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AN AIRFORCE NEWSMAGAZINE
VOL. 5, No. 15. DECEMBER 21, 1956

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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.

ARTICLES may be reprinted by other publications providing credit is given to VOXAIR.

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscriptions are priced at 1 year (17 issues) \$1.50; 2 years (34 issues) \$2.75; 5 years (85 issues) \$6.50. Postpaid anywhere in the world. Address all subscription correspondence to: Subscription Department, Voxair, R.C.A.F. Station Winnipeg, Stevenson Field, Winnipeg, Manitoba. Applications from overseas should be accompanied by an international money order for the necessary amount. Canadian subscribers should make their cheques payable to: RCAF Station Winnipeg Station Fund.

EXECUTIVE AND EDITORIAL OFFICES: R.C.A.F. Station Winnipeg, Stevenson Field, Winnipeg, Manitoba. Telephone VE2-1311, Local 216. Printed by The Wallingford Press Ltd., 303 Kennedy Street, Winnipeg 2, Manitoba. Authorized second class matter by the Post Office Department, Ottawa, Ontario.

The views expressed herein are not necessarily those of the Royal Canadian Air Force or the staff of VOXAIR.

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WESTERN CANADA

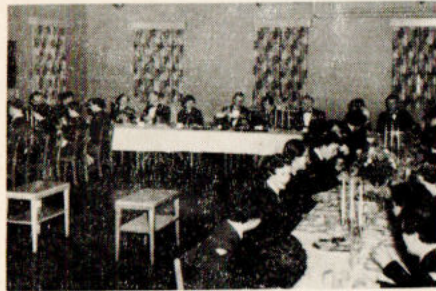
WINNIPEG PROMOTIONS

Congratulations are in order to the following station personnel whose promotions to the ranks shown were promulgated in the latest list: Squadron Leader J. J. Lalonde, Flight Lieutenants M. F. Neily, E. B. Brackenbury, D. R. MacBeth, J. E. Kupkee and J. R. G. P. Monnette.

A shot of the dining room of the Sergeants' Mess during a recent mess dinner. Guest of honour Wing Commander Branscombe and guest speaker Staff Sgt. Rachel, R.C.M.P., may be seen at the head table to the left of the picture.



DINING-IN AT THE AIRWOMEN'S MESS



Scene at a recent mess dinner in the airwomen's mess. Formal dinners such as these are enjoyed by the station's female personnel, as a break from the normal routine.

PUSHBUTTON ERA STILL LONG WAY OFF SAYS RCAF SPOKESMAN

The day may come when guided missiles replace combat aircraft and aircrew duties are performed by little black boxes. But it hasn't come yet. Speaking in Vancouver last month, G/C James Verner, Director of Organization and Establishment, stressed that for years to come there will be a pressing and increasing need for men to fly the supersonic jet, the transport and the helicopter. G/C Verner, on the coast to acquaint graduating university students with RCAF career opportunities, added that technological advances were making these still very much needed men harder to find and more expensive to train.

UP AND UP—156 MILES

The last of a series of six rockets launched at Fort Churchill recently, reached a near-record 156 miles into the sub-Arctic sky.

Loaded with sensitive instruments, the Aerobee rocket was fired into the upper atmosphere on November 20th, in an attempt to record wind velocity, temperatures and other data.

Its altitude of 156 miles was narrowly short of the record 163 miles set by another Aerobee at White Sands proving grounds in New Mexico early.

Due to factors of density, geography and temperature it was estimated by scientists at Churchill that if the same rocket had been fired at White Sands it would have reached close to 175 miles.

CAN'T SPARE RCAF BUSES

The General Manager of the Greater Winnipeg Transit Commission said this month that the GWTC had refused to provide special bus service for school children of RCAF personnel at Stevenson Field because it would mean taking buses off regular routes at a time when they were badly needed. Earlier, civic safety committee turned down a request from the defence department asking that the city persuade the commission to provide the special service to carry children to schools in Winnipeg and St. James.

RCAF CONTRIBUTION TO CHEST GOES OVER TOP

RCAF Station Winnipeg exceeded its Community Chest goal of \$2,000 this year with a total contribution of \$2,132.

On November 21st the Commanding Officer presented a cheque for this amount to Mr. W. A. Johnstone, General chairman of the Community Chest in Winnipeg.



The Commanding Officer of RCAF Station Winnipeg, G/C G. F. Jacobsen, presents a cheque for \$2,132 to Mr. W. A. Johnstone, chairman of the Community Chest in Winnipeg. Also in the picture are Mr. T. M. McConnel, community chest division leader, and S/L Bayliss, the station co-ordinator.

MEDICAL CHIEF PRESENTS WINGS



Air Commodore Corbet

Air Commodore A. A. G. Corbet, E.D., C.D., B.A., M.D., C.M., F.A.M., Director General of the RCAF's Medical Service, was reviewing officer at a recent wings parade at RCAF Station Winnipeg.

The Air Commodore was in Winnipeg to attend a panel on aviation Medicine at the University of Manitoba Medical School, and he took the opportunity to inspect medical and aero-medical facilities at Winnipeg and Portage la Prairie.

A Queen's Honorary Physician, A/C Corbet was educated at McGill University, and was in private practice as a paediatrician, and Paediatric Staff Member at the St. John General Hospital, before entering the RCAF in 1940.

Prior to his transfer to the air force as a temporary Squadron Leader on the formation of the RCAF Medical Service he was a Major in the 14th Field Ambulance of the non-permanent active militia. He was promoted to Wing Commander in 1941, Group Captain in 1944, and attained his present rank in 1952.

He was president of the Red Cross Society in St. John, and an executive of the Canadian Council of the Red Cross. He did post-graduate work in New York, St. Louis and Chicago, and is vice-president of the Aero Medical Association and a member of the Association of Military Surgeons of the United States. He was made a Fellow in Aviation Medicine (F.A.M.) in 1948, and in May, 1954, he was elected an Associate Fellow of the Council of the Canadian Aeronautical Institute.

RESCUE RAFT PASSES STIFF TEST

A radically new, self-inflating life raft received the acid test last month and came through successfully. The over-sized rubber doughnut, capable of saving twenty men tumbled five hundred feet in free fall from a Dakota aircraft at Patricia Bay near Victoria. The terrific impact failed to damage the raft. The test was part of the monthly training program of Vancouver's 121 Squadron Air Sea Rescue Group.

SISTER NEILY LEAVES SERVICE

Flight-Lieutenant Marian Neily of Middleton, N.S., the first woman in Canada to make a parachute jump on an organized para-rescue course and the last of the active para-rescue nurses presently in the RCAF, has left the service after completing a six-year term as a Nursing Sister, during which time she made 26 para-jumps.

Flight-Lieutenant Neily enlisted in the RCAF in February, 1951. Her first posting was to RCAF Station Rockcliffe where she became interested in para-rescue work.

In July 1951, Marian enrolled in a three-month para-rescue course at Edmonton and Jasper. It was the same strenuous course as is given to men. At Edmonton she began a rigid programme of physical education and tumbling, and it was there she made her first jump. Flight-Lieutenant Neily found that the jumping was actually the easiest part of the course, which included 10 jumps in all. The second phase took place in Jasper Park, Alberta. This involved such activities as mountain and glacier



F/L Marion Neily

climbing, crossing ravines on ropes, and learning to survive in the wilderness. The students also learned Morse Code, bush lore, and the history of parachuting, as well as being instructed in such important measures as how to pack their own parachutes.

Flight-Lieutenant Neily was in a class of fifteen, of whom only four were women. In a graduation ceremony at Edmonton, on October 26, 1951, Marian was presented with her para-rescue wings. Altogether, seven women have graduated from the two courses which have passed through the para-rescue school. Since June, 1956, Marian has been the only one of them still performing para-rescue duties. The others, except for one girl permanently grounded due to wrist injuries, have left the service, mainly for reasons of marriage.

Marian was born September 25, 1928, in Middleton, N.S. Her parents, Mr. and Mrs. M. P. Neily, still live there, and it was in Middleton's MacDonald High School that she received her education. At the Fisher Memorial Hospital in Woodstock, New Brunswick, she began her training as a nurse and graduated in 1949. She worked for over a year at Fundy Hospital, Black's Harbour, New Brunswick, before joining the RCAF in 1951.

Flight-Lieutenant Neily is 5 feet 6 inches tall and weighs 110 pounds. On her jumps she carried about 65 pounds of clothing and equipment, including her own small medical kit. All other supplies were dropped in separate parachutes.

She asserts that she was only slightly nervous before jumping and found it an exciting experience. She denies that it is dangerous as long as you keep alert and remember all that you have been taught.

The controllable pitch propeller was invented in 1916 by Canadian Walter Turnbull in his home in the village of Rothesay, N.B.

PEOPLE AND PLACES

IN THE AIR FORCE

W/C K. B. Handley transferred from RCAF Station Bagotville to 423 Squadron, St. Hubert.

