



# Postair

AN AIRFORCE NEWSMAGAZINE



APRIL 13, 1956  
10c

A CF-100 of Canada's western defence force carries out an identification pass on a stray DC-4 airliner.

(Cover by Connolly)



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VOL. 5, NO. 5.

APRIL 13, 1956

• AN AIRFORCE NEWSMAGAZINE •

Honorary Editor-in-Chief...W/C F. GAFFNEY  
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# BOMBER COMMAND R.C.A.F.



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

## Part III

*Parts I and II of this story dealt with the crew briefing, preparations for departure, and take-off on a bombing trip over Europe. In this concluding article the author tells of the activity over the target, and the return to base.*

**WE ARE** now climbing as rapidly as possible—already the German radar screen has picked us up and is vectoring enemy night fighters in our direction. We must be at operating height before they contact us. Our next turning point is Sedan, France, and to reach it on time our navigators have had to make course alterations because of variant wind speed and directions. Navigational “fixes” are taken every few minutes by radar and dead-reckoning. Our course is designed to keep us clear of towns and known enemy ack-ack

batteries. To stray a few miles means trouble. The bomb aimer is tossing his bundles of “window” through a port in the glass nose at regular intervals.

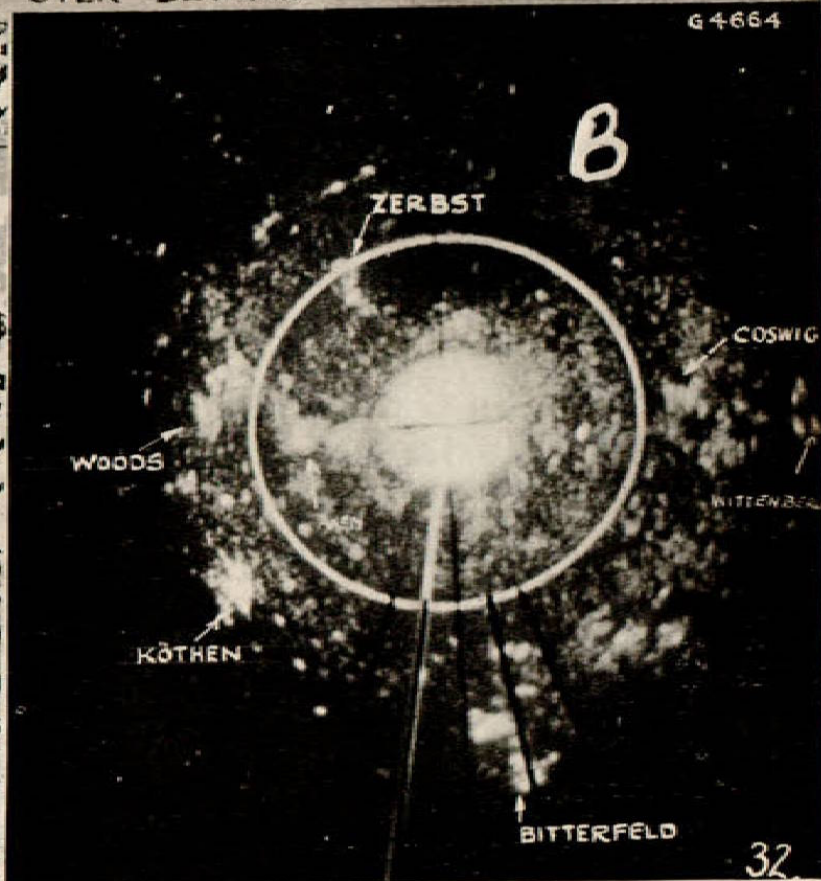
Near Aachen we have reached 18,000 feet and level off to maintain a steady cruising speed. There we encounter our first enemy activity. We must run through the searchlight belt surrounding the Rhur valley cities. Heavy flack is spasmodic but the radar-operated batteries are picking away at the stragglers. The enemy night fighters have finally contacted us—the



OVER DESSAU

MARK III

G 4664



Map issued to the navigator to aid him in identifying aiming point—Dessau. The picture of radar screen on the right is what the navigator sees when the aircraft is in position to drop its bomb load. Various towns in the vicinity of Dessau may be identified.

first to do so drop parachute flares which attract others to the bomber stream.

We reach a point 5 miles north of Cologne at 2016.3 hours, which means we are 0.7 minutes early, but since a few minutes are much more easily lost than gained we do not waste the excess time. It may be handy later on. Cologne itself is covered with an umbrella of bursting flak and is a very obvious landmark at this point. Our course now is designed to carry us to a point 60 miles west of Berlin and 50 miles north of the target Dessau. Enemy activity has increased considerably—there is no cloud cover and the night fighters have good visibility. Bombers caught by flak or fighters become torches that light up a huge area. Aircraft shot down are logged and a note made of their positions in the navigator's log. By now the only crew members not keeping a lookout for danger are the navigators under their blackout curtain. At 2040 hours we alter course to by-pass a heavy flak battery and in doing so lose the extra time we had in hand. All towns along our route are throw-

ing all they have in our direction it seems. Occasionally a "scarecrow" bursts in the sky—a heavy shell designed to look like an exploding aircraft. Some of them aren't scarecrows. We by-pass Braunschweig (Brunswick) with its searchlights and flak and reach our turning point north of the target at 2140 hours. We now alter course to due south. This course alteration confuses the night fighters who until now had concluded we were aimed at Berlin. The navigators now give the wind speed and direction and aircraft height and speed to the bomb aimer who feeds this information into the bombsight computer box. The bombsight is now ready for use. A few minutes before the first bombs are due to be dropped the Pathfinder crews drop their flares upon the aiming point—these are now visible in front of us. Fifteen miles short of the target the bomb doors are opened and the bomb aimer directs the pilot to the target. The navigators are now using a ground position indicator to aid in directing the pilot (this is an arrow indicating the aircraft position transposed

by light on to a target area map). Conversation between the bomb aimer and pilot goes something like this—"left, left, steady," (pilot alters course left) "right, steady, steady, steady," (A very small alteration right.) "Steady, steady, steady," (aircraft is coming up correctly on to the target).

The master bomber circles the target area with his deputy giving instructions over his radio transmitter. All bomber aircraft listen on his frequency and follow his instructions. If a red flare or flares have been dropped to mark the aiming point the master bomber calls for bombs to be dropped on the flare. If the flare is slightly off the aiming point he will ask for bombs to be dropped in such a manner as to be accurate. That is, he might instruct the bomb aimers to make an overshoot or undershoot or to aim to port or starboard of the flare. At regular intervals other Pathfinder aircraft drop new flares to reveal the aiming point.

When the bombsight cross-hairs and target coincide, the release but-

(Continued on page 31)

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**THE KICKER**

I hate to be a kicker,  
I always long for peace,  
But the wheel that does the squeaking  
Is the one that gets the grease.

It's nice to be a peaceful soul,  
And not too hard to please,  
For the dog that's always kicking  
Is the one that has the fleas . . .

So I hate to be a kicker,  
It means nothing in a show,  
But the kickers in the chorus  
Are the ones who get the dough.

The art of soft-soap spreading  
Is a thing that palls and stales,  
But the guy who wields the hammer  
Is the guy who drives the nails.

Let us not put any notions  
That are harmful in your head,  
But the baby who keeps yelling  
Is the baby who gets fed!

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### Round the World With 426

First round-the-world flight carried out in 1956 by the RCAF's Air Transport Command has been completed by No. 426 "Thunderbird" Squadron.

Flying one of the squadron's four-engine North Star aircraft, a full complement of aircrew and groundcrew of Air Transport Command's "work-horse" unit circled the globe on long hops by way of Gander in Newfoundland, the Azores, Gibraltar, Malta, Cyprus, Bahrein in the Persian Gulf, Karachi, Delhi, Colombo, Singapore, Manila, Tokyo, Wake, Honolulu, San Francisco, Winnipeg, and then home to the squadron base at Dorval, near Montreal.

Designed to familiarize transport aircrew with the aerodromes and airfield facilities around the world, the flights provide valuable training for pilots, radio officers, navigators, flight engineers, and transport groundcrew in long-range logistic support operations.

These globe-circling flights, numbering about three a year and requiring about three weeks to complete, have evolved out of the trans-oceanic familiarization flights for Air Transport Command aircraft which began in July, 1948. With RCAF transport commitments to all parts of the world, the original training flights and routes have been revised, becoming round-the-world operations.

The trips are unscheduled and undertaken only when a training require-



EATS HIS WORDS

Rep. William H. Ayres said in a Lincoln Day dinner speech that President Eisenhower would not run again. On receiving the news that the president had announced his intention to accept nomination for a second term, Rep. Ayres takes his only course of action!

ment exists. Such training is essential in order to maintain a high standard of efficiency in the RCAF's Transport Command, a "moving" force whose unofficial motto is "Anything, Anytime, Anywhere, Safely."

### BUSY EASTER IN FLYING WING OPS



F/O Stu Parmelee, who is acting Flying Wing Operations Officer, was literally "swamped" by requests for week-end trips in service aircraft. On last count he reported that 203 requests in writing had reached his desk and an uncountable number of phone calls for Easter week-end trips.

All this and only 16 passenger seats available to all parts of the country!  
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### First Space Squabble Just Around Corner

OTTAWA—Possibility of Russian objections to a U.S. earth satellite passing high above the Iron Curtain was raised by Dr. W. R. Hossack, of the Defence Research Board. In an address before the Ottawa centre of the Royal Astronomical Society of Canada, he indicated final orbit of the first man-made satellite may depend on an international space agreement. "Unfortunately, the main forces backing the space project are military and political," said Dr. Hossack. "But the benefits will affect all mankind."

\* \* \*

### W/C AND MRS. FRED GAFFEY



... enjoy a spin around the dance floor at last month's March of Dines dance.

### Air Travel of Importance to Nation

REGINA—Air Vice-Marshal Guthrie, national president of the Royal Canadian Air Force Association, visited Regina during the course of a trans-continental speaking trip. At an interview, he spoke in an informal manner on a variety of flying topics including recruitment, risk pay, and the need for air force personnel. Air Vice-Marshal Guthrie said an important job is awaiting RCAF personnel who played an important part in the Second World War. "These men may not want to fly jet aircraft, but we have a big job for them," he said. "The RCAF personnel in the past is invaluable for radar men who must make split second decisions." He said the flying needs of Canada are not restricted to the RCAF. "Civil aviation needs more fliers all along the line," he said. "With these needs are closely associated need for technical ground crews—either men with trade or bright boys who want to learn a trade." Air Vice-Marshal Guthrie also made a plea for more risk pay for RCAF fliers.

## STATION AIDS IN POLIO DRIVE



### STOCKDALE PRESENTS STATION'S CONTRIBUTION

As reported in the last issue, the successful "March of Dimes" dance at the station netted the sum of \$1,410.11 for the polio campaign. Here the March of Dimes representative accepts the cheque from PMC F.S. Stockdale, watched by F.S. Allen, F.S. Johnson, Sgt. Patriquin, Sgt. Stewart.

### Test Protection Against A-Blast

OTTAWA—An infantry platoon of the Canadian Guards has almost completed experiments with a defensive position designed to give maximum battlefield protection against atomic blast and radioactive fall-out, the army states. The defensive position has been developed for training purposes, and the army said it is thought that soldiers in such a position would be "comparatively safe at reasonable distance" from the point of the atomic explosion.

