me flesh, and bring me wine,  
Bring me pine-logs hither,  
Thou and I will see him dine,  
When we bear them thither."  
Page and Monarch forth they went,  
Onward then together,  
Through the rude wind's wild lament,  
And the bitter weather.

"Sire, the night is darker now,  
And the wind blows stronger  
Fails my heart, I know not how,  
I can go no longer."  
"Mark my footsteps good, my page,  
Tread thou in them boldly,  
Thou shalt find the winter's rage  
Freeze thy blood less coldly."

In his master's steps he trod,  
Where the snow lay dinted;  
Heat was in the very sod,  
Which the saint had printed,  
Therefore, Christian men, be sure,  
Wealth or rank possessing,  
Ye who now will bless the poor,  
Shall yourselves find blessing.

JOHN NEAL

Rather lively

1. Good King Wenceslas look'd out On the Feast of Stephen, When the snow lay  
2. "Hith-er, page, and stand by me, If thou know'st it, tell-ing; Yon-der peas-ant,  
In his mas-ter's steps he trod, Where the snow lay din-ted; Heat was in the

round a-bout, Deep and crisp and e-ven; Brightly shone the moon that night, Tho' the  
who is he? Where, and what his dwelling?" "Sire, he lives a good league hence, Un-der-  
ver-y sod Which the saint had print-ed; Therefore, Christian men, be sure, Wealth or

Slightly slower

frost was cru-el, When a poor man came in sight, Gath'ring win-ter fu-el.  
neath the moun-tain; Right a-gainst the for-est fence, By Saint Ag-nes' fountain!  
rank pos-sess-ing, Ye who now will bless the poor, Shall yourselves find blessing.

## A PARODY

(WITH APOLOGIES TO GOOD KING WENCESLAS)

By MAURICE HARDMAN and JOHN ROGALSKY

Good old Met. and Staff looked out  
On the field of Stevens,  
When the snow lay round about,  
Deep, and crisp, and even.  
Harshly blew the wind that night,  
And the frost was cruel,  
When a pilot came in sight,  
Gathering Met. and fuel.

"Hither Met. come stand by me,  
If thou know'st it, telling,  
Yonder snowflakes, whence came they,  
Where and what their heading?"  
"Sire, they moved a few leagues hence,  
Inside a quarter hour,  
Right thick they are and so dense  
They've had to light the tower."

"Good Sir Met.," the Pilot said,  
"Those words I like to hear."  
Away with Met.—the way he led,  
For a glass of beer.  
Met. and Pilot forth they went,  
Through the blizzard hairy,  
With flying scrubbed, then, they were  
bent,  
On keeping Christmas merry.

Insurance

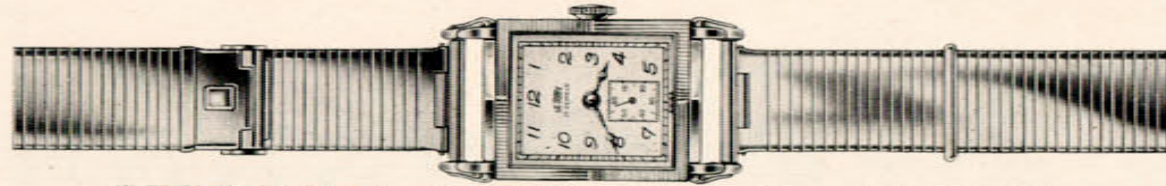
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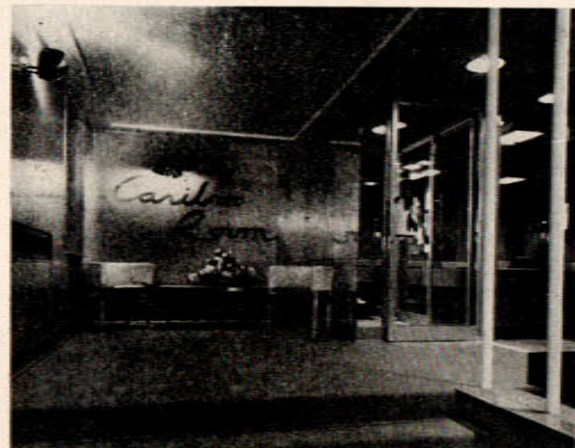
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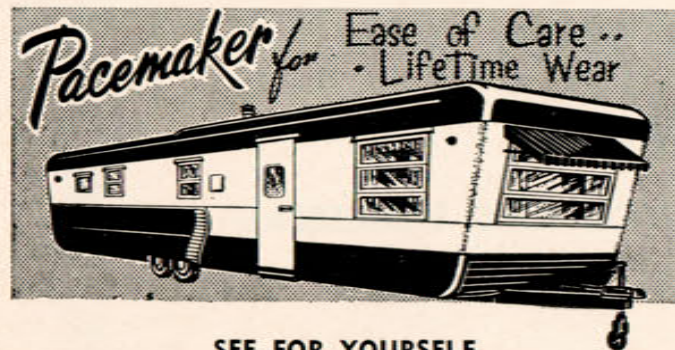


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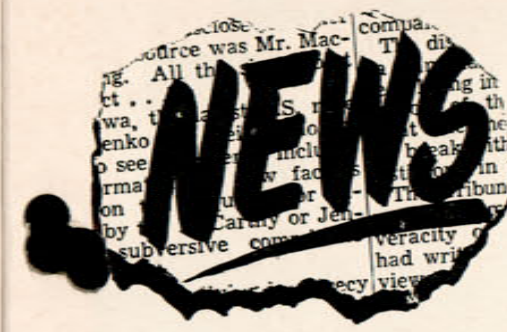
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Edited by F/O SANDY IONSON

### Turkey May Double Number of Student Pilots in Canada

MOOSE JAW — Turkey hopes to double the number of her pilots being trained in Canada under the North Atlantic Treaty Organization air training plan, Col. Z. Gokcal, vice-chief of the Turkish Air Force, said recently. Col. Gokcal is the head of a five-man delegation of Turkish Air Force officers who visited the RCAF Station here. It is the first visit of high-ranking TAF officers to visit Western Canada. There are presently about 100 Turks in various stages of pilot training at RCAF stations in Canada, Col. Gokcal said, but he hopes the number will be increased to over 200 next year.

### Wing-Commander Goes to Maritimer

OTTAWA — Wing-Commander Arthur H. Moody, 40, of Margaretsville, N.S., a member of the ground training directorate at Air Force headquarters, is the new commanding officer of the Western Ontario station. He succeeds Group Capt. John O. Scott, 42, of Coldwater and Bobcaygeon, Ont., who has commanded the base since April, 1954. Group Capt. Scott will begin duties at Air Defence Command headquarters at RCAF Station St. Hubert, Que., early next month.

### Pearson Plane Flew 30,000 Miles—16 Countries

OTTAWA—The RCAF's big, silver C-5, with the Pearson party aboard, came into Uplands recently in the same way it had left Rockcliffe just 45 days before, with the Red Ensign snapping from its gleaming nose and Wing Commander Gordon Miller waving from an open flight deck window. At each landing and every take-off at all the airfields from here to Kuala Lumpur and back, Wing Commander Miller, the Commanding Officer of 412 Squadron, the Red Ensign had flown. In Berlin a Russian navigator and radio operator came aboard and plotted the course for Moscow, later directing the flight south across the USSR to Crimea. "The C-5 was the first non-Russian plane, they told us, to make such a trip," he recalled.

### Bonn Army Law Faces Delay in the Bundestag

BONN—A prominent member of the Bonn parliament questioned the wisdom of trying to enact West Germany's new "soldiers' law" before Christmas. The pending soldiers' law is one of four bills that form the backbone of the permanent military legislation required by the Adenauer regime for setting up the West German Army. The soldiers' law prescribes the rights and duties of the future West German military man. It is one of the keystones of the entire military legislation complex.

### RCAF Officers in New Posts

OTTAWA—W/C J. T. McCutcheon, 42, of Hudson, Que., presently serving as senior personnel staff officer at Air Transport Command Headquarters, Lachine, Que., has been named Officer Commanding No. 436 Transport Squadron, based at Dorval, Que. His post will be taken by W/C William C. Langstaff, 41, of Holloway, staff officer postings and careers at Air Materiel Command Headquarters, Rockcliffe.

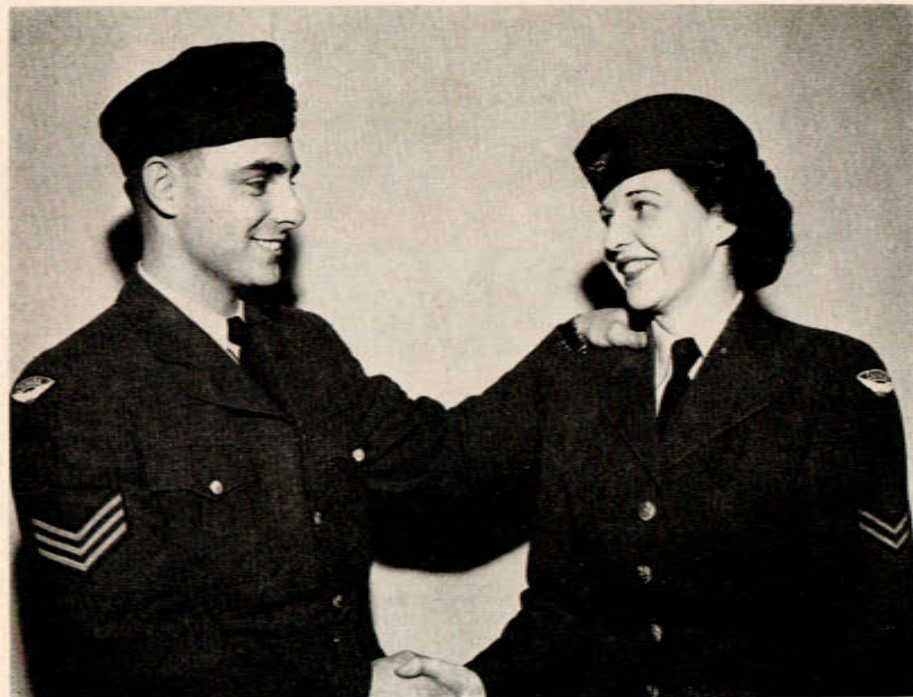
## AMERICAN BEAUTY

Night club entertainer Joanne Du Val of Miami Beach, Florida.