W/C H. L. Lecompte from 423 Squadron to RCAF Station Bagotville.

A/C Charles H. Greenway, Lloydminster, chief of personnel services, is to attend the next course at Imperial Defence College, London, England.

F/L Keith Strader, senior flying control officer at Moose Jaw, is transferred to No. 2 Fighter Wing, Grostenquin.

W/C Stewart Cowan is to attend the next course at the RAF Flying College at Manby, England. He is at present investigating officer with the Directorate of Flight Safety, AFHQ.

W/C Arthur J. Byford of Ottawa has been appointed air staff officer on the headquarters staff of General Burns, Commander of the United Nations Emergency Force.

F/L W. H. DeYoung, operations officer of No. 2 AOS Dakota squadron at Winnipeg, is transferred to special duty in the Suez Canal zone.

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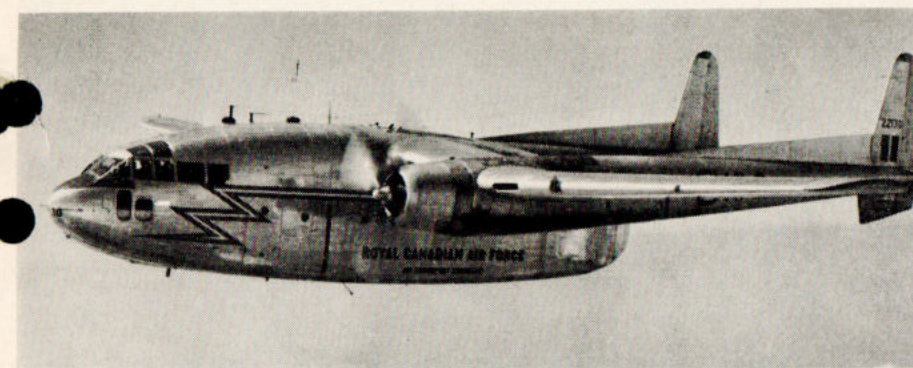
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OVERSEAS



RCAF C119 "Flying Boxcars" like this will play the major part in Canada's contribution to the UN policing activities in the troubled Middle East.

FLYERS REPRESENT CANADA

Fifteen of Canada's most influential "diplomats" are in training just outside Zweibrücken, Germany for a job that will carry the name of Canada into most of the major cities of Europe by next April. The RCAF "Flyers," Canada's only hockey representatives in Europe this year, will carry the banner for Canada and for 1 Air Division in particular.

EGYPT RUN TRICKY

Ferrying men and material from Naples to the Suez area is a delicate and risky job for aircrews of 435 Squadron. The Egyptians have dictated exactly where UN aircraft must enter Egypt. Deviation from the laid-down course may result in the planes running into Egyptian anti-aircraft or fighter opposition. Crews on the Egypt run are briefed early (12.30 a.m. for a three o'clock takeoff. This is to conform with the Egyptian stipulation that UN aircraft fly over Egypt only during daylight hours. By the end of November RCAF planes had completed 18 flights to Egypt, hauling a total of 425 troops and about forty tons of supplies. Nine of the squadron's twelve aircraft were in operation by the end of November.

SERVICE GETS ROOM SERVICE

"This is the Army Mr. Jones—no private rooms or telephones"—so ran a plaintive Irving Berlin ditty of the Second World War. Conditions facing RCAF personnel at Naples are somewhat pleasanter. Faced with the problem of accommodation in crowded Naples, RCAF authorities took over the stories of the six-storied Grand Hotel Grillion on Via Ferraris in Naples. The hotel proprietor has retained use of the first floor for civilians.

THE HELICOPTER IN BRITAIN

Research and development of the helicopter has been progressing steadily in Britain since the war. Bristol Air-

craft produced a helicopter, the Type 173, which flew from South Bank, England to Paris in two hours last year, and an helicopter of the same type has been under study by British European Airways as a possible passenger-carrying airliner on regular services. Early in December, Bristol announced that a third prototype of the successful 173 had been test-flown at the company's Weston Division. Main difference is the powering of the helicopter by Alvis Leonides Major engines. A military version of the Type 173 is on order for the RAF. In the civil field, design studies have been completed for passenger and freight transport services, capable of flying 20 passengers over 100 mph at a cruising speed of about 140 mph.

AMERICAN BEAUTY

DANI

C R A Y N E



Christmas and New Year Greetings from Warner Bros.' Dani Crayne, a young lady who hopes 1957 will be HER year.

EASTERN CANADA REPRIEVE FOR 442?

Defence Minister Campney is reconsidering his decision on 442 Squadron stationed at Hamilton's Mount Hope Airport, according to reports in a Hamilton newspaper. The Squadron was one of those reserve squadrons doomed to end its flying career under new policy.

NO COMMAND SWITCH FOR NEWFY BASES

For some time, rumour around Newfoundland had it that the USAF was contemplating a command switch with regard to its Newfoundland bases,—from North East Air Command to Strategic Air Command. Last month, speaking in Newfoundland, the U.S. Ambassador to Canada, Mr. L. T. Merchant, kiboshed these reports. "I know nothing of this nor of any significant cutbacks of personnel in Newfoundland," Mr. Merchant told reporters. He was visiting Newfoundland in the course of a general tour of Canada.

UPLANDS HOSTEL FOR HUNGARIANS

A hostel has been set up at RCAF Station Uplands for the reception of Hungarian refugees arriving in Canada. The hostel, capable of receiving up to 85 refugees at once, is under the direction of S/L E. C. Mayo. Every detail has been considered that will enable the newcomers to Canada to enjoy some comfort after their weeks of struggle and hardship.

CANADAIR SOUNDPROOFS SUB KILLER

One of the most difficult tasks in modern aircraft design is the soundproofing of the cabins in modern aircraft. Canadair Ltd. in Montreal is at present working on and overcoming this problem in connection with its work on the CL-28, the RCAF's new long range submarine-killing aircraft. The CL-28's, slated to replace now obsolete Lancasters of Maritime Air Command, are the largest aircraft ever built in Canada. A Canadair spokesman said the project has put the company in the forefront of the soundproofing problem.

JET SQUADRON REACHES FRANCE

Flying their newest all-weather CF-100's, 445 Squadron recently of Uplands, winged their way across the Atlantic to their new home at Marville, France early in November. A happy home and a warm welcome awaited them. Transformed from a tract of wasteland in the province of Mouse, the RCAF station here—1 Fighter Wing—is now one of the finest on the continent. The arrival of the all-weather fighters had been eagerly awaited by top officials of SHAPE.

ADC ALWAYS READY

The Air Defence Command of the RCAF is ready for action at a minute's notice, a Defence Department spokesman told newsmen this month. Questioned regarding ADC's role in the tense international situation, he said

that no special orders have been issued to ADC by the government in the face of recent events. Air Defence Command, he pointed out, is always on a 24-hour alert.

NEWS WANTED

One of the things which make a Station Magazine such as "Voxair" interesting is sufficient coverage of events of interest which happen on that station. Unfortunately many of these events, concerning individuals, or sections, pass unnoticed because the attention of the magazine staff has not been brought to them.

It is not feasible to have a reporter constantly moving around the station unearthing these frequently interesting items. We must rely chiefly on those co-operative people who make a point of letting us know when something occurs which would make a good story.

Voxair can grow in interest and appeal if you will do your part in contributing material which you think would be of interest to readers.

Letting us know about these items is a simple matter. If you have the time give us a short written summary of the facts. These will aid in getting us started on the story. Or if you do not have time to write it, give Cpl. Baynes a call, at 298. We'll do the rest.

We are interested in items that are of general interest (championships won, unusual hobbies, human interest stories) rather than information of a limited interest (postings, TD, etc.).

Next time you encounter something which you think would make Voxair material, give us a call. We can use the help.



Back row, left to right: Cpl's Allard, Forman, McCorkell, Atkins, Smith and Kraut.
Front row, left to right: Cpl's Wood, Campbell, W. O. Lisowski, Cpl's Howells and Atkinson.

CORPORALS TRAINING COURSES COMPLETED

individual can build further knowledge. It is hoped that these classes will result in a better qualified and more successful NCO.

A great deal of credit is due to the various instructors, who have had to take time off from their normal duties to prepare and give the lectures. Most of these instructors have themselves had the Senior NCO's course at Camp Borden where they were taught the subjects they're now teaching. They have done a good job, but then, "A job worth doing is a job worth doing well."

ONCE again a series of Corporal's Service Training Courses have been completed at this unit. This time a total of six courses, or classes, passed before the instructors in the classroom in No. 16 Barrangar. The valedictorian of each class is shown in the accompanying photos, and they are to be greatly complimented on their achievement.

In order to dispel a common misunderstanding let it be stated that these courses are not inaugurated to help those NCO's who have not passed their qualifying examinations. Although these courses are a great help to anyone who is studying for the qualifying examinations, their main purpose is to supplement the Senior NCO's Service Course at Camp Borden.

