

Wingair



AN AIRFORCE NEWSMAGAZINE

MARCH 2, 1956

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IN THIS ISSUE

MEMBER COMMAND
R.C.A.F.
(Part 2)

Maurice Hardman
Forecasts . . .

"HOW IT WILL ALL
END"

Driving Impressions
of the
Volkswagen

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SELF SUPPORTING
SERVICE PUBLICATION



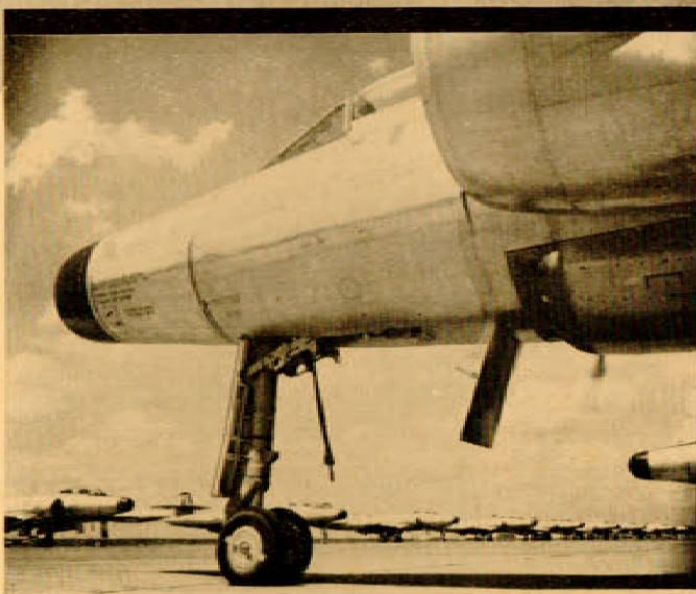
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VOXAIR is published every third Friday with the kind permission of:

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

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

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

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Authorized Second Class Matter P.O. Dept., Ottawa
Editorial and Advertising Offices: RCAF Station, Winnipeg, Manitoba. Telephone: 831311 Local 216
Printed by THE WALLINGFORD PRESS, 303 Kennedy St., Winnipeg 2, Man.

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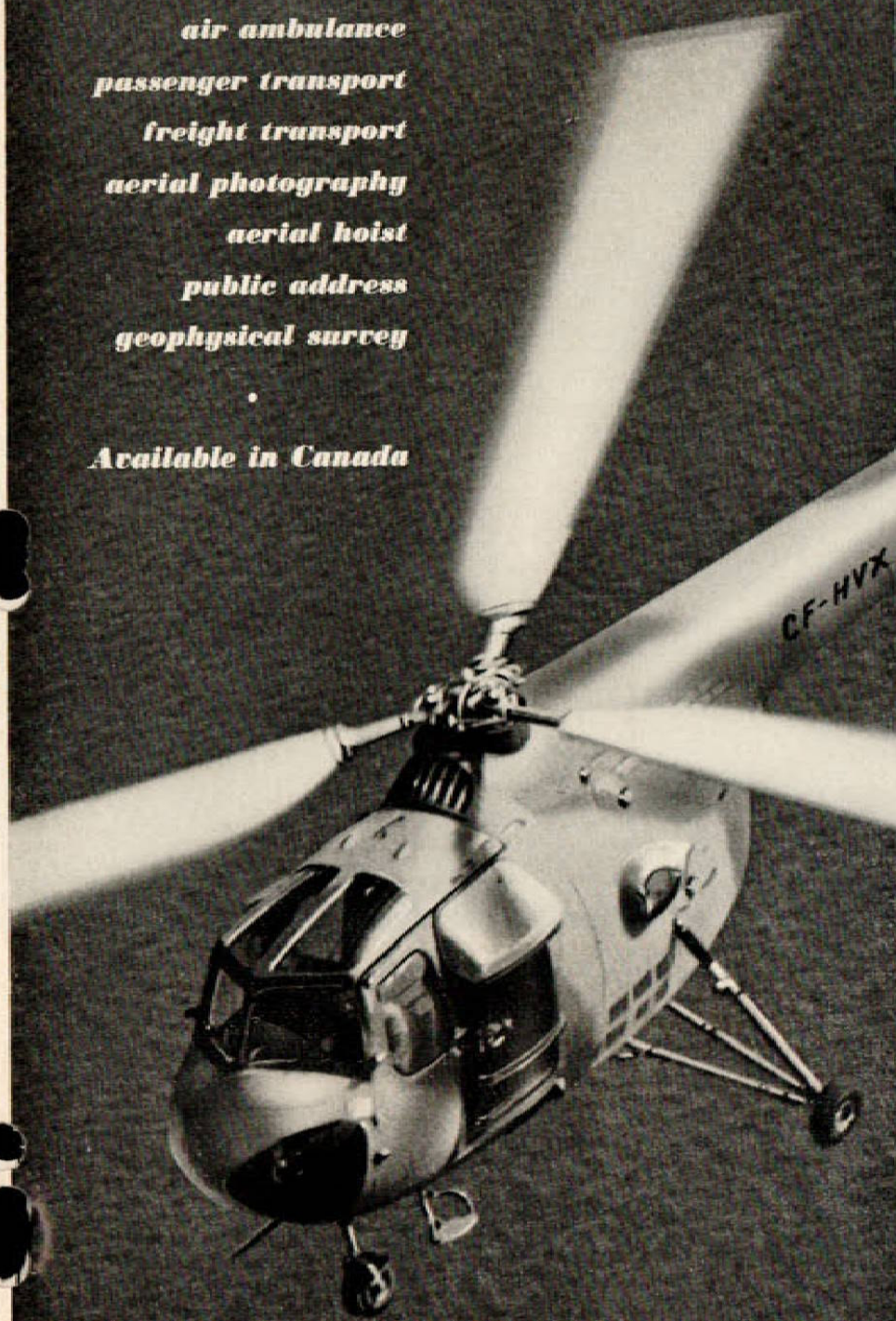
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FLIGHT SAFETY

By F/L A. MORTON

POSTER PARALYSIS

SIGNS, posters and slogans exhorting us to obey basic safety rules have become so commonplace in our everyday life that a grave danger exists of experiencing an epidemic of "Poster Paralysis" (e.g., a sign is seen so often that it is no longer read). We, as members of the vast aviation occupational field, are particularly vulnerable to this virulent disease. Our work usually is highly-specialized and technical in nature, and our safety responsibilities are threefold: to ourselves, to our co-workers, and to those upon whose patronage the aviation field depends for its very existence.

"Poster Paralysis" flourishes in an oppressing atmosphere of "Safety First," not to mention second, third, and last. A flood of safety signs, slogans, and publications often has a reverse effect upon the exhausted personnel, who cannot find time to read all the information so glibly presented for their benefit. As safety concerns us all personally, we must inoculate ourselves against this disease, which bids well to nullify the efforts of such organizations as the National Safety Council and the RCAF's own Directorate of Flight Safety.

In any occupational field, certain omnipresent dangers must always be guarded against. For instance, the danger to the eyesight of a grinder-operator is well known, and the inevitable "Wear Your Goggles" poster near each bench grinder is an accepted and valid safety aid. But the same poster needlessly placed on the wall of the "smoke-room" becomes tiresome and ineffective—indeed, the value of the poster by the grinder will also suffer from such unnecessary repetition. This consideration applies to all fields of human endeavour, yet as long as accidents are possible, safety aids are essential.

(Continued on page 29)

BOMBER COMMAND R.C.A.F.



Crew members, just back from hammering bomb installations in France, report for interrogation.

PART II

Crew briefing completed the Lancasters take off and join the bomber stream. Shortly after crossing the coast of Europe they pass into enemy-held territory.

METEOROLOGICAL BRIEFING

The "Met" officer is the usual Englishman nicknamed Cloudy Joe—a somewhat controversial figure on the operational station. At times he has to withstand considerable ridicule and is blamed for the weather, much as the peacetime weather man. He tells the crews what might be expected in the way of weather during the flight.

A cross section is drawn on a blackboard showing clouds and cloud heights from base, across the channel, over Europe and at the target. With the use of a projector barometric pressure lines are superimposed on a map of the continent, thus showing the positions of weather fronts that would have to be contended with during the trip. Icing conditions are discussed, cloud breaks are noted with their elevations so that crews may be able to make use of them, and wind velocities and directions considered. Just before an operation take-off, a Mosquito aircraft would report back from a "met sweep" over the proposed route as a check on the meteorological predictions.

NAVIGATION BRIEFING

Navigators and pilots are briefed on the track and turning points on various legs of the trip to and from the target. Each turning point is to be reached at a specific time. Courses to be flown are calculated from the wind speed and directions predicted by "Met." These of course will probably have to be changed later as wind variations are encountered en route. A rice paper flimsy containing essential navigation information is given each navigator. In the event of being shot down each navigator is expected to eat the flimsy to guard against information getting into enemy hands. All navigators and pilots synchronize watches at this time.

INTELLIGENCE BRIEFING

The senior intelligence officer discusses flak and searchlight concentrations. British intelligence could predict how many heavy, medium and light flak batteries could be expected at various towns en route. Crews are advised when to expect to encounter enemy fighters. Escape tactics in the event of being shot down are discussed.

BOMB AIMER'S BRIEFING

Bomb aimers are briefed separately on the details concerning the bombs being used, fuses, order in which bombs are to be dropped, and the setting up of the bomb-sight and its control panel. Large-scale pictures and photographs of the target are studied and memorized by the bomb aimers.

The bomb aimer's duties, apart from the actual bomb drop itself, consist of watching for enemy aircraft and dropping "window." Windowing is the release of metallic-covered strips of paper from the aircraft in bundles—one bundle every few minutes. This is done over enemy territory and is an aid in confusing the German radar screen. Each bundle opens up into a cluster of metallic strips, which give a "pip" on the German radar somewhat similar to that produced by an actual aircraft. This reduces the chances of an aircraft being singled out for flak treatment. When caught by radar-operated flak batteries, an aircraft could confuse the gunners by rapidly releasing a number of bundles of window.

WIRELESS OPERATOR'S BRIEFING

To prevent jamming by enemy radio the frequency used by Bomber Command is changed every few hours. These frequencies, plus those reserved for emergency use, as well as other secret data, are given to the wireless operator in a rice paper flimsy—to be disposed of in the same way as that of the navigator.

The briefing complete, crews go straight to their particular aircraft after first picking up parachutes and Mae Wests. Trucks carry the crews to the dispersal point. Last checks are made on aircraft equipment.

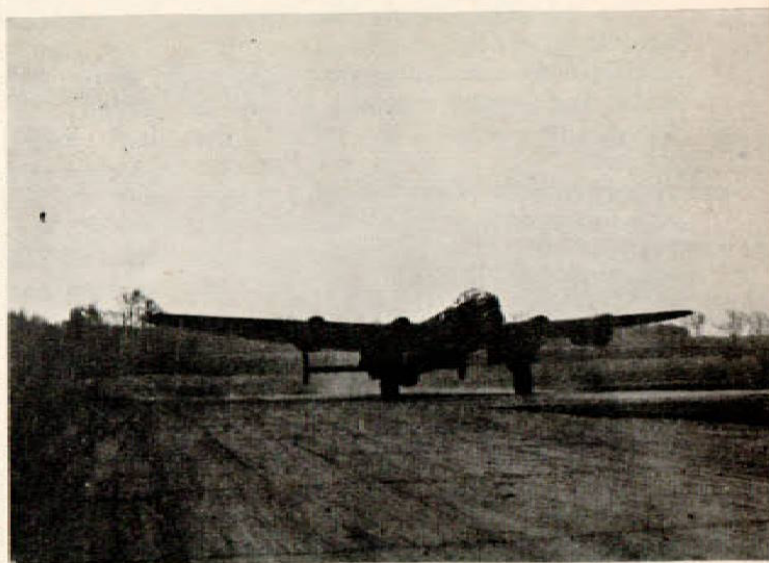
At this time the station padre and C.O. usually pay each aircraft a visit. The padre carries a supply of chewing gum, cigarettes and "wakey-wakey" pills for those who think they might need a stimulant. These latter are useful for gunners who may become overtired due to cramped positions and cold.