AP Wirephoto

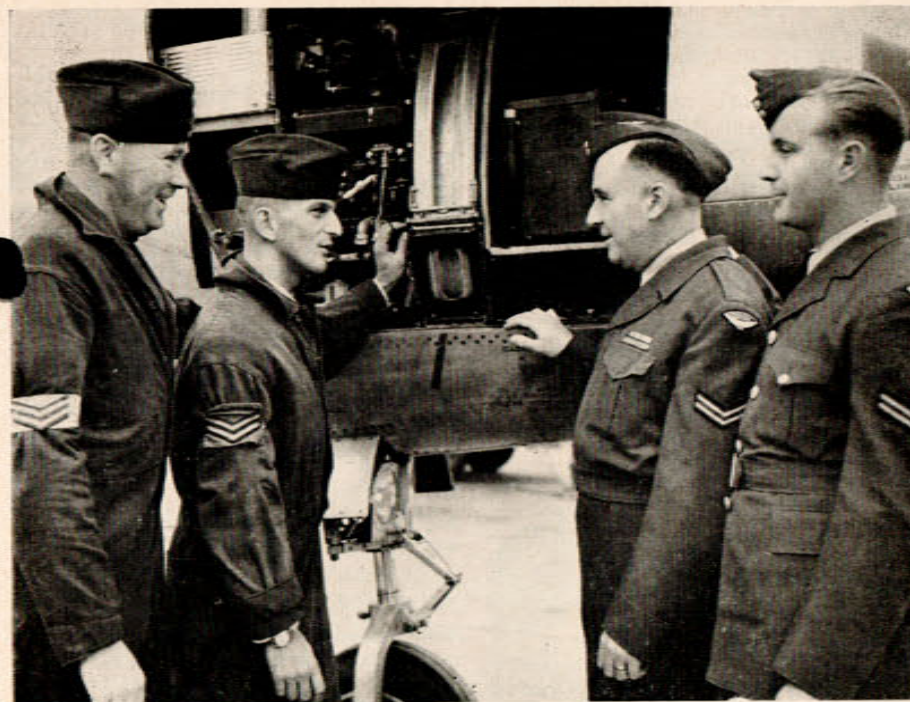
## "LIFE WITH THE RYDERS"



Sgt. Ryder was born in Fredericton, N.B., and attended McAdam High School, N.B. His mother, Mrs. J. V. Ryder, resides in Verdun, Quebec.

Cpl. Ryder, daughter of Mr. and Mrs. Roderick Forsythe of Abbotsford, B.C., was born in Foam Lake, Saskatchewan, and was educated at Phillip Sheffield High School, Abbotsford.

A husband and wife team serving with the RCAF Air Defence Command Headquarters at St. Hubert, Quebec, were recently promoted to sergeant and corporal on the same day. Shown congratulating each other are Corporal George Ryder, 25, of McAdam, N.B., who was raised to the rank of sergeant, and his wife Marjorie, 25, of Abbotsford, B.C., who was promoted to corporal. The Ryders, who are Fighter Control Operators at the Combat Operations Centre in St. Hubert, were married in June of this year. They first met while serving at a radar unit in Eastern Canada and were subsequently transferred to their present posts. The sergeant has been in the RCAF since October, 1948; the corporal joined in July, 1952. The couple reside in Ville Lemoyne, a suburb of Montreal.



National Defence Photo

### WINNIPEG AIRMEN PROMOTED

Three of four Manitoba airmen recently promoted to the rank of Corporal are from the City of Winnipeg. Shown here beside the nose of a T33 jet trainer with Corporal J. R. MacDonald (extreme left), son of Mr. John Angus MacDonald, 10 Hillcrest Avenue, Flin Flon, are Winnipeg Corporals S. Lozanski, son of Mrs. M. Lozanski, 192 Aubrey Street, J. W. Trelevan, son of Mrs. M. Trelevan, 316 Johnson Avenue, and D. J. Snell, son of Mr. H. L. Snell, Lot 57, River Road, St. Andrews P.O.

### Runs 17-Ton Jet Plane Into Barrier at 100 MPH—Nylon and Chains

OTTAWA—The RCAF made its 10th test of a safety barrier designed to halt jet planes which threaten to overshoot the runway when brakes fail or power is lost on take-off. F/L Bill Lawler, 27, of Lindsay, ran a 17-ton jet interceptor into the barrier at about 100 miles an hour. The plane apparently was not damaged at all. The RCAF is particularly interested in development of the barrier because CF-100 squadrons must operate in Canada under winter conditions. Snow and ice on runways trickier than usual.

### Arabs and West Vying for Tunisia

TUNIS—Tunisia has become the site of a struggle between the Moslem and Western worlds. At stake is peaceful co-operation between Tunisia and France, thus far expressed in conventions conferring internal autonomy. For many Tunisians, their country's progress toward democracy also may be won or lost.

### Canadian Gets R.A.F. Post

LONDON — A Canadian pilot has been appointed to a top post with the RAF Fighter Command. Group Capt. Peter Geoffrey St. George O'Brien, 38, who left the University of Toronto in 1936 to join the RAF, has been named to the air staff at Fighter Command headquarters.

### Broadcast Big Game to Europe

OTTAWA—Play-by-play account of the recent Grey Cup final between the defending champion Edmonton Eskimos and Montreal Alouettes at Vancouver was short-waved to Canadian servicemen in Europe. The Army said it was the first time a major Canadian sports event has been broadcast direct to Europe. The program was beamed from Canada's east coast on two wave lengths, and was heard in Europe starting at 9 p.m. GMT. Tape recordings of the football game will be flown to the Far East for Canadian troops stationed in Korea and Indochina.

## STATION CHRISTENING



S. Beaudoin

A late-arrival pic of the August 14th christening of Athenia Ann Thompson, baby daughter of Cpl. and Mrs. T. R. Thompson at RCAF Station, Winnipeg. Left to right: F.S. E. W. Allan, Mrs. G. Guard, LAC Guard, Cpl. and Mrs. T. R. Thompson, LAC and Mrs. H. Christensen (god parents), and in the foreground F/L Harold Cox, Protestant Chaplain.

### LeMay, SAC Commander, Is Legend in Own Lifetime

MONTREAL — Gen. Curtis LeMay, the implacable perfectionist, who bosses the U.S. Strategic Air Command, has yet to reach the half-century mark in years—but in legend he is already old. It is, in fact, a very difficult task to separate LeMay the airman, from LeMay the legend, so intertwined have the two become. But one thing is certain: should war come tomorrow our survival would rest squarely on the shoulders of this stocky, heavy-jowled man, who doesn't smile easily.

### TRENTON WINS AIR COMMODORE BROWN TROPHY

Flight Sergeant J. E. Samain (left), son of Mr. and Mrs. J. E. Samain of Belleville, Ontario, and Corporal Gordie Dyer (right), son of Mr. and Mrs. Arthur E. Dyer, 97 Owen Street, Barrie, catcher and pitcher respectively for the 1955 RCAF Trenton Softball Team admire the Air Commodore Brown Trophy, emblematic of the Softball championship in the RCAF's Training Command. After winning the Eastern Division by defeating St. Johns, P.Q., Camp Borden, and Centralia, in sudden death games, the Trenton team journeyed to Winnipeg and eliminated the Western Champs from RCAF Station Winnipeg in the first two games in a best two-out-of-three series.

Gordie Dyer, who pitched softball for Camp Borden in 1952 is well known in the Barrie and District softball circles.



National Defence Photo



Universal-International

**SEASON'S GREETINGS  
TO OUR LADY READERS  
FROM TONY CURTIS**

**Eagles Brighten New RCAF Tie**

OTTAWA — Off-duty airmen and officers of the RCAF's European Command are sporting a colorful new service tie. It is dark blue, bears a design of eagles in combat, and has been officially adopted by the RCAF's No. 1 Air Division in Europe. The design was copied from a trophy competed for within the air division—the Lloyd Chadburn trophy for air firing proficiency, named for Wing Cmdr. Lloyd Chadburn, a wartime air ace.

**Armed Forces Face Shortage of Scientists**

VANCOUVER—Drastic shortage of scientists and engineers facing Canada and her armed forces was reported here by a specialist in guided missiles and a UBC professor. In Vancouver on a country-wide tour of universities to interest graduates in careers in the RCAF are W/C Donald A. MacLean, deputy director of armament at Air Force headquarters and a leading guided-missile expert, and S/L Russell E. Steer, RCAF physicist and signals specialist. W/C MacLean said the RCAF requires nearly 1,500 technical officers to keep the force abreast of atomic developments in the defence field.

**Aircrews Leaving Air Force**

OTTAWA — Lucrative flying jobs, paying as much as \$1,000 a month, are available to aircrew in civvy street. Officials have said that re-supply of the northern radar lines will provide plenty of work for Canadian airlines

for years to come. Air Force officers say they believe an increase in flying pay would go far toward solving the problem of keeping trained fliers in the RCAF. One said recently that it is ridiculous to spend \$65,000 to train a pilot and then let him go because he isn't given enough flying pay. He added that the RAF has already learned this lesson. Last May, the Defence Department said in a Commons return that the RCAF fell short of its aircrew needs. The Air Force requirement in 1954 was "somewhat in excess of 900" and actual enrolment was 885. During the year, 409 officers qualified as aircrew—all aircrew except flight engineers are commissioned—and 151 left the Air Force.

**Seagull Single Casualty in Jet Pilots' Record Year**

MONTREAL—With winter and bad flying weather closing in, a group of airmen at St. Hubert are heading for leave in their homes across the country after quietly writing another proud chapter in Canadian aviation history. They are the men of No. 1 Overseas Ferry Unit which has just finished its second year of operation, delivering more than 500 jet aircraft to Europe without a single fatal accident. In the unit's log are set down the figures of a record delivery of a mass flight of jets across the North Atlantic. The flight landed at No. 4 Fighter Wing in Solingen, Germany, 45 hours after leaving St. Hubert—a time not equalled by either the RAF or the U.S. Air Force.



Newsman Ted Snyder interviewing an RAF Canberra pilot appears to be enjoying his close up view of a genuine squadron-type moustache.

**Wing Cmdr. Carr Pleased With Recruits**

ST. JOHN'S, Nfld.—The highest ranking Newfoundland officer in the RCAF, Wing Cmdr. W. K. Carr, of Grand Bank, told The Telegram that he is very pleased with the numbers and quality of RCAF recruits from this province. "But we still need recruits, especially women," he continued. "Women are often scared that once in the Air Force they will be assigned to menial tasks. That is not so." The wing commander has been visiting St. John's in connection with his duties as Assistant Director of Personnel Manning at Air Force Headquarters in Ottawa, and he announced he was "very pleased" with the work that is being done by the St. John's recruiting unit.

**Navigators Prove Among Most Important Personnel to NATO Air Defence Plans**

WINNIPEG — "This is a calculating age," an Air Force officer said, "and we need more calculators." He was explaining the role of a little-heralded group of airmen who are proving as vital to NATO air defences as the jet fighter and bomber pilot. The navigator is a key man in the network of post-war defences—whether for aerial interception, long-distance transportation or bombing. In daylight or darkness, his interpretation of the various blips and dots lighting up a complicated radarscope must be errorless.

**MISTLETOE AND BLISTERED HEELS**

(Continued from page 5)

uniforms appeared, and the luckless shopper still recalls the Christmas season, made everlasting memorable for him by an appearance in court on a charge of assault.

The family unit on a shopping tour is a touching scene. Mother is usually guiding a four or five-year-old by the hand while father is carrying the two-year-old baby. Father puts the baby down now and then to rest a numb arm and with resolute, bow-legged step and outstretched hand the little form toddles for the costly crystal or the table lamps. Warily father resumes his role, for it's easier than chasing and arriving, perhaps, a little too late. This is Christmas shopping in its most trying form. Baby sitters at presidents' salaries are cheaper.

Now move on to another member of the shopping throng. This gentleman is one of those who, for some reason, just can't complete his list without a visit to the lingerie counter. From yards away you can sense his discomfort. To increase the discomfort, provided he's more or less alone at the counter, go up to a spot about three or four feet to one side and just a little behind him. Stand there motionless with your hands in your pockets, put a half silly grin on your face, and look back and forth from his eyes to the bit of lace under consideration. If you are of the female sex it won't be much sport, for your shopper will vanish in a gurgle of embarrassed mumbling before you're really started.

Yes, there's hardly any limit to the variety of this shopping parade. There are spendthrifts and bargain hunters, crowdiers and retreaters (poor souls), mean ones and kind ones, and collectively they make up one of the most determined armies on the earth. Perhaps the most outstanding characteristic, since it is common to all, is the fundamental spirit. Outwardly the battle cry may appear to be Panic in the streets, but in the hearts it is Peace on Earth.