The corporal's course encompasses a multitude of subjects from RCAF history and organization to drill and the philosophy of leadership. It follows a syllabus issued by TC-HQ, and the achievements obtained on the course are included in each man's service records.

Due to the shortness of the course it is impossible to delve deeply into any subject, but a sound foundation is laid whereupon the



Instructor Sgt. Lynch with a course in the class room.

Greetings



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LEFT TO RIGHT: CORPORALS L. A. DANN, E. R. BAYNES, G. E. BATEMAN, A. J. D. ANGUS, J. D. MONTGOMERIE AND C. R. G. WOOD, WHO TOPPED THEIR RESPECTIVE COURSES.



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VOXAIR VIXEN AND COVER

The Vixen and the cover painting in this issue are the work of CNS artist, Peter Carey.

Peter was born in Belfast, Northern Ireland, in 1919, and took his art training from 1943 to 1947 at the Belfast College of Art, graduating with the Diploma of Art. He specialised in drawing and painting, and won three scholarships whilst at school.

He joined Belfast Silk and Rayon in 1946 as a textile designer, and at the same time went into business as a stained glass artist, designing and manufacturing stained glass windows for churches.

From 1947 to 1949 Peter taught art at the Kilkeel Technical School, in Ireland, and from 1949 to 1950 at the Galway Technical Institute.

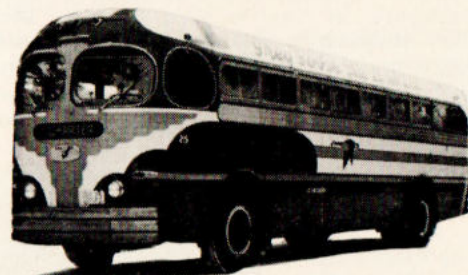
Coming to Canada in 1950 he worked for a time with Universal Signs, Winnipeg, before taking up his present duties with CNS.

He is very busy at present, dividing his spare time between Our Lady of Victory Church, on Osborne Street, where he is painting a religious mural and free lance art work.

He is a Member of the Royal Ulster Academy of Art, and has exhibited at the Academy, and at the Hibernian Academy.

Peter is married to the former Jean Lazenbatt, who is an accomplished sculptor. The couple has one daughter, Maree.

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A Merry Christmas
and a
Happy New Year
to all our readers



AROUND THE SECTIONS

As usual the **Station Hospital** has been a very busy spot for the past month. Sister MacDonald, our new matron, has arrived to take the place of Sister Neily, who has left the service after six years to embark on a new career as a housewife.

Sister Neily was presented with a pen and pencil set and a necklace at a farewell party in the section. She left with the best wishes of everyone at the hospital and, I'm sure, of the many other friends she made during her stay at Station Winnipeg.

Another interesting item was the engagement of AW2 "Blackie" Corriveau, one of our contact Medical Assistants. Her lucky fiance is Sgt. Kirkpatrick of the guard house, and all our best wishes go to the two of them.

The members of the Hospital Staff wish all readers a Very Happy (and Healthy) New Year.

—Cpl. D. T. McCorkell

The **Central Navigation School** recently welcomed 9 SpecN back from their Canadian Tour. The boys spent three arduous (??) weeks inspecting Service and Industrial establishments in Eastern Canada.

28 SNIN course passed into the record books on December 20, 1956, and have now gone their separate ways. However, I daresay that some of them will be heartily welcomed to AOS (replacements, y'know).

We also wish to welcome a new clerk Steno to our staff, AW1 M. Sanders, who recently arrived from Trenton.

—F/O George Philip.

Supply Section has the very good news that F/S Cortman is infanticipating. Good show, Jack! It certainly proves you're only as old as you feel.

We say good-bye to "Red" Fielding. The laddie was posted to Langar, U.K. Let us know how the gold brown ale is with you, Red?

A big welcome to Sgt. F. Strong! It is understood this is his second tour in Winnipeg.

Isn't it amazing what marriage will do for a person! The case in point is Cpl. Frenette. He is really getting to be a big man (neck 24, waist 40, hips—your guess is as good as ours). Who needs blankets, eh, Ernie?

Santa Claus is going to be busy this year—so many people asking for things, such as, well, Cortman—TWINS; Sigurgeirson — COMPASS; LeBarge — MORE PERSONNEL; Cortman—TRIP-LETS; Drummond—A NEW DESK (HARD FLOOR); Ewan—A COMOX POSTING; Cortman—QUADRUPLETS.

Incidentally, have you heard about the two worms that were fighting in dead Ernest?

Great family man, that Cortman! AND A MERRY XMAS TO YOU, TOO.

—F/O Bob Hope.

A farmer of McCreary, Manitoba, has completed a one-month tour of duty with **14 Training Group Headquarters**. F/O A. E. (Al) Cantin, 32, temporarily exchanged his down-to-earth everyday job for one associated with the sky above him when he went to work in the organizational branch under the Mobilization Assignment Training Plan. Al Cantin spends a portion of each year in air force blue keeping abreast of the air force. This enables him to step into the position full time should the requirement arise. His latest tour was his fourth under the plan.



F/O VIC MERITHEW

F/O Vic Merithew, 44, son of Mr. and Mrs. William Merithew, 167 Thorold Road, St. Catharines, has retired from the RCAF after more than 16 years' service. Prior to enlisting in the air force in 1940 he had served with two army units: The Lincoln and Welland Regiment of the Non-Permanent Active Militia, and the 2nd/10th Dragoons of St. Catharines. F/O Merithew wears the Efficiency Medal with two bars, indicating army and air force service from when he was a boy. At the time of his retirement he was Provost Marshal at 14 Training Group Headquarters.

Cpl. Norm Aasen, of Group Public Relations staff, has returned to Winnipeg following successful completion of a course on cinematography at Ottawa. Norm was issued an Arriflex movie camera and it is expected that movies of RCAF activities on the prairie will soon be appearing on television screens in greater number.

Corporals W. L. Dreher and B. J. Pauls have successfully completed the Corporals' Service Training Course held at Station Winnipeg.

F/S W. R. McBurney has arrived at Group Headquarters from Station Win-

nipeg to work with F/L G. W. Fisher, Air Cadet Liaison Officer. He replaces Cpl. J. H. Dunn, who has returned to Station Winnipeg.

Cpl. R. A. Rose has been transferred to Station Toronto, and F/L A. Menner, Roman Catholic Chaplain, has left for Station London, Ont.

Recent arrivals include F/O L. W. Horsman from Station Macdonald; F/O W. R. Graham from Station Cold Lake; and LAW L. A. Beckwith from Station Winnipeg, where her husband, LAC R. M. Beckwith, is employed.

Mr. Jim Dodds is welcomed to the civilian staff of Group Headquarters.

Recently married was Mrs. Florence Diamond (nee Coulthard), whose husband is in the army. She works in Group Headquarters Central Registry.

—Cpl. Bud Pauls.

* * *

During the renovating of the Drill Hall, the **Recreation** staff made use of its spare time moving equipment over to the new Recreation Centre and setting up the new office there.

Our new drill hall floor should be appreciated by everyone. It will boast two basketball courts, badminton courts, volleyball courts, and a bordenball court.

Sgt. Sargent is planning some new entertainment. A water ballet is in the making. We will play host to some champion swimmers including speed swimmers and diving champions. There will be synchronized swimming put on by a downtown group and a water safety exhibition which will include Red Cross and Royal Life Saving. Station personnel will be participating in the latter. We also plan to have a swimming demonstration by the kiddies who attend the Saturday morning swimming classes.

AOS is claiming three of our staff for recreation classes for Flight Cadets. Although they will remain recreation staff, LAC's Ramsay and Carlson and AC1 Jordan will be working directly with AOS setting up a new sports program.

—AW2 Eileen Campbell

By closely heeding traffic policemen's signals, drivers and pedestrians can do much to make street traffic more orderly. After all, expediting traffic the policeman's job, and his efficiency benefits the users of the streets. It is a poor attitude to display resentment to reasonable police traffic signals. On the other hand, while many policemen today are trained to be courteous and are chosen for their intelligence among other qualities, there are still those who could mind their own manners better. These officers should realize constantly that they mould public opinion of visitors toward their cities.

Emily Post's "Motor Manners."

PLUSH FACILITIES FOR WINNIPEG AIRMEN

EARLY in 1954 the new two-storey combined Mess building opened on the West side of Winni-

By TERRY LABROSSE

peg's Stevenson Field. Housing in its west wing an ultra-modern kitchen and dining room, and incorporating spacious basement club rooms, the building very quickly became the social centre for men of corporal rank and below.

Since its opening there have been many governing committees, elected from club membership, and all of them have worked conscientiously to improve the available facilities, and to add others where members required them.

The well-equipped games room offers cards, darts, table tennis, crokinole, and other recreational diversions, in addition to the ever-popular television. Saturday and Sunday evenings are "Open House" at the club when, to coin a phrase, "the joint really jumps."