\* \* \*

### Vast Cultural Exchange With West Is Soviet Plan

MOSCOW—The Soviet Union has called for a vast step-up of cultural exchanges with foreign nations, including the United States, England and France. Minister of Culture Nikolai A. Kikhailov told a press conference he hopes to bring before Russian audiences this year the Philadelphia Symphony

### "BRAIN LOBES" OF SEEK-AND-DESTROY SYSTEM



On the ground in front of this F-94 interceptor are the different parts of the electronic brain used in the "seek-find-and-kill" system which enables an interceptor to locate enemy aircraft at long range, regardless of visibility, direct the pilot to the target and launch the armament at the correct instant.

Orchestra and its conductor, Eugene Ormandy, tenor Jan Peerce, violinist Isaac Stern, pianist Artur Rubinstein, and other artists.

\* \* \*

### Keeping "Gunpowder" Dry — Nursing Assistants' Duties

OTTAWA—Army nursing assistants in the sub-Arctic have been introduced to dog teams and curling rinks. But it's a guy called "Gunpowder" who's the current number one attraction. Army headquarters here said recently that Eskimo baby Powderhorn—nicknamed Gunpowder by nursing assistants at Fort Churchill, Man., military hospital—is a favourite with nurses.

\* \* \*

### High Cost Jet Production Creates Dilemma for Defence Department

OTTAWA—The Defence Department has reached a point it has been dreading for some time: It's going to have to sink millions of dollars into aircraft for which there's no immediate requirement. Informants said that this will be cheaper in the long run than shutting down production lines and then having to reopen them when a newer type plane is ready for the assembly line. This whole problem—keeping the relatively small 41-squadron RCAF equipped with the most modern planes—is one that continually besets the Defence Department. With hangars full of CF-100s, it will still be several years before the 1,500-miles-an-hour CF-105 will be ready for

squadron service, if it is successful. Officials said Avro, designer of the delta-wing CF-105, is having success with its new engine for the plane. The engine is expected to be three times more powerful than the Orenda which drives the CF-100.

\* \* \*

### Most Marry, So Navy Needs Nurses

TORONTO—The navy's short of nurses. Why? It's because at least 89 per cent of the younger nurses marry—and nine times out of ten they choose naval officers that they meet on the job. Lieutenant-Commander Mary Emma Nesbitt, matron-in-chief of the Royal Canadian Navy, spent several days in Toronto with the regular forces. According to Miss Nesbitt, it's a pretty nice life. "I've been with the Navy over 13 years, and I don't regret any of them!" she said. A career as a Navy nurse offers much to a registered nurse.

\* \* \*

### New Boss for D.C.E.

OTTAWA—Group Captain J. H. Fenton, MBE, commanding officer of RCAF, Lincoln Park, Alta., since September, 1953, has been transferred to Air Force Headquarters to head the Directorate of Construction Engineering Field, it was recently announced by Air Force officials.

## AMERICAN BEAUTY

MEG MYLES



Our beauty is curvaceous Meg Myles, of Warner Brothers. Meg appeared recently in "New York Confidential" and, for the statistically minded, measures 40-24-36 from top to bottom.

Photo by Bert Six, Warner Bros.

# FAIREY DELTA 2 SMASHES WORLD SPEED RECORD

## First To Exceed 1000 m.p.h.

**T**HE Royal Aero Club recently announced that the Fairey Delta 2, piloted by Mr. Peter Twiss, established a new world speed record of 1,132 m.p.h. (1,822km.p.h.), (subject to confirmation by the Federation Aeronautique Internationale) on 10th March 1956. The aircraft is powered by a Rolls-Royce Avon jet engine with re-heat.

The Fairey Delta 2 was ordered by the British Ministry of Supply for research into the problems of supersonic flight. The new record was achieved in the course of high speed tests for research and development. The F.D.2 is thus the first aeroplane to exceed a speed of 1,000 m.p.h. over a measured course, and in straight and level flight under conditions recognized by the F.A.I. for a world speed record. This exceeds by 308 m.p.h. (37 per cent) the previous record of 824 m.p.h. set up last August by a United States F-100 Super Sabre.

The record runs consisted of two flights over a nine-mile course between Chichester and Ford, Sussex. The first run was made at a speed of 1,117 m.p.h. (1,798 km.p.h.), the second at 1,147 m.p.h. (1,846 km.p.h.), giving an average of 1,132 m.p.h. (1,822 km.p.h.). To calculate such speeds with an accuracy of one one-thousandth of one m.p.h. the most advanced photographic equipment, designed, constructed and operated by technicians of the Ministry of Supply's Royal Aircraft Establishment,

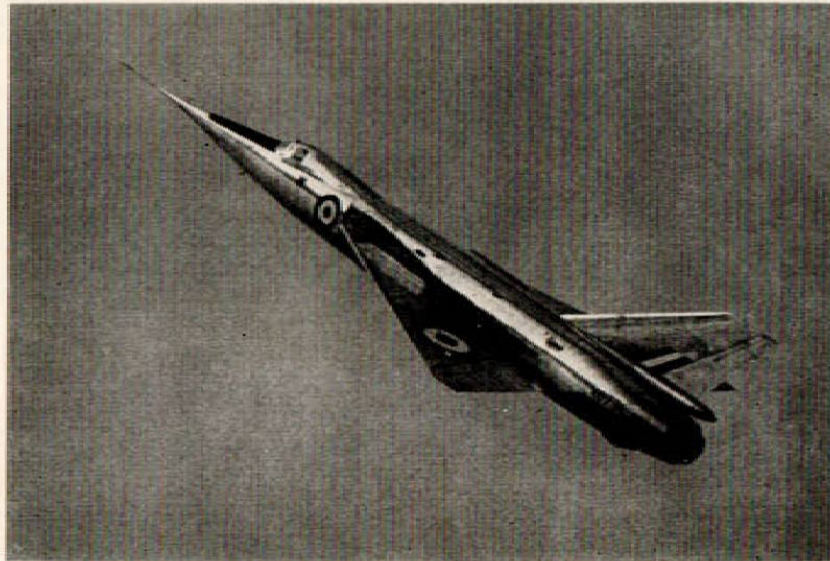
Farnborough, is now used. Placed at each end of the course this equipment measured and recorded the speed of the F.D.2 as it flashed by 38,000 ft. (7¼ miles) above. Officials of the Royal Aero Club, representing the F.A.I. in this country, were present throughout.

Radar stations of fighter Command, Royal Air Force, plotted the flight path of the aircraft and transmitted to the pilot the directional information he required to fly exactly over the sight-line of the cameras at a specified altitude. This required meticulous timing and piloting skill since the aircraft had to be flown within a narrow height band of about 300 ft.

The Fairey Delta 2 took off from the Ministry of Supply Aeroplane and Armament Experimental Establishment, Boscombe Down, Wiltshire, at 11.21 a.m., climbed to 38,000 ft. and made its first run over the course from Chichester to Ford. It turned over the sea in an arc

which took in Beachy Head, and started its second run in the opposite direction. The F.D.2 returned to Boscombe Down only 23 minutes later with a new world speed record.

The Fairey Delta 2 is one of the most advanced research aircraft in the world with razor-thin delta wings swept back sixty degrees on the leading edge, and a needle nose that can be lowered for improved view in landing and taxiing.



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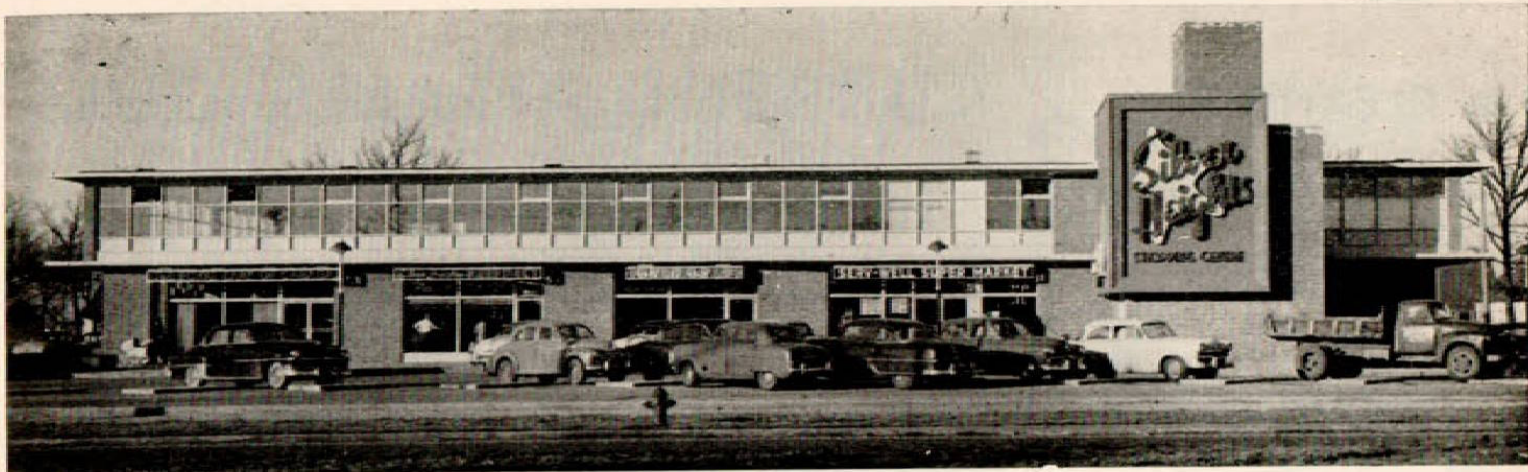


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# CURRENT AFFAIRS QUIZ

By DR. L. A. GLINZ

Current Affairs Advisor — Joint Services

1. The island of Cyprus, in the Eastern Mediterranean, is now Britain's main military base in the Middle East. What drastic action did the British take in March



Makarios III, Archbishop of Cyprus—"He personifies the passion of the Greek Cypriote community for Union with Greece."

against Archbishop Makarios, leader in Cyprus of the Enosis (union with Greece) movement?

2. Twenty-year-old King Hussein of Jordan, the jazz-loving, jet-flying, young ruler of Britain's traditional Arab ally, brusquely dismissed the celebrated British commander of his Arab legion, "the finest Arab force in the Middle



Hussein with Colonel Nawar and brother officers.

East" (20,000 men). The commander dismissed was: (a) Glubb Pasha; (b) Field-Marshal Harding; (c) Colonel Nawar; (d) Colonel Naguib.



Malenkov being kissed by British girls.

3. Ex-Premier Georgi Malenkov, of the U.S.S.R, who was so jovial, friendly, and full of goodwill on his recent visit to Britain, is the same man who, for many years, ruthlessly carried out the will of the Soviet Union's recently-discovered mass murderer, Joseph Stalin. What position did Malenkov hold under Stalin?

4. The British recently broke the world's flying speed record. Was the average speed 932, 1,132, 1,352, or 1,532 M.P.H.?



Finance Minister Harris

5. All the following statements about the budget brought down in March by the Canadian Minister of Finance are true except one. Select that one.

(a) In the last ten years Canada has had only two deficits.

(b) The deficit this year was considerably smaller than had been forecast a year ago by the Minister of Finance.

(c) Substantial tax decreases were announced for the coming year.

(d) After listening to the budget speech James Macdonnell, the Conservative's financial critic, remarked:

"There ain't going to be no election this year."