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# CLAIMS

By F/L L. W. F. BEASLEIGH

IF ever you have moved from one place to another in the RCAF you have been issued with an A42. This is a form which can make a strong man break down and weep or reduce a financial wizard to bewildered confusion. However, we should all be familiar with it; so, for those who enjoy but a nodding acquaintance with this complicated bit of paper, here's how it works.

Basically the A42 is a form ordering you to go somewhere and is designed to make sure that you will never get back what it cost you to go there. This form is divided into 14 blocks, each identified by a letter, starting—surprisingly enough—with a letter "A." This high standard of organization tends to lull you into a false sense of security and to impress you with the importance of the document.

Now, here's what you do. If you are ordered to proceed to another unit on posting, transfer or TD, you first find a clerk who will admit that he is responsible for raising your A42. This he does in two copies, leaving the carbon paper in to make sure that no one will ever be able to read the duplicate. Block A tells you who you are, where you're at, where you're going, why, and who says you are. In block "B" the clerk puts something like this: 20 Oct 55 WINNIPEG B078433 CC PEt Wpg SKTN/LTBO/WSKTN WPG CNR.

## NO MEALS ISSUED

After even the most sustained and profound contemplation of this mess only one clear fact emerges—

they obviously expect you to go hungry until you reach your destination. The stuff you can't understand is a secret code to ensure that you won't find out, until you reach the depot, if you have a berth or whether you will spend the night in the baggage car with a crate of Plymouth Rocks. When you get off the train you should turn your attention to Block E. This deals with "Public Facilities Not Available." In theory this is the essence of simplicity, all you need to do is list the facilities not provided, and claim for them. But here's what really happens. You arrive in a strange town in the middle of the night (in the Service one always arrives in the middle of the night) and, after using all your nickels, you eventually get through to the OO and ask for transport. After several minutes of hysterical laughter he tells you to take a taxi and that he will sign your claim in the morning. Next day you discover that last night's OO has gone on leave or course and the new OO swears that the station is loaded with transport and refuses to sign your claim.

Troubles, dear reader? Have patience, it gets worse. We'll skip a couple of unimportant blocks to deal with "J." This is where you list times and dates of arrivals and departures; it is a cunning device to catch you making a buck, because all claims clerks know the railway time-tables better than the rail companies themselves. It also serves to prevent you dropping in on an old friend and claiming \$8.50

a day to finance the party. When you have filled in the times and dates you try to figure out the meals and gratuities you are entitled to. But don't try to beat it because you can't win. If you travelled a week on one meal and cheated the porter out of his gratuities you couldn't break even on this one. So, you put down whatever you think is fair, secure in the knowledge that the claims clerk will cut it by 25% on general principle. If you can prove beyond a shadow of a doubt that you have been sent to a place unable to provide rations and quarters you may claim \$7 or \$8.50 a day. But you'll never make anything on this because it will cost you \$10 a day to live.

Once you have completed these blocks you attend to blocks "K" and "J," then add them all up and put the final figures in block "M" on the line "Total Expenses and Allowances." Three lines below this come to "Less Advances." This refers to any monies you may have wheedled out of the PAO before you started the trip. You subtract the advance from the total amount claimed and, unless you are a great deal smarter than the writer, the answer is usually 25c. You sign the completed form and send it on its way through channels. All kinds of people have to swear that your itinerary was justified and your expenses legitimate before the claim reaches its final destination. Al-

(Continued on next page)

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though these good people duly swear and sign, no one in accounts will believe them and your claim is reduced.

Some three or four weeks after you submitted your claim you present yourself to the claims clerk. He hands you a tattered and torn claim literally covered with deletions, signatures and initials. You take this to the PAO, give him five bucks and the whole nasty affair is ended.

You can't win.

## FLIGHT SAFETY

(Continued from page 3)

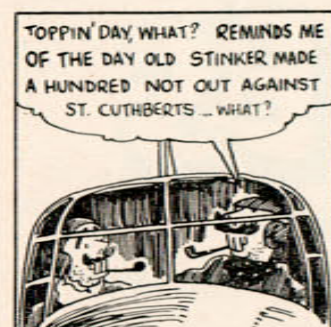
- I WILL NOT let false pride prevent me from turning back.
- I WILL practice safety at all times.
- I WILL obey the Golden rule.
- I WILL do my best to improve our aviation safety record by observing these rules.

Holiday Seasons are enjoyable—but could you enjoy your holiday knowing that you may have been partially responsible for someone else not being able to enjoy his? Have a happy holiday with a clear conscience.

To be safe, be vigilant!



FRIGHTFULLY GOOD SHOW! Awf'ly decent blokes... I mean ruggar and all that, you know *by Ozie*



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## JIVIN' WITH Jackson

### GREAT TRUMPET ARTISTS

If jazz fans and musicians the world over were polled to ascertain their six all-time trumpet favourites, there's an excellent chance the choices would read:

**Bunk Johnson, Louis Armstrong, Bix Beiderbecke, Bunny Berigan, Roy Eldridge and Dizzy Gillespie.**

**BUNK JOHNSON** was born in New Orleans in 1879, and he died 70 years later in the nearby city of New Iberia. Those years saw him play second cornet in the band of the legendary Buddy Bolden, help mould the style of Louis Armstrong, and, at 63, come out of obscurity for a five-year period in which he made more recordings and received more acclaim than had been his during the entire previous portion of his life. To the very end, Bunk's playing was a model of the best New Orleans trumpet style, with a warm, thrilling tone, and an economical, precise, on-the-beat attack.

**LOUIS ARMSTRONG** is probably the greatest jazz influence of all. Born in New Orleans in 1900, he learned the traditional trumpet style from Johnson, King Oliver, Manuel Perez and other founding fathers. But he infused the old style with something of his own, transmuting it into a way of playing that was to influence all musicians, trumpet players included, to follow. Though "swing" is usually thought of as a phenomenon born in the 'Thirties, Louis has been swinging all his life. In the 'Twenties, with the Oliver and Henderson bands, and later with dozens of studio recording groups, the Armstrong trumpet, voice and personality illumined every performance. There has always been a magic and a magnetism shining in Louis that captures his listeners on sight—and sound.

Born in Davenport, Iowa, in 1903, **LEON "BIX" BEIDERBECKE** died in the full flush of his career in 1931. Strongly influenced by the New Orleans pioneers, Bix soon became the central figure and dominant musician in a circle of young musicians, including Frank Trumbauer, Eddie Lang, Benny Goodman, Pee Wee Russell, Eddie Condon and other rising jazz stars. He made many recordings with his own groups and with the memorable Jean Goldkette orchestra. In 1927 he joined the high-riding Paul Whiteman band and became the leading spirit of a core of hot jazz men in the commercial band and the driving force in a series of historic recordings. With his clean, clarion tone, poetic style, and fiery, driving attack, Bix influenced a generation of trumpet men.

**BUNNY BERIGAN** was successor to Bix in the royal line of kingpin trumpet men. In addition to the Bixian emotion and drive, Berigan's style had a strong leavening of the New Orleans roughness and savagery, derived in all likelihood from his appreciation of Louis Armstrong. Berigan appeared on the musical scene in 1930; between then and his death in 1940, he played with every swing band of note, from

Hal Kemp to Benny Goodman. He will always be remembered for the moving beauty of his style, notable for inspired flights from the lowest to the highest notes on the horn, the low ones growled a la King Oliver, the highs pealed out with the bell tones of a Bix Beiderbecke.

**ROY ELDRIDGE** is the link between the traditionalist trumpet style formulated by his predecessors from Bunk to Bunny and the revolutionary new mode known as bop. Roy began with the Horace Henderson band in 1928 and followed with engagements with almost every important Negro band of the 'Thirties. He fronted his own band between 1936 and 1940, joined Gene Krupa in 1941, and left to reorganize his own outfit again. The heavy trumpet favourite of the 'Thirties, the peak area of small-band swing, Roy never actually played in the real bop style, but did offer an explosive, note-packed excitement on the trumpet that foreshadowed Dizzy Gillespie. As one well-known critic recently said: "There sure was an uproar in New York around that time, and Roy blew the loudest bugle."

(Continued on page 43)



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## 111 C. AND R. FLIGHT

By F/O NORM McMILLAN

111 C&R FLIGHT

Loon Straits, Man.,  
November 23, 1955.

Search and Rescue,  
R.C.A.F.

Dear Sirs:

I am writing to thank you for the great work you did in coming to my aid. I can't put it into words, nor can I thank you enough for your help.

By Saturday our food was running out, but we didn't want to ask for food. It seemed enough asking for the parts for the aircraft, however did we ever appreciate that food. . . .

I put the sump in Sunday night and started for home Monday morning. I came to Granite Quarry, but because I wasn't sure of the ice, I didn't land. However, I dropped a note to ask them to 'phone and let you know that I had arrived. . . . Please send me a bill for repairs and oil to my above address. Will return your parachutes on my first trip to Winnipeg.

May God bless you in your great work in the future.

Yours truly,

(Signed) GARFIELD MONKMAN.

In our work as a Search and Rescue unit we don't often get letters of thanks. Usually when we go out on a search, find lost aircraft, boats, people, etc., and drop supplies, our job is ended. We return to base and wait for the next search. Thus, when we receive a letter of appreciation from one we have helped we are doubly thankful: firstly, that we were able to find the persons and help them,

and, secondly, that they appreciated our efforts enough to spend a few minutes in writing and thanking us.

On 19th November, F/O Achron and crew were sent off on a search for a missing Fleet Canuck somewhere up the east side of Lake Winnipeg. F/O Mike Wright spotted tracks and F/O Achron flew over the spot and spotted two downed men. In the snow was a sign reading:

**DO NOT LAND HERE—ICE FIVE INCHES THICK**

F/O Achron dropped a streamer with a few sandwiches and some fruit juice that he had on board. Also in the streamer was a note asking them to tramp out in the snow their requirements. The tramped out answer was . . .

**NEED OIL SUMP—ALL O.K. THANKS!**

The following day F/L Chase flew over the spot and dropped the sump and several cans of oil.

The above letter was in appreciation of our efforts.

We will probably receive a few Christmas cards this month. This, I think, is the nicest one we will receive.

Merry Christmas to all our readers from the officers and men of 111 C&R Flight.

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# LIBRARY CORNER

By ROBERTA MAUNDERS

The Station Library is situated  
in the Drill Hall and is open to all  
personnel and their dependents.

Books may be taken out for a  
period of two weeks and then re-  
newed if necessary. The pocket  
books are not signed out on your  
card but may be taken out on an  
exchange basis.

Recent books in the Library in-  
clude:

### "The Dangerous Skies"

Air Commodore A. E. Clouston

In this autobiography Air Com-  
modore Clouston describes simply,  
yet vividly, the life of a test pilot  
and flyer of fortune in the pre-war  
days. He tells of record breaking  
flights to Australia and air races  
around the Cape of Good Hope.  
These exploits are a book in them-  
selves. It was Clouston who first  
tested aircraft against balloon bar-  
rages, flying his plane into sus-  
pended wires, which cut the wings  
into ribbons. The final test of the  
barrage was made against the Luft-  
waffe in the Second World War.