Seasonal activities are very well attended, and plans for Christmas and New Year parties were laid well in advance. The present committee has worked hard to improve the club in every way, and their efforts were crowned recently by the installation of the expensive and exclusive See-Berg Select-O-Matic record player, which pipes music throughout the building.



Beer only is served in the airmen's bar, to over-21's.

1. Airmen enjoying a game of darts in the well-equipped games room.
2. The main lounge is comfortably furnished with leather chairs, side tables and lamps, and is a quiet retreat for those who wish to read or write letters.
3. Happy couples at a recent "Hard Times Dance" held in the Airmen's Lounge.
4. Recently a new Select-O-Matic record player system was installed, making popular music for dancing and listening readily available.

Winnipeg's Airmen's Club is really a home from home for the station's airmen.

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THE AIRPORT

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THE GIMLI

And in Portage
THE HOTEL PORTAGE

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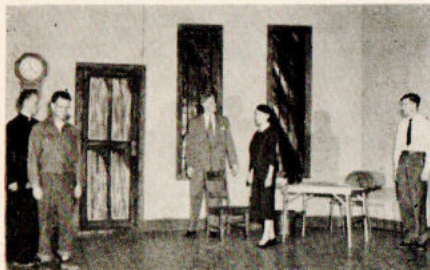
WINNIPEG BREWERY LIMITED



STATION ENTERTAINMENT

In the column to follow you'll find listed some of the great new releases that have hit the market lately and have found great favour among the record buyers today. These recordings have reached the top of the heap and are holding fast up there.

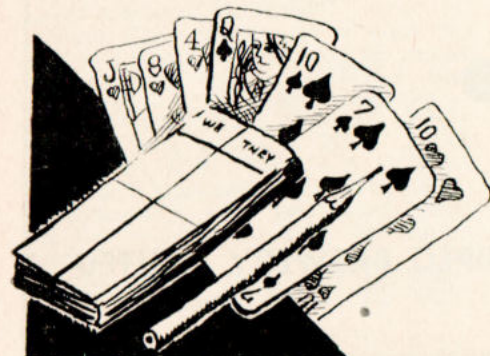
"THE VALIANT"



"Dyke, this here is the lady who's come a thousand miles to see you," says Warden Holt (Ron Anderson) to condemned murderer James Dyke (Terry LaBrosse) in a scene from one of the one-act plays presented by the Station Drama Group recently. Also in the picture are Father Daly (Tim Downes), Josephine Paris (Joyce Oliver) and the attendant (Colin Renton).



"No, I can't exactly see that. Suppose you explain it to me." Dyke to Warden Holt, when the warden explains to him that he should reveal his true identity.



"THE CUCKOO'S NEST" A Comedy in Three Acts

Will be presented by the Station Drama Group on Sunday and Monday, 17 and 18 February, 1957, in the Station Theatre, Old Site.

Tickets will be on sale in the Snack Bars, and in NPF Accounts.

THIS PLAY IS TO BE ENTERED IN THE REGIONAL DRAMA FESTIVAL IN FEBRUARY AT THE PLAYHOUSE THEATRE, WINNIPEG.

JAZZ

Ella sings Cole Porter (Decca). As ever, Ella at her warmest.

Calypto (RCA Victor). Harry Belafonte vibrates with infectious rhythms.

"Paul Desmond Quartet" featuring Don Elliott on mellophone (Fantasy 3235).

Brubeckians will really dig this crazy platter. Striking cover, too.

"Ellington Presents" (Bethlehem BCP 6005), Duke Ellington.

A big band presentation, with lush arrangements, of the good old good ones.

POPULAR

My Fair Lady (Columbia). The original cast in a tremendous show.

Cuban Moonlight (London). Relax, relax with Stanley Black.

"This is Sinatra" (Capital T 768), Frank Sinatra.

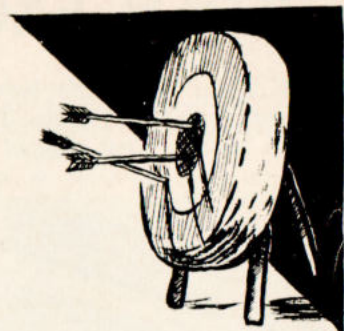
A collection of Frankie's more recent hits on a 12-inch LP.

CLASSICAL

Tschaikovsky Symphony No. 6 (Decca). Berlin Philharmonic Orchestra.

Brahms Symphony No. 2 (Tragic Overture). Boston Symphony Orchestra. Charles Munch, Conductor.

The records listed above are Long Playing High Fidelity, and can readily be obtained from Deer Lodge Radio-TV.



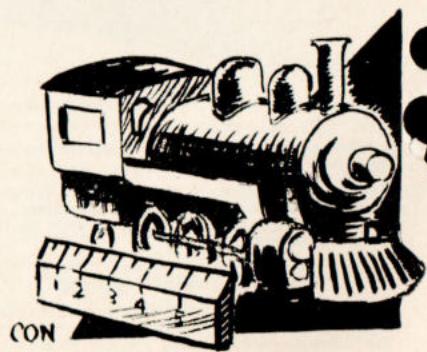
"SUNDAY COSTS FIVE PESOS"



"Berta, you could fall down the well and drown," suggests Salome (Fran Dandaneau). Berta was played by Donna Clark and Tonia (far left) by Betty Uppenborne. A scene from the second play.



"Tell THAT to your Celestina Garcia!" storms Berta. The sad-looking character on the left is Fidel, played by Casey Hunt.



NEW FUEL FLOW METER FOR JET TRANSPORTS

An ingenious device which measures liquid or gas by weighing it continuously as it passes through a pipe is the latest application of Ni-Span C, the new "constant-modulus" alloy processed by the H. A. Wilson Company of Union, N.J.

Called the "inertial mass flowmeter," it was developed primarily for use in jet aircraft fuel systems. Instruments of this general type have been specified for the new Douglas DC-8, Lockheed "Electra," and Boeing 707 and B-52.

Because liquid volume varies greatly in response to temperature change, gallonage is not a dependable measure of fuel flow in the Jet Age. The fuel must be measured in pounds instead.

At present, complex electronic set-ups involving densitometers, viscosimeters, and computers are being used in most jets to interpret conventional gallonage measurements. In addition to being slow and costly, such systems are subject to errors caused by inaccurate production of data, pulsating fuel flow, and shifts in the aircraft's attitude in relation to the earth's surface.

The flowmeter, housed in a single sturdy assembly not much larger in diameter than the fuel line itself, weighs the fuel directly. It is accurate within plus-or-minus 1/2 of 1 percent, due to its method of operation and to the elimination of temperature errors through the use of Ni-Span C for all elastic parts.

Unique in metallurgy, Ni-Span C has the high mechanical properties required for precision springs plus a "constant modulus of electricity" . . . that is, its stiffness remains constant through a wide temperature range. Springs made of conventional metals and alloys become weaker as the temperature goes up and stiffer as it goes down.

As liquid passes through the flowmeter, it is given a precise angular velocity by an impeller. Then a "measuring turbine" subdues this velocity completely. Since the original angular acceleration is constant and known, the torque necessary to subdue the liquid's velocity is a measure of the mass

which was accelerated—the "mass flow."

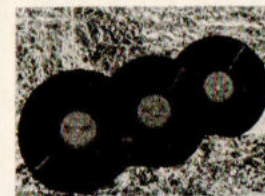
The torque of the measuring turbine activates a calibrated spring made of Ni-Span C. The spring's deflection is converted into an electrical signal by an output transducer. The signal registers on a dial indicator, a digital counter, and/or a totalizer. Through the use of Ni-Span C, the transducer assembly's overall thermoelastic coefficient has been held to 50 parts per million per degree F. That of the spring itself is considerably better.

The first experimental work on high temperature liquid metals began last July in temporary test facilities in the main Rolls-Royce Works at Derby and already valuable results have been obtained.

Practical designs for the application of atomic energy come from the solution of problems through research and development requiring unusual and frequently novel research equipment which has to be specially designed and constructed to high standards of accuracy and safety—standards to which Rolls-Royce are well accustomed.

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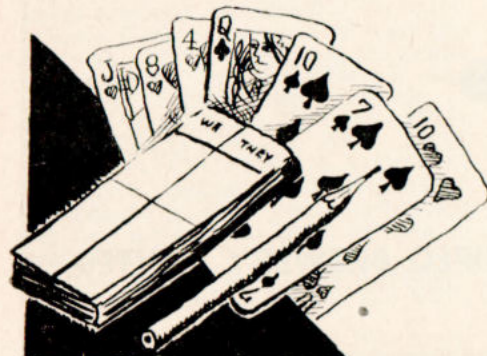
Your Friendly Hosts

FRED DANGERFIELD
GEORGE DANGERFIELD

JACK DANGERFIELD
FORBES RANKIN



"No, I can't exactly see that. Suppose you explain it to me." Dyke to Warden Holt, when the warden explains to him that he should reveal his true identity.



hits on a 12-inch LP.