(Continued on page 30)

**RUGGER**

Our Rugger team, aptly named the Nomads, are slowly rounding into shape. Twice weekly workouts are the order of the day, and F/O Griffiths, manager of the club, reports an enthusiastic turnout to each session. A few Canadian-born players would help. How about it, Canada? The first "test" for the Nomads will be their annual game against Victoria. Naturally, the coast club will have the edge as there is no winter out there and they have plenty of practice. However, F/O Griffiths tells me that the weekly workouts have helped our club tremendously and they are looking for an upset this year. FLASH—3 April. The rugger team defeated James Day Athletic Club by a score of 6-5, and the Winnipeg winners were presented with a Thunderbird Totem Pole with an engraved base plate.

have a

*Player's*  
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# AUTOMOBILES

By PETER McLOUGHLIN

## B.M.C. CAR PRICES

Even with a backlog of 70,000 cars waiting to be sold, and their workers on short hours, BMC have had to announce an increase in domestic factory price of 7½% on all their products. It is sincerely hoped that this is not carried over to Canada, where with tax it would amount to 10%. An A-50 would therefore sell for—\$2,029, and an M.G. "A" for \$2,574 in Winnipeg. Despite the virtual doubling of production since 1951, only an additional 24,183 cars were exported in 1955 by all British companies. Just to help give Britain a further setback, VW are hinting at a further price reduction to help tighten their hold on world markets.

\* \* \*

## SEBRING, FLORIDA

This year's 12-hour struggle saw the decimation of all the favourites except Fangio, the present World Champion. Though Moss and Hawthorn led for the first 30 or 40 laps, the going was so fast that both cars packed up; Moss's Aston Martin dying on the track, and at the 125th lap Hawthorn ran out of brakes. Fangio and Musso, both in works Ferraris, having killed the opposition, went on to win comfortably. Third place was a complete surprise—a privately-owned "D" Jaguar, belonging to Ensley and Bob Sweikert (Indianapolis winner, 1955), which had had the front suspension reworked to suit Bob's driving! It might be worth mentioning that Fangio (also an ex-stockcar man) took Bob around the track twice before the race to explain the different race technique required.

### Overall Results:

1. Ferrari—Fangio, Castellotti, 84.066 m.p.h.
2. Ferrari—Musso, Schell, 83.2 m.p.h.
3. Jaguar—Sweikert, Ensley, 81.416 m.p.h.
4. Aston Martin—Salvadori, Shelby, 80.6 m.p.h.

### Index of Performance:

1. Porsche — Hermann, Von Trips, 78.66 m.p.h.
2. Porsche — McAfee, Lovely, 77.566 m.p.h.

### Series Production Winners:

1. Corvette—Fitch, Hansgen, 86.266 m.p.h. (Class 10).
2. Jaguar—Sweikert, Ensley, 81.416 m.p.h. (Class 9).

It is good manners to help other drivers in distress. If all drivers put themselves in the place of the motorist with a stalled car the answer is plain. The generous driver will assist those in distress on the road.—Emily Post's "Motor Manners."

## NEW COMPULSORY INSPECTION

Britain is about to introduce a stringent compulsory inspection of all cars, and the effect is expected to be so drastic that 20% of all older cars will be forced off the roads, since it will prove uneconomical for their owners to put them in passable shape. This is an inspection B.C. has had for several years, as has the odd state in the U.S. About time it spread to the rest of the country in the interests of general safety.

\* \* \*

## MOST POPULAR SPORTS CARS

Two recent polls brought forth the following list of the ten most popular sportscar in the United States:

### Popular Mechanics: Road and Track—

1. Jaguar
2. Porsche
3. M.G.
4. Ferrari
5. Austin-Healey
6. Mercedes 300SL
7. Triumph TR-2
8. Aston-Martin
9. Lancia
10. Alfa-Romeo.

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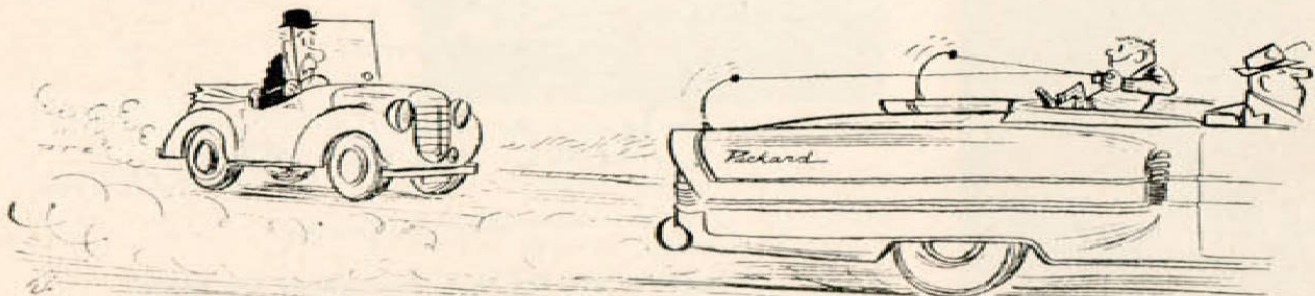


This display of Volkswagens was set up by the publicity department of the VW works in Germany to commemorate the production of the millionth Volkswagen since the end of the war.

\* \* \*

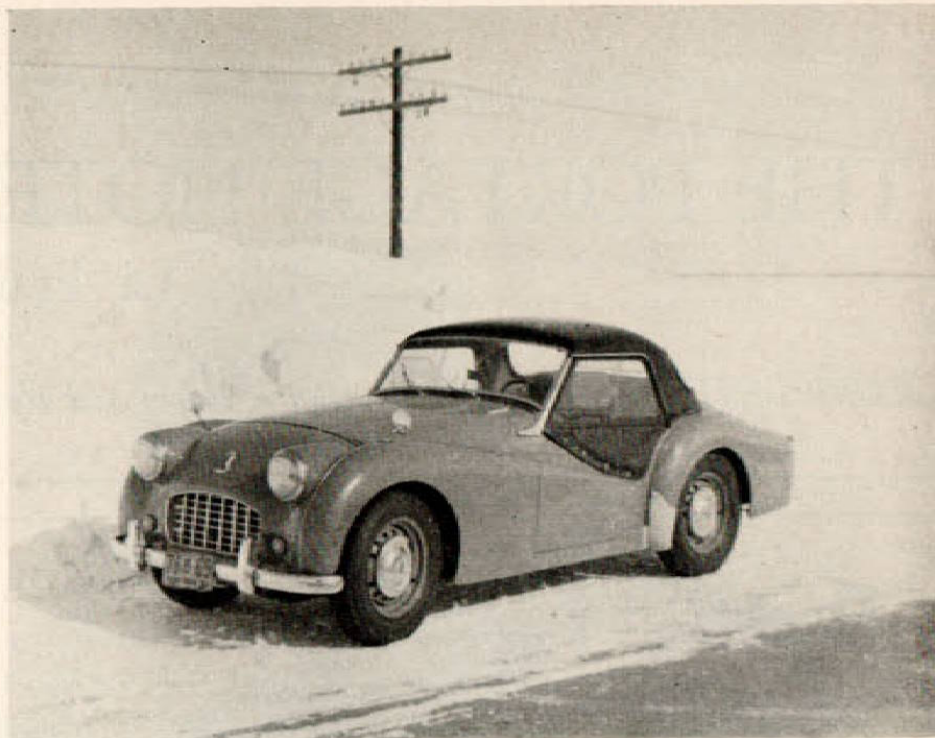
## AMERICAN MOTORS "METROPOLITAN"

The latest version of this popular little car which has just been released has the bigger A-50 engine; the radiator is now of a neat mesh pattern; and the front of the body has been re-designed and lowered. Sounds like an attractive proposition.



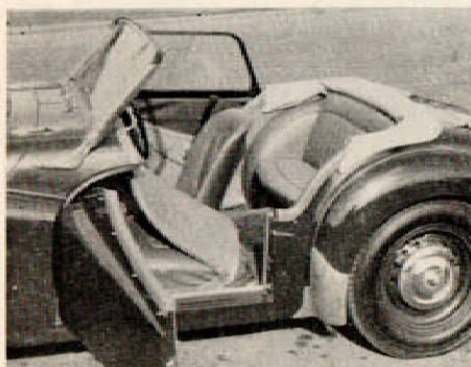
Courtesy "The Motor"

# Driving Impressions of the 1956 Triumph TR-3



IT is almost exactly a year and a-half since we last got hold of the Triumph, and it certainly was a pleasant feeling to renew acquaintance with this rugged little sports car; and, thanks to the willing co-operation of Bill Martin, who had just taken delivery of it, we were able to do a pretty thorough test on the 1956 model.

The two most noticeable changes to the casual observer are the mesh grille, now covering the engine air intake, and the optional steel hardtop which was fitted to this car. An early complaint, that the doors struck the curbs when opened, has also been rectified. Another small point is the use of stainless steel beading between body panels in place of plastic. The grille has given the car more character and taken away that feeling of looking into the yawning jaws of a giant fly-catcher. In general, both the interior and exterior finish show better workmanship in this model, but personally we would like to see it better still. The bumpers, though they look strong, are in reality all too flimsy for our traffic; this is a



point the makers could easily correct without much additional cost. The trunk is identical to that on the TR-2 and still retains the same method of

## TECH SPECS

### GENERAL

Wheelbase—88"  
Overall length—12' 7"  
Overall width—55½"  
Overall height—50"  
Steering—2½ lock to lock  
Turning circle—34'  
Ground clearance—6"  
Shipping weight—1,988 lbs.  
Independent front coil springs,  
½-elliptic rear  
Hydraulic Clutch operation

### ENGINE

4 cyl., 3.27 x 3.62, 1991 c.c.,  
o.h.v., 2 S.U. H4, C.R. 8.5:1, 100  
b.h.p. at 4,800, 4 speeds synchro-  
mesh (3.7, 4.9, 7.4, 12.5 to 1);  
optional overdrive on three  
gears.

### PRICE

\$2,620—Nairn Motors Ltd.,  
Winnipeg.  
\$ 200—Hardtop  
\$ 79—Deluxe radio  
\$ 150—Overdrive  
\$ 125—Wire wheels

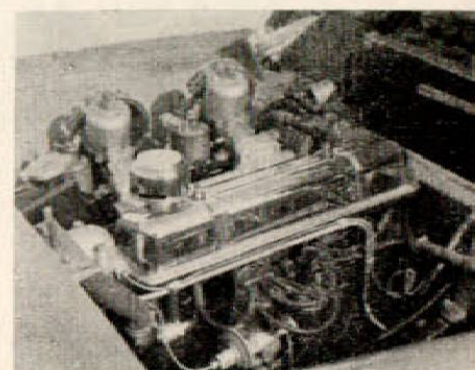
Many further optional pieces of  
equipment available on short  
notice.

closing—three manual locks. We feel most owners would appreciate being able to open and close this much-used part of the car in one motion—a central lock with extensions to the sides would do the trick.

Inside the car the difference between the cloth and steel tops is marked, and the detachable hardtop will be welcomed with open arms in our chill climate. Not only does it improve the looks of the car but gives you all the advantages of a sedan. We approve of the change in upholstery

material, from a nylon finish to an attractive vinylite covering. Leather is an added option. Basically the dash, seats, pedals, and layout remain unchanged. Useful rubber floor mats have been added, and in the centre of the windscreen the heater is provided with a fresh air intake which may be used for cooling during the summer. For reasons best known to themselves, the makers still insist on retaining the almost useless wiper blades that the TR-2 and Vanguard Phase II had, and which are now used on no other new car. An improvement here is badly needed.

As this particular car came without the folding soft top, it had an exceedingly useful amount of storage space behind the seats. For owners with families a small seat can be fitted into this space, but is unlikely to carry anything larger than a four-year-old.



The engine on the TR-3 we used had yet to receive a tuning, and the result was very lumpy running and a variety of gasps, coughs and splutters during acceleration. However, the additional 10 b.h.p. now obtained from the engine will not produce much difference in the running characteristics.