Ten minutes before take-off time crews take their positions in the aircraft. The intercom is checked with each man—pilot, engineer, bomb-aimer, navigators, wireless operator and two gunners. Engines are started and checked, radar equipment is also checked. Any unserviceability is indicated by releasing a red Very cartridge from the aircraft. This brings the ground crew service trucks to do last-minute repairs. If the aircraft is unserviceable, the crew takes over one of several spares always in readiness.

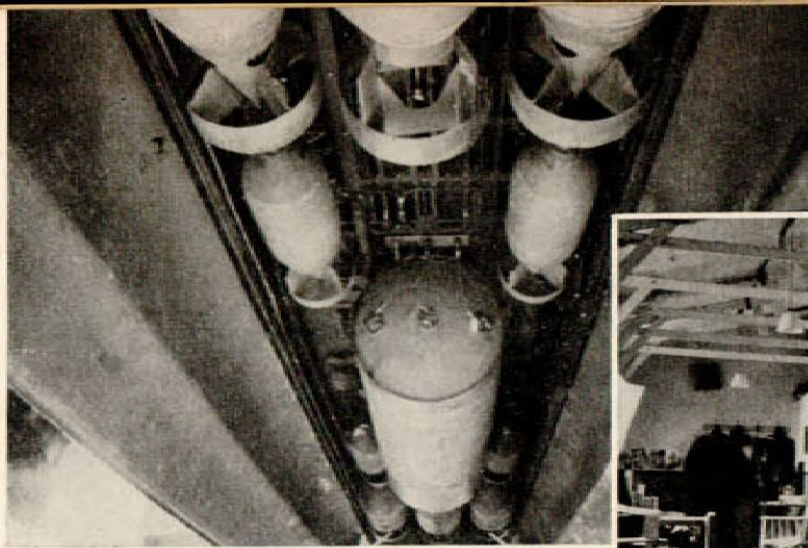
The aircraft, in this case Lancasters, are now taxiing around the outside perimeter track and approaching the down-wind end of the runway to be used. Individual aircraft move out of their dispersal points and into line for take-off positions. Since the trip will take approximately eight hours, the Lancasters are taking off in daylight but will be flying in darkness by the time they reach the French Coast.

On receiving a green light from the traffic control officer, the first Lancaster moves down the runway. Weighing up to thirty-three tons the aircraft gains speed slowly and after using up a mile of runway lifts into the air. This is the crucial moment of any take-off, even a momentary engine failure could cause trouble. As soon as the first Lancaster is clear of the runway the second in line takes off.

There is a complete radio silence maintained by both aircraft and
(Continued on next page)



Heavily laden Lancaster turning on to runway for take-off.



Lancaster bomb-bay with a 5 ton load of high explosive. Large bomb in centre is a 4,000 pound "cookie" or block-buster.

Officers' barrack hut.



aerodrome control tower—any transmission could be picked up by German listening posts. More than one raid ran into heavy going because of idle talk or disobedience of radio silence.

Once the aircraft is airborne and climbing, a thorough checkup is made once more on the engines, aircraft performance, bombsights and navigation equipment. As there is still time before setting course on the first leg, the Lancasters circle around the aerodrome vicinity climbing steadily. As the time for setting course arrives each passes over the aerodrome on course and on time. At a few thousand feet all crew members plug in their oxygen tubes, as a liberal supply of oxygen aids night vision and helps to keep the crew warm and awake.

The bombers from the various squadrons scattered about southern England fly on converging courses until the entire raiding group is flying on what is called the "stream." As each plane has a different time to reach turning points, and eventually the target, the bomber stream stretches over many miles in length and two or three miles in width.

Our Lancaster "C" for Charlie has set course from the base at 1743 hours (5:43 p.m.). We have climbed to our altitude of 2,000 feet in a few minutes, and half an hour of flying over the now darkening countryside brings us into the ever-growing bomber stream. The aircraft fly along independently but

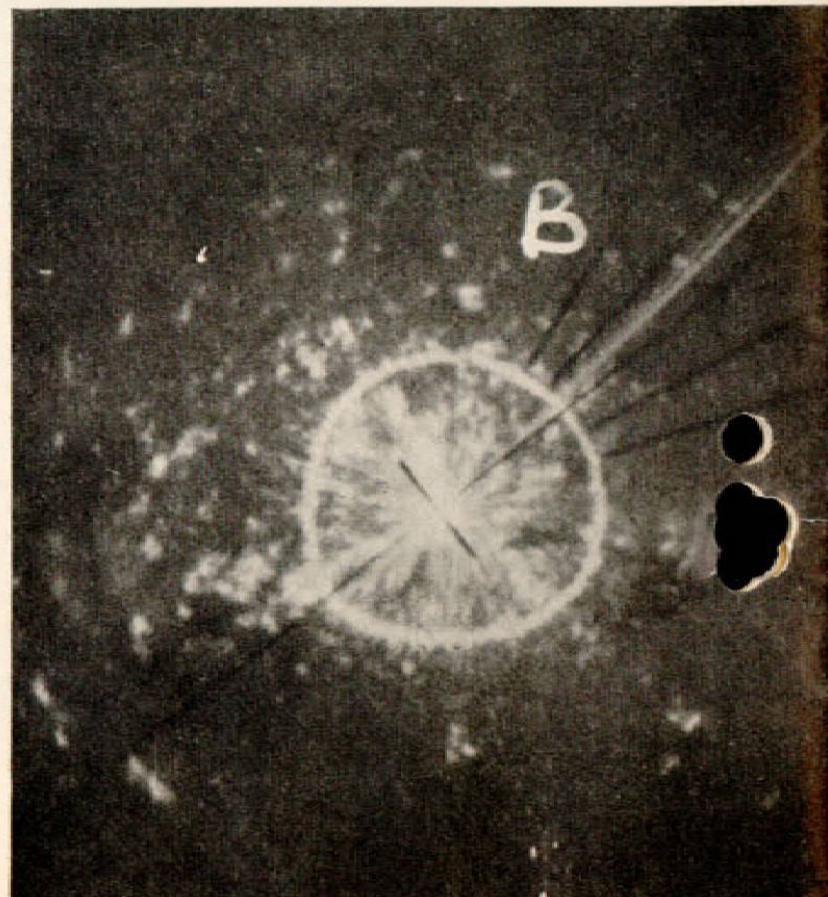
yet in close proximity. Our first turning point is at Reading, west of London. We reach it at 1803 hours right on time and the navigator instructs our pilot to turn on a course calculated to carry us across the English coast at a predetermined position. We have now reached the English Channel. Any noticeable casualness in the crew disappears, the gunners fire a few practice rounds to make sure the Brownings are working properly and the crew settle down to the business in hand.

Very little conversation is carried on. All that can be heard over the intercom is the occasional word between the navigator and pilot or between pilot and gunners. It has become dark except for the last red color behind us in the sky — no lights are shown anywhere. The navigators are hidden behind their blackout curtains and the pilot and engineer read the cockpit instruments by their luminosity. The gunners are carrying out a sys-

tematic search of the sky above and below—one must keep a lookout for friendly as well as unfriendly aircraft. The other aircraft have all but disappeared in the growing darkness as we cross the French coast south of Dieppe. In a few minutes we are over the battle area of the American, British and Canadian ground forces. Continued gun flashes are visible but little else. Before long we pass into enemy held territory.

(To be continued)

Photograph of navigator's radar screen taken automatically when bombs were released. White patches represent groups of buildings in the Ruhr valley city of Essen. White circle is superimposed on screen by radar instrument.



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CURRENT AFFAIRS

In the Declaration of Washington the President and the Prime Minister ringingly defined the moral gulf between the free and Communist worlds:

THE ESSENCE OF THE STRUGGLE

WE are conscious that in this year 1956 there still rages the age-old struggle between those who believe that man has his origin and his destiny in God and those who treat man as if he were designed merely to serve a state machine. Hence we deem it useful to declare again certain truths and aims upon which we are united and which, we are persuaded, are supported by all free nations.



"Because of our belief that the state should exist for the benefit of the individual and not the individual for the benefit of the state, we uphold the basic right of peoples to governments of their own choice . . . During the past ten and more years 600 million men and women in nearly a score of lands have, with our support and assistance, attained nationhood. Many millions more are being helped surely and steadily towards self-government. Thus, the reality and effectiveness of what we have done is a proof of our sincerity. Further, we know that political independence cannot alone assure men and nations full opportunity to pursue happiness and to fulfill their highest destiny. There is likewise need for economic sustenance and growth. This, too, we have helped to provide . . .

"During this period of notable cooperative progress in the free world, those who assert the supremacy of the state, and deny the inherent rights of man, have also been active. Millions of people of different blood, religion and traditions have been forcibly incorporated within the Soviet Union . . . In Europe alone, some 100 million people, in what were once ten independent nations, are compelled, against their will, to work for the glorification and aggrandizement of the Soviet Communist state.

"The Communist rulers have expressed, in numerous documents and manifestos, their purpose to extend the practice of Communism by every possible means until it encompasses the world. To this end they have used military and political force in the past. They continue

to seek the same goals, and they have now added economic inducements to their other methods of penetration. It would be illusory to hope that in their foreign policies, political and economic, the Soviet rulers would reflect a concern for the rights of other peoples which they do not show toward the men and women they already rule. Any free nation that may be persuaded by whatever threat, promise or enticement to embrace Communism will lose its independence and its people will forfeit their rights and liberties. These contrasting records of recent years reflect the essence of the struggle between free countries and the Communist rulers . . .

"In the face of the Communist challenge almost fifty nations which cherish freedom have drawn together in voluntary associations . . . We reject any thought that the cleavage we have described should be resolved by force. We shall never initiate violence. Moreover, we shall use our full influence to assure that Soviet efforts to inflame old antagonisms will not succeed in breaking the peace . . . Meanwhile, the society of free nations must retain the power needed to deter aggression. We recognize that such power should never serve as a means of national aggrandizement but only as an essential shield . . . We shall help ourselves and others to peace, freedom and social progress, maintaining human rights where they are already secure, defending them when they are in peril, and peacefully restoring them where they have temporarily been lost.



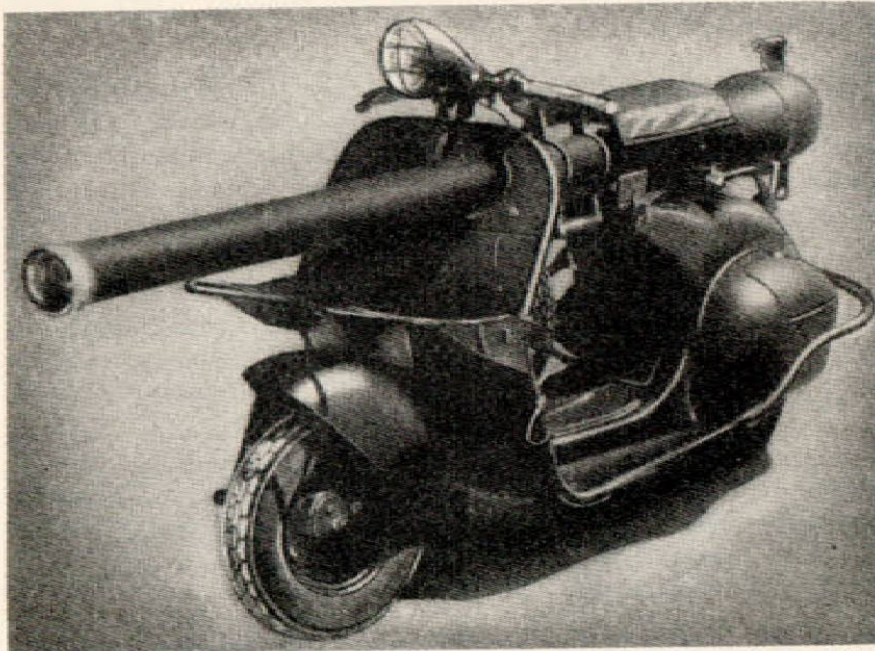
"While resolutely pursuing these aims, which are the products of our faith in God and in the peoples of the earth, we shall eagerly grasp any opportunity to free mankind of the pall of fear and insecurity which now obscures what can and should be a glorious future."