### "Shall We Join The Ladies"

Eric Nicol

A new book by a Canadian and  
also a humorist. Eric Nicol, a Van-  
couverite, is a former winner of the  
Stephen Leacock Medal; his earlier  
books included "Sense and Non-  
sense" and "The Roving I." The  
title piece of this book is but one

chapter of an amusing investiga-  
tion into such problems as "too  
many women musicians," "amateur

### LIBRARY HOURS

Monday to	
Thursday	1130 hrs. - 1300 hrs. 1400 hrs. - 2000 hrs.
Friday	0830 hrs. - 1300 hrs. 1400 hrs. - 1700 hrs.

"The Sixth of June"  
Lionel Shapiro  
A major novel of love and war,  
set against the background of Lon-  
don in the blitz and the D-day in-  
vasion.  
Canadian-born reporter Lionel  
Shapiro brings to his novel many  
of the epic events of World War II  
—the Canadian invasion of Dieppe,  
the campaign in North Africa, and  
the storming of the Normandy  
beaches; these are woven into the  
love story of three realistic people,  
who adhere to their principles  
through the strain and the chaos  
of war. This story will be under-  
stood by thousands of men and  
women whose lives were disrupted  
by the war.

### "The Sixth of June"

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A major novel of love and war,  
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stood by thousands of men and  
women whose lives were disrupted  
by the war.

### FICTION

Band of Angels.....R. P. Warren  
Bonjour Tristesse.....Francoise Sagan  
Confessions of Felix Krull,  
Confidence Man.....Thomas Mann  
Cash McCall.....Cameron Hawley  
The Far Country.....Nevil Shute  
The Genius and the  
Goddess.....Aldous Huxley  
In Quest of  
Splendour.....Roger Lemelin  
The Man In The Grey  
Flannel Suit.....Sloan Wilson  
Reader's Digest Condensed  
Books.....Autumn 1955  
H.M.S. Ulysses.....Alistair MacLean  
The Tontine.....Thomas Costain

### NON-FICTION

Cheshire V.C.....Russell Braddon  
Hiroshima Diary.....M. Hachiya  
Jump For It.....Gerald Bowman  
Max Horton and The Western  
Approaches.....W. S. Chalmers  
Men From The Sea.....K. M. Wallinius  
The Sea Wolves.....Wolfgang Frank  
The Struggle for The  
Border.....Bruce Hutchison

### MYSTERY

Destinations.....Georges Simenon  
Scales of Justice.....Ngaia Marsh

### HUMOUR

Fasten Your  
Lapstraps.....Geoffrey Williams

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frigidaire and a beautiful four burner propane gas stove with auto-  
matic oven. You also get a good sized bathroom including shower,  
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## CINEMA

CARTOON BY CONNOLLY

December 29  
WHERE THE SIDEWALK ENDS (A)  
Dana Andrews Gene Tierney

December 31  
Children's Matinee

January 1  
NIGHT OF THE HUNTER (A)  
Robert Mitchum Shelley Winters

January 2  
SOUTH-WEST PASSAGE (A)  
Rod Cameron Joanne Dru

January 3  
BOB MATHAIS STORY (G)  
Bob Mathais

January 4  
ENCHANTED COTTAGE (G)  
Dorothy McGuire Robert Young

January 5  
RETURN FROM THE SEA (G)  
John Stirling Neville Brand

January 7  
ABBOTT AND COSTELLO MEET THE MUMMIES (G)  
Children's Matinee

January 8  
MARTY (A)  
Ernest Borgnine Betsy Blair

January 9  
FEMALE ON THE BEACH (A)  
Joan Crawford Jeff Chandler

January 10  
UNCONQUERED (A)  
Gary Cooper Paulette Goddard

January 11  
MR. BLANDINGS BUILDS HIS DREAM HOUSE (G)  
Cary Grant Myrna Loy

January 12  
THE MAZE (A)  
Richard Carlson Veronica Hurst

January 13  
EVERY GIRL SHOULD BE MARRIED (G)  
Cary Grant Betsy Drake

January 14  
Children's Matinee

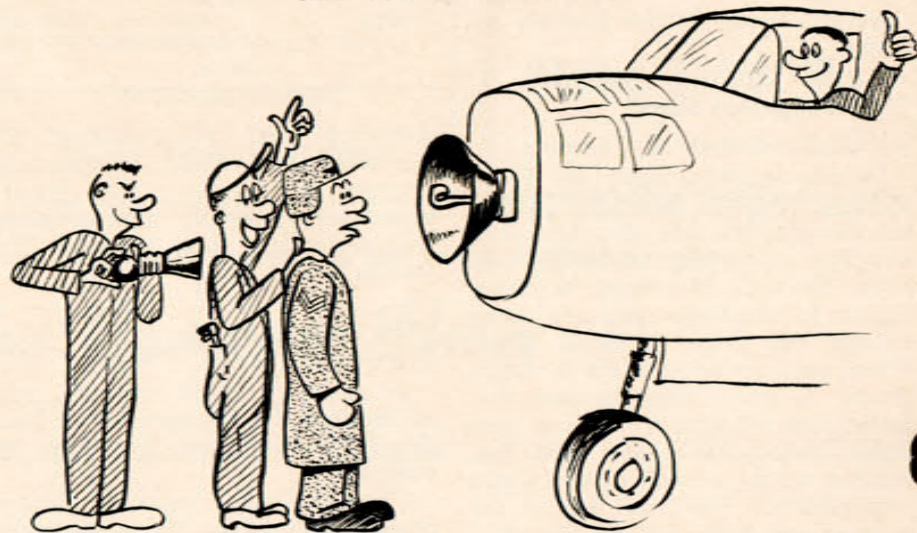
January 15  
TO CATCH A THIEF (G)  
Cary Grant Grace Kelly

January 16  
FOXFIRE (A)  
Jane Russell Jeff Chandler

January 17  
ARROW IN THE DUST (G)  
Sterling Hayden Colleen Gray

January 18  
PRIZE OF GOLD (A)  
Mai Zetterling Richard Widmark

January 19  
SPANISH MAIN (A)  
Maureen O'Hara Paul Henreid



"HEY HANK, BLOW THE PILOT'S PASSING-HORN FOR CORPORAL FILSTRUP HERE FROM THE ACCOUNTS SECTION, TO SHOW HIM HOW IT WORKS"

### VOXAIR VIXEN

MERRY MAIDEN—Nan Leslie, star of Warner Bros. "Kings Row" telefilm, is our choice as Santa's cutest helper in making 1955 the Merriest Christmas.

Photo by Bert Six

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Voxair Vixen  
Nan Leslie  
Warner Bros.



## The Real Meaning of Christmas

By F/L Y. J. BOURGEOIS, R.C. Chaplain

SOON it will be Christmas. In millions of homes across the country families and kinsmen will sit down together, eat a little more than is good for them and make merry. There will be a slight, temporary, yet perceptible all-round rising of the temperature of human kindness.

What does it all mean? For a minority, Christmas is a religious commemoration, the highlight of the Christian year. For a majority, it is merely a feast and a holiday. The "Christian myth," that is how "clever" men refer to the body of Christian belief out of which the Christmas feast rises. But before we dismiss the "myth" there are certain historical facts which we should do well to remember.

The first is that on a specific day there was born in the manger of a poor inn in Judea a child called Jesus. He was not a statesman or a warrior. He was not a member of a conquering race; His years on earth were few and lived out in a poor, obscure, conquered province. As a matter of prosaic history, it is to celebrate this man's birth that we sit down to eat roast fowl and plum pudding. It takes, one might think, a good deal of explanation.

First of all, He proclaimed that He was the Son of God, and He succeeded, in the teeth of every opposition, ridicule and persecution, in communicating that belief to others.

What Jesus did caused men to worship what He was. For what He did created in those who were witnesses of it—and in those who came to learn of it only by hearsay—a conviction of what He was. The conviction was so intense that they regarded His existence on earth as infinitely the most important thing that had ever happened. Not only did they try to alter their own lives—to live, however unsuccessfully, as He had lived—but in many cases they deliberately elected to die as He died. This is not a myth; it is fully documented history. It happened, and nothing can alter the fact.

The whole meaning of Christmas, the miracle of Christ's birth, and death, is that once and once only in human history there was a being who so loved His fellowmen that His whole life was dedicated without the least alloy of self to the relief and service of all those who stood in need of them.

He left us two commandments: that we should love God—whose nature He revealed to us by His own—with all our being; and that we should love our neighbor as ourselves. However far we are from fulfilling either, we all of us, as a result of Christ's life, come at Christmas for a moment a little nearer to both.

## Put Christ Back Into Christmas

By F/L K. M. COLLISON, Protestant Chaplain

As you read this Christmas will be close at hand. One of two things will be happening to you. Either you will be worrying about last-minute shopping or you will be sitting back complacently with every name on your Christmas list checked off and the hustle and bustle of the last-minute shoppers does not worry you in the least.

In either case, have you stopped to consider how much you have done in your festal preparation to place Christ back into Christmas.

There is the true story concerning the campaign of a theological college to put Christ back into Christmas. The campaign included a street parade complete with floats to advertise the fact that if there hadn't been a Christ there would be no Christmas. Students in the parade were handing out pamphlets telling the Christmas story and one of the students heard a lady remark: "Don't tell me that the churches are trying to get into the act now."

There was one poor soul who did not know what Christmas was for, other than as a time for drinking parties and, in general, raising whoopee.

I recall also a greeting card I received one Christmas not too long ago. It was a picture of a tilted cocktail glass complete with cocktail. Above it were the words, "Merry Christmas." Knowing from whom it came I can say that the card well described the individual's thoughts about Christmas.

Now it is the duty of every Christian person to see that the world does not lose track of the true purpose of Christmas—to celebrate the birth of our Lord and Saviour Jesus Christ. It would be very easy in this latter half of the 20th century to let the commercial world usurp the Christmas season. It would be very easy for us to leave Christ out altogether and make the time a pagan celebration. And in many instances that is exactly what is happening.

"Christmas is a time for children!"

"I hope Aunt Sarah sends me a useful gift this year because I have sent her a good gift!"

"Let's have a party Christmas Eve because there is no rush to get to work on Christmas Day!"

All these seem to be the cry of the age. But they all miss the mark.