(Continued on page 30)

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### VOXAIR VIXEN SHIRLEY SHAW Winnipeg

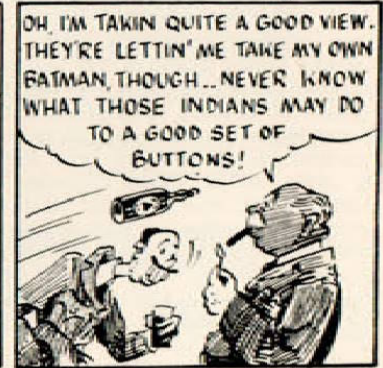
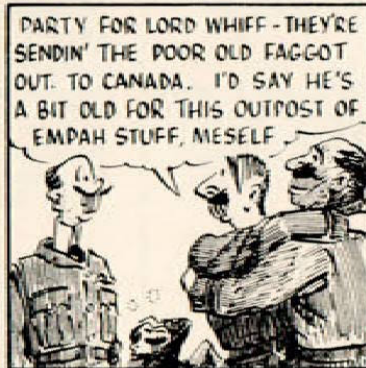
As his last job for the magazine before leaving the service, F/O Freddie Frederickson came up with a new pic of pretty Shirley Shaw, who occupied the Vixen spot in our issue of September 30 last year.

Shirley, alas, is still security minded, and all we could find out about her is what we already knew—that she was born in Regina, that she has brown hair and blue eyes, and that she has appeared as a singer at local nite spots and on TV.

## LORD WHIFF of GRAPESHOT

I mean...show these colonial types what's what, y'know

by *Opie*



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FULLY - MODERN ROOMS — \$3.00 and Up



Voxair Vixen  
*Shirley Shaw*  
Winnipeg



## CINEMA

### Programme for April

Thursday, April 19  
FROM HERE TO ETERNITY (A)  
Burt Lancaster Frank Sinatra

Friday, April 20  
ABOTT & COSTELLO MEET  
CAPT. KIDD (G)

Sunday, April 22  
DESERT FOX (G)  
James Mason Jessica Tandy

Monday, April 23  
KING RICHARD AND THE  
CRUSADERS (G)  
Rex Harrison Virginia Mayo

Tuesday, April 24  
PRIDE OF ST. LOUIS (G)  
Joanne Dru Dan Dailey

Wednesday, April 25  
WOMEN'S PRISON (A)  
Ida Lupino Howard Duff

Thursday, April 26  
YOUNG AT HEART (G)  
Doris Day Frank Sinatra

Friday, April 27  
GOLDEN GIRL (G)  
Mitzi Gaynor Dale Robertson

Sunday, April 29  
STORM FEAR (A)  
Cornell Wilde Jean Wallace

Monday, April 30  
UNCHAINED (A)  
Elroy Hirsch Barbara Hale

## GET UP WITH GARDNER!



ONE bright afternoon a few years ago two young men in the Manitoba town of Brandon found that they had nothing to do, but it was not long before they had thought of an excellent scheme—they would hold their own private street parade! After marching along the street a short time, making doubtful musical sounds on their instruments, they became thirsty and disbanded their parade to go for a coffee. Inside the cafe one of the two took a fancy to the pretty young girl behind the counter and not wishing to waste time he suggested that the girl join him for coffee—at some other restaurant. The girl, however, managed to persuade him to stay (after all, it was her father's cafe)—so he stayed, long enough to convince the girl that they should see more of each other. During the following months they saw enough of each other to realize that they should be married.

Cliff is now working for radio station CKRC on the morning show, a show on which anything can happen—and often does. As an example many people may remember a most unusual happening on Valentine's Day last year. Cliff had been telling his listeners, for several days past, that he had been

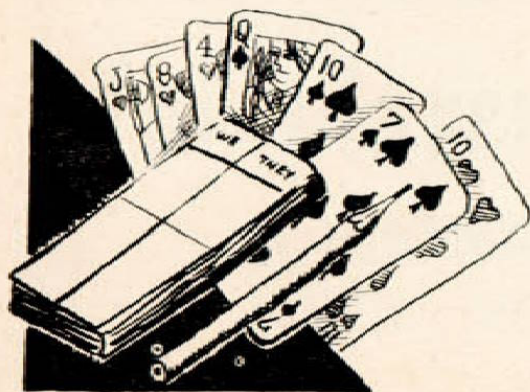
receiving threatening letters and 'phone calls from disgruntled types who did not like the music he was playing on his show. On this particular morning he was presented with a parcel as a gift from a listener. There was an audible ticking noise coming from the package and Cliff guessed it must be an alarm clock. He started to unwrap the parcel when suddenly there was a loud explosion, followed by one minute's complete silence. The operator then announced that due to unforeseen difficulties Cliff Gardner would be unable to complete the programme. The studios were plagued with telephone calls, newspaper reporters and photographers, all wanting to know what had happened. Of course it was just another pre-planned Gardner gag, but the effect was certainly most disconcerting to the listener.

Cliff started on his radio career in Brandon, where he was born, with radio station CKX. He was merely doing part time work during the summer vacation in 1947 but he decided not to go back to school and stayed with the station. By the end of 1949 he had left Brandon and arrived in Winnipeg to join the staff of CJOB, where he was given the morning show as well as the Saturday afternoon programme, "Saturday Special."



Last year, on February 28, Cliff made another change and moved around the block to CKRC. He has made a number of television appearances with CBWT, both as emcee and comedian, and last year, in February, he very successfully emcee'd the Bob Hope show.

Cliff's favourite hobby, which absorbs not only his time but also that of his wife, June, and three-year-old son, Greg, is a collection of over 3,000 phonograph records. The members of his family have no strict preference for any one type of music—they like all kinds and



# AND RECREATION

just collect the pieces they like. Cliff did say, though, that a few year ago "Liberty" magazine asked him to name his favourite tune for insertion in their Disc Jockey's Corner. When he said it was "Beginning to See the Light" by Duke Ellington and Harry James, he received a multitude of letters from fans remarking that this could not be his favourite as it was nothing like the sort of music he played on his programme. Cliff explains that the music he plays does not necessarily have to please him, but must please his listeners. A week or so ago Cliff played a disc by Elvis Prestley and remarked that he thought it was terrible. This naturally brought forth a volley of letters from teen-age fans stating that Elvis is "the most"—although "the most what" was not stated!

Cliff Gardner likes the morning show for two good reasons. One is that the boss is not around that early—the show runs from 6 a.m. to 9 a.m.—and the other is that he is allowed to please himself what happens on his programme. On his "Cliff and Terry Special" (with Terry Cox, the operator), a Saturday afternoon programme, he follows a similar line to that which he used for his old "Saturday Special." One of Cliff's trademarks is his "tongue-in-cheek" method of delivering the commercials. He feels that a mild ribbing of the sponsor often gets better results than the straight advertising line.

His entire attitude shows that the more humour or lack of conformity he can introduce into his programme, the more he likes it. And since Cliff likes being a disc jockey we can be sure that Winni-

peppers for many years yet will be able to "Get up with Gardner."  
(Next Issue: DENIS BELAIRE, CKSB)

## CLUB NOTES

### DRAMA CLUB

The Station Drama Club is now in operation, with twice weekly rehearsals being the order of the day. The group is entered in the 14 Group competition for 3-act plays, and has chosen as its entry "Time out for Ginger," a spritely comedy about a girl whose main ambition, during her high school days, seems to be to become a member of the school football team. Needless to say, a series of incidents ensues, and finally Ginger grows up.

The cast is made up of the following: F/O Oliver, Mrs. Rose, LAC Upperboom, LAC Lee, LAC Laffin, Marg Mathews, LAW Watt, LAW Szilagyi, LAC Coxen and LAC Webber.

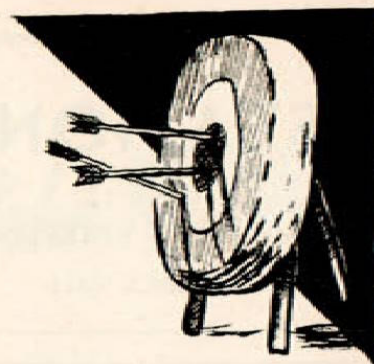
The show will be adjudicated by a well-known professor of dramatics from the University of Manitoba, Professor Broderon.

Keep your eyes open for the "First Night" performance by our local Thespians.

\* \* \*

### SQUARE DANCING

The last big dance was held on April 6, and from now on the group intends to modernize the band and play selections from both old-time and modern music. The band is in urgent need of a clarinet player, and anyone interested is asked to contact Sgt. Johnson at the fire section.



### ARCHERY

The club is meeting in the drill hall every Tuesday evening, at 7.30. WO Learmonth invites all personnel to join the club and take advantage of the archery facilities.

\* \* \*

### JUDO

Meetings Mondays, Tuesdays and Thursdays, from 7 to 9 p.m. Call F/O Vensel at Loc. 225.

\* \* \*

### BRIDGE AND EUCHRE

Meetings:

Tuesday evenings at 8 p.m.

Venue:

Old Flight Cadets' Lounge.

Meetings have been well patronized and the popularity of the club is growing daily. Lunch is served at the end of each evening.

Club officers: President—LAC Cecil Truelove; secretary—AW Ruth Brock.

For information, call Rec Centre at Loc. 511.

\* \* \*

### Letters

The only way we can possibly tell whether or not we're giving you the kind of magazine you like is from your letters. If we don't receive any we're groping in the dark; we print what we think you'll enjoy, and hope we're right. Please drop us a line and let us know what you think of VOXAIR, and how you think it could be improved.



For the latest and best in music buy

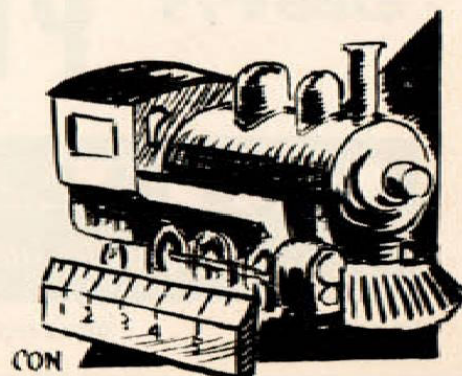
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## LETTERS . . .

The Editor:

On behalf of the patients at this hospital, please accept our sincere thanks for your gift of . . . a number of Voxair.

Please be assured that these are received with great interest by not only serving members, but former members of the RCAF who are patients here.

Your warm interest in these men is deeply appreciated.

Yours very truly,

J. G. CAWTHORPE,  
Hospital Manager,  
Deer Lodge Hospital.

• We are pleased to know that the sending of a few old copies of the magazine to the hospitals gives so much pleasure to those people who are sick. This is a very worthy cause, and we would like to revive a scheme we operated about a year ago whereby old books and magazines were collected at the Voxair office and sent out to the various local hospitals. We would ask all readers to check their homes or quarters for old reading material of any kind, and bring it over to our offices in the drill hall. We will see that it reaches the bedsides of the sick, and we can assure you that it will give them a great deal of pleasure, and do much to alleviate the boredom of those long hours in hospital.—Ed.

\* \* \*

The Editor,  
Dear Sir:

Please renew my subscription for a further year when the present one expires. I really look forward to receiving my copy of your excellent magazine, and I particularly enjoy the "Bits and Pieces" article.

I am preparing a series of short articles on the developments in aviation in Europe, if they would be of interest to your readers. I expect to have the first one available by May.

Sincerely yours,

DAVID R. GIDDINGS,  
Maidstone, England.