DWIGHT D. EISENHOWER
ANTHONY EDEN

Time, February 13, 1956

FRANCE

SCOOTER CARRIES ANTI-TANK CANNON



Courtesy Marine Corps Gazette (U.S.)

Anti-tank equipment must be able to hit hard and move out fast. The French Army's answer to the mobility problem is this "Scooter Shooter," which travels at 40 miles per hour. It is armed with a 75-mm. recoilless cannon, and, to fire, the gunner must dismount from the scooter and emplace the cannon.

As further proof of French scientific and technical skill it may be noted that France makes six different types of aircraft that can exceed the speed of sound. France also has some twenty trains that have an average speed of over 70 miles per hour, and one that has travelled at 203 miles per hour.



Current Affairs Adviser—
Joint Services

QUOTES

"Russia could make the most appalling weapons, but she does not want to."

—Dr. Hewlett Johnson,
"Red" Dean of Canterbury.

"Here lies the body of Farmer Pete
Who died from growing too much
wheat."

—Rural Tombstone.

"To be successful you must learn
to bear the unbearable and dispense
with the indispensable."

—Anonymous.

"India is in no camp and no mili-
tary alliance. The only camp we
should like to be in is the camp of
peace and goodwill."

—Prime Minister Nehru.

"Democracy is not a group of
texts and laws. . . . It is essentially
a state of mind, a way of living
with the utmost respect toward
every human being, ourselves as
well as others."

—Ngo Dinh Diem,
President of South Viet Nam.

"If I wrote a book, I'd have to
think. That's the hardest work
there is. I don't think for more than
10 minutes out of every 24 hours.
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People will go to great extremes
not to think."

—Groucho Marx, comedian.
(Not Karl Marx!)

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Juster in The Minneapolis Star

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WAS it Will Rogers (1879-1935) who said, "I only know what I read in the newspapers"?

An acceptance of the word of the press may have been fine in Roger's day, but it is difficult to take in this day and age without a grain of salt. Newspapers, radio and television currently offer a menu of news and advertising that is exceedingly disturbing if taken literally. One must read between the lines.

For instance, what are we to assume when we read that, "Ladies' Dresses Will Be Half Off as a 9 o'clock Special at The Man With the Axe"? It is doubtful that such an announcement would be as promising as it sounds.

And what do you think about people who tell you that by using their brand of soap you will meet with success on the stage or screen, or in your personal road of life? I've been using soap daily ever since I was 17 and I'm still an LAC. The only time I was on the stage was during a High School concert, when I was supposed to burst a paper bag during the production, "Pop Goes the Weasel!" and missed my cue. Soap hasn't brought me beauty in anyone's eyes but my own—even my wife refers to me as, "Hey, Gruesome!"

For years I have been eating Sugar Jets and have yet to progress beyond the piloting of a Remington typewriter, let alone a Super Sabre. I ate Wheaties (the cereal of champions and four-minute-milers) for several months, but collapsed one night during a poker game.

What good is a pen that will write under water unless you wish to interview a fish?

All this sort of stuff is leading us into a sad state of affairs. We adults are already too prone to exaggerate and magnify the commonness of things and events. By way of illustration, just the other night my wife ran screaming to my side as I was watching Howdy Doody on TV. "A mouse!" she cried. "It's in the kitchen. It's as big as an elephant!"

It was not even necessary to rise from my easy chair to point out the foolishness of her statements. I am forced to move sideways between our kitchen table and refrigerator just to get a glass of water from the sink. Clearly there was not enough room in there for even a small mouse—big as a dog, say—not to mention one that had the proportions of an elephant!

Children, unfortunately, pick up this bad habit as well. One hears such things as, "My daddy is the biggest man in the whole world!" Oh, "Mommy says she married a gorilla," or "Johnny Smith can spit farther than any boy in our class."

It is easy to see that we have entered the atomic age of misinformation where everything is the biggest, whitest, healthiest, cheapest, fastest, wisest thing that ever was.

It is the fear of this threat that prompts me once again to attempt to curb this danger to our way of life. This sort of thing must stop! I've said that once, I've said it sixty million times!

Insurance

Real Estate

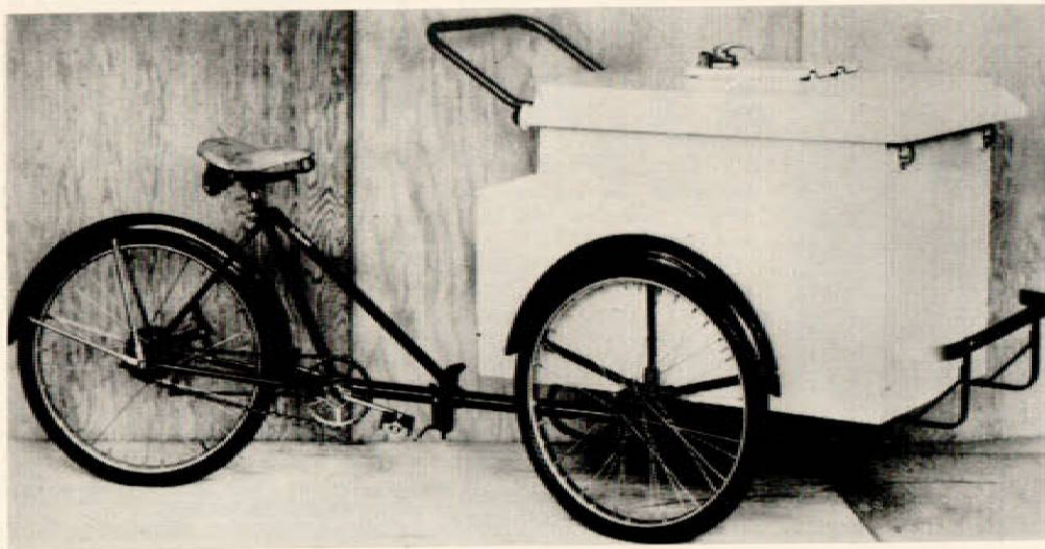
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COVER STORY

One of RCAF Station Winnipeg's model aircraft enthusiasts is caught by photographer Sid Beaudoin working on an exact scale model of a World War I Albatross D1 fighter. When completed the model will be a gas-powered control liner job and, its owner hopes, the envy of the local model building fraternity.

Photo by Sgt. Beaudoin

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Protestant Chaplain

Chaplain's Page



WEDNESDAY, February 15th, was Ash Wednesday. Ash Wednesday is the first day of Lent. Lent is a period of forty days, excluding Sundays, immediately before Easter Day. This period is held in commemoration of the time our Lord spent in the wilderness being tempted of Satan. To refresh our memories of this time in our Lord's life we can read the episode at length in Chapter 4 of St. Luke's Gospel, verses 1 to 13.

Here we find that Jesus faced three great temptations. First—that he should command that a stone be made bread, to prove that He was the Son of God. Secondly—that He should bow down and worship Satan, in order to gain all the kingdoms of the world. Thirdly—that He should jump from the highest place of the temple in Jerusalem, to prove Himself to be the Son of God.

These were perfectly natural temptations for Jesus to have. In His earthly mission He had a two-fold purpose:

- (a) To prove Himself the Son of God so that man would be led closer to God.
- (b) To lead all the Kingdoms of the World to salvation.

Both these purposes would have been fulfilled had He listened to the

voice of Satan. But through not heeding Satan, He took the first steps of His earthly ministry by proving:

- (a) That the soul must be fed before the body.
- (b) That we must worship only God.
- (c) That we must not tempt God.

These three basic principles are ignored almost entirely throughout the Christian world.

Our first care seems to be that we get three meals per day. Our second care is that this body is properly clothed. Our third care is that this body of ours gets its proper rest. After these three have been accomplished we may or may not care for our souls. This is all very strange when we stop to realize that it is our souls which live in the eternal. (See *Matthew, Chapter 6, verses 24-34.*)

Then, in our lives we have set up other gods. Perhaps the greatest of these is the dollar. Our existence in this world has become primarily a continuous fight to amass as many of these as we can in the fruitless thought that dollars can bring happiness. God is very fortunate indeed if we give Him one hour of our time each week; very fortunate indeed if we consider giving Him a fraction of our wages. If we must lay up treasures for ourselves, then

let us lay them up in heaven. Through worshipping God, and Him only, we feed our souls and lay up our treasures. (See *Matthew, Chapter 6, verses 19-21.*)

Yes, and we very often break the third principle too. All too often do we tempt God by bargaining with Him. All too often do we pray, "If you will do this for me then I will do this for you." Or perhaps we ask God for a sign to prove His existence; ask Him to do some great act or miracle that is contrary to His will. Such is tempting God. We must have our wills in subjection to the will of God. Christ gave us that example in the Garden of Gethsemane. (See *Matthew 26, verse 39.*) Eternal life is gained through doing the will of God. (See *1 John, Chapter 2, verses 15-17.*)

Lent, then, is a time to examine ourselves. Self-examination is a good thing because we find that we are not satisfied with ourselves and we then try to do better. Self-examination from a religious viewpoint would cause each of us to shudder because we have broken these three basic principles.

Let each of us this Lent examine ourselves truthfully, and where we find we are wrong—let us right that wrong. Let us turn our lives to God and to salvation through Jesus Christ our Lord.

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Edited by F/O SANDY IONSON

Air Force Lauds Officer's Thesis

MONTREAL — A 39-year-old RCAF officer stationed at St. Hubert has written a thesis defending the legal right of Canada and the United States to maintain aircraft identification zones off their coast lines. Sqdn. Ldr. John T. Murchison, legal officer at Air Defence Command Headquarters, has received a Master of Laws degree from McGill University for his work, which air force officials report "will undoubtedly stand as the international authority on the subject."

RCAF Considering A-Weapons

OTTAWA—The Royal Canadian Air Force is considering use of atomic weapons on its aircraft, Hon. Ralph Campney, minister of national defence, has indicated in the House of Commons. The information came out as Mr. Campney was replying to a question by Stanley Knowles, CCF, Winnipeg North Centre, who asked if RCAF planes will be armed with atomic weapons and under what circumstances. "The RCAF is watching very carefully the development of all types of air defence weapons," the minister revealed. He would not disclose detailed intentions of the RCAF, however, pointing out "I am sure the House will appreciate that I cannot properly discuss them at this time."

* * *

More Air Cadets Sought

REGINA — The strength of three Regina air cadet squadrons is to be increased by 50 to 60 boys, according to Wing Cmdr. A. J. Ayotte, officer commanding No. 11 wing of the air cadets. The Regina wing has grown from 40 to 50 boys in 1947 to its present enrollment of approximately 200. An

additional 125 cadets are attached to No. 25 squadron at Campion college. No. 11 wing includes squadrons 33, 34 and 41, all sponsored by No. 600 wing, Royal Canadian Air Force Association in Regina. In the present recruiting drive, only boys properly qualified will be selected, Wing Cmdr. Ayotte said.