CLASSICAL

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THE INTERNATIONAL CIVIL AVIATION ORGANIZATION

THE International Civil Aviation Organization is a specialized agency of the United Nations, in which 66 governments are now participating. Its headquarters is in Montreal where its governing body, the Council and its Secretariat of some 400 persons carry on its work.

Civil aviation is essentially a means of moving people and things at high speeds over relatively long distances. Over short distances, it is as yet an expensive means of transport and unlikely to be competitive with road or rail services in areas where these can be easily provided. The consequence is that in many parts of the world civil aviation is predominantly international.

This might not be immediately apparent to us in Canada where we have a vast extent of territory in which aircraft have been of value from the time they became commercially usable. But in many parts of the world, for instance in Europe, an aircraft is unlikely to fly for very long in any direction without crossing at least one national boundary. In Europe air routes which are long enough to justify themselves economically may cross two or more borders.

PROBLEMS OF INTERNATIONAL ACTIVITY

The operation of a modern airline is a most complex activity, requiring a great deal of organization and equipment on the ground as well as in the air. In the first place, there is the airport with its paraphernalia of lighting system, radio beacon, blind approach equipment, meteorological office, radio communication between aircraft and ground, and its arrangements for control of take-offs and landings. For the aircraft en route there must be up-to-date weather information, a system of airways which are in effect aerial highways—and radio communications for controlling the traffic moving along them. There must be rapid communication between airports on a route and between the centres which maintain control of traffic on the airways.

EARLY REGULATIONS

Most countries found it necessary to set up their own systems of laws and regulations to ensure the safe and effective development of this new form of transportation. Regulations were established to govern matters such as the structures of aircraft, the standards of pilot training, navigational and communications equipment and the methods of their use.

If they had been allowed to develop quite independently of one another such systems of national laws and regulations could themselves have blocked, or at least considerably delayed, the growth of civil aviation across borders. Therefore, at quite an early stage governments had to recognize the need to keep their own regulations and practices in line with those being established elsewhere, and to maintain a reasonable degree of uniformity, internationally, in the requirements they laid down for operations.

(Continued on page 19)

By J. A. IRWIN

*From Current Affairs Pamphlet, August 1, 1956 The writer, Mr. J. A. Irwin, is Canadian representative to the International Civil Aviation Organization at Montreal, P.Q.

The Fleetwood Churchill

MODEL 21-64

Luxurious viewing and listening are yours with this striking 21" open console. Here is a set to delight your eye, your ear and your sense of beauty. Compact, up-front control panel. Recessed sound baffle houses 3 powerful Hi-Fidelity speakers. Cabinets finished in your choice of Walnut, Mahogany or Lined Oak.

Width 30", depth 22 1/4", height 34 3/4".



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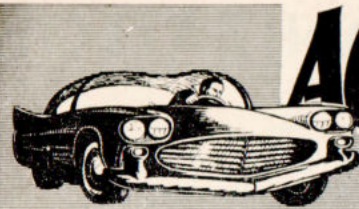
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AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN

U. S. NEWS

OIL AIR BATH OBSOLETE

The oil air bath is on the way out, being replaced by removable paper elements. Bendix has just announced a radically new electronically-controlled fuel injection system, using transistors. Full throttle fuel enrichment is through a sensor responsive to manifold pressure; acceleration enrichment is from a sensor on the throttle shaft; the idle mixture is controlled by another sensor on the same shaft. Choking for cold starts depends on a thermostatic sensor in the water jacket; fuel feed is cut off on the overrun by a sensor responsive to high manifold vacuum. There is even a special aneroid sensor which adjusts the fuel flow to altitude changes. What's more the whole works is cheap—a prime prerequisite for Detroit.

Lucas have also sold some manufacturing rights of their fuel injection system in the States. This system, being developed for fifteen years, was successfully used on the Jaguar racing team last year.

NEW DESIGN FOR MERCURY

Mercury—To break into GM's dominance of the middle field the new Mercury's have broken with tradition. And at last we are starting to see some functional design, and artistic styles emerge from the brainwashed stereotypes so characteristic of Detroit. Regrettably there are still too many antique remains of that bygone age left even in the new designs—imitation cooling vents, useless strips of chrome, etc. But the day is coming...! Amazingly Mercury have lowered their height by 4" and yet left 2" greater headroom. The visored rear window is an item nobody has dared to try before. On the technical side, the X-member of the frame has been removed and the side rails flared out to accommodate the floor lowering. Steering shock has been decreased by incorporating a rearward movement to the wheel as it bounces off the road. A unique feature of the rear suspension is the insulation of the front leaf spring eye from the frame by two doughnut air cushions (under no compression). The cooling fan is now the 'on' and 'off' type with a hydraulic coupling thermostatically controlled. This is supposed to save 18 bhp. I'm afraid power has again gone up—to a possible 290 bhp if you want it.

BOLDEST "FLIGHT SWEEP" YET BY CHRYSLER

Continuing the trend, which started in 1955 with the Flight Sweep, Chrysler's bodies are the boldest yet this year.

Chrysler "Imperial"

Fourteen inch wheels, still with 12" drums, optional dual lights, 40% more glass area, flush safety door catches, transistor radios, added baggage room by removing the fuel tank to the left rear fender. Chev's "anti-dive" suspension has been adopted. Three speed torque flight converter, on engines with almost mythical horsepowers. Nothing was announced until the competition named their figures!

Desoto

The senior models are just junior Chryslers, and, in common with the corporation's other makes, there is a lot of interchangeability. There are four wheel-base lengths, but only TWO basic body shells. One body for the 118 and 122 inch frames and one for the 126 and 129 inch frames. Long-contoured wheel cutouts make it possible. That's the way they make money!

Dodge

Like Mercury the X-frame has gone to lower the roof line and the box members have been widened and made more shallow. Five inches has been dropped off the height without recessing the floor between the members! 14" wheels are standard. The new Chrysler torsion bar front suspension is used on all models. This could be an interim measure toward air suspension in 1958. The new front end also features ball end joints. Four engines are available ranging from 138 bhp all the way up to 310 bhp with dual carbs, and super power pack on the V-8. Floating-shoe brakes with flexible shoes are standard, giving more contact; air conditioning system is contained entirely in the cowl compartment; baggage room now six feet across.

Plymouth

All these models are identical to the technical descriptions made earlier of the other Chrysler products, with but small variations.

JOTTINGS FROM THE EUROPEAN SCENE

Alvis TC 108 G—No changes other than upping the price by \$1,300.

Austin A35—Much the same as the old A30, but with a power increase to 37 bhp.

Austin A95—Improved version of the 90, with more power. A station wagon is also added, called the Countryman. Automatic transmission available.

Morris 1000—New version of the Minor. Power to 37 bhp, one piece screen, and other minor changes.

Ford Zephyr and Zodiac—Automatic transmission (B-W) available.

Lagondas—No more convertibles. Standard model drops \$1,800 in price.

MG A and Coupe—Power up to 72 bhp. A coupe is now added with a permanent hard top. In reality it looks a bit big for the car, but should sell well in our country.

MG Magnette—Power to 68 bhp. Wrap-around rear window, and small changes.

Vanguard Sportsman—Fast edition of the Phase 111, which is equipped with the TR engine (almost), amongst other changes.

RIVEROAKS SERVICE

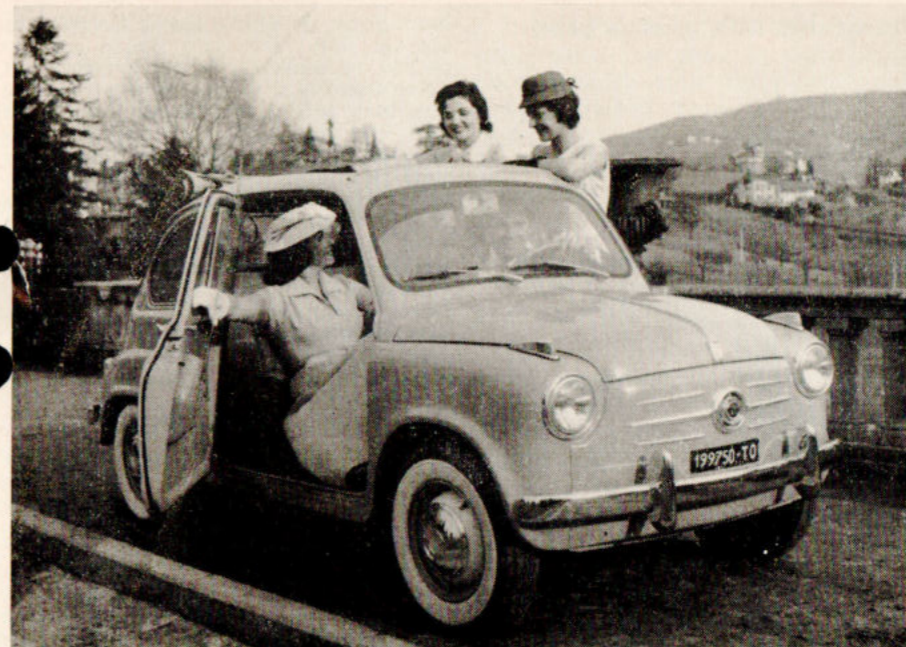
PORTAGE at RIVEROAKS

Morley Foot, Mgr.