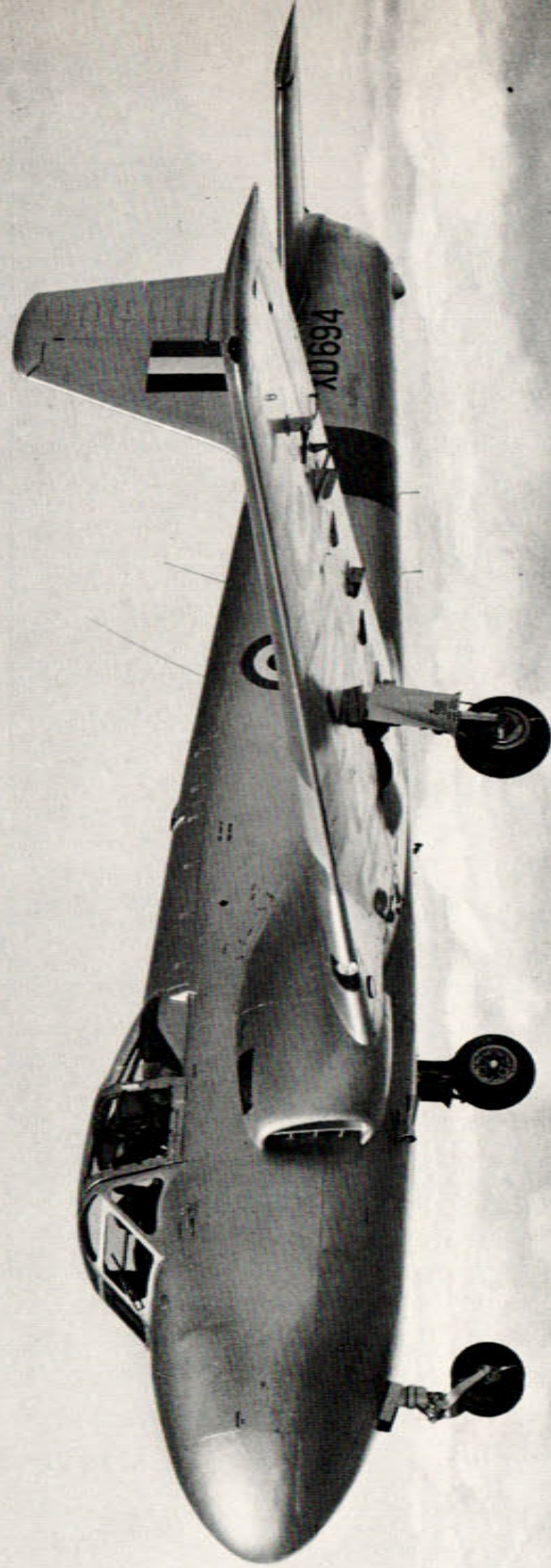
Yes, Christmas is a time for children, but it is also a time for parents. It is a time when parents and children together can go to Chapel to give thanks to Almighty God for the greatest gift of all time—the gift of His Son, through Whom our sins are forgiven. No, there is no rush on Christmas Day except to go to Chapel to pay tribute to God for the gift of the Prince of Peace.

A candle, a sprig of holly, a sprig of mistletoe have all become symbols of Christmas and are portrayed on the greeting cards we send; but it is just as easy to purchase cards portraying the true symbols of Christmas—a manger scene, the shepherds, the wise men.

Let us not then lose sight of the true meaning of Christmas. Let us this year and next and the next and always

place Christ back into Christmas.





**THE HUNTING PERCIVAL  
"JET PROVOST"**

Photo: Hunting Percival Aircraft Ltd., England.

Redesigned for the express purpose of training pilots from the very beginning of their flying career, this aircraft is intended to carry the pupil through the Elementary and Basic stages and to take over part of the Advanced Training.

The "Jet Provost," in which the instructor and pupil pilot are seated side-by-side, is powered by an Armstrong Siddeley Viper MK5 axial flow turboprop jet engine with a span of 35 ft. 5 in., length 31 ft. 6 in., and height of 10 ft. 2 in.

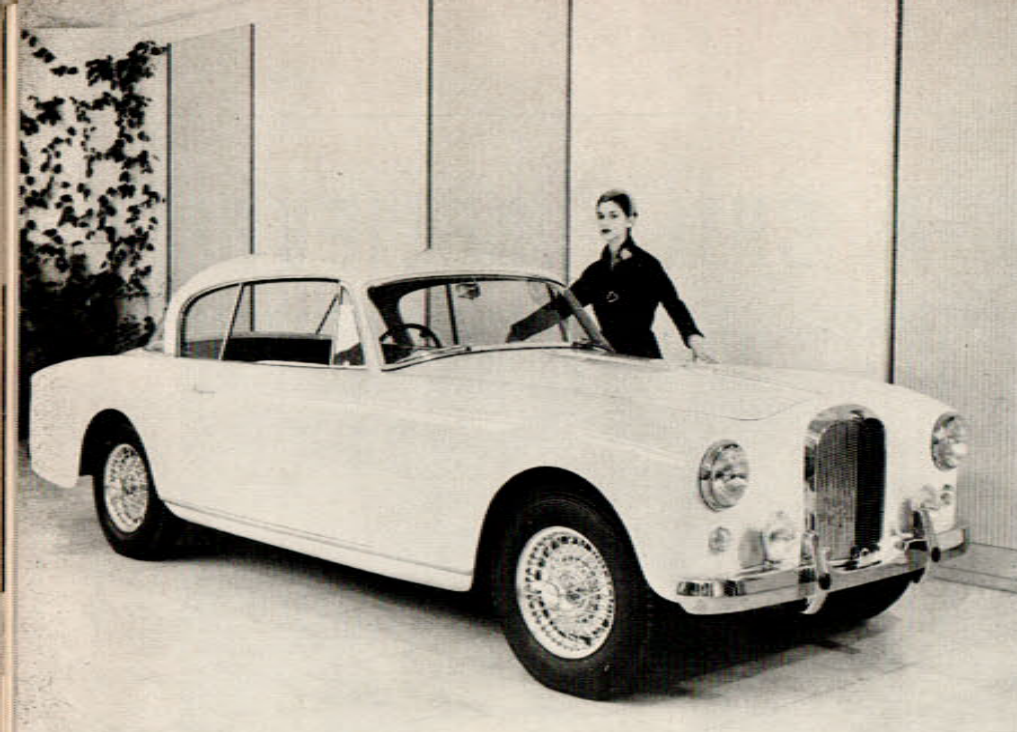


**AS A CHILD BELIEVES**



Christmas, brightest of all bright days in the lives of children . . . a day made memorable by a child, a day that children love. And because nobody believes as a child believes, may we who are no longer children get back once again the shining faith of childhood; that for this one day at least, we will see the world as a child sees it . . . big and kind . . . candy-good, and peaceful.

**DREWRY'S**



## SHOW PIECE OF THE YEAR

ALVIS 108/G

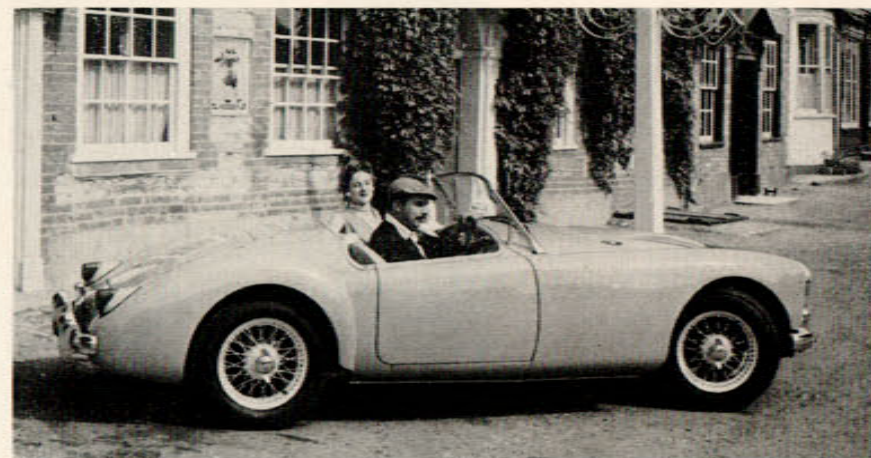
To my odd way of thinking, this Alvis 108/G with its Graber designed body is the most beautiful hunk of four-wheeled machinery ever put on the road since the day the horseless carriage first made its noisy appearance. Just look at the sheer beauty and simplicity of the lines, the epitome of the classic and modern blended in perfect taste by a master artist. Seating capacity is for six with a top speed of 107, all from an engine developing 104 b.h.p. The price is \$5,180, if bought in England by Service personnel.

## AUTOMOBILES

By PETER McLOUGHLIN

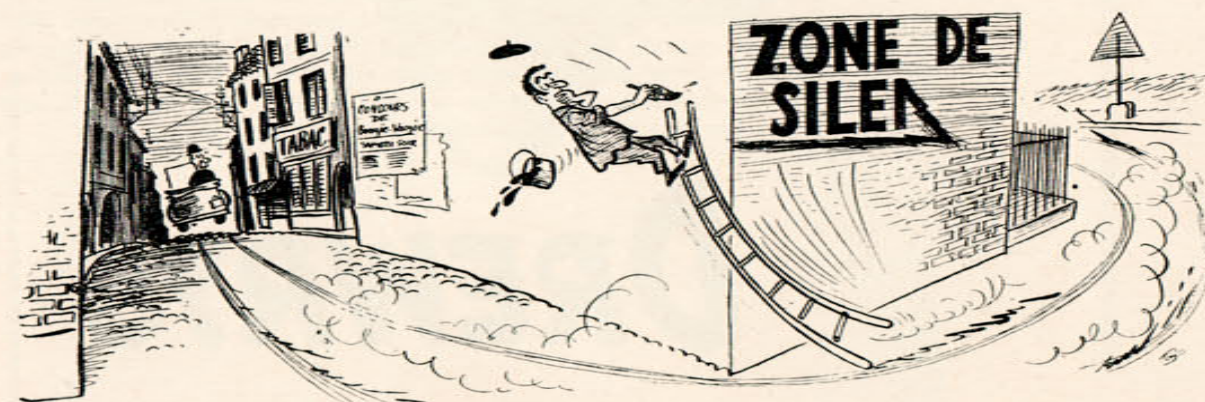
### RUMBLINGS

The price of the Continental Mark II in Canada is \$13,000 in case you are interested. British car prices look to be on the down-grade now, and about time. If you want the truth behind Mr. Ferguson's super-secret car as reported by the daily press read "News-week" for the week ending 3rd Dec. The Jaguar Co. tell us that so far it is too early to set a price for the 2.4 in Canada. I'm sorry to say that I have not been fatally stricken with admiration for the current crop of our over-chromed gin palaces. However, if persuaded I might withdraw some of that aversion if shown a Studebaker Golden Hawk. (See cut opposite page.)



Publicity Dept., Nuffield Organization

M.G.A.—With the recent reduction in price this little two-seater will be available, as shown here, for around \$2,500 in Winnipeg. The exterior finish is very nice and all the paneling fits to fine tolerance. The dash has been jazzed up to suit our tastes, a bit less quality on the door interiors, but the seats offer comfort and lots of room for both people. The trunk space is useful in spite of a protruding spare.



Courtesy "The Motor"

# Driving Impressions of the Rolls-Royce Silver Cloud and Bentley "S"

The purpose of the critic is to analyse objectively letting weaknesses fall where they may. That has been attempted in this case and appearances of failure are purely due to the meticulous care the design received in the hands of its creator, so the result—no faults.

From the time that I first saw the specifications it was obvious that Rolls now had the most universally attractive car they have yet put behind that famous radiator. In fact, sales demand is so great that production is lagging in the back-field. For the first time both the Bentley and Rolls-Royce of this series are identical, differing only in the radiator. The Rolls has now gained the same performance as its faster table mate. Prices are respectively \$12,500 and \$11,975 in Montreal for Rolls and Bentley "S."

The lines of the entire body approach perfection, fully streamlined yet retaining all the tradition and character of their names. It is well to remember that these cars exceed 105 m.p.h., weigh over 4,000 lbs. dry, and accelerate from 0-60 in 16 seconds, all on a six-cylinder engine (4,887 cc) developing less horsepower than a 1955 Chevrolet V-8! Proponents of massive horse-powers and critics of the 'old-fashioned'

Rolls-Royce please note.

No comment is needed on the exterior paint and chrome finish. The body is made mainly of 16 s.w.g. steel with light alloy doors, hood and trunk. Torsional rigidity of the new box chassis is 50% greater than the earlier models. Tyres are tubeless 8.20 x 15 and appear to lose air at the rate of a pound per 4,000 miles. The expensive-looking hub cap which formerly screwed into place has been enlarged to become one single press-on piece from rim to rim. As usual one-shot lubrication is standard. Lubrication of the rear elliptics is now self-contained and no attention is needed for 100,000 miles. Mechanically the chassis frame, engine, suspension, steering, brakes, and carburetors (twin bottom feeding S.U.'s) are new; unfortunately space doesn't permit lengthy elaborations.