What is it? These three Royal Norwegian Air Force NATO students and this museum director of the Manitoba Museum know what it is. It's an antique Norwegian pressing board, hand carved in 1818, for pressing blankets and clothes as they were folded and put away. Checking the date on the back of the pressing board and looking for the initials of the Norwegian craftsman are, left to right: Private J. H. Rudshagen, 23, Hoviland, Norway; Private A. P. Soetherbakken, 20, Kalnes pr. Sardsborg, Norway; Mr. R. W. Sutton, Director, Manitoba Museum, Winnipeg; and Private T. B. Engsbretsen, 20, of Oslo, Norway. The three NATO airmen are presently undergoing air navigation training with the RCAF in Winnipeg.

AMERICAN BEAUTY — MISS AMERICA 1956

Sharon Kay Ritchie



New Phonetic Alphabet Idea To Be Tried by Canadian Army

OTTAWA — Canada's armed forces last year officially adopted a new international phonetic alphabet. But this month the Canadian Army will adopt a still newer version to conform with the decision of the 15-member North Atlantic Treaty Organization to adopt a new alphabet. The situation has become more and more confusing since the Second World War, when the Royal Air Force introduced the word-for-letter system—G for George and R for Roger, for instance—to make clear voice transmissions between aircraft or between plane and control tower. A new phonetic alphabet was introduced by the United Nations' International Civil Aviation Organization mainly because pilots of other countries had some difficulty pronouncing the English words.

* * *

Aircrew Training Vital Factor in NATO Training

A vital factor in the tremendous growth and development of Canada's military air power—and indeed that of other NATO nations—has been the RCAF's aircrew training programme which, during the past five years, has advanced at a rapid pace.

An expansion of the RCAF aircrew training programme was necessitated not only by the stepped-up requirements for RCAF training, but also by Canada's offer to train aircrew from other NATO nations in Canada, at the rate of 1,200 a year. Students from ten

other NATO nations have been, and are, undergoing aircrew training with the RCAF. Since the first NATO aircrew graduations in Canada in 1951, more than 3,700 NATO students have received their wings from the RCAF and at present there are nearly 1,000 undergoing training in Canada.

Presence of aircrew from ten NATO countries has lent a colourful and truly international touch to the RCAF's training programme. Students from Great Britain, Norway, Denmark, the Netherlands, Belgium, France, Italy, Portugal, Turkey, and the most recent addition, Greece, are represented, and wings parades are today colourful ceremonies, with the national flags of the countries represented displayed prominently.

RCAF officials feel that, in addition to the obvious assistance to the NATO nations represented in the training programme, Canada's NATO aircrew training scheme provides other benefits. In many cases the aircrew taking the training are living and working for the first time with young men from other NATO countries. Turkish or Canadian trainees, for instance, are able to meet their contemporaries from Norway or Portugal, and are able to learn something of the way they think. They become—in many cases for the first time—living human beings to one another, rather than inhabitants of a country previously but an outline and name on the map. This human touch will contribute much to the aims of NATO.

* * *

Paraguay Revolt Is Quickly Ended

ASUNCION, Paraguay — President Alfredo Stroessner said recently it was a "command crisis" that broke out Dec. 21 in Paraguay but that the situation was well in hand. Other sources described the outbreak as an unsuccessful uprising against the Stroessner regime. The President added that the flare-up had occurred in the First Cavalry Division. But the entire Asuncion police force was said by others to have participated.

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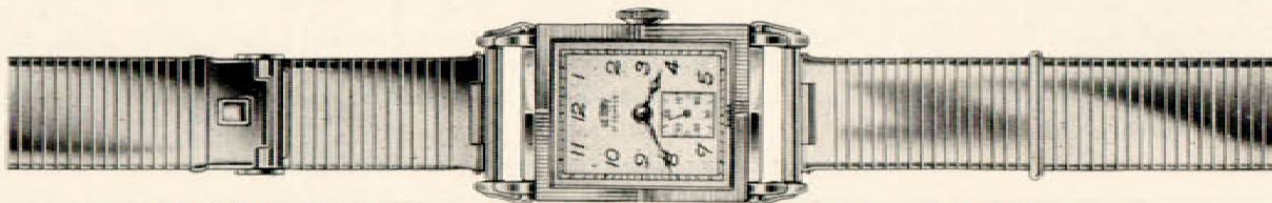
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Pictured above are the orchestra and one of the performers at the successful "March of Dimes" dance held last month in the station drill hall. According to all reports the function was well supported and thoroughly enjoyed by all who were there. It seems to be the unanimous opinion that the Sergeants Mess did a fine job of organizing the event, and the results exceeded their expectations.

* * *

MILITARY LEADERS IN WINNIPEG



LAC L. A. Gratton

A surprise inspection of station installations was made at Winnipeg last week when bad weather forced the RCAF's big C5 V.I.P. transport to remain longer than was anticipated.

The Minister of National Defence, the Hon. Ralph Campney, and Air Marshal C. Roy Slemon, Chief of the Air Staff, took the opportunity to look in on various sections of the Observer School.

Pictured are the C.A.S. and G/C Jacobsen on the tarmac just after the C5 landed.

Badge-Less Uniform Not Offence

OTTAWA—There is nothing in the Criminal Code making it an offence for a civilian to wear armed forces uniforms without badges or rank insignia, Justice Department officials said recently. It is an offence for a civilian to impersonate an officer, and this is

usually done by wearing a uniform with rank insignia and decorations. Officials were commenting on a Camp Borden report about a regimental sergeant-major who protested wearing of army battledress as working clothes by civilians.

* * *

NORWEGIAN C.A.S. PAYS A CALL



LAC J. B. Smith

Chief of the Air Staff, Royal Norwegian Air Force, Lieutenant-General Finn Lambrechts, paid a visit to RCAF Station Winnipeg a few days ago during his liaison tour of 14 Training Group stations.

In the picture he is seen examining a piece of navigation equipment at the Air Observer School, during a tour of inspection. Also pictured are Wing Commander D. R. Walker, O.C. No. 2 A.O.S., and Winnipeg's Commanding Officer, Group Captain G. F. Jacobsen.

* * *

WINNIPEG HOE-DOWN



LAC B. A. Hossack

This happy couple is enjoying one of the very popular twice monthly meetings of the station square dancing group. Each meeting since the inception of the club has seen a steady increase in numbers attending. Sgt. Johnson of the Fire Hall will be pleased to answer enquiries concerning the group's activities.

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"HOW IT WILL ALL END"

A FEW WEEKS AGO I contributed an article to VOXAIR which discussed what happened at Time Zero, and gave in broad outline the history of the Universe from its beginning to the present time. Although little was said in this articles on how the universe is likely to end, since this event would also involve the end of the Earth, considerable interest has been expressed in it, especially by our more nervous readers.

With the intention of perhaps reassuring these jittery types, the story of how the Earth and the Universe itself are likely to end is discussed here. Of course, there can be no certainty about this kind of thing; all that can be given is the consensus of opinion of our scientists, and it is distinctly possible that this opinion might be completely incorrect; this might indeed be a matter which is outside the sphere of science altogether. However, for what it is worth the scientific opinion is given.

It seems that there are two different possibilities for the fate of our earth. It might, with luck, last as long as the universe itself, or, more likely, it might come to a much earlier and because of a certain kind of catastrophe happening to our sun, in which it would explode and engulf several planets, including the earth. Since it is likely that this second possibility will be of most interest to us it will be discussed first.

Besides the general outline of the evolution of the universe as a while, discussed in the previous issue of VOXAIR, astronomers have discovered a good deal about the evolution of the separate stars themselves, including our own sun. The stars have been classified into several groups according to their size and constitution, groups with such picturesque names as "White Giants," "Red Dwarfs," and amongst these groups is a class which has particularly interesting possibilities for the future. Members of this particular class obtain their immense energy from a nuclear process very similar to that of the hydrogen bomb. However, they are approaching the end of the supply of this particular source of energy and will require to change to another type. In the process of changing from one type of energy to the other, stars of this type quite suddenly expand enormously and then, after this expansion, shrink again until they enter the "Red Dwarf" class. Yes, I will repeat that our sun is a member of this interesting class and therefore most likely will go through this explosive phase in which it will expand enormously. How much will it expand? A precise answer to this question is not possible, but mostly likely it will expand almost to the orbit of Mars and entirely engulf the Earth. Even if it does not reach this far it will come sufficiently close to roast to a cinder our planet and all on it. When will it do this inconsiderate thing? Yes, this really is a question and, again, it is one to which a precise answer cannot be given; but it does seem that it will be many millions of years before it happens. We can relax and reflect that by that time mankind will probably have developed space travel so much that the human race will be able to migrate to one of the outer planets, where it will still be reasonable cool. Let's hope so!

Now to turn to the other possibility. Supposing, by some great good luck, the Earth misses this unpleasant fate, what then? The answer is that, assuming certain other unlucky possibilities are avoided, such as a collision between our sun and some other star, then the Earth will share the fate of the whole universe, which is that it will ultimately run down to a standstill. If our fundamental theories in science are true, there seems to be no escaping the unpleasant conclusion that, given sufficient time, the available energy of the Universe will be frittered away until there is no more left. By that time there will be no more light, no more

(Continued on page 35)

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More shots from the square-dancing scene. There is room for more couples — so why not attend the next session.

TWENTY COMMANDMENTS FOR CORPORALS

By CORPORAL PARSLEY

- 1—Thou shalt not consort with lower ranks.
- 2—Thou shalt not covet thy superior's salary regardless of thy thoughts.
- 3.—Thou shalt fulfil thy duties expediently and efficiently.
- 4—Thou shalt not bear false pride in rank.
- 5—Thou shalt fulfil a minimum of 50 working hours per week.
- 6—Thou shalt hold thyself above reproach in dress, deportment and courtesy.
- 7—Thou shalt advance thyself equal to and ahead of all senior NCO's.
- 8—Thou shalt fulfil all thy station duties with willingness and enthusiasm.
- 9—Thou shalt volunteer to perform additional duties if so requested.
- 10—Thou shalt refuse promotion if thy conscience tells thee it is not justified.
- 11—Thou shalt not receive thy salary if unearned.
- 12—Thou shalt not use abusive language.
- 13—Thou shalt not drink intoxicating beverages.
- 14—Thou shalt present thyself as the acme of modesty.
- 15—Thou shalt not bear false witness, even if so ordered to do.
- 16—Thou shalt love nobody but thine SWO.
- 17—Thou shalt honour thy CO.
- 18—Thou shalt honour thy Section Commander.
- 19—Thou shalt request thine annual leave in January, to allow others the choice of the summer months.
- 20—Thou shalt abide by these commandments and be rewarded by recognition and acceptance into the 'Exalted Order of Peasants.'

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Free World Aims Must Remain The Same

OTTAWA—The cold war may turn into a battle of economic weapons, Prime Minister Eden said in an applause-punctuated speech before the Canadian Parliament. "Economic weapons may take the place of military ones," he said. "But always our purpose must be the same: to maintain the right that men's mind may be free and the care that their ballots be filled." Discussing his talks in Washington with President Eisenhower, Sir Anthony said: "In the whole field of European diplomacy, which a year or two back was troublesome enough, there was no difference between us. You may have noticed the attempts of the Kremlin to obscure the issues and confuse our councils. In fact, they only provided most obligingly an opportunity to underline the unity between the United States and ourselves."