• Thank you for the few kind words, David, and we are looking forward to receiving the first of your articles.—Ed.



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## AROUND THE SECTIONS

With MIKE COLEMAN

The **ME Section** is feeling justly proud of itself these days, having obtained six promotions in the last list. Sgt. H. Steele is now a Flight Sergeant, Cpls. P. Sisk and F. Nelson are sergeants, and LAC's J. Kines, S. Chamara and T. Wilson are now sporting two hooks.

LAC Hansen recently left up to go to Europe, and LAC's C. Knight and Molloy will be following soon. We wish them the best of luck on their new stations and feel sure they will enjoy Europe immensely.

\* \* \*

The **Supply Section** has informed us that Cpl. Beckwith recently got himself engaged—good luck, corporal!

\* \* \*

There has been a promotion in **AI Flight**, LAC Lindberg is now a corporal—congratulations, Bob.

Two of the fellow are happily watching their families grow — LAC R. A. Plowman has just become father to a new daughter and LAC O'Bumsawin to a son. Amongst the pilots, F/O L. Linden Smith's wife presented him with a baby girl last month. F/O's D. R. Gibson and D. G. Freudenburg will shortly be losing their freedom—Gibbo gets married this month and Fritz next month. F/O Bob Howard and F/O Bob Howe will be going to England soon to ferry back Expeditors. There's not much news from the instructors over here, but what's this we hear about F/O Bob Glendenning getting engaged? And what is the reason for the smile on F/O Colin Phipps' face?

\* \* \*

From **B Flight** we understand that F/O Archie Gittel will probably have become a father before we go to press, and the same goes also for F/O Phil Thompson over in **A Flight**. Also in **A Flight**, we hear that two of the fly boys are getting married this month. F/O Gordon Howard will marry Miss Loise Jewell on April 28 and F/O R. A. McLoud will be "living out" as from April 14. We offer our best wishes to both you boys.

\* \* \*

Over in **Maintenance** the talk still concerns the magnificent record of the hockey team, and we join in with our hearty congratulations. Also in **Maintenance**, Cpl. Lapraise is to be congratulated on his promotion.

\* \* \*

In headquarters the **Accounts Section** reports LAW Betty Mooney has become engaged to Sgt. Mason. F/S Atkinson has recently left us and is now at Alymer. Up from Aylmer we welcome AW Davis, and AW Watson from St. John's. We are also welcoming Sgt. Ogradnik, who has recently joined our ranks after spending time

(Continued on page 26)

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## DER ELECTRONIC FIRE CONTROLLEN SYSTEMER

Vas ist der Fire Controlen Systemer? Der Fire Controlen Systemer ist ein schemen vas ist controlen mit signallers ein airplaner. Ein machinen ist steeren der airplaner. Ein computern ist controlen der machinen. Ist ein ingeniouser littler waven vast ist gemaken das grosser airplaner outgaben mit donner und blitzen. Der piloten ist gesitten mid der handsers gefolden. Ist das airplaner kaput? Nein das ist der Fire Controlen Systemer. Vor examplen, ein bomberen ist gecomon. Fire Controlen Systemer ist outgaben mit "ACHTUNG!!!"

Der piloten ist tooken ein looker met der scopen. Das littler pipsers is gejumpin ober der screener. "Vas ist das?" der piloten is remarken.

"OST EIN BOMBERN!!!, DUMKOFF!!!" der Fire Controller Systemer ist geroren. "PROCEEDEN MIT BREAKNECKEN SPEEDER!!!" Das piloten iss gepushen ein switchen . . . ein red bulben iss geblinken . . . der airplaner is gespeden mit ein "ZOOM!!" "ZOOM!!" Der Fire Controlen Systemer iss geroren mit "SCHWEIN, RELEASEN DER ROCKETEN!!!" Der piloten iss gepullen ein leveren, das rocketen ist gemaken mit ein "Swoosh!!" . . . under det bomberen? Ach, der bomberen iss Kaput!!! Mit ein smilen on der face of der piloten he ist pressen a butonen und is gesitten mid der handsers gefolden. Der Fire Controlen Systemer ist ein devisen vat is nicht ein nincompoper.

(RCAF Field Engineers Digest)

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# SPORTS

## HOCKEY

### MAINTENANCE HOCKEY TEAM



THEIR ENTHUSIASM AND FIGHTING SPIRIT  
MAKE THEM A CREDIT TO THEIR  
STATION. CONGRATULATIONS!



W/C D. R. Walker presents the 14 Training Group trophy to the Maintenance team manager, LAC Bechtold, after the win at Claresholm.

We are told that LAC Bechtold was the inspiration behind the team's success, for it was at his instigation that the boys got together, and due to his efforts that they stayed together and went on to the championship. He did a fine job as manager of this very sportsmanlike group of fellows, and we would like all station personnel to know what an excellent example was set last month by this section's team.

Well, folks, we did it! Your inter-section winners, Maintenance, played Claresholm Officers' Mess Team at the Winnipeg Arena for the 14 Training Group championship and emerged victorious by a 10-5 score. The production line of Tucker, Bechtold and McPherson in the forward slots, with Jones and Campbell at the defence, came through in near-perfect fashion. Vince in goal played a steady game. A couple of the goals that got past him possibly were of the gift variety, but the others were caused through miscues by the defence. Both teams were bothered by the large ice surface, but fortunately Maintenance had played all year on a surface almost as large. Claresh-

By "STOCKY"

## JUDO

The Thorndike Barnhart dictionary defines ju-jitsu as "the Japanese method of wrestling or fighting without weapons that uses the strength and weight of an opponent to his disadvantage." Ju-jitsu can be a savage sport, and a very efficacious method of disposing of an opponent for good, and its roughness led Professor Jigoro Kano to develop the milder and more gentle "judo," in 1882. Judo rapidly became popular and is now a world organization, with headquarters in Tokyo.

A "judoka" (a student of judo) is graded with regard to his proficiency, and his grade is recognized by the colour of the belt he wears around his waist.

Station Winnipeg's judo club is under the guidance of F/O Vensel and LAC Delasalle, who tell us that they will be most happy to welcome new enthusiasts. Through the kind co-operation of Mr. Tom Matani, of Winnipeg, members of the club may now be awarded official belts when they have attained the necessary degree of proficiency.

The pictures show F/O Vensel and LAC Delasalle demonstrating the osotogari, or major exterior reaping; the tomoenage, or foot in waist stomach throw; the seonage, or shoulder throw; and the haraigoshi, or sweeping hip throw.



holm, used to possibly three-quarter size ice, had trouble, and not until the final period, when they outscored our laddies 4-2, were they able to get accustomed to the size and the corners. The game was exceptionally clean, only 1 penalty being called. Maintenance played the points very well and held their checks most of the game. Possibly,



Action in the Claresholm game.

youth was the final answer. Claresholm officers were older and, in this game of hockey, normally youth and savvy pay off. In this case it did. Claresholm never stopped trying, and should be congratulated for their spirit and good sportsmanship. For Maintenance the out-



Claresholm Officer's Mess Hockey Team.

standing players were McPherson with 6 goals and 2 assists, Tucker 2 goals and 5 assists, and Bechtold with 2 goals and 5 assists. The Claresholm scorers were Henderson with 2 goals and 3 assists, Powel with 2 goals and 1 assist, and Hazden with 1 goal and 1 assist.

At this writing, Maintenance are on their way east to compete against London for the Training Command Championship. Our best wishes go along with the team. Keep driving, fellows; we sure will love to see the Training Command Trophy in our showcase.

**Lineups:**

**CLARESHOLM** — Chevallier (goal), Haines, Monett, Smith, Bir-

rell, Henderson, Powell, Petersen, Oakton, (Lt. Hayon), Plouffe, Parkinson.

**WINNIPEG**—Vince (goal); defence: Jones, Campbell; forwards: Tucker, MacPherson, Bechtold, Blanchard, Boucher, Leger, Harding, Gemmel, Czrnech.

\* \* \*

**MAINTENANCE BEAT OUT FLIGHT CADETS ON ROAD TO FINALS**



Winnipeg's C.O., G/C Jacobsen, drops the puck for the face-off to start the Maintenance-Flight Cadets intersection hockey game.

Maintenance emerged victorious in the inter-section league by defeating a strong Flight Cadet club in the finals. This game was an up-



THE FIERCE STRUGGLE PICTURED ABOVE ENDED IN ANOTHER WIN FOR THE SENIOR NCOs OVER WINNIPEG'S CORPORALS.

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A lesson in simple arithmetic. Take the figure 37. Multiply said figure by 12. Go ahead! I'll wait. That, my friends, is the total years that the Senior NCO's put on the ice in competition with the young corporals. The old adage, raw, callow youth vs. age and experience, was once again put to the test. The old men came out on top by a score of 5-2. Scorers for the NCO's were Nicky Sargent, age 39, 2 goals; Tommy Thompson, age 37, 1 goal; Dick Williams, age 33, 1 goal; and Mac MacBurney, age 37, 1 goal. So far, the score for the old men's team reads 2-0. First win was against the officers. The challenge is still out. No offers refused.

set as the Flight Cadets romped through all opposition. Maintenance were really "up" for this one



Winnipeg Flight Cadets Team.

and well deserved the win and the right to represent Winnipeg in the Group play-offs. Congratulations, fellows!

**FLASH**

We came. We saw, And were conquered! Maintenance travelled to London, Ontario, for the Training Command Championship, and were defeated in both games. This was a two-game, total-goal series. Scores were 7-3 first game and 9-5 second game. Maintenance put up a real fight but were clearly out-classed. The big line of McPherson, Bechtold, Tucker, Jones and Camp-

bell, with Vince in goal, played their hearts out, but they ran out of gas. Sixty-minute hockey, as it is played today, is practically an impossibility for a service man. With the very limited training time at our disposal, it follows that a perfectly-conditioned athlete is very hard to come by in the service.

Spider Jones, our stalwart defenceman, was the recipient of a well-deserved honour. Jones was chosen the hardest-working player on the ice. Congrats, Jonesy; you deserve it. The team tells me that they were treated royally by London, with everything from shows to cocktail parties and dances. Our thanks go to Stn. London for receiving our team in such fine fashion. Who knows, maybe next year we will be able to reciprocate in a like manner.

For Winnipeg, Campbell played an outstanding game, as did Bechtold, Tucker and McPherson. In fact, the whole team, regulars and spares alike, worked hard and deserve all credit for carrying the station's name, and more especially, Maintenance section's name, so honourably.

**ARCHERY**

The Archery Club is now re-organized under the capable direction of WO2 Learmonth. The first practice round saw 40 enthusiastic "Robin Hoods" in the station drill hall. New butts and easels have been purchased and a successful season is anticipated.

\* \* \*

**SOCCER**

The soccer team is working out twice weekly in the drill hall, and F/O Sellars reports a fair turnout. A few more "Stanley Matthews" would be welcomed with open arms, tho'. General conditioning exercises start the workout, followed by ball control, footwork, etc.

\* \* \*

**VOLLEY BALL**

A volley ball championship series is being held at the University of Manitoba and a team representing the station is now working out under the direction of Cpl. Woodhams. "Woody" reports a strong club, capable of carrying our colours. Let's see another championship, fellows.