Lowest Gas Prices
in the City

35.5c PER GALLON

- Firestone Snow Tires
- Frost Shields
- Block Heaters



WHILE spending a few weeks in this misty green isle during November, I found it very pleasant to wander along the small twisty roads in this lively little car for a few hours. The main reason prompting me to get hold of the Fiat 600, other than to see if it would live up to its reputation of being one of the world's two outstanding small cars, was to find out if it would be as suitable as the Canadian 'second' car, for, from the specifications it looks ideal.

A Smart Looking Little Car

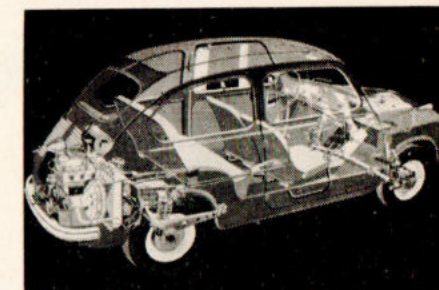
Look at the lines and I don't think you'll disagree with me when I say it's good looking. The car we show here is the convertible version, but the normal hardtop would be the more practical. The pretty lines combined with the fact that the utmost use has been made of the space available is enough to make it a noteworthy exception to the general rule which has applied to other 'miniature' cars we have seen in Canada. Finish is fair, and probably too much use has been made of polished aluminum rather than chrome for Canadian tastes. A few small trim changes here would be a good idea for the American market. Trunk space is very limited. A few things will fit under the front hood, and further items can go behind the rear seat. When only two people are carried the rear seat folds forward and the additional space is big enough to take several pieces of luggage. Bumpers are too flimsy for Canada and will have to be made higher to obtain protection from Detroit iron—a la V.W. The headlights look to be an inch too small for our standard sealed beams—a change here would be essential. However, if the new small lights are on the market soon this may be unnecessary. Triplex glass was not fitted to the car I drove. This should be added. The doors are very wide, open easily, and give easy entry.

Driving And Parking Is Easy

A further reason which makes this car eminently suitable as your wife's mobile child carrier and grocery transporter is the ridiculous ease with which the Fiat can be driven and parked. Both the starter and choke levers lie along the floor beside the hand brake, which is between the seats. You'll find them convenient and easy to use. The engine starts easily, even if it does tick over a bit noisily—insulation is not as

A DRIVE THROUGH IRELAND IN THE FIAT 600

good, in this respect, as that of the Volkswagen. The steering is finger-light, and the gear lever slips through the gears, like oil through your fingers. The pedals, though a trifle close together, are hard to mix up and almost effortless to use. As for turning, to say that it turns on a dime, is an understatement! The brakes are positive, don't fade, and need only light pedal pressures. To top it off, visibility is first class. However, if you should feel like borrowing the 600 from your wife for an afternoon you're in for an agreeable surprise. Not only is it an easy car to drive, but it's fun at the same time. The suspension, four wheel independent, is not as soft as on the Volks, yet still gives a pleasant degree of comfort even on really bad roads. The car holds



the road like glue, cornering with little lean, and behaving at all times like the nimble little beast it is. However, for the American market I would be tempted to ask the makers to provide a bit more urge to that engine or there might be a little trouble at stop lights.

Should Sell in Canada

To my mind the acceleration is a bit slow for our conditions and for safety's sake a further six horsepower (Continued on next page)

TECH SPECS

Engine—633 c.c.s (38.63 cu. in.), 4 cyl., bore and stroke—60 x 56 mm, (2 23/64 x 2 13/64), ohv, compression ratio of 7:1. 21.5 bhp at 4,600 rpm. Torque 28.9 ft. lbs. at 2,800 rpm.

General—4 wheel independent suspension; 12 volt 28 amp 3 hr. battery! 5.20 x 12 in. tires; tank holds 6 imp. gals. Four wheel hydraulic brakes; weight 1,288 lbs. (with 5 gallons); road weight 1,638 lbs.

Dimensions—Turning circle 27' 10"; ground clearance 6 5/16"; frontal area 16.1"; width 4' 6"; height 4' 7 1/2"; length 126 1/2"; track 45/45 1/4".

Price—In Canada approximately \$1,400 to \$1,500.

Dealers—Unknown.

Fuel Consumption—45 to 57 mpg. Average, 49 mpg.

Performance—0 to 30—9.6 secs. 4 to 50—45.5 secs. Top speed—60. Cruise—55-60. 20 to 40 (3rd)—13.4 secs.

(Continued from previous page)



. . . to say that it turns on a dime, is an understatement!

could be added to the engine. The engine is very sturdy and it's unlikely the additional power would harm it at all. I feel this car would sell like hot cakes in our country, and that could mean very large numbers; it would be a shame to see this bright prospect hindered in any way because of underpowering. The car is completely draught free inside and the heating system, via an enclosed tunnel from the rear, functions quite well. But a greater volume of hot air is vital for our cold climate. In addition the temperature of that air will have to be upped by 10 to 20 degrees to demist and warm efficiently in constant below-zero temperatures. This shouldn't be too difficult as the engine runs at 203° F, and all that is required is better channeling to the front—in greater volume. If you are interested in the cruising speed, I found that 55 was comfortable for long distances and 60 at a push. Another item which might be noted by the wives is that the flexibility of top gear is such that little changing is

really needed if you feel lazy. At the present time the dip switch is on the key—a bit awkward. Fiat are switching it to the steering wheel, but a floor switch should be put in for our market.

Fully Equipped

A jack and tool kit are supplied. The jack plugs in under the side of the car and lifts one half when raised. The gas tank holds six gallons and at 50 miles per gallon this not only gives a good range, but cuts costs to a minimum. The instruments include a water light which comes on if the radiator shutters get stuck or if the radiator runs dry. A useful feature. But, as with the V.W., there is only a light for fuel quantity. The front windows adjust most ingeniously through a button release which gives very positive and easy control. Also the 'no draught' vents are so good that the passengers can get the air from front or rear with no breeze at all. A little more insulation on the roof would both improve interior looks and help keep the car warmer. Besides

having no draughts the little Fiat is also in that rare class which has no rattles or squeaks. With a left hand drive there is little room for stretching out that left leg. But, to counteract that, the seat support in the front is very good. Despite the tiny dimensions four people can be carried in reasonable comfort. Though there are two neat pockets in the doors I feel a further shelf could be added under the dash. The only interior light is worked by a switch on the driving mirror, and is also mounted there. For a few extra pennies one that was fixed above the rear window would be very worth while.

Inexpensive to Operate

Finally, for those who are interested, I'd like to mention that this is a very cheap car to repair because of the ease of accessibility of all components. In this field the 600 comes out on top of all cars I've ever seen. Removing the engine is only a few minutes work. The engine is fully accessible after four bolts have been undone. Both head and sump can be removed while the engine is in position. Average engine life is estimated at over 45,000 miles before major repairs are needed. A new engine can be obtained for about \$100.

If you want a second car that is cheap to buy and operate, comfortable and easy to drive, besides being reliable, then I suggest you don't need to look any further than this good looking little job.

MOSS DRIVES BRITISH

Stirling Moss will race for Vanwall during 1957. This is the first time a top notch British driver has entered Grand Prix racing with an English mount. A noble gesture; let's hope it works. However, Moss is a careful man in picking cars and has not been proven wrong so far.

INTERNATIONAL CIVIL . . .

(Continued from page 15)

FIRST INTERNATIONAL COMMISSION

None of these problems really existed before the First World War. By 1919 their presence was recognized, and a body called the International Commission for Aerial Navigation (ICAN) was established by some of the states that attended the peace conference that year. ICAN was a body within which representatives of governments could meet and agree on common plans. It was concerned almost exclusively with the technical details of flight and its membership was largely European. Canada was a member but the United States was not.

DEVELOPMENT DURING THE SECOND WORLD WAR

The recent war provided both the opportunity and the means for a development of air transport that was almost explosive in its rapidity. Suddenly there was an unlimited need for the fast movement of passengers and military cargoes over long distances, while the cost for providing it, in terms of money, was no longer important. Within an impressively short time, streams of four-engined aircraft were engaged in airlifts over the Atlantic, the Pacific and over long land routes. Hundreds of new airfields appeared, chains of radio communications were established, and the installations needed for navigation and weather forecasting were set up.