* * *

"Unified Commonwealth Air Power Suggested"

LONDON—The arguments raised in Canadian military and air force circles as to who should command guided missiles are being followed here closely, where similar problems have forced their way into open discussion. Here it was laid down that the RAF should become the first line of defence—thus setting into second place that historic role which the Royal Navy had held for 800 years. Thus air-air guided missiles are in RAF hands; the anti-aircraft ground-to-air guided missile as yet lacks long range. As a tactical artillery piece it could go into the field with the gunners and doubtless will be allotted to the army. However, in all the Commonwealth air forces the day must approach when the manned fighter and bomber will disappear.

* * *

Hatoyama Is Back In Premier's Post

TOKYO—Ichiro Hatoyama, standard bearer of Japan's first post-war united conservative party, formed his Third Cabinet within a year recently. The ruling Liberal-Democratic party is the result of a coalition of the former Democratic party, which Mr. Hatoyama headed, and the Liberals. Meanwhile, organized opposition to expansion of United States air-bases in Japan, sparked by the Socialist party, became big mechanized business Nov. 21. Twenty buses carried 1,000 anti-air-base demonstrators to the United States embassy, Mr. Hatoyama's residence, the Foreign Office, the Diet building and other government offices in a cold downpour.

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Presented by RCAF Station Winnipeg Band, April 8, 1956. 1430 hours in the Station Drill Hall.

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CINEMA

Tuesday, March 13 ADVENTURE IN BERLIN (A) Irina Garden	Gordon Howard	Henry Fonda	Thursday, March 22 BIG STREET (A) Lucille Ball
Wednesday, March 14 GUNGA DIN (A) Cary Grant	Joan Fontaine	Clifton Webb	Friday, March 23 DREAM BOAT (G) Ginger Rogers
Thursday, March 15 WE'RE NOT MARRIED (G) Ginger Rogers	Fred Allen	Dean Martin	Sunday, March 25 ARTISTS AND MODELS (G) Jerry Lewis
Friday, March 16 FRANCIS IN THE NAVY (G) Donald O'Connor		Monday, March 26 OUT OF THE PAST (A)	
Sunday, March 18 CONSTANT HUSBAND (A) Rex Harrison	Margaret Leighton	Tuesday, March 27 CANYON CROSSROADS (A) Richard Basehart	Phyllis Kirk
Monday, March 19 O'HENRY'S FULL HOUSE (G) Massimo Girotti	Ludmilla Tcherina	Wednesday, March 28 MR. BELVIDERE RINGS A BELL (A) Clifton Webb	Joanne Dru
Tuesday, March 20 SINS OF ROME (A) Massimo Girotti	Ludmilla Tcherina	Thursday, March 29 LOST PATROL (A) Boris Karloff	Victor McLaglan
Wednesday, March 21 DESTROY (G) Mari Blanchard	Audie Murphy	Friday, March 30 SMOKE SIGNAL (G) Dana Andrews	

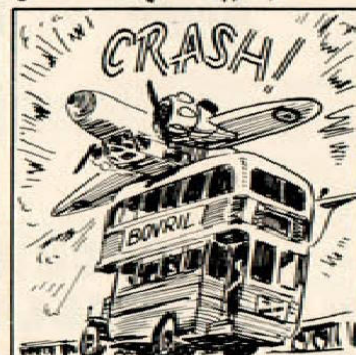
VOXAIR VIXEN

JAYNE MANSFIELD

Here's the gal all Hollywood is eyeing, not to mention a million or more male admirers. She's Warner Bros.' starlet, Jayne Mansfield, and her career is leaping at the Burank studio, where she scored in "Illegal" and "Pete Kelly's Blues." For the statistically-minded, the green-eyed Jayne measures 40-22-35½ from top to bottom.

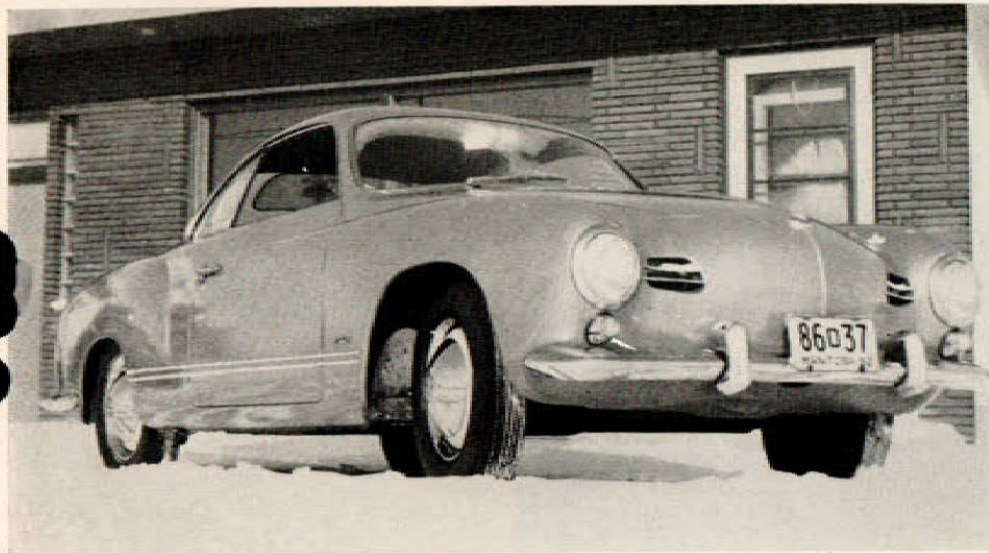
FRIGHTF'LY GOOD SHOW!

All chaps in this strip guaranteed good types, went to a decent school, y'know *by Gene*



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Driving Impressions of the Ghia-Karmann Volkswagen Coupe

IN spite of very minute physical proportions, this superb little gem deserves every letter in its impressive name. The main drawback to the standard VW has been its looks, which, to put it kindly, are odd and so place it in the class of the family mutt. The Ghia-Karmann coupe possesses all the good points of the ultra-reliable VW, plus a beautiful body. The makers wish to emphasize that this car is not a sports car, but a family coupe and must be sold as such. However, we'll warrant there are many lucky owners who will spend sizeable sums increasing the engine power to give the lines the performance they deserve.

The heritage is as follows: Ghia design out of Karmann utilizing a VW chassis and engine, plus an added anti-sway bar. The result is almost perfection, which, to be appreciated, must be studied in the flesh. Personally, we know of no car with better mass balance in front and rear ends, cockpit streamlining and flank treatment. It is a car you instinctively wish to study before progressing further. Notice that chrome trimmings are all but missing, and those that are used fit in functionally and tastefully. The overall impression may be one of fragile delicacy, but we assure you this is a rugged, long-living beast that will take fierce punishment with no protest. The bumpers are well blended in, yet should be strengthened to stand up to our traffic conditions. In our opinion, this is the first rear-engined car built to look conventional—note the shape of the front. Under that hood is fitted an 8.75 gallon gas tank, the spare tire, and some bag-

gage space. In the test car some of this room was taken up by a bulky gasoline heater. The engine compartment is as

TECH SPECS

ENGINE

4 cyl. flat 4, ohv, 3.031 x 2.520, 72.74 cu. in. (1192cc), SAE hp 36@3700, c.r. 6.6:1, 3400 rpm—68 mph. Single downdraft carb., auto thermostatic cooling fan, fuel consumption 36-39 mpg. 8.75 imp. gal. (1 gal. reserve).

GENERAL

4 speed box (2, 3, 4, synchromesh). Front suspension by independent longitudinal torsion arms, two laminated square section torsion bar springs passing through beams. Rear suspension—*independent swinging half axles with spring plates (one round torsion bar spring on each side)*. Brakes 4-wheel hydraulic.

PERFORMANCE

0-30—8 secs.
0-60—22 secs.
75-80—Top speed.

DIMENSIONS (inches)

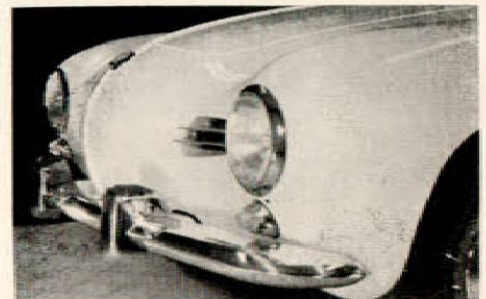
Wheelbase 94.5, track 50.8/49.2, width 64.2, height 52.2, 163 overall length, clearance 6.8, turning circle 36 feet. Curb weight 1,782 lbs.

PRICE

\$2,620—Purves Motors, Winnipeg
\$ 95—Gasoline heater.
\$ 175—Corte supercharger.
\$ 85—Dual carburetors

MAKERS

W. Karmann, GMBH, Osna-brück, Germany.



... built to look conventional ...

neat as in the normal VW, where all parts are within reach of your hands. The underside is completely streamlined by a panel reaching from front to rear of the car. The addition of an extra \$800 to the deluxe VW price may be a shock when looking at the car, but just open and close those wide doors a few times and you'll see where the cost has gone. Secondly, before you take off for the "wild blue yonder" examine the paintwork and ask yourself, "Could this be obtained for nothing?"

The bucket seats are form-fitting and have that attractive feature of rising as you slide them forward. Don't ever tell anybody you couldn't get any leg room in this machine—we defy you to touch the fire wall with the seat fully back! The driving position is virtually AI, visibility excellent, the pillars being so narrow that obstruction is nil. The pedals are a little close together, but practice obviates any feeling of awkwardness. The inside finish is leatherette and cloth, both of good quality and workmanship, like the rest of the

(Continued on page 34)

A NAME OF INTEGRITY THROUGHOUT CANADA

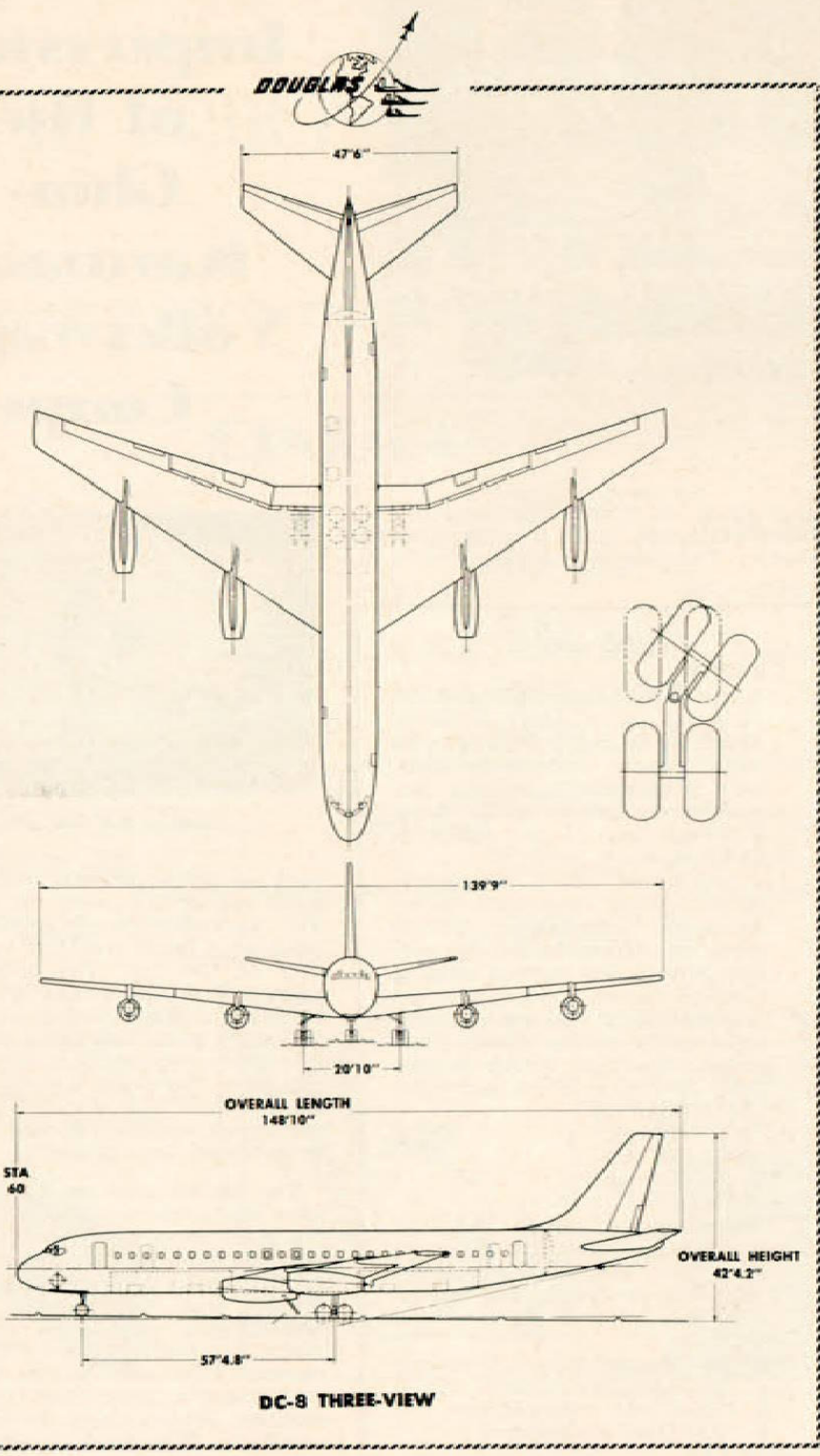
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DC-8 THREE-VIEW