### THE MOST ATTRACTIVE YET



Rolls-Royce Silver Cloud Four-Door Saloon

Rolls Royce Ltd.

### BENTLEY "S"

Samson Clark, London, England



The trunk of 18 cubic feet has a flat floor with the spare underneath, the battery in a compartment under the right side and a beautifully inlaid tool tray on the left. Seven fitted suitcases are available as an extra. In addition a 25-ft. trouble light is included in the rear. The gas cap cover releases electrically from the dash. Ground clearance is a clean eight inches.

The overall interior workmanship of these two cars is a great improvement over earlier postwar equivalents. The comfort has soared out of all recognition. The new dash treatment is restrained as normal, neat and complete, but the tachometer is now absent.

Driving the Bentley "S" is a revelation in itself for it is virtually the antithesis of what might be expected from so large a car. The steering is light (no power assisting needed), positive and free from wander. At speed and on most corners the resemblance is closer to a sports car, whereas town (Continued on next page)

### STUDEBAKER "GOLDEN HAWK"

(See next page)



**AUTOMOBILES**

(Continued from previous page)

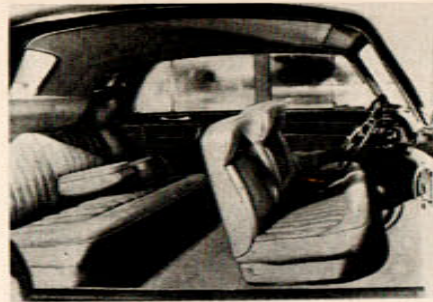
handling is as easy as an Austin. The partial secret no doubt lies in the weight distribution of 50-50. By nature I have an inherent dislike of automatic shifts as being corrupters and destroyers of the joy of driving, but in this particular case I've been forced to repent. The gearbox, though basically G.C., is a delight to handle and the driver is virtually able to select his four forward speeds at will without being forced to stay in any one. The result is a manual gearbox without the pedal.

I was most impressed with the acceleration, which is velvety smooth and quiet. The total absence of noise at speed is almost eerie. The body, surprising as it may seem, was not developed in a wind tunnel (Rolls-Royce don't like the things), but by eye! To have got such silence and smoothness of airflow in this way is near miraculous. The brakes are now free of the old lag after application and the shoes run at zero clearance. The same type of Rolls mechanical servo is still used and from what I see it is completely adequate.

As heating systems go I doubt it is necessary to ask for more than is supplied here, 49 switch positions to suit your whims! The system is so efficient that a warm engine will heat the interior from -15° to +72° in two minutes. My only adverse comment on the whole car lies with the air-conditioning intakes. Why have them right above the bumpers? In that position, despite elaborate dust and snow traps, they drink in copious quantities of carbon monoxide while sitting in traffic. (Please persuade your aged uncle to drive under those conditions if you wish to inherit the car quickly.) As an alternative, if they had been placed up underneath the windshield not only would that problem have been solved, but all the expensive ducting used would have been unnecessary.

As a sideline, should you be interested in such a minor item as economy, the car obliges pretty well with an overall consumption of 18.9 m.p.g. and a consumption of 20 at 65 and 16 at a constant 80.

The rear passenger's comfort is near perfect, as the seats cushion you from the head down to the knees. Even if you feel inclined to slouch to one side the seating continues around the corner to meet your desires. Mirror, cigar lighter and compact are housed in the rear mirror compartments. The back of each seat contains a folding writing or picnic table, beautifully made like the



rest of the woodwork on the car. I might add under the heading of comfort is included an eight-tube RCA radio.

As cars go these machines are the closest approach we have yet seen to perfection in the field of transportation on wheels. Rolls-Royce and Bentley deserve a well-earned bouquet for their foresight in fulfilling such a specification.

**THE GOLDEN HAWK**

(See cut on page 27)

The Golden Hawk, top model in Studebaker's special line of sports-type models, is the highest powered car in the low-priced class for 1956. It has a 275-horsepower 352-cubic inch V8 en-

gine, developing 380 foot pounds of torque at 2800 revolutions per minute. It has four-barrel carburetion and a compression ratio of 9.5-1. The 5-passenger model is 17 feet long, six feet wide, less than five feet high, in sharp contrast with Studebaker's new standard models which have moved to a big design. Three other sports-type cars round out the special line, first full line to be introduced by an American auto manufacturer: the Sky Hawk with a 210-horsepower V8 engine; Power Hawk with 170-horsepower V8; and the Flight Hawk with a 6-cylinder in-line economy engine of 101 horsepower. The Golden Hawk will have the Studebaker-Packard Ultramatic transmission as optional equipment, the other three models using the new Studebaker Flightomatic transmission. Instrument panel on the Golden Hawk will have a racecar-inspired dashboard panel which includes a tachometer and vacuum gauge. Equipment includes new safety-fin brakes which minimize fade after successive stops, 12-volt battery electrical system, full range of optional power equipment, noise deadening headlinings, and padded instrument panel. Special safety features include optional seat belts, tubeless tires, and safety door latches.



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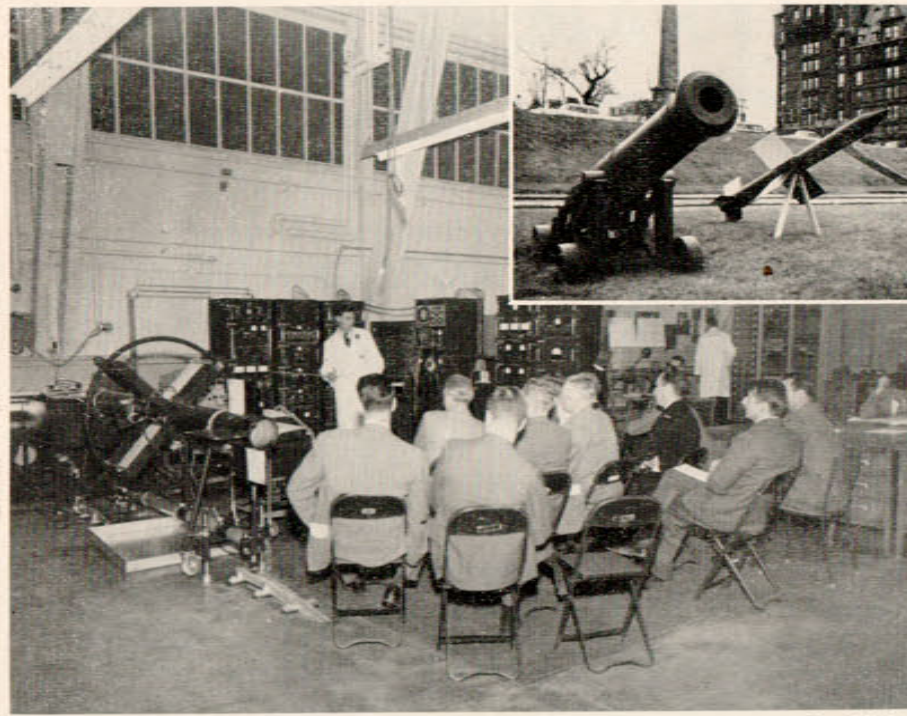


Piasecki Helicopter Corp.

### ACCEPTANCE OF FIRST H21B

New twenty-passenger H21B Work Horse helicopter is accepted for the Canadian government by Royal Canadian Air Force Squadron Leader, W. McQueg, from Don R. Berlin, President, Piasecki Helicopter Corporation.

The first of six on order, the H-21's will be used to construct and maintain the mid-Canada early warning radar outposts. Those participating in the acceptance ceremony before the helicopter departed for Canada were (left to right) LAC Thimot, RCAF; Flying Officer Roy Saunders; Cdr. Frank R. Bolles, the U.S. Navy's Bureau of Aeronautics representative at the Piasecki plant; Don R. Berlin, President of Piasecki; Squadron Leader W. McQueg and Cpl. Pagee, RCAF.



Canadair Ltd.

The "Velvet Glove" is tested under simulated flight conditions in the laboratories of Canadair Limited, Montreal, while officials of the Canadian government and senior officers of the nation's armed forces watch the operation of the electronic system. Seventy-five government and military men from Ottawa inspected Canadair's recently-expanded engineering, test and development facilities to inaugurate them officially.

## TECHNICAL NEWS

Edited by

S/L C. CHESHIRE

### "VELVET GLOVE" UNVEILED

A Canadian designed guided missile has been shown to the public for the first time with the appearance of a Canadair supersonic air-to-air guided missile test vehicle in the company's exhibit at the Air Industries and Transport Association's annual meeting.

The vehicle, on which test firings are continuing as part of the development programme, has been constructed for the RCAF and Canadian Armament and Development Establishment in pursuit of an experimental programme.

Originally designed by CARDE at Valcartier, Que., Canadair has worked jointly with the government agency on further development. Successfully ground-launched initially, the missiles had their first successful air-to-air firing last year from both Canadair F186 Sabre jets and Avro CF-100's. Further details are still classified by the Government.

Canadair's missile programme is conducted for the RCAF under design authority of CARDE and in cooperation with Canadian Westinghouse, A. V. Roe Canada Limited, De Havilland Aircraft of Canada, and Computing Devices of Canada.

**INSET: YESTERDAY AND TODAY**—Side by side, the weapons of yesterday and today to guard the continent are exhibited at Quebec City, on Dufferin Terrace, beside the Chateau Frontenac and looking down upon the great St. Lawrence River. On the left is a cannon of the early 1800's, emplaced there to defend the ancient capital of New France. On the right is a "Velvet Glove," an air-to-air guided missile test vehicle, which was designed originally by the Canadian Armament and Development Establishment at Valcartier, Que., and constructed by Canadair Limited. The obelisk in the background commemorates Wolfe and Montcalm, the British and French generals who, nearby, led the battle which resulted in the expulsion of France from North America.

## SABRE RECEIVES AREA RULE TREATMENT

Canada's interest in the new look, or area rule, configuration for high speed aircraft was revealed recently by Canadair Limited of Montreal, who have produced an experimental wasp waist F-86 Sabre for the RCAF and the National Aeronautical Establishment.

The nipped-in fuselage of the area rule configuration provides a way of reducing very greatly the sharp drag rise that occurs at transonic speeds. By pinching in the fuselage where the wings are attached, the cross section of the fuselage and wing together becomes the same as it would be for the streamlined fuselage only. This gives the least drag in the transonic range.

Originally developed in the United States, the area rule configuration was applied to the F-86 design by the NAE, under the direction of John H. Parkin, for the RCAF Technical Services' division under Air Vice Marshal M. M. Hendrick. Canadair was then asked to build the "new look" Sabre for experimental purposes.

Canadair's engineering division then took over the wasp waist project, also called variously the coke bottle and Marilyn Monroe. Detailed plans were drawn under the supervision of project engineer, while the Experimental Section made the parts and did the installation. Airworthiness tests were flown by Canadair's flight operations department, whose chief, W. S. Longhurst, said "it was easy to handle."

The experimental F-86 is now at Uplands Airport, near Ottawa, where it is being tested by the RCAF and NAE.

Photo of Marilyn Monroe by Ernest Backrach

## PERU BUYS CANBERRAS

Eight English Electric Canberra jet bombers have been ordered by Peru.