RECENT PROBLEMS

With the approach of peace in 1945 the stage was set for an unprecedented use of air transport for civilian purposes both nationally and internationally. In allied military hands the co-ordination of all facilities and operations had presented no difficulty, but with the prospect of control reverting to civilian branches in a number of governments it was necessary to face once more the problems of how to achieve internationally the co-ordination of services and the consistency of practices and regulations necessary to permit regular daily flight across national boundaries.

International co-operation and integration in greater detail and on a broader scale than previously contemplated were clearly required. To achieve this and to plan for the future, 52 of the nations allied against Germany and Japan met in a civil aviation conference in Chicago in 1944.

THE CHICAGO CONFERENCE

The conference met for five weeks in November and December of 1944. It had many technical and economic problems to tackle and many conflicts and views to resolve. It was aided, however, by the spirit of co-operation engendered in the common wartime effort and by the liberal imaginations of statesmen looking forward to a new era with the possibility of fresh starts in many directions.

The preamble to the convention states succinctly the reasons why it was thought that such a convention was needed, and what it was intended to be and to do:

"Whereas the future development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to the general security"; and

"Whereas it is desirable to avoid friction and to promote that co-operation between nations and

peoples upon which the peace of the world depends;

"Therefore the undersigned governments, having agreed upon certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of quality of opportunity and operated soundly and economically . . . have accordingly concluded this Convention."

THE AIMS OF ICAO

The aims, as laid down in the convention are "to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport" so as to:

- (a) insure the safe and orderly growth of international civil aviation throughout the world;
- (b) encourage the arts of aircraft design and operation for peaceful purposes;
- (c) encourage the development of airways, airports, and air navigation facilities for international civil aviation;
- (d) meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;

(Continued on page 25)

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**"CITY OF RENTON"
AIRBORNE**

The Boeing KC-135 Stratotanker "City of Renton," first production model of the new tanker-transport being built for the U.S. Air Force's Strategic Air Command, is shown as it took off on its maiden flight August 31, from the Renton Municipal Airport. The big four-jet plane, first jet transport type to come off a production line in the western hemisphere, was in flight for one hour and 19 minutes before landing at Boeing Field in Seattle.

TECHNICAL BRIEFS

INDIA BUYS GNAT FIGHTERS

The Indian Government has ordered 25 Folland Gnat light jet fighters and will also manufacture Gnats under licence at the Bangalore works of Hindustan Aircraft Ltd. The contracts were signed in London on September 15.

Deliveries of British-built Gnats will begin in April, 1957, and will be spread over a period of about two years.

To facilitate the start of production in India, Folland will supply a number of component and detail parts and will train Indian technicians both at its Hamble, Southampton, factories, and in India. Both British and Indian-built Gnats will have the Bristol Orpheus engine.

707's FOR B.O.A.C.

The British Government has agreed to British Overseas Airways Corporation's request to purchase 15 Boeing 707 jet airliners to be powered by Rolls-Royce Conway engines.

The cost of the aircraft and initial spares will be about \$123 million, of which \$98 million is in dollars (the difference, \$25 million, represents the cost of the British engines, spare engines and overhaul spares).

AIR INDIA

Air India International announced recently the purchase of three Boeing 707 Intercontinental jet transports for use on its long-range air routes. First delivery will be in January, 1960.

The new Boeing jets will make possible nine-hour flight schedules from London to Bombay. Cruising speed of the new Air India jet transports will be from 575 to 600 miles per hour.

Accommodations will be provided for a total of 120 passengers; 90 tourist class and 30 first class. There will be four dressing rooms, two complete galleys and a six-seat lounge compartment forward.

AND QANTAS

Australian Minister of Civil Aviation Athol Townley has announced that QANTAS Empire Airways, Ltd., will buy seven Boeing 707 jet Stratoliners for delivery May through September, 1959.

Technically, the aircraft is the Boeing 707-138, the smaller of the new Boeings, powered by Pratt & Whitney J57 engines. Specifications include: 550 miles per hour cruising speed, 70 to 120 passengers and 3500 mile range with full payload of 34,500 pounds.

QANTAS will be the first non-American airline to operate big American jet transports. These will cut Pacific schedules by almost one-half, and make possible San Francisco to Sydney scheduled in 16 hours flying time.

**FIRST JAP-BUILT
SABRE FLIES**

The first jet fighter plane built in Japan since the war has successfully completed its initial test flight with an American test pilot at the controls.

John C. Bryan, chief inspection test pilot for North American Aviation, Inc., said the first flight of the Japanese-built F-86F Sabre Jet "was highly satisfactory."

The jet was assembled by Mitsubishi Heavy Industries, Reorganized, Ltd. with technical assistance and from parts fabricated by North American Aviation.

The F-86F is the first warplane built by Mitsubishi since the end of World War II, when the company made such famous Japanese aircraft as the Zero and the Betty, as well as other fighters and bombers. Mitsubishi now employs about 26,000 persons in the manufacture of cars, scooters, and other civilian

items. Its aircraft division, which employs about 2,000 people, was organized August 1, 1956.

Mitsubishi's initial contract calls for North American to fabricate the parts for 70 F-86Fs in Los Angeles for assembly in Japan. The second plane will be completed about October 1, and the entire program is expected to phase out in August, 1957.

A second contract has already been signed by the two companies for an additional 110 aircraft, while a third contract for even more advanced jet fighters is now under discussion. All planes are for the Japanese Defense Air Force.

The F-86F is the third model in the famous Sabre Jet series, which beat the Russian MIG in Korea with a kill ratio of 14 to 1. The plane has a speed in excess of 650 miles per hour and a service ceiling higher than 45,000 feet.

* * *

**BOEING PRODUCING NEW
592 M.P.H. TANKER**

The new tanker, which will provide aerial refueling for Boeing B-52 bombers and new jet fighters at jet speeds and jet altitudes, is being produced in quantity for SAC at the Boeing plant in Renton, along with jet luxury liners for the commercial airlines.

The 707 prototype, which now has more than 550 hours of test flight time behind it, already has demonstrated the capabilities of the new tanker. It has been flown at well over 600 miles an hour and has spent considerable time at altitudes above 42,000 feet. The 707 averaged 592 miles per hour on one transcontinental non-stop flight between Seattle and Washington, D.C., covering the 2,340 miles in three hours and 58 minutes, and a Seattle-to-Los Angeles flight was made in one hour and 57 minutes. The plane was flown at normal cruising speed in both cases, the test pilot, A. M. "Tex" Johnston said, with no effort made to "push"

* * *

T. O. M. Sopwith in 1910 made the first long-distance flight from England to Belgium.

CESSNA 620



Cessna Aircraft Company recently announced production plans, price, new specifications and performance figures on its four-engine, pressurized Model 620.

Frank Martin, Cessna marketing manager, made the announcement at the opening of a two-day private showing of the 620 for a group of executives visiting Wichita to view the aircraft for the first time.

Martin said production on the 620 would begin early in 1958. Commenting on the price of the aeroplane, he said the executive transport will be priced at approximately \$375,000.

The 620 will be fully equipped as an all-weather aircraft with the addition of electronics and wing de-icing system. Included in the list of optional equipment will be passenger oxygen (crew oxygen is standard), custom furniture to meet individual transportation requirements, custom paint designs, reversible propellers, non-skid brakes, power steering, wing de-icing system and Collins integrated flight system.

Martin said five sleeperette seats and a folding table will be included in the interior as standard equipment, but customers may either (Continued on page 24)

PERFORMANCE AND SPECIFICATIONS

Maximum speed at 15,000 ft.	282 m.p.h. - 245 knots
Maximum cruise speed 2,600 r.p.m., 12,500 ft. altitude ...	260 m.p.h. - 226 knots
Take-off gross weight	15,000 lbs.
Landing gross weight	14,285 lbs.
Estimated empty weight	10,000 lbs.
Take-off distance over 50' obstacle (Sea level, gross weight 15,000 lbs. one engine out at V ₁)	3,750 ft.
Landing distance over 50' obstacle (Sea level, gross weight 14,285 lbs.)	3,050 ft.
Maximum rate of climb, sea level, gross weight 13,000 lbs.	1,520 f.p.m.
Maximum range 15,000 ft. utilizing optimum power	1,480 n.m.
Endurance 55 percent power	9 hrs.
Four-engine CAR operational ceiling	25,000 ft.
Three-engine service ceiling 14,500 lbs.	20,000 ft.
Wing Loading	44.1 lbs. - sq. ft.
Power Loading	10.7 lbs. - h.p.
Aspect ratio	9

Cessna Aircraft Company's pressurized executive transport, the Model 620, is pictured with all four engines running shortly before the aeroplane started taxi tests. No date for the maiden flight has been set, according to Cessna officials.



TECHNICAL NEWS

Edited by F/O MARTY PLUMSTEAD

To our many friends
throughout the R.C.A.F.

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L. CANCELLA

IS AUTOMATION . . .

(Continued from page 13)

human qualities in us—that is, it satisfies our material wants.

According to Dr. Fromm, we of this generation consume without digesting. This is the age of the open mouth. We take in everything, but digest nothing. We are mere consumers.