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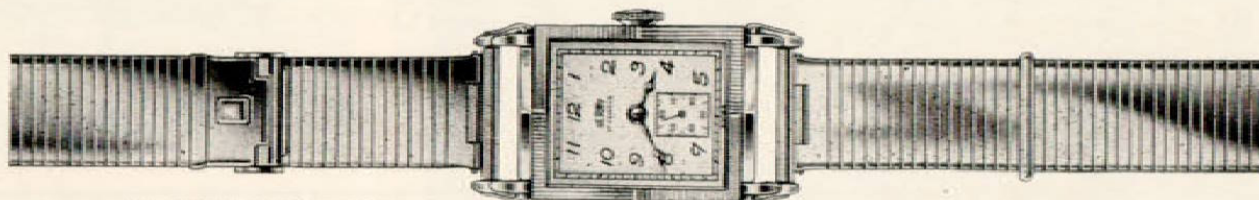
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It's two parachutes braking it, the first B-47 Boeing Stratojet ever to land at Montreal comes to a stop on Cartierville airport, Montreal, to enter the plant of Canadair Limited, where it is being fitted, on a unique design, with a seventh jet engine—a newly-developed Orenda. The plane, on a two-year loan from the United States Air Force to the RCAF, will be used as a flying test-bed for the seventh engine. At the end of its 1,400-mile 150-minute flight from Wichita, Kansas, the B-47 came to a stop in less than half the length of the 6,350-foot Cartierville runway.

## NEW SUPER SABRE



A new Super Sabre Jet—the F-100D—that can fly itself to a target has been flown for the first time by North American Aviation test pilot Dan Darnell, it was announced on 2nd February.

The new model of the United States Air Force's first fighter bomber capable of exceeding the speed of sound in level flight incorporates a Minneapolis Honeywell autopilot, first system developed expressly for a supersonic jet.

"This electronic device—definite forerunner of complete automatic flight—will control the F-100 at supersonic speed enabling the pilot to concentrate on navigation or other tactical phases of his mission," Darnell pointed out. "The autopilot relieves pilot fatigue and greatly reduces chances for human error in split second timing required at these speeds."

More than 550,000 engineering man hours and 4,670 engineering drawings were necessary to produce the F-100D. It is 47 feet long, 15 feet high and its 45 degree swept wings have a span of 38 feet. Equipped with a probe and drogue in-flight refueling system the F-100D can escort high speed bombers on long missions or strike by itself against distant targets.

## BRITISH AIRCRAFT WINTERS IN CANADA

BLACKBURN "Beverley" XB. 262 has been allocated by the British Ministry of Supply for winterization trials at the Climatic Detachment in Canada.

An arrangement has existed for some years between M.O.S. and the RCAF whereby the latter agreed to provide facilities for testing aircraft under near-Arctic conditions. The work is done by the Climatic Detachment of the Central Experimental and Proving Establishment, RCAF Station, Rockcliffe, assisted by a number of personnel from the Ministry of Supply. The Aeroplane and Armament Experimental Establishment, Boscombe Down, acts for the Ministry of Supply on all matters appertaining to that



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# TECHNICAL NEWS

Edited by  
F/O STU PARMALEE

The tests to be performed on the "Beverley" at the Climatic Detachment and its out-stations during the winter of 1955/56 consist of an evaluation of the aircraft under near-Arctic conditions in terms of:

- (a) Servicing
- (b) Maintenance
- (c) Functioning of systems
- (d) Ability to start and to fly the aircraft operationally
- (e) Certain performance characteristics.

## THE "BEVERLEY"

The "Beverley" is in production for the Royal Air Force, and the first transport command squadron will be formed in the near future. The aircraft, which is the largest in production in Britain, has a payload of 22 tons and can operate from unpaved air strips 1,000 yards in length. In addition to operating as a standard freighter, the "Beverley" can be employed for the dropping by parachute of heavy military equipment. Alternatively, there is accommodation for up to 162 troops or 70 parachute troops, who drop from the main compartment and rear fuselage.

## AIRCRAFT SPECIFICATIONS

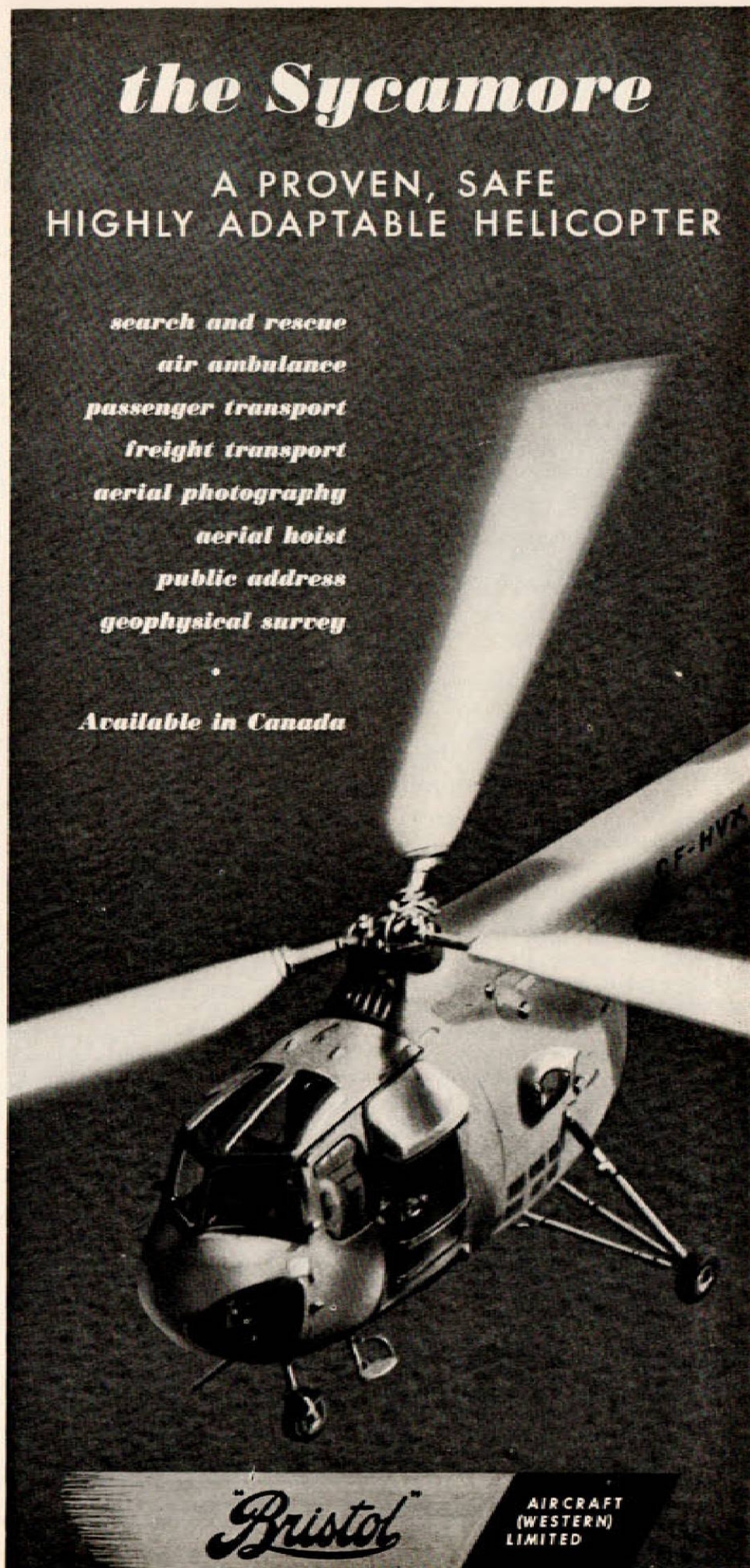
Wing Span.....	162 feet
Length.....	99 feet 5 inches
All-up weight.....	60 tons
Payload.....	22 tons
Maximum Speed.....	245 m.p.h.
Cruising Speed.....	192 m.p.h.
Take-off Run.....	810 yards
Landing Run.....	375 yards
Freight Compartment.....	
.....	40 x 10 x 10 feet
Rear Fuselage Compartment.....	42 passenger seats

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## TECHNICAL BRIEFS

### **Centaurus 661 Overhaul Life**

The overhaul "life" of the Bristol Centaurus 661, power unit of BEA Elizabethan airliners, which stands at 1,500 hours, is longer than that of any British aero-engine of comparable power. It is expected shortly to be still further increased. During its four years of operation over BEA routes the Centaurus has completed over 226,000 engine hours, of which 50,000 have been run since the life was increased to 1,500 hours.

\* \* \*

### **C.P.R. President Flies in Britannia**

Mr. N. R. Crump, President of Canadian Pacific Railways, took a brief flight in a Britannia airliner when he visited Bristol Aircraft Ltd. on February 28.

Canadian Pacific Railways is the parent company of Canadian Pacific Airlines, who have four Britannia 310 airliners on order, with an option on five more.

\* \* \*

### **Possible Olympus Installation in Boeing 707**

A team of engineers from Bristol Aero-Engines Ltd. left London Airport recently for the U.S.A., where they are to discuss with The Boeing Airplane Company the possible use of the Bristol Olympus turbojet as a power unit for the Boeing 707 civil transport.

The Bristol Olympus is in production for the Avro Vulcan bomber, and is specified for a new version of the Gloster Javelin all-weather fighter.

### **Fairey Fireflash**

It may now be disclosed that The Fairey Aviation Company Limited was the first British company to design, develop and manufacture a guided weapon which successfully destroyed a radio-controlled target aircraft.

It was recently officially announced that a production order had been placed for this weapon—the "Fairey Fireflash"—the first air-to-air-guided weapon to be delivered to the Royal Air Force.

The new Fairey weapon is designed for the destruction of high performance enemy bombers and is launched from fighter aircraft. It allows the pilot to attack at great range, thus avoiding a lengthy chase and enemy counter-fire.

Although, in order to achieve great accuracy, this new weapon is necessarily a complex combination of the most advanced techniques of aerodynamics, electronics and servo-mechanisms, it is comparatively simple to prepare and install.

\* \* \*

### **Soaring Trophy**

The top award of the National Soaring Association of Canada—the Canadair trophy—was presented to Frank Brame, of Toronto, who was adjudged the nation's champion glider during 1955.

The trophy, offered by Canadair Limited, of Montreal, was awarded on the basis of Brame's aggregate of his five best sailplane flights during the year: 209 miles from Regina, Sask., to Minot, North Dakota; 165 miles from Regina to Gainsborough, Sask.; 57 miles from Brantford to Orangeville, Ont.; 47 miles from Brantford to Brampton; and 42 miles from Brantford to Dunnville.

## AROUND THE SECTIONS

(Continued from page 19)

at Trenton. WO Loach is away at the moment attending a course at Aylmer. Supply accounts has two new arrivals from Aylmer—LAC's Snider and F. Dawson.

\* \* \*

**Station Orderly Room** is congratulating two of its members on their recent promotions: LAC Dagg is now a corporal and LAC Tsukijima also has his corporal's stripes. Cpl. Tsukijima is celebrating in a big way—he is soon to be married. Congratulations are due to Cpl. Gagon, who has just had another addition to his family—a son, this time. Two new arrivals in the orderly room, again from Aylmer—AC R. D. Winter and AW Betty Graham.

\* \* \*

**Telecom Section** has had several promotions: Cpl. Jessie Mitchell has had her stripes confirmed, and new corporals are ex-LAC's Forman, Kirby, Richardson and Al Stewart. Cpl. Oullette is another man who has received his stripes and soon expects to become a father, so we offer him good luck together with congratulations.

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AT odd times during the past year a burly six-footer with a crew-cut hair style has been seen flashing across the field in a baby blue Ford convertible. Those of us who are well acquainted with this officer are aware that on these jaunts the Ford usually contained, in addition to its driver, an assortment of cameras, lenses, film, printing paper, flash bulbs, rolls of white background paper, props of all kinds—from Mexican hats to black net stockings—and, quite frequently, one or two pretty girls.