The order is for the Mark 8 version of the Canberra equipped for two roles—as a night intruder carrying four cannon and bombs, or as a high level bomber. This is the first overseas order for the Canberra Mark 8, which is already in production for the Royal Air Force.

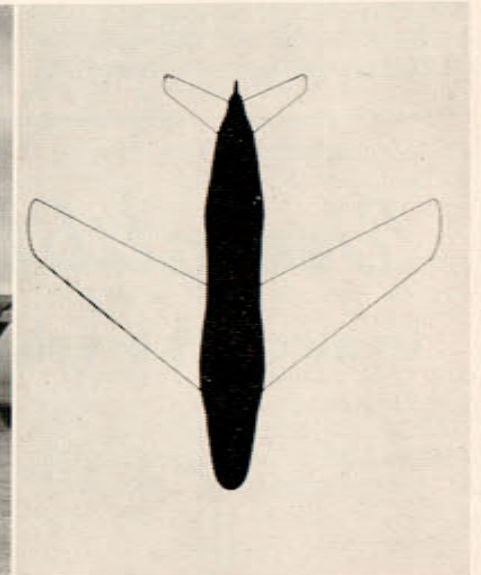
The Peruvian Canberras will be made by The English Electric Company, Limited, at Preston, Lancashire, and delivery will start in the spring. They will be fitted with

Marconi radio-compasses, a navigational aid used by the Canberra which in August this year flew from London to New York and back in 14 hours 21 minutes.

The Peruvian Air Force is the sixth air force to buy Canberras, and the third in South America. They are: The Royal Air Force; the Royal Australian Air Force, made under licence in Australia; the United States Air Force, made under licence in the U.S.A.; and the air forces of Venezuela and Ecuador.

Seventeen official world records are held by the Canberra.

### NEW CONFIGURATION FOR HIGH SPEED AIRCRAFT



## PROGRESS REPORT ON COMET

The consolidation of the Comet 4 capabilities now being made available in detail to world operators marks an appropriate occasion to present a report on the progress of the new Comet.

The Comet 4 performance figures are derived from the extensive flight trials of the Comet 3. Because of the aerodynamic similarity it has been possible to estimate within close limits the performance of the Comet 4 and thus make available to airline operators a great deal of information at a date which is unusually early for a new aircraft. Comparisons can now be made on a firm base. The figures draw attention to the large annual work capacity which very high speed confers upon the jet airliner of moderate size—that is to say, of a size which is not too large for flexible application to world routes of varying traffic density.

At a later stage the Comet 3 will be fitted with the Rolls-Royce R.A.29 engines, and in this form it

will be able to accomplish a large proportion of the flying required to obtain the Comet 4 Certificate of Airworthiness.

In parallel with the flight test programme, research and design based on the new knowledge have proceeded at Hatfield. In the course of this work some three thousand separate fatigue tests have been conducted on specimen assemblies incorporating fuselage panel joints, cut-outs and other features of the design. Concurrently some valuable wing-spar and wing-component testing has proceeded on the hundred-ton test rig at Hatfield.

The design work on the structure of the new Comet is now virtually complete. The aim has been to achieve a fatigue life well in excess of the commercial life of the aircraft. In order to be on the safe side it is necessary that test specimens should achieve an average fatigue life of at least six times the minimum life required of the aircraft. Thus, for a fatigue life of ten

years test specimens must achieve a life equivalent to at least sixty years.

In the case of the Comet the aim has been to ensure a life of ten years, at maximum utilization, with no cracks, and a further ten years during which cracks, if they were to appear, would remain small and harmless. The test programme so far completed on Comet components indicate that this criterion has been achieved.

The full scale fatigue tests on a Royal Air Force Transport Command version of the new Comet 2 are about to begin in a new water tank at Hatfield. Many features of the Comet 4 are incorporated in this specimen. A test piece of the Comet 4, consisting of the centre section and a portion of the fuselage, is to be placed in the tank with the Comet 2 so that the two specimens can be tested together; other full-scale fuselage sections of the Comet are about to be tested in the existing 30-foot tank at Hatfield.

## NEW INSTRUMENT GIVES INDICATION OF THRUST

New thrust-measuring instruments, which will give pilots of jet aeroplanes a ready index to the thrust being put out by the engines of their aeroplanes, have been developed to Boeing Airplane Company specifications by two sub-contractors and will be installed on Boeing B-52 heavy bombers now in production for the U.S. Air Force, the company announced recently.

Designed to increase efficiency of long-range bombers and jet transports and simplify long-range cruise control, the instruments are made by Minneapolis-Honeywell Regulator Co. and AiResearch Manufacturing Co. The instruments, called engine pressure ratio indicating systems, measure and indicate the ratio of engine turbine exhaust total pressure to engine inlet total pressure. This type of computation is similar to that performed by the Mach meters that measure aircraft speed in relation to the speed of sound by measuring the ratio of two pressures.

In using the pressure ratio indicators for cruise control, the pilot of a jet aeroplane needs only to keep the needle for each engine at the correct pressure ratio and maintain the correct airspeed once cruise has begun at approximately the correct altitude. For most efficient cruise, the jet aeroplane must gradually climb throughout its flight with the altitude at any particular moment depending on the aeroplane's gross weight. If the pilot does not begin his cruise pattern at the correct altitude for the aircraft's gross weight, maintaining a constant engine pressure ratio of

the correct value for cruise will tend gradually to bring the aeroplane to the most efficient climbing cruise pattern.

The instruments will also add safety to jet aeroplane take-offs by allowing the pilot to determine that sufficient thrust is available provided the outside air temperature is known. The exact thrust in pounds may be determined if the barometric pressure is also known, but normally the pilot requires only a comparative number, and not true thrust, according to Boeing powerplant engineers.

Need for a better system of determining jet engine thrust during flight arose with the advent of twin-spool jet engines such as the Pratt & Whitney J57s which power the Boeing B-52. On earlier type engines, the tachometer and tailpipe temperature instrument were used, in combination, to give an indication of the thrust of the engine. But on twin-spool engines, a very small variation in compressor speed, which is measured by a tachometer, results in a large variation in engine thrust in important power ranges.

This problem was recognized and the use of engine tailpipe exhaust pressure as a thrust measurement was recommended. However, this method has drawbacks in that the pilot must consult more charts and other instruments during cruise than with engine pressure ratio. Boeing engineers were not satisfied, and began looking for a better solution to the problem. They found that pressure ratio could be related

mathematically to both engine and aeroplane performance.

Mach meters were modified to indicate engine pressure ratio and installed on one of the prototype B-52s to be used during flight test programmes. In this way, the idea was proved to be sound before the problem of designing an instrument specifically for the purpose was presented to sub-contractors.

Both the Minneapolis-Honeywell and the AiResearch engine pressure-ratio indicating systems take the pressures at pitot head at the front of the engine and from a "pressure rake" in the engine's turbine exhaust. These pressures are transmitted through tubing to a "black box" where the ratio of one to the other is computed and transmitted to an indicator in the cockpit. One pressure-ratio indicating system is fitted to each engine.

Because the pressure-ratio signals are transmitted to the aeroplane cabin electrically, there is no possibility of contamination of the cabin air due to leakage in tubing to the pressure ratio indicators.

Design and manufacture of the prototype instruments required less than a year, a short time for development from scratch of a new instrument, according to Boeing engineers. However, development is continuing in order to improve the designs.

Prototype sets have been produced by both Minneapolis-Honeywell and AiResearch for installation in production B-52 bombers. Production instruments are on their way.

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By LAW MARGIE ESSEX

Christmas is upon us again and many of the airwomen will be proceeding on Annual and Christmas leave. Before you all have a chance to leave us, I'd like to wish you a Very Merry Christmas and a Happy New Year. The girls who are remaining on the Station have a lot of entertainment planned; so I'm sure that they will have a wonderful holiday, too.

LAW Helen Saucier can now claim to be the first person to sit directly on top of the Eiffel Tower—and I'm sure she'll tell you that it isn't the height that hurts!

The Airwomen are planning to hold a Christmas Pyjama Party during the month of December, organized by our new Entertainment Committee: LAW's Irma Cornwell, Audrey Righton, Vi Maher. Sorry, no outside invitations available!

Just in case there are a few personnel who are new on this Station, I'd like to give a little reminder about Open House in the Airwomen's Lounge. Every Friday and Saturday night our lounge is open from 2000 hrs. until 2359 hrs. Each airwoman is allowed to invite two guests, and everyone seems to have a nice time. There's a wonderful choice of records (brand new record-player), a piano—ready for a little sing-song, and just at the right time during the evening sandwiches are served with the compliments of our Mess Hall staff. So, how about dropping over sometime and letting us show off our Lounge to you?

Guess this is about all for this time; and in closing I'd like to say, for myself and all the Airwomen from RCAF Station Winnipeg,

Happy Holiday!

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# BITS and PIECES

By "BRIT"

This issue of VOXAIR is, by tradition and dateline, the Christmas issue. The majority of articles, stories, and advertisements will be slanted that way—serious, humorous, religious, as they may be. This column, deviating from the usual flippancy, will be about our Christmas.

Christmas is not entirely the Christian festival, the celebrations, the presents, the promotion list, nor the New Year's Eve party. It includes something of each, but mostly it is a time to count our growth; the setbacks, the triumphs, disappointments, satisfactions, all the facets of each day of the year that have left an impression on us. This growth, this maturing, is the real celebration of Christmas, and it is not of me alone, my work and character, but of our family. I have been fortunate in having a wife who helps and encourages, who silently bears the worst during bad moods and unselfishly rejoices in good fortune. I have a daughter who, by her exacting imitation and unreserved adoration, has renewed my resolution and strengthened my will during the moments of depression and despair to which we are all prone. Along with these two I have a new-born son, whose smile promises the fulfilment of the desire in every man to re-mold his own character in a better way, so that his son may be greater than he. We four, despite our idiosyncrosies, our individualism, share a common love for our family unit that will, we feel, overcome any difficulties in the path of that growth. Our greatest job is to be together; to express our gratitude for past help, to encourage present endeavours, to re-affirm faith in our future, and to show our love for each other. We have acquired most of the material necessities and some of the luxuries that "cannot be done without." We have the social position and the acceptable profession that are requisites for "success and happiness" in today's Canada, but these things are success to us only because they do not disrupt our unity. Our friends are our friends because they accept and like us as we are, and disregard my profession and my position in that profession as being the irrelevant conditions that they must be to any real friendship.

Our Christmas day will include Santa Claus because he represents goodness and happiness, and they will always be welcome in our home. Before our meal we will say Grace, as we do before every meal, because we believe in God. Our door will be open to those who come to wish a Merry Christmas, as it is always open to those who come in peace and goodwill. Our New Year will begin with complete forgiveness for our transgressors and with a sincere desire to curb our transgressions against others. And lastly, we will resolve to improve in every way.

This, then, is our Christmas. We hope it is yours also.

May God Bless You All.

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# GRADUATING CLASS 5416 (LR)



Back row, L to R: F/O G. A. Ionson (Course Director), A/P/O Jones, P/O Watkins, A/P/O D. R. Musk. Front Row, L to R: P/O D. G. Blundell, F/C R. S. Lee, P/O D. C. Kerr.

"All the Brothers Were Valiant"  
This log is a true account of the events which took place during a long-range voyable round one of Britain's more wild and rugged outposts.

NIL PERSPIRO AD OMNES  
(After, a long way after, H. Matties!)