DOUGLAS DC-8 SPECIFICATIONS

DATA APPLICABLE TO ALL MODELS

Wing Area	2758 sq. ft.
Wing Span	139' 9"
Overall Length	148' 10"
Overall Height	42' 4"
Wing Sweepback at 25% Chord	30°
Landing Gear Type (Swivel Caster)	Dual Tandem
Turning Radius (for wing tip clearance)	91' 1"
Lower Cargo Compartments (2). Total Volume—Both Compartments	1445 cu. ft.

(Continued on next page)

TECHNICAL NEWS

Edited by S/L C. CHESHIRE

DOUGLAS REMODEL D.C. 8 TRANSPORT

Douglas Aircraft announce details of a refined DC-8 jet transport, somewhat larger than the model originally described.

The aeroplane now being offered has a wingspan of 139 feet 9 inches, length of 148 feet 10 inches, and a clearance height of 42 feet 4 inches. There are two weight levels: 265,000 pound takeoff gross for domes or general use and 287,500 pounds for the intercontinental or long-range operator.

Normal cruising speed of 550-miles-per-hour and top cruising speed of over 580-miles-per-hour remain unchanged by the minor modifications, but maximum range has been increased to 6,720 statute miles on the intercontinental model.

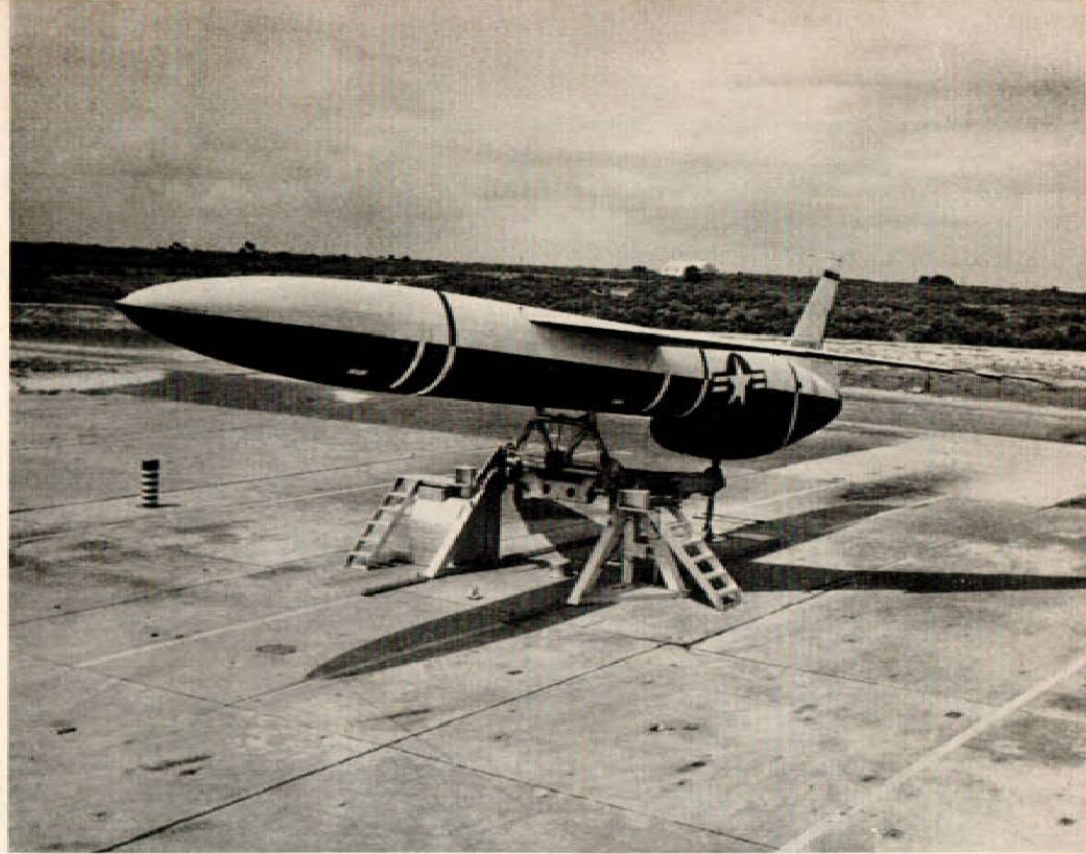
The standard first-class DC-8 cabin will contain from 118 to 122 seats. All-tourist cabins will accommodate up to 144 seats, with rows spaced 40 inches apart. This is identical to the distance used on current first-class aeroplanes and coincides with the 40-inch spacing of the 15 by 18½-inch "skyview" windows of the DC-8.

By installing bulkheads in the spacious cabins it is possible to provide a combination of two or three classes of service, including sleeping accommodations, in a single aeroplane.

The basic aeroplane is available in domestic models with either the Pratt & Whitney Aircraft JT3 (J-

NORTHROP'S SNARK SM-2

First U.S. inter-continental guided missile to be unveiled by the U.S. Air Force, the USAF's Northrop Snark SM-2, perches on a cleared pad at Patrick Air Force Base, Florida, where the missile is undergoing tests. The Snark, a winged pilotless bomber capable of delivering an atomic warhead over trans-oceanic distances, was developed by Northrop Aircraft, Inc., Hawthorne, California, under U.S. Air Force contract. Northrop's research and development in guided missiles dates back to 1946. Both the airframe and the guidance system were developed by the Hawthorne company for the Snark project.



57) or JT4 (J-75) turbojet engines, and in extended range models with the larger power plants. Both models are also being offered with the Rolls Royce Conway by-pass engine.

Ten major airlines have chosen the DC-8 for their entry into the new jet age of transportation, with firm orders for a total of 107 aircraft.

GENERAL DYNAMICS AND BRISTOL PLAN NEW AIRLINER

The following statement was released jointly recently by General Dynamics Corporation and the Bristol Aeroplane Company, Ltd.:

The joint engineering examination of a project for a 500 mph airliner around the Bristol BE-25 turbo-prop engine has been completed.

Agreement has been reached on a mutually satisfactory basic specification and a decision has been taken that for the present the initial design and development effort in the new aircraft should be undertaken independently by Bristol in the United Kingdom along the lines mutually agreed.

Meanwhile discussions continue about the manufacture of Bristol Britannias in Montreal by Canadair (which is already building military version of this aircraft) and about further general collaboration between the aircraft interests of the two groups.

Bristol states that the projected aircraft currently designated the Bristol type 187 will offer accommodation for about 130 passengers. Equipped with four Bristol BE-25 engines, it will have a cruising speed in the 500-mile an hour class, substantially better economy and a substantially greater range, achieved at a gross weight significantly less than any known competitive civil transport.

DOUGLAS DC 8 SPECIFICATIONS

(Continued from previous page)

*DATA APPLICABLE TO SPECIFIC MODELS LISTED

Engines		Do-	Do-	Inter-	Inter-
		estic	estic	continental	continental
		First	First	(Mixed 1st	Class-Tourist)
		Class	Class	Class-Tourist)	Con-
		JT3c-4	JT4A-3	**JT4A-3	way
		(J-57)	(J-75)	(J-75)	Con-
Design Gross Weight	lbs.	265,000	265,000	287,500	287,500
Max Usable T.O. Weight	lbs.	250,000	265,000	287,500	287,500
Design Landing Weight	lbs.	189,000	189,000	190,500	190,500
Manufacturer's Weight Empty	lbs.	114,489	118,265	120,737	115,877
Operating Weight Empty	lbs.	119,726	123,532	128,862	123,726
Design Zero Fuel Weight	lbs.	161,200	165,000	167,550	163,750
Fuel Capacity	lbs.	114,400	114,400	140,500	140,500
Fuel Capacity	gals.	17,600	17,600	21,615	21,615
Capacity Payload (Space Limited)	lbs.	34,280	34,280	35,930	35,930
Number of Passengers		122	122	132	132
Cargo	lbs.	14,150	14,150	14,150	14,150
Range	st. mi.	3,550	4,030	4,470	4,810
Reserve Fuel	lbs.	16,500	16,680	17,180	16,800
Cost per Airplane Mile	\$/st. mi.	1.54	1.72	1.93	1.835
Cost per Seat Mile	c./seat mi.	1.26	1.41	1.46	1.39
Level Flight Speed Max. Cruise Thrust					
(a) at 30,000 ft., at 220,000 lbs.	MPH T.A.S.	561	586	586	582
(b) at 30,000 ft., at 200,000 lbs.	MPH T.A.S.	568	—	—	—
CAA Field Length Req'd for T.O.					
at Max. T.O. Weight	ft.	9,440	8,640	8,760	9,000
CAA Field Length Req'd for Ldg.					
at Max. Ldg. Weight	ft.	6,680	6,630	6,690	6,690
Range with 6500 ft. T.O. Field Length	(st. mi.)	1,830	2,650	3,060	3,280
TOURIST VERSION					
Capacity Payload Space Limited	lbs.	37,910	37,910	37,910	37,910
Number of Passengers		144	144	144	144
Cargo	lbs.	14,150	14,150	14,150	14,150
Range	st. mi.	3,290	3,790	4,330	4,670
Cost per Seat Mile	c.	1.07	1.19	1.24	1.27
Range with 6500 ft. T.O. Field Length	(st. mi.)	1,770	2,495	2,960	3,190

* All range and performance data pertains to specific payload and weights indicated.
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WD's Report



By

JUNE ORONOSKI

Now hear this—The Airwomen of RCAF Station Winnipeg have been very busily engaged in blow-by-blow volley ball. Amidst the bruises, a very observant person would, much to his delight, note that one of the victims now and then rallied round long enough to score. The girls from Station Portage did not go down in defeat without putting up a good show. The week-end of the 29th will see the girls from RCAF Station Winnipeg again playing that famed parlour game at RCAF Station Portage. Here's hoping if we don't bring home the bacon we will at least bring ourselves home.

SOME OF WINNIPEG'S AIRWOMEN ENJOYING THEIR CHRISTMAS DINNER SERVED ACCORDING TO TRADITION BY OFFICERS OF THE STATION.