These more or less invisible accoutrements, together with the almost-always-in-evidence sunglasses and camera case, identify this rather bulky personality as "Freddie" Frederickson, erstwhile navigation instructor at the A.O.S. and, until recently, Art Director of VOXAIR.

Freddie's oft-repeated enjoiner, "Now, to drive successfully on a gravel road you must . . ." suggests that he hails from Alberta, as indeed he does, having been born in Edmonton in 1929, of Icelandic parentage. He was educated at various Alberta schools, but it was at Eastwood High that his interest in photography had its start when, at the age of fifteen, he was responsible for the first "Miss Eastwood" contest, a beauty competition for local high school girls. Freddie was idly looking on whilst a photographer was developing pictures of the contest and was so fascinated by the sight of the image slowly appearing on what had but a few moments before been a blank sheet of paper that he went right out and bought himself a "Baby Brownie."

For the next few years he amused himself by taking anything and everything within camera range, but some of his photography for

## Personality



F. O. W. W.  
FREDERICKSON



the local "Teen Club" won him kudos when samples of it appeared in the Hudson's Bay "Breeze" and in the now defunct Edmonton *Bulletin*. Subsequently Freddie worked as a carpenter, draftsman, and, for one summer, in the photo processing lab of Progress Photo of Edmonton, where he acquired a basic knowledge of photographic processing techniques.

The Air Force attracted him early in 1949, and in May of that year he joined the service as a communications technician (air). Remustering to aircrew in 1950 he graduated in August, 1951, and after two years with TAC Group's "K" Flight on search and rescue he completed the SNIN course and was transferred to Winnipeg.

VOXAIR acquired Freddie's services in January, 1955, and his first photographic job with the magazine was the production of the very attractive cover used on the new year issue, a cover which gave rise to considerable speculation on the

part of our readers. It can now be revealed that the model in the pictures was wearing clothes; she was attired in a black leotard, and the lighting was arranged to give a silhouette effect!

Released this month after seven years with the Air Force, Freddie has applied for entry into the Art Center School, Los Angeles, where for the next four years he will study all aspects of photography, with the emphasis, perhaps, on fashion and advertising. Graduation carries with it the degree of B.P.A. (Bachelor of Photographic Arts), and, armed with this invaluable qualification, Mr. Frederickson hopes to make his mark in the photographic business in the United States, or, as he puts it, "somewhere warm, anyway!"

With our grateful thanks for all the tireless effort he has put into the production of VOXAIR, we wish Wilbert Wilton "Freddie" Frederickson the very best of luck and success in his future career.

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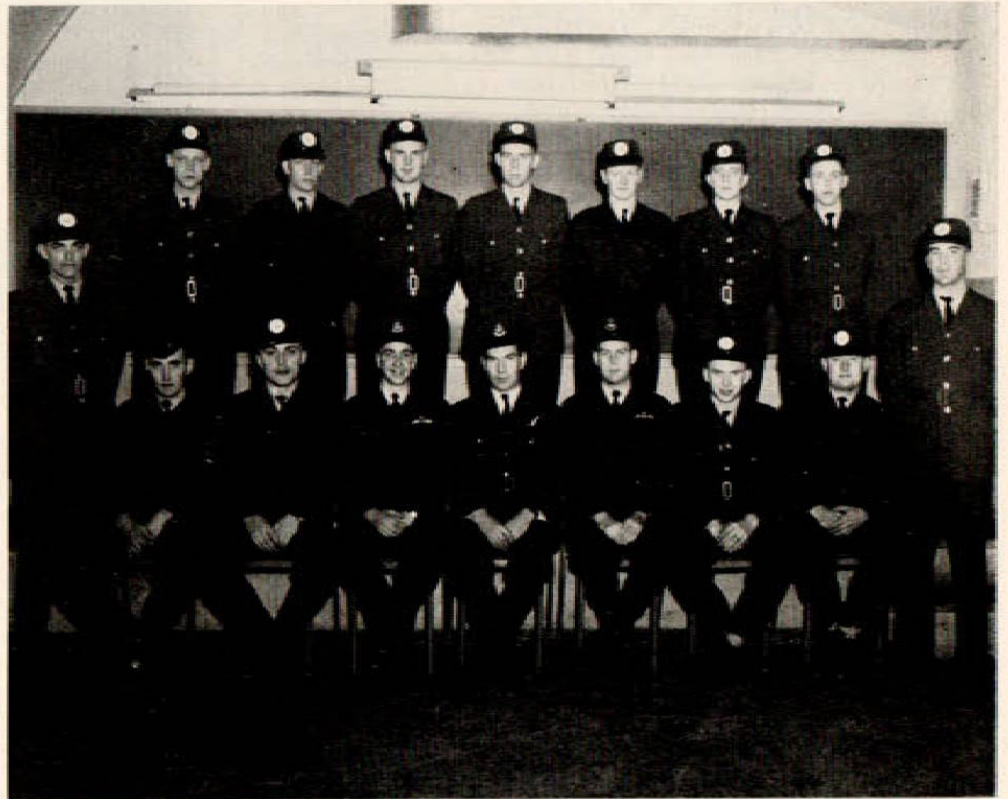
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# GRADUATING CLASS 5501/02 (AI)



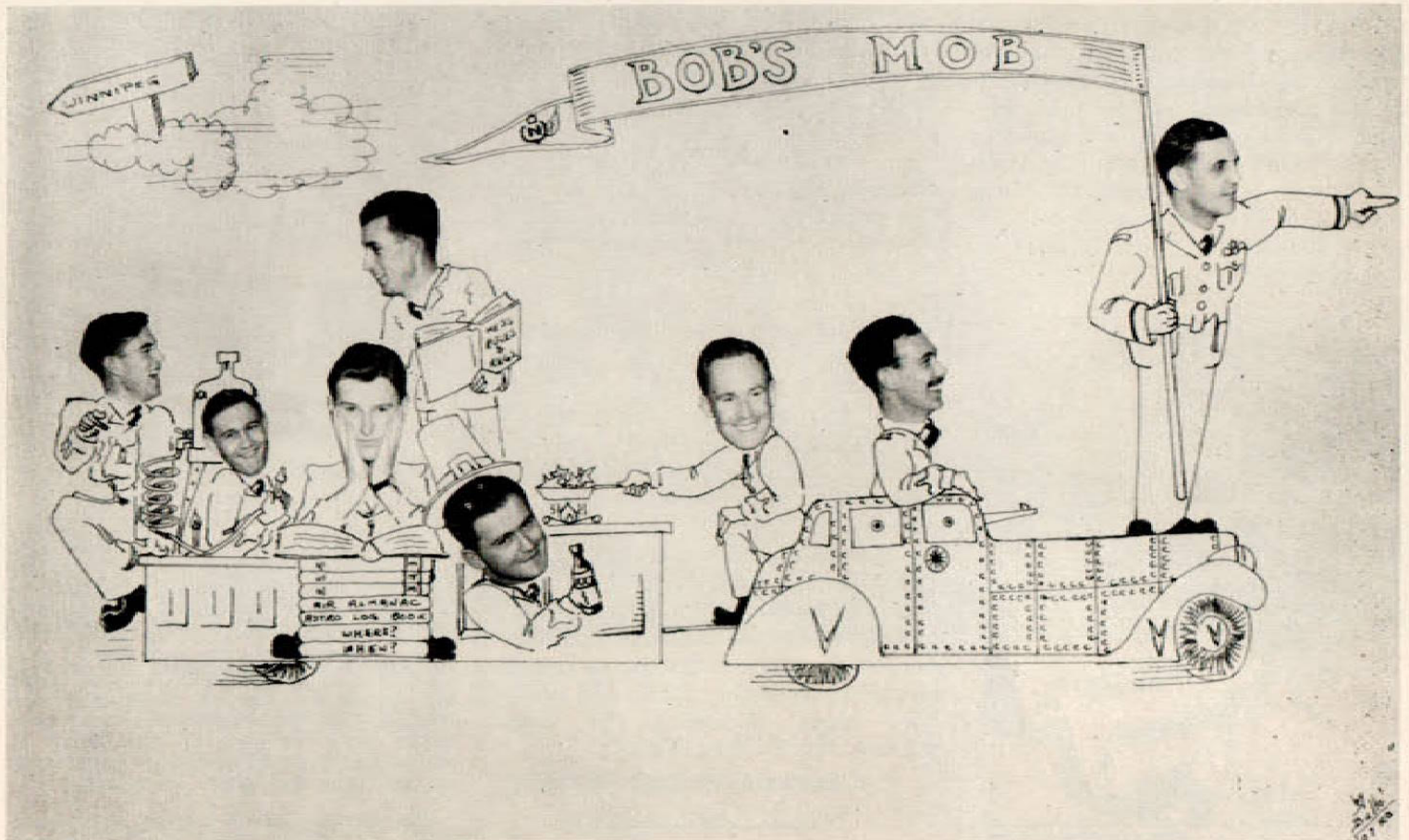
Back Row—L to R: F/C's J. Seer, E. Spencer, Armstrong, R. Wolf, D. Wilson, Machum, B. Thompson, S. Henry, R. Arthur.

Front Row—L to R: Sgt. K. D. Anderson, F/C Peddie, F/O Dinkle, F/L Claridge, F/O Neilson, F/C's R. Elliot, J. Quirie.



... "and sometimes shirks responsibility." Ha! That's a laugh. So-a-ay-y, this is priceless: "LAC Bray also lacks . . ."

# GRADUATING CLASS 5503 (LR)



Left to right: P/O Pearce, A/P/O Dalton, P/O Stevens, P/O Frewen, A/P/O Killin, A/P/O Nutt, F/O O'Malley (Class Director).

**N**OT since the wooden horse had anyone such a great desire for escape as the grim few who gathered under the leadership of Bob O'Malley on the dark day of Dec. '55.

As an early reminder of our possible fate, we were joined by two veterans who had just been foiled in their attempts to reach life and the living.

After several weeks of preparation we were ready for the fray, and everyone passed the first barrier successfully, though it was instrumental in the final landing of one of our rays of light.

The next hurdle, one of astronomical proportions, stopped half the course at their first attempt, but after toiling through many a sunset, well into the hours of total darkness, all but one survived.

The going was becoming treacherous, and to add to the trials it was about this time that a saboteur, known to previous escapees as the Demon King, appeared in the

disguise of an RCAF officer. However, his efforts were only of a temporary nature, and, after a day's working time, we concentrated on our anti-jamming techniques; we pierced the radar network with almost unprecedented success and then consolidated our position in the Equi-signal zone.

Overcoming the strange gyrations and plots of the enemy we paused to count our dead; seven left, with one fading fast.

Oddly Enough the god of the weather was kind to us, and we were left with one night between despair and freedom. When dawn arrived five were left—yet another had perished; this time from a surfeit of deadly night shade.

So, shouldering our dead, we joyfully set sail for our native home and our next crown of thorns.

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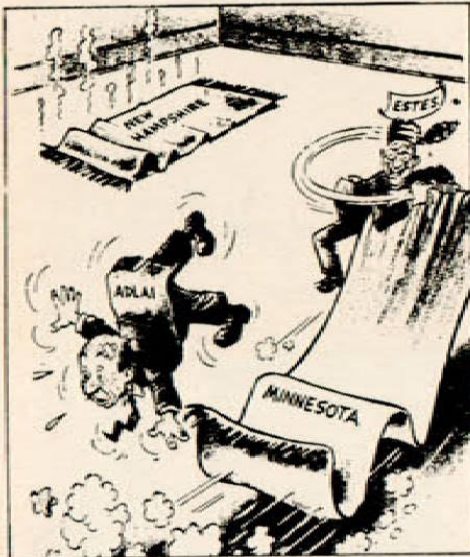
1418 Standard Bank Bldg.