## August 1st, 1955

Today the S.S. Steady Sandy weighed anchor and set sail on a dangerous mission into unknown waters, with myself, Captain G. A. Ionson, in command of a select and motley crew drawn from many parts of the Empire.

## September 1st, 1955

After a month in smooth seas, during which time an accurate course has been held, it seems as if we are in for some rough days. A heavy swell has risen and the sky is dark—possibly Nature's prelude to misfortune.

## October 1st, 1955

The heavens have opened and Thor is showing his wrath.

## November 1st, 1955

On this day of lashing wind, two esteemed members of the crew, Mike Ovenell and "Bean" Svendson, met their death. Whilst attempting to navigate by heavenly bodies, they were swept overboard by the howling gale. Twice they reached the lines we threw to them and twice they lost their grasp. At the third attempt both missed, and disappeared together, never to be seen again.

"ALL THE BROTHERS WERE VALIANT"

## November 5th, 1955

A dreadful accident has occurred, involving the loss of yet another member of the crew. The storm was raging fiercely, and Bob Smythe was at his post, steadfastly plotting in an attempt to find our track and position, when an exceedingly powerful roll of the

ship caused him to slip. He was, rest his *sole*, fatally stabbed with his own dividers.

"ALL THE BROTHERS WERE VALIANT"

## November 10th, 1955

Derek Blundell departed bravely on this day. Whilst clinging precariously to the rigging in the course of this duties, he was, oddly (NO COMMENTS, PLEASE) enough, cast into the sea by the winds and weather. A veteran sailor, he was always popular, and his loss is felt greatly by all.

"ALL THE BROTHERS WERE VALIANT"

## November 15th, 1955

The elements have finally found peace, and it should not be long before we reach home.

## November 18th, 1955

Thanks to the Powers that Be, we dropped anchor this evening for the last time on this voyage. Five of the crew and myself were the only survivors of our expedition. Let me now say a few words on the five who managed to stay with me to the end.

Although Sid Watkins was rarely seen on deck before the sun was high in the sky, he was always to be found hard at work in his cabin when the stars were twinkling, entertaining his closer friends with innumerable cups of tea, and lengthy accounts on the merits of lump sugar as opposed to the ordinary kind.

I had difficulty at week-ends in locating Robert Lee who insisted on

(Continued on page 42)

# ATTENTION!



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# JUST FOR TODAY

Just for Today I will try to live through this day only and not tackle my whole life problem at once. I can do something for twelve hours that would appal me if I felt I had to keep it up for a lifetime.

Just for Today I will be happy. This assumes to be true what Abraham Lincoln said, "Most folks are as happy as they make up their minds to be."

Just for Today I will adjust myself to what is, and not try to adjust everything to my own desires. I will take my "luck" as it comes, and fit myself to it.

Just for Today I will try to strengthen my mind. I will study. I will learn something useful. I will not be a mental loafer. I will read something that requires effort, thought and concentration.

Just for Today I will exercise my soul in three ways: I will do somebody a good turn, and not get found out; if anybody knows of it, it will not count. I will do at least two things I don't want to do—just for exercise. I will not show anyone that my feelings are hurt; they may be hurt, but today I will not show it.

Just for Today I will have a program. I may not follow it exactly, but I will have it. I will save myself from two pests: hurry and indecision.

Just for Today I will have a quiet half-hour all by myself, and relax. During this half-hour, some time, I will try to get a better perspective of my life.

Just for Today I will be unafraid. Especially I will not be afraid to enjoy what is beautiful, and to believe that as I give to the world, so the world will give to me.

Just for Today I will be agreeable. I will look as well as I can, dress becomingly, talk low, act courteously, criticize not one bit, not find fault with anything and not try to improve or regulate anybody except myself.

# SPORTS



The second game of the year pitted our arch-rivals, the Navy, against the Air Force at Olympic. Once again the score was lopsided in the Air Force favour. Final score 12-4. This was the Navy's first game, after only two practices, and did not give a fair appraisal of the Navy strength. Scoring for the Air Force was handled by Johnson, Kuman, King, Wallace, Dave and MacLean.

## BASKETBALL

The Station Basketball team opens its season against CJATC Rivers on November 11. Rivers are reputed to be very strong, and the Station team will have to rely on more than their reputation for a win.

The female edition of the basketball fraternity are also travelling to Rivers to play Rivers girls. Our

## REC. HALL RAMBLINGS

By WO2 STOCKDALE

## CURLING

Our Curling Club is going strong. Sixty rinks make for plenty of competition in 10 divisions of play, so that every level of skid is looked after.

The first outside bonspiel, to which the Station is sending two rinks, is being held at Penhold. To date, our entry has not been chosen but your reporter has been assured by F/O Langen, president of the club, that two strong rinks will represent Winnipeg.

club is steadily improving, and we look to an interesting game.

## INTER-SECTION SPORTS

Inter-section competition is going along strong. Due to heavy commitments in the Rec Centre, a schedule of Volleyball and Table Tennis is being inaugurated in the various hangars. The interest is high and the competition keen. Possibly the thought of making that nice long week-end trip to the East,

## HOCKEY

G/C Jacobsen, our genial CO, assisted in the opening of the Inter-Service Hockey League at Olympic Arena, on Thursday evening, by dropping the first puck of a new season.

The Station Band, under the direction of Sgt. Rowe, added to the enjoyment of close to 150 airmen and airwomen with pre-game and between-period music.

The Station team totally submerged a fighting Army team, 14-3. The La Pointe line of La Pointe, Wallace and Scott picked up two goals apiece, as did Johnson and Jones. The remainder of the scoring was spread amongst Richtold, McPerson, King and Dowe.

This score, although indicative of the play of the evening, is something that can't and won't happen to this Army team again. They are expecting capable replacements from Germany in the very near future and will prove a very serious threat to the Air Force entry.

The airmen played good hockey, considering this was the first game of the year, and with a few games under their belts will be a club worthy of carrying the Air Force colours.



ON THE RUGGER FIELD

TOP: In the line out. "Jump for it."  
BOTTOM: Football Huddle? No, they call this a scrum.

for the Training Command championships, has added fuel to the fire. This year the Inter-section winners will represent the Station in the Command championships.

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In the Mixed Married league, Mrs. McNarry is showing the way, by holding both the High Gross with 817 and the High Single with 361.

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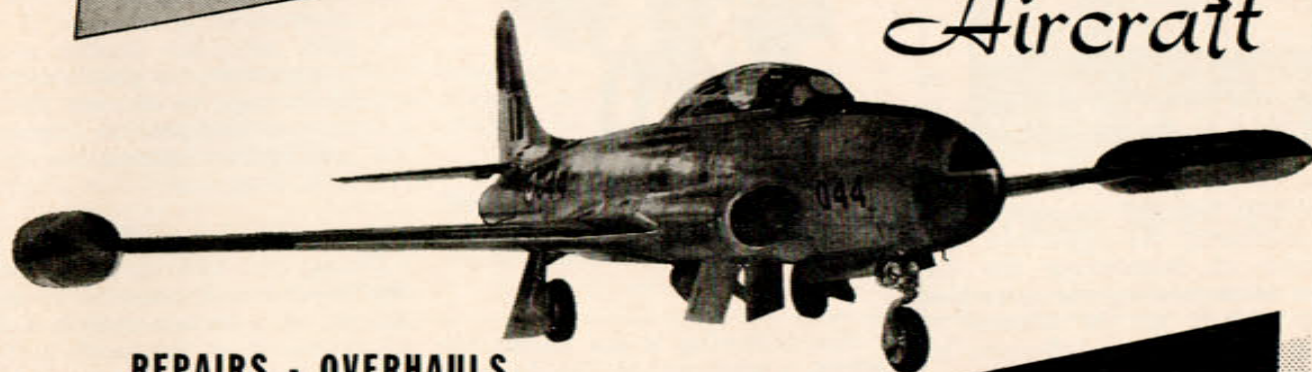
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5416 (LR)

(Continued from page 36)

disappearing to nearby islands and fraternising with the friendly natives. This man is the only remaining alien on board, and consequently always tended to stir up arguments among crew members. He proved an able navigator, however, despite the fact that his courses in the higher latitudes were somewhat devious.

David Kerr, who had survived the journey also, had lost much of his kit during the storm, including his most treasured and valued possession—his sextant, which had served him well. After repeatedly braving the wind and the weather (That man again!—Ed.) he managed to regain it. He served nobly in his interminable battle with the weevils and the rats in the ship's galley, but was beaten by the spare-ness of the spare ribs.

On several occasions I was forced with great misgivings to suspect David Musk of acquiring more than his share of the rum ration, especially as he was observed to be carrying a minute flask of orange at his belt. Once he created great consternation by stoking the boiler with old love letters, causing the crew to stagger on deck, suffering from the combined aromas of gorgonzola cheese and burning passion.

Christie Jones, our cabin-boy, was full of the romanticism of youth. Forever pining for his distant love, he seemed to derive great comfort from scaling the mast each morning, and uttering strange love-calls from the crow's-nest. He showed a great love of attiring himself in strange costumes, many of which he had bargained for from the natives.

(The writer of this log, Captain G. A. Ineson, who is suffering from the severe after effects of the voyage, and who struggled heroically to keep his crew together, is now recuperating in solitude, in one of North America's desolate outposts, reading the logs of lesser navigators. His problems with the crew, noted in his log, were numerous, but at no time did he lose control, retaining his paternal interest in their well-being to the end.—Ed.)

**ALL THE BROTHERS WERE  
VALIANT!!!**

JIVIN' WITH JACKSON

Great Trumpet Artists

(Continued from page 16)

One of the founding fathers of the bop movement, and the standout trumpet virtuoso of today, DIZZY GILLESPIE was born John Birks Gillespie in Chehaw, South Carolina, in 1917. Beginning in 1935, he was the "getoff" man for a number of the outstanding bands of the day—Teddy Hill's, Cab Calloway's, Duke Ellington's. On his early records he sounds much like Roy Eldridge; his intensely personal and revolutionary style began to take shape in the 'Forties, when he joined the first band to play in the new way—the Earl Hines band. He became musical director for Billy Eckstine's band, also cast in the new idiom. In association with other visionaries like Charlie Parker, Thelonius Monk and drummer Kenny Clarke, he began to evolve the style that pushed back the frontiers established half a century before in New Orleans. Today he has the admiration of virtually all jazz musicians regardless of school. In addition to his skills as horn man, composer and arranger, he is a very engaging showman, and never fails to stimulate his audiences.



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### PILOT'S NOTES 1918

(Continued from page 41)

tended to be practice for forced  
landings when the engine is not  
available.

#### FLYING ETIQUETTE

- (1) Do not allow an engine to be started if the tail of the machine is pointing into a shed or into the face of a pilot sitting in the next machine.
- (2) Do not try to induce the mechanics to remove the chocks while the engine is still delivering about 60 h.p. Sooner or later one chock will come out without the other, and the machine will swing round, behind the mechanic whose chock would not come out, and run into a shed.
- (3) Do not, when arriving at an aerodrome at 3000 feet, cut in under a pilot who has already begun to glide down from 4000. For all you know he may have lost his engine. The man who cuts his engine off first has the right of way.
- (4) When you are one of a crowd arriving at an aerodrome in strong wind do not taxi wild about the aerodrome. If the wind is so strong that it is humanly impossible to taxi straight, acquiesce in the facts and sit still until the mechanics come to guide you in.
- (5) If you are one of a crowd starting off from an aerodrome and everyone else is doing left-hand circuits in climbing, don't do right-hand circuits.



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