LAC L. A. Gratton



TID BITS

Helen Saucier sailed on the Italia, February 25, to "Oui Oui Non-Non" land. Parlez vous, Helen?

* * *

Vi Galan has left us with very fond memories, and we certainly wish her the best of

luck—there is no doubt that Claresholm showers will be ringing with Tweedlee-dees and Tweedlee-dums for hours on end. Cheers, Vi.

* * *

Keen competition in the Airwomen's Parlour as to what will rule supreme! Will it be the fast and furious game of hearts, and the squeals of the heartless, or will all we "nice types" win the duel and relax contentedly before "I Love Lucy"?

* * *

Poor Little 'Lizabeth. What are you doing down at Deer Lodge, Betty? We've heard of free board, but there is a limit. Come home, Lassie, and bring Lorraine, Mitch and Rita with you. You'll probably have them convinced that be it ever so humble there's no place like it.

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Basketball

On Saturday afternoon, February 11, the 14 Group semi-finals were played at Station Winnipeg, with Gimli, Portage, Macdonald, and Winnipeg participating in a round-robin tournament.

The first round saw Winnipeg and Macdonald playing, with Station Winnipeg winning two straight, and Portage and Gimli, with Gimli taking two straight.

The second round was run with Winnipeg and Gimli, with Gimli taking two straight; Portage and Macdonald, with Portage taking two straight.

It was after the second round that the airwomen from Portage and Winnipeg were seen playing, the Winnipeg girls taking two straight.

After a rest, the third and final round started with Macdonald and Gimli, with the winners once again Gimli with two straight games; and Winnipeg and Portage, with Portage taking two straight.

The final standings:

Gimli	6 points
Portage	4 points
Winnipeg	2 points
Macdonald	0 points

Volley Ball

The inter-section volley ball play-offs were played in the Rec Centre on Monday, February 6, with the following teams participating:

Team	Representative
Expeditor Repair.....	Cpl. Woodhaus
14 Group	F/L McNair
Inst. & Elect.....	Sgt. Schwemler
Mitchell Repair.....	LAC Baines
Flight Cadets.....	F/C Langille
111 C&R.....	Cpl. Vegiant

The tournament got underway at 1900 hours, with a straight knock-out, and the finals were 3 and 5 series, with Expeditor Repair and Flight Cadets playing off. This was a hard-fought series, with the Flight Cadets winning out 3 games to 2.

We wish to take the time to notify all sections that the Flight Cadets have issued a challenge to each and every section on the Station.

Hockey

The inter-section hockey is underway, and a winner will be declared before March 10.

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POSTER PARALYSIS

(Continued from page 3)

"Poster Paralysis" might even prove fatal to an organization's safety education programme, the value of which needs no elaboration. The cure, for general safety aids (such as the "goggle poster"), is in restrained use of such posters. But these posters are only part of the giant tide of safety publications that may swamp an organization. Since safety is achieved through evolution rather than revolution, it follows that new safety material and ideas constantly require presentation to the field workers. This results in another wave of bulletins and publications listing the lessons

learned from the mistakes of others (safety specialists forever are doomed "to close the barn door after the horse is gone").

Many safety publications are produced for the aviation field—"Flying Safety," "Flight Comment," and "Aviation Mechanics Bulletin," to list a few. These contain articles covering almost the entire aviation occupational field, and serve to reduce occupational barriers and enlist everyone in the struggle for safer air operations. The distribution of such publications should be regulated to ensure all concerned are given the opportunity to read them, and a "Safety Library" should be made available to all. Again, an uncontrolled flood of such

publications will lead to apathy and indifference to safety on the part of the very people they are intended to make more safety-conscious.

In the RCAF, a rapidly-improving system of investigating and reporting aircraft accidents and incidents is showing dividends in the form of an improving Flight Safety Board. But the value of such efforts will be lost unless a quick, positive method of "passing the word" of the lessons learned from the mistakes of others is maintained. The responsibility for the proper dissemination of the information provided to RCAF units by "Accident Information Bulletins" and "Flight Safety Bulletins" rests with everyone concerned, at all rank levels, but the effectiveness of the distribution system is mainly an administrative problem—one that can be solved quite easily.

Vast quantities of safety aids are available for general use—but care must be taken to select and use only the most applicable ones for each organization if "Poster Paralysis" is to be eliminated from our list of occupational diseases, and the safety of our air operations is to continue to improve.

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"THE GREEN MAN"

By Storm Jameson

Reviewed by Maurice Hardman

One of the problems the reading public faces today is the problem of selecting from the flood of new books issued the ones worth reading. Most of these books can only be called mediocre at the best, and even to read through all the recommended ones is too wasteful in time and effort to be practicable. Consequently it is pleasant to come across a book so outstandingly good that it can wholeheartedly be recommended even to a reader whose time is very limited.

Such a book is "The Green Man," by Storm Jameson. This book is a novel dealing with the fortunes of an English county family over the last two decades. There are many interesting themes in it; we are led, for example, to follow with great interest the adventures of the son of the house in occupied France during the war, and his struggle after the war to find some occupation and way of life that would satisfy his needs, whilst we are also shown the very different life led by his uncle, a power-seeking tycoon manipulating politics and politicians from behind the scenes. In describing the reactions of these two with each other, and the far-reaching effects their actions have on other people, Miss Jameson shows her profound knowledge of human nature, both in its normal and unusual aspects, and her insight into the uneasiness and conflicts of our present-day society. She is not content, however, with merely analyzing and probing; a warm sympathy with her characters gives the book an unusual richness and a feeling that it has mirrored life to the full. Her characters are "alive," real people struggling with the problems of human relationships, present since the dawn of civilization, but exacerbated by our present way of life.

This is definitely a book that will

reward the reader; it may safely be promised that he will not consider the time in reading it as wasted time.

PILOTS OF THE PURPLE TWILIGHT

Philip H. Godsell

The story of the early bush fliers, the boys that "flew by the seat of their pants" in rattletrap planes often held together with hay wire.

Here they are: Roy Brown, the man who shot down the great German ace Richthofen; "Wop" May, Vic Horner, Charlie Sutton, Jimmie Spence, "Punch" Dickins, Al Cheesman, Pat Reid, and many others. Most of them got their first flying experience in the R.F.C. during the First World War.

Back in Canada they opened new roads to the North, flying in supplies, helping the police, carrying prospectors, trappers, missionaries and doctors to strange destinations.

These men are the few to whom Canada owes so much, and there is no story in our country's history more complete with courage, skill and determination.

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THE TREASURE OF PLEASANT VALLEY

Frank Yerby

In this story Frank Yerby turns to a new scene—California in the legendary days of the Gold Rush—to tell the story of the two Southern adventurers in a world gone mad with the greed for gold.

FLIGHT FROM NATCHEZ

Frank C. Slaughter

A novel based on the true story of a group of English Legalists escaping from the Spanish army at the close of the American Revolution. It is a detailed story of the hardships they endured during their search from Natchez to Talossee.

NEW BOOKS IN THE LIBRARY

Fiction

- Bugles and a Tiger.....John Masters
- The Claws of Mercy.....John Harris
- Doctor in the House.....
Richard Gordon
- An Episode of Sparrows.....
Rumer Godden
- Flight from Natchez.....
Frank G. Slaughter
- Flying Colours.....C. S. Forester
- Marazan.....Nevil Shute
- Mountain Shadows.....
Magdalena Eggleston
- Men At Arms.....Evelyn Waugh
- Oil for the Lamps of China.....
Alice T. Hobart
- Reader's Digest Condensed Books
Winter, 1955.
- The Robe.....L. C. Douglas
- So Disdained.....Nevil Shute

Non-Fiction

- The First and the Last.....
Adolf Galland
- Illustrious.....Kenneth Poolman
- A Penguin in the Eyrie.....
(An RAF Diary, 1939-1945)
Hector Bolitho
- Pilots of the Purple Twilight
Philip Godsell

Mystery

- Full House.....Rex Stout
- His Bones Are Coral.....
Victor Canning
- No Man's Street.....Beverley Nichols
- The Li'l Abner Official Square
Dance Book.....F. Leifer

TESTS ON NEW GCA UNIT AT CHURCHILL

A NEW, low-cost and readily portable Ground Control Approach (GCA) unit, which enables aircraft to land safely under unfavourable weather conditions, is undergoing operational tests at the RCAF Detachment at Fort Churchill.

The first of four of these units ordered by the RCAF was flown to Fort Churchill from the manufacturers in Los Angeles early in February and tests made on the unit's adaptability to severe cold-weather conditions. When the tests are completed the unit will remain at the Detachment for northern operation.

GCA is a radar device which enables an operator at a radar screen on the airfield to control an aircraft coming in to land by giving the pilot instructions over a two-way radio system. The pilot need only watch his altimeter, compass and airspeed dials and adjust his altitude, direction and speed according to the operator's instructions. The aircraft is seen by the operator as a moving dot and the runway as a lighted line on the face of the radar screen. Another line, representing the path the aircraft must follow in approaching the runway, runs diagonally across the screen, meeting the runway line at the touchdown point. GCA systems can bring an aircraft down to a specified point on the runway, under conditions of almost zero visibility, with perfect safety.

Designed as Quadradar, the new GCA equipment combines into one unit, weighing less than one ton, the functions of four different radar systems. A search system is used for the initial recognition of air-

craft coming within its scanning range and the guidance of the aircraft to the approach glidepath. Once on that path, the precision approach system will show the altitude, range and bearing of the aircraft and its position in relation to the path line, following it to final touchdown. A third system is used to direct the aircraft along the taxi strip once it has landed. A fourth system, for height finding, has a greater elevation range than the search system and is used for directing the landing approach of such aircraft as jets (approaching from 40,000 feet), helicopters, making near-vertical landings and for providing elevation information to aircraft flying in the area of the airfield. The search and height finding systems can detect aircraft within their elevation range, up to 40 miles away from the airfield.

One radar screen serves all four systems. A touch of a switch changes both the function of the equipment and the type of picture on the screen. In addition to the four radar systems, the Quadradar unit will be equipped with the two-way radio system for the necessary air-ground-air contact.

GCA systems are not new to the RCAF. As early as 1946 the RCAF took over a GCA unit in Edmonton from the USAF. There are now 23 GCA units at flying stations across Canada and overseas. Each of these equipments, when assembled for operation, weighs approximately 22 tons. Although later models are air transportable, it is a lengthy operation to disassemble one, load it on an aircraft and reassemble it

after it reaches its destination. In comparison, Quadradar can be loaded on smaller aircraft and later reassembled in a matter of a few hours.

Quadradar is intended to supplement rather than to replace present GCA facilities by providing, at much lower cost, equipment for smaller airfields handling lighter traffic and for tactical operations where mobility is vital.

Several features of Quadradar are new to GCA. Precision approach landings can be effected from any direction at the touch of a switch, rotating the equipment. The display equipment console and its operator can be housed in the main control tower, or in a protected area, up to 10,000 feet from the radar antennas. Its portability lends itself admirably for use at advanced bases or for occasions where a landing aid is required on short notice for operational purposes. Although not having the full capabilities of heavier GCA units, it fills a need long recognized by the RCAF in ensuring safe operations of an effective fighting force.

1,600-MPH Planes in Decade

TORONTO—Military interceptor aircraft will be flying at 1,600 miles an hour within 10 years, Crawford Gordon, Jr., president of A. V. Roe Canada Limited, predicts. "The use of atomic power in military aircraft also probably is not far off," he told the Gordon economic commission, but added that because of the heavy weight of atomic power plants, they will be used at first only in the largest planes.