PACIFIC 5371

## CURRENT AFFAIRS QUIZ

(Continued from page 10)

6. In the Minnesota Primaries to determine whom the state would support as Democratic candidate for the presidency of the U.S., Mr. Estes Kefauver, the coon-skin hatted, hand-shaking senator from Tennessee, was given far more votes than the witty, able but reserved former governor of Illinois,



Shanks in The Buffalo Evening News  
"Say! This is fun!"

who, it has been generally assumed would oppose Republican Dwight Eisenhower in the presidential election in November. Who was this former governor of Illinois?

7. Mr. Duff Roblin, a witty opposition leader, had this to say of a certain government: "Every time the opposition opens a door, out falls a new skeleton." What government has many skeletons in the closet, according to Mr. Roblin?

8. Which is the fastest-growing

city on the continent: Los Angeles, Montreal, Detroit, Toronto, Edmonton?

9. The first shipment of arms from a Communist satellite state arrived in Egypt on Oct. 20, 1955. From which satellite state were they sent?

10. The Federal Government has offered to pay 51% of the cost to the province of a national health insurance scheme. Has the Province of Manitoba accepted this offer?

11. On Sept. 29, 1955, the Indonesian Republic held its first election since it obtained its independence in 1949. From what country did it obtain its independence?

12. The southern half of French Indo-China, since the partition a year ago, has been known as South Viet Nam. Everyone expected South Viet Nam to fall to the Communists. But under its Democratic President, Ngo Dien Diem, it seems likely to retain its independence. Does it favour or oppose elections in July, 1956, for all of Viet Nam, including the Communist North Viet Nam?

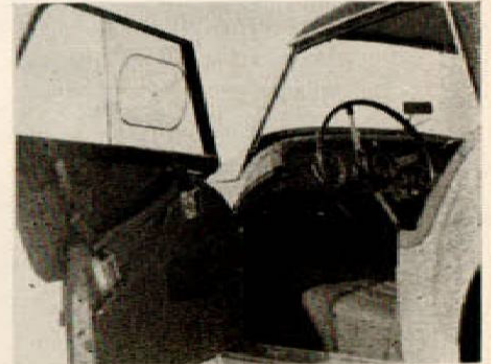
(Answers on Page 32.)

## AUTOMOBILES

(Continued from page 13)

The TR-3's quieter exhaust system, following early complaints by citizens of residential districts, lacks all the ego-boosting that was so pleasant with its predecessor. This cannot be said about the performance though—this should be sufficient to satisfy all but those who must have a racing car for everyday use. With a top speed of 110 in standard form and an acceleration of 10 seconds to 60 this little bomb is to be treated with respect. Yet it is still a car in which the driver feels happy to attempt four-wheel drifts from the minute he first snaps his foot

down on the accelerator. The slight changes made to the chassis, body, and accoutrements are not very noticeable; acceleration and top end speed will be the only improvements. On the road the TR retains all its old manoeuvrability—light brakes, snappy shift, and smooth clutch. Unfortunately, the hard



top and side curtains formed a very draughty combination at all speeds above 50; a bit of bending and rubber-sealing should cure this. Overall economy is only slightly affected by the more powerful engine and should still be above 30 for average driving without overdrive. Earlier marques had a tendency to cause rear axles and rear brake seals to give up the ghost at frequent intervals if driven hard; this, we are told, has been corrected.

The try-out on this little car was a most enjoyable experience, and we look forward with pleasure to examining the next Triumph product. For the amount you will have to spend to purchase a TR-3 you will not find more fun or better performance anywhere.

## BOWLING

The station bowling league has four more weeks to run—then into the play-offs! The top teams are fighting to hold on, and the bottom teams are creating upsets all over the alleys. Cpl. McCurrie reports a good year, with the interest staying at a high level. A big wind-up banquet is in the organizational stages. Leaders in the sections, to date, are:

Section "A"—Accounts

Section "B"—111 Elect.

Section "C"—Workshops

Section "D"—Telecom.

Russel, of the Fire Hall, holds the High Cross with a handy 860. Green, of 3 CU entry, has a respectable 369, to lead the high single departments.

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Ellice Ave at the Airport

6-5591



Pathfinder flares burning on ground, marking the aiming point for bomber crews. White spots are bomb craters. This photograph was taken automatically and timed to coincide with an illuminating flare dropped with the bomb load.

Incendiary bombs and flares burning on the Ruhr valley city of Dusseldorf.

## BOMBER COMMAND R.C.A.F.

(Continued from page 3)

ton is pressed and with "bombs going—bombs gone" the Lancaster leaps upward as the heavy load leaves the bomb bay.

We must stay straight and level for another thirty seconds—the longest thirty seconds in a lifetime. As the bombs were dropped a flare was released automatically from a flare tube in the rear of the aircraft. This explodes in thirty seconds illuminating the country below. At this instant a camera installed in the bottom of the aircraft opens its shutter and takes a picture of the target. In this way bombing accuracy can later be assessed. After the red cockpit light flashes, indicating that the camera has done its duty, we are free to take evasive action to throw off any fighters in the target area and to escape from the concentrated flak barrage.

The danger of being hit by falling bombs must be guarded against by a careful lookout above. The navigator gives the pilot his course to fly from the target and as quickly as possible we get out of the area of illumination provided by bombs, flak bursts and searchlights still in operation.

As we leave the target area on the first leg home a quick assessment of the calibre of the raid is made and logged.

We are now travelling at a higher speed because of the lack of the bomb load. Focke Wulf 190's are active in the target area and we weave through the sky to throw them off. To avoid a direct attack the pilot executes a violent corkscrew-like motion with his aircraft and in the darkness usually eludes the pursuer. The danger lies in being caught unawares. The bomber carrying up to 1500 gallons of petrol makes a beautiful target. Long range twin-engined enemy fighters can follow the bomber stream all the way back to England and at no time must the constant vigil be relaxed. We are now flying toward the southern part of Germany to by-pass the Ruhr Valley. The return trip takes us past Nuremburg with its flak umbrella, between Mannheim and Stuttgart, each putting up flak and searchlights to warn us off. Flak is now becoming sporadic and night fighters are having to return to base to refuel. We pass Metz in France, then Rheims

and turn northward to cross the French coast south of Boulogne. Some crews become careless after seven hours of flying and tension and the enemy night fighters are aware of that. Various ruses are used to distract a gunner's attention. While one fighter feints on one side another closes in from the opposite side. Bombers have even been shot down over their own aerodromes when preparing to land.

Our return course carries us across the channel to Reading, west of London—the area of London and the Thames estuary being as dangerous to fly over as many German cities. Four years of German air raids have made the British gunners very touchy.

We reach our base in southern England almost simultaneously with the rest of our squadron. Pilots call the control tower, identify themselves and receive their landing instructions. Damaged aircraft or those with wounded on board receive priority. On landing we taxi to our dispersal point and turn the aircraft over to our ground

(Continued on next page)

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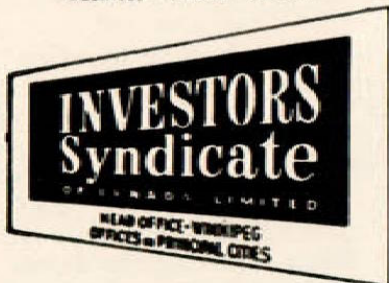


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Manager, Winnipeg Division

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## BOMBER COMMAND R.C.A.F.

(Continued from previous page)

crew who have been waiting. They, as well as we, are glad to see the old kite parked in her place again.

The crew truck picks us up and returns us to the flight section. We turn in our chutes and Mae Wests and move on to the interrogation room. Here the padre greets us with coffee and rum.

The crew is interrogated as a whole by the intelligence officers—they want to know about bomb damage on the target, time of bombing, enemy activity, aircraft shot down, parachutes seen, and any other information which might be of use in further raids. Afterwards the navigation, bombing, and wireless sections are reported to.

The Met. man wants to know what we thought of his predictions. We give him a report on weather over the continent. All that remains after the interrogation is another ops meal of bacon and eggs. By now another day is dawning and another group of crews await the signal from Bomber Command.

(Pictures courtesy of Director of Public Relations, R.C.A.F., and private collections.)

## CURRENT AFFAIRS QUIZ ANSWERS

1. Exiled him. 2. Glubb Pasha. 3. Secretary of the Communist Party. 4. 1132 MPH. 5. (c). 6. Adlai Stevenson. 7. Campbell Government of Manitoba. 8. Toronto. 9. Czechoslovakia. 10. Not yet. 11. The Netherlands (Indonesia used to be called The Dutch East Indies). 12. Oppose.

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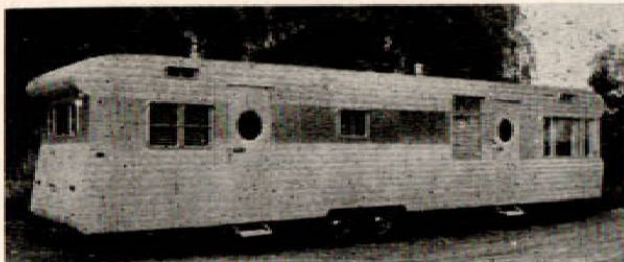
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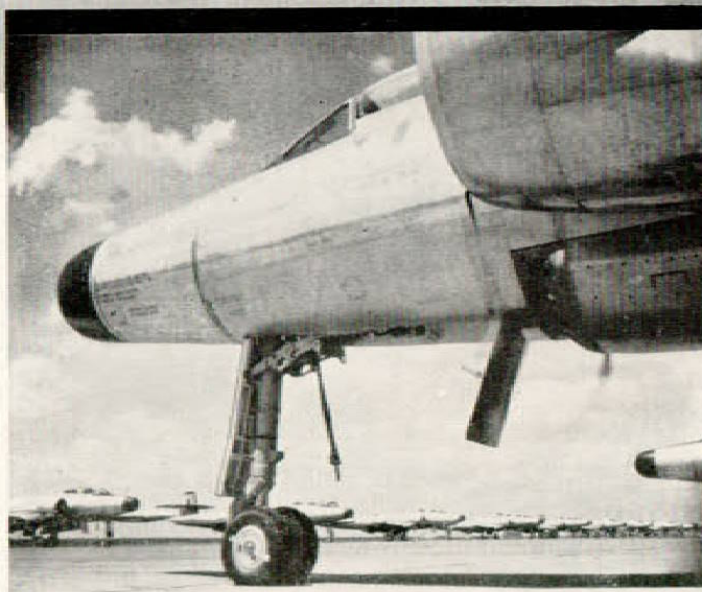
## AVRO AIRCRAFT: YOUR FIRST LINE OF DEFENCE



*Squadrons of RCAF CF-100s manned by keen, alert pilots and navigators guard Canada's northern approaches on a 'round-the-clock' alert.*

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There's something about the bearing of these men of the RCAF . . . something in their confident stride as they return from an interception exercise . . . that speaks of a job well done. For many months they received intensive training to prepare them for exercises like this . . . and for the dark day when enemy aircraft may actually appear in the skies over Canada. And what of the planes they fly? Avro Aircraft's CF-100 all-weather night interceptors have greater range, more power and more striking force than any all-weather night interceptor in service anywhere. Newer and more powerful flight projects are constantly underway in Avro Aircraft's extensive engineering division, staffed by the most outstanding research, design and development engineers in the aeronautical industry.



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