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**ALASKA
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ALASKA was discovered in 1741 by Vitus Bering, a Danish sea captain in the service of the Czar of Russia. The natives of the Aleutian Islands are credited with giving Alaska its name. In their language it means "The Great Land."

Climate

Partly because of its tremendous size and partly because of the warm Japanese current, Alaska has a climate which varies from that of the arctic region to that of our northwestern coast. Much of Alaska does not have temperatures as low as have been recorded in Canada's Prairie Provinces.

The People

According to the 1950 census, the population of Alaska stands at at more than 128,000, as compared with 72,000 in 1939. About three-quarters of the people living in Alaska are white.

History

On March 30, 1867, Alaska was purchased by the United States for \$7,200,000 and on October 18 the Russian flag was lowered and Old Glory hoisted.

For many years the region was generally believed to be worthless, but today the timber alone on the land which was originally purchased for 2 cents an acre is worth 400 times the purchase price, while the mineral resources of the territory would pay for it 600 times over.

Resources

The resources of Alaska are tremendous. Fisheries has been Alaska's leading industry since 1878. Of the 33 metals and minerals now classified in the United States as strategic and critical, all, except bauxite and industrial diamonds, are known to occur in Alaska, and there are coal fields which yield about 500,000 tons annually. Since 1867, the Alaska fur trade has mounted to something like \$200,000,000 and the wealth in lumber is today estimated at close to three billion dollars.

Whilst there is practically no farming in Alaska what little mar-

ket gardening is carried on yields extraordinary results. Because of the 108-day growing season during which there is no darkness, 30-pound cabbages for example, are by no means uncommon.

Communications

Military necessity has brought about expansion of Alaska's limited highway network. In 1942, with the building of the Alaska Highway by the United States Army at a cost of \$56,000,000.

A large portion of Alaska can be reached only by dog sled or aeroplane but everything in Alaska is a difficult proposition. Weather conditions are frequently poor, mountain peaks lurk behind clouds and magnetic compasses cease to function efficiently in regions near the North Pole. In spite of these obstacles, the per capita use of aircraft in Alaska is higher than in any other country, with more than forty commercial air lines crisscrossing the territory.

Alaskans not only travel by plane, but they also transport by air almost every conceivable kind of freight. In Alaska the bush pilot has come into his own, ready to fly anything anywhere at any time. Alaskans hire him to take them over the next hill or to an isolated town as naturally as a Canadian would hail a taxi on a city street. There are also many Alaskans who pilot their own planes and use them almost as much as the average Canadian motorist uses his automobile.

The tremendous strategic importance of the territory is today established without a shadow of doubt, and unstable post war conditions continue to emphasize the strategic value of this region.

Churchill to be Rocket Site

Churchill, Manitoba, will be the scene of extensive rocket-firing this fall. US scientists will be utilizing the rockets in efforts to explore the atmosphere up to heights of 180 miles. The project is part of the US-Canadian contribution towards the International Geophysical Year which gets under way next July.

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A HURON CAROL

'Twas in the moon of winter-time,
When all the birds had fled,
That mighty Gitchi-Manitou
Sent angel-choirs instead;
Before their light the stars grew dim,
And wondering hunters heard the hymn.
Jesus your King is born. Jesus is born
In excelsis gloria.

Within a lodge of broken bark
The tender Babe was found,
A ragged robe of rabbit skin
Enrapped His beauty round;
But as the hunters brave drew nigh,
The angel-song rang loud and high.
Jesus your King is born. Jesus is born
In excelsis gloria.

The earliest moon of winter-time
Is not so round or fair
As the ring of glory on
The helpless Infant there
The chiefs from far before Him knelt
With gifts of fox and beaver-pelt
Jesus your King is born. Jesus is born
In excelsis gloria.

O children of the forest free,
O sons of Manitou,
The Holy Child of earth and heaven
Is born today for you.
Come kneel before the radiant Boy,
Who brings you beauty, peace, and joy.
Jesus your King is born. Jesus is born
In excelsis gloria.

Indian words (Huron) by St. Jean de Breufeuf
1643. Translated 1926 by J. E. Middleton.

*Father Jean de Breufeuf, a Norman
by birth, came to New France in 1630
with the Jesuit Order to bring Chris-
tianity to the Indians of the Huron
Nation.*

*He was the best loved of all the
Missionary priests, the Hurons being
greatly attached to him.*

*It was while working at the mission
of St. Ignace with Father Lalemant
that the Huron Nation was attacked by
their powerful enemy, the Iroquois;
villages were burned, Missions de-
stroyed and the Hurons as a tribe were
reduced to a few survivors and driven
from their lands. In that orgy of fire
and slaughter Father Lalemant and
Father Breufeuf were martyred.*

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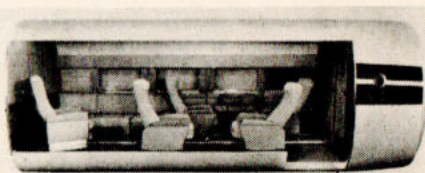
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CESSNA 620 . . .

(Continued from page 21)

add or substitute from a wide selection of available custom furniture at their own discretion.

Describing the Collins integrated flight system, Martin said it would include an approach horizon, approach indicator, steering computer and vertical gyro. Supporting components in the system will include a radar transponder, flux valve compass, Collins auto-pilot, dual navigation equipment, 180 channel transceiver, 90 channel standby transmitter, dual glide path receiver, marker beacon and dual radio compasses. As improvements are made in the flight system, Martin said, "these modifications will



A custom interior of Cessna Aircraft Company's new four-engine, pressurized Model 620 is pictured in the photograph above. The 620 executive transport, which will go into production early in 1958, will be fitted with five sleeper-type seats and a folding table as standard equipment. Customers may add to or substitute an entirely new grouping of cabin furniture. A mock-up of the interior was on display at a two-day private showing of the 620 for corporation executives in Wichita.

be incorporated into the system prior to delivery of the aircraft to the customer."

Martin also made public a new set of performance figures for the aircraft. The new maximum speed of the 620 at 15,000 feet has been revised to 245 knots, while maximum cruise speed at 2,600 r.p.m with 12,500 feet altitude is now estimated at 225 knots. The engines are now re-rated to 350 h.p. for take-off at sea level. Maximum continuous rating is 310 h.p.

The new gross weight of the 620 is 15,000 pounds, while landing gross is 14,285 pounds. Estimated empty weight of the aircraft is approximately 10,000 pounds.

Keeping to the right is a recognized Canadian highway custom. Therefore it is well to develop the habit of staying on the right side of the road, even when there are no other cars in sight. In a recent case in the Ontario courts a motorist was held responsible for the deaths of several people following a head-on collision; he had been driving at night on the wrong side of the road. The judgment against him was of the order of over \$90,000.

INTERNATIONAL CIVIL . . .

(Continued from page 19)

(e) prevent economic waste caused by unreasonable competition;

(f) insure that the rights of contracting states are fully respected and that every contracting state has a fair opportunity to operate international airlines;

(g) avoid discrimination between contracting states;

(h) promote safety of flight in international air navigation;

(i) promote generally the development of all aspects of international civil aeronautics.

THE COUNCIL AND SUBORDINATE BODIES

The convention established an assembly as the governing body of the new organization, and also provided for a council of 21 states to be elected from the assembly every three years from among its members.

The council is the executive body of the organization, subject to a general responsibility to report to the assembly and to follow its directives. It has a permanent president elected every three years by the assembly and is assisted in its work by a number of subordinate bodies, including the Air Navigation Commission, the Air Transport Committee, the Joint Support Committee, the Finance Committee and the Legal Committee.

To serve the assembly, the council and its subordinate bodies, there is a secretariat numbering about 400 persons, headed by a secretary general. About 360 of the secretariat personnel are at the Montreal Headquarters, the remainder being used to staff four regional offices in other parts of the world.

VALUE OF ICAO'S WORK

The work of the organization is, for the most part, of a down to earth practical kind. Thorough research and the most careful attention to the demands of safety underlie its decisions. Since it has no powers to enforce its decisions, its success depends on its ability to keep the confidence of its member states and to persuade them to en-

(Continued on page 27)

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PROTESTANT SUNDAY SCHOOL
CHRISTMAS CONCERT

Scenes from the concert presented by members of the Protestant Sunday School on December 15, in the station chapel. Unfortunately we couldn't identify any of the children in the pictures. If any of our readers can help us we would be very pleased to hear from them.

"PILOT TALK"

By "ROMEO"

WHAT a rat race those December weekends were! What with at least half-a-dozen guys I know having wives and kiddies back East. These types could be seen hanging around 2, 10 and 11 hangars awaiting a flight scheduled for 0830, which finally departs at 1100 or so. On Sunday they start dreaming up excuses as the weather clear all weekend, goes clamped just about on their pick-up's ETA. However, sighs of relief as the pilot heroically braves the elements and picks 'em up.

The dull trip back is relieved momentarily during a stop-over