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GRADUATING CLASS 5419 (AI)



Front row, left to right: F/C's Kay, Comeau, F/L Tyler, F/C's Middleton, D'Allaire.
Back row, left to right: F/C's Burton, McLaren, Gill, F/L Murray, Sgt. Materne, F/C's Evans, Clarke.
Missing: F/O Walsh (Class Director).

F/C Sam Burton

Home: Halifax, N.S.
Appearance: "Smiling Sam."
Favourite Expression: "You're illiterate."
Usually Seen: Jiving on all fours.
Ambition: To become a pilot.
Pet Peeve: Girls who drink too much.
Probable Destination: Teaching judo at the "Y."

* * *

F/C Fred Clark

Home: St. George, New Brunswick.
Appearance: Keen.
Favourite Expression: "Hard as possible port—negative starboard!!"
Usually Seen: At the bar.
Ambition: Not to become an OT officer.
Probable Destination: Long range navigator.

* * *

F/C Gilbert D'Allaire

Home: Quebec City, Quebec.
Appearance: Plump.
Favourite Expression: "I'll charge you."
Usually Seen: With his camera.
Ambition: To get married.
Pet Peeve: Course Nineteen.
Probable Destination: Undertaker.

* * *

Sgt. Rene Materne

Home: Lantremange, Belgium.
Appearance: Hardly ever.
Favourite Expression: "But sir . . ."

Usually Seen: In St. Boniface.
Ambition: Back to Long Range.
Pet Peeve: Canada.
Probable Destination: Liaison officer Canada.

* * *

F/C Lou McLaren

Home: St. Andrews-by-the-Sea, New Brunswick.
Appearance: Sleepy.
Favourite Expression: "You don't say."
Usually Seen: With June.
Ambition: To take over Comeau's apartment.
Pet Peeve: Gill, snoring.
Probable Destination: Bar officer at Cambridge Bay.

* * *

F/C Don Middleton

Home: Carman, Manitoba.
Appearance: Shaky.
Favourite Expression: "Let's have juice."
Usually Seen: Combing his hair.
Ambition: To grow a moustache.
Pet Peeve: Manitoba.
Probable Destination: AOS Winnipeg.

* * *

F/L Gordon Murray

Home: Saskatoon, Saskatchewan.
Appearance: Tall, dark and handsome.

(Continued on page 36)

GRADUATING CLASS 5501 (LR)



TWELVE O'CLOCK HIGH (AND HOW HIGH)

I KNEW they would be there. Peering through the gloom of the long corridor, lit only by the solitary window at either end, I tried to distinguish the number on the grimy door.

211. That was it—211. The door creaked as I opened it, protesting against the unevenness of the floor.

I stepped cautiously inside, half expecting a rod to descend on my head, from the hand of Spanish Coomber—the biggest thing between Charlton mews and 44th Street. But the place was deserted. The gang had flown. But where?

Desperately I searched for a clue. Had I come all this way for nothing? My gaze wandered around, at the card tables, strewn with street maps and stubbed cigarettes, to lockers behind, where the dreaded eight kept their weapons of war. The lockers were open, their doors hanging drunkenly from their hinges, their contents removed. Mort's Mob had beaten me to it. Perhaps even now they were lined up against the wall in his sound-proof headquarters waiting for him to pull the trigger. They crossed his path once too often.

Tight-lipped I considered the problem. There was only one answer—someone had squealed. But who? D'Arcy Alberge, son of a mobster from the taverns of Montmartre? Big Jim, whose respectability lay in his father's six castles in Northern Scotland? Gorbals Jock, from the slums of Glasgow? Felonious Phil, from some rough quarter of the Midlands?

The jangling of the blower in the next room startled me. "Mort here," grated the harsh voice at the other end, "the boys are here so you'd better come. And bring a rod."

So that was it. They were all in it. Swiftly I glanced at once of the maps. Mort's Place lay in a little-used cul-de-sac near the Big "A." Pulling on my coat I dashed out of the building and picked up a street car by the corner of Joe's. After a strange drive between high banks of snow and past low hangar-like buildings, I caught sight of Mort's place, a large ramshackle joint from which shady-looking dips and cosh boys often ran, jumping on the street cars which passed every twenty minutes.

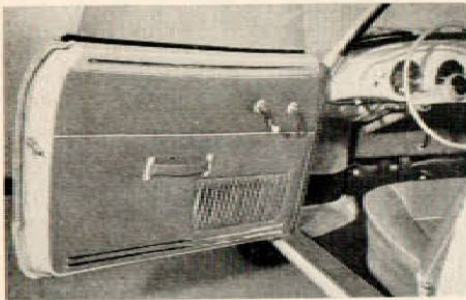
They were all there. D'Arcy, Big Jim, Spanish Coomber, Gorbals Jock, Felonious Phil, Len the Latin Lover, Martin the Matador, even The Cork, with Afleet, his dago runner, crouched in a corner, shooting crap with Mort.

Before I could speak the door opened. "Cork here?" It was Stammering Stan, the biggest shot on the east side. In no time he had a stook game going with his friend Claude. I was bewildered. "What is happening?" I asked myself, and at that moment an explosion rocked the building. It was the Secret Police—I could hear their footsteps outside.

Through the noise and confusion I could dimly hear D'Arcy's voice, "Allez-vous en, my friends. Je vais vous voir à Thorney Island."

AUTOMOBILES

(Continued from page 23)



... good quality and workmanship ...

interior. On the dash what instruments there are appear to be accurate and well positioned. However, who is interested in a huge clock when there is no oil pressure gauge or ammeter, and, sacrilege of sacrileges, no tachometer! The makers say that this is not a sportscar, BUT nearly all owners will wish it were, for the simple reason that the general specification is a "natural" for a sportscar. So please, Mr. Karmann, some good instruments next year. Windshield wipers are also of vital importance to a driver, and the Ghia-Karmann's, though adequate in coverage, are too slow in sweep. Two-speed wipers need to be fitted. Family men need not look askance at this beauty and sigh, "I can't fit the family in"; all you need is the nerve to tell your three children to climb in and shut up! That small bench seat is comfortable but lacks room for an adult over long distances. When not needed it folds down, doubling the baggage capacity, and, with typical German thoroughness, it is held in both positions by a stiff "two-way" spring.

On the road this car is a hundred per cent jewel with no—we repeat NO—vices at all. The steering is needlelike in accuracy, light as a feather and positive. That gearshift (as in all German products) feels like a knife in nice hot butter, and changes are so easy an idiot could make no mistake. What's more,

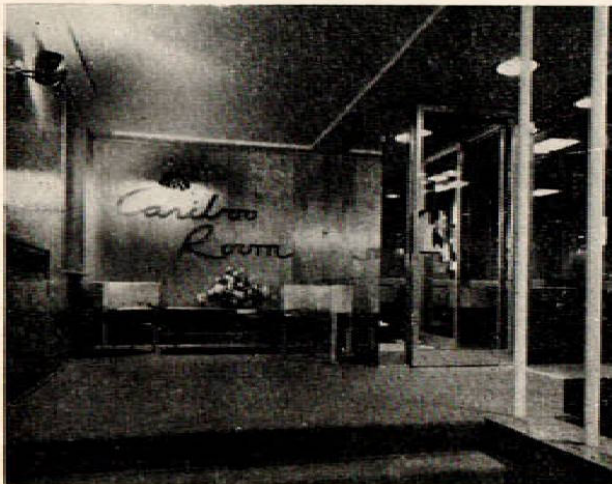
it falls just where your hand wants to rest. You don't need to get used to this car, for driving it is as easy as falling off a log. As for handling, all we can say is that the greatest praise would be grossly inadequate. On the corners there is no lean, and "tail-wagging" may be indulged in to the heart's content, without a thought of ending up in trouble. Acceleration is nice in first gear, but we feel that second, third, and fourth are too widely spaced for the power available. Give us those gears and a 55bhp engine of 1600cc's and the matching would be perfect. Put such an engine in and you'd have a sportscar which could give even a 1600 Porsche a good run for its money. The fact that the car is underpowered is very obvious in top gear, where acceleration is negligible. Six seconds to 30 and 22 to 60 is hardly leaping ahead! Perhaps if we got one of these cars (the thought is near the editorial heart) as they stand now the answer might be

to fit a supercharger or twin carburetors. The former will take five or six seconds off your zero to sixty time and perhaps add ten mph to the top speed. Finally, the brakes show no fade or pull, but the pedal pressure is unduly heavy.

The heating system on this cold (-15F) day was provided by a very efficient gas heater, which was in addition to the normal system. We trust more powerful heater will be put in standard equipment in future, thus eliminating this additional bother and wastage of space.

Like our friend Willy Faost, Purves Motors' amiable salesman, we are really enthusiastic over this very superior product of his Fatherland. Long may we continue to see such fine examples of the car-makers' art. Allow us to add a small prayer that it will appear more as a sportscar next year.

... a very superior product ...



Entrance to the renowned Caribou Room

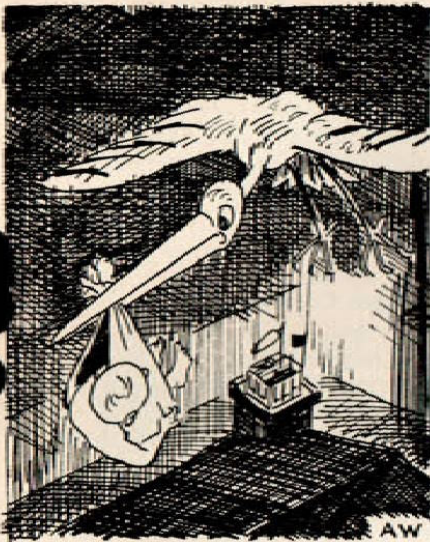


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He says we can't land . . . his wife's in
Saskatoon.

HOW IT WILL ALL END

(Continued from page 17)

heat, no sound, no motion, nothing but the utter uniformity of a cloud of dust. Ultimately, then, it would mean that the universe will die; on the earth we might escape annihilation by fire, but it would be to perish by the last extremity of cold.

As a word of comfort to the less intrepid amongst us, let us repeat that both of the above possibilities could only be in the very remote future, and let me mention that, even if the latest theories of science are true, they may not be the whole truth.

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5419 (A1)

(Continued from page 32)

Favourite Expression: "What will the taxpayer say?"

Usually Seen: On the T1A.

Ambition: To leave Winnipeg.

Pet Peeve: Mitchell 5278.

Probable Destination: Air Instructor A1.

* * *

F/C Russ Comeau

Home: Weymouth, Nova Scotia.

Appearance: Naval.

Favourite Expression: "Well, I have pick up my wife."

Usually Seen: Touching down on Portage Avenue.

Ambition: To convert his car to a jet.

Pet Peeve: 0730 briefings.

Probable Destination: Rad/Nav on a Banshee.

* * *

F/C Paul Gill

Home: Banga Punjab, India.

Appearance: Terrifically keen.

Favourite Expression: "In the first place . . ."

Usually Seen: At Arthur Murray's.

Ambition: To develop resistance against cold.

Pet Peeve: Lou McLaren.

Probable Destination: On the DEW line.

* * *

F/L Richard Tyler

Home: Calgary, Alberta.

Appearance: Bandaged.

Favourite Expression: "It would lock on . . ."

Usually Seen: Officers' Mess "C."

Ambition: To go to Cold Lake.

Pet Peeve: Hand control.

Probable Destination: Adjutant at Baggotville.

* * *

F/C Bob Evans

Home: Inverary, Ontario.

Appearance: Operational.

Favourite Expression: "It can't get any worse."

Usually Seen: In a flying suit.

Ambition: To become a commissioner.

Pet Peeve: KUZUK.

Probable Destination: OT Officer in the Long Range School.

See . . . **PHILIPS** TELEVISION FOR '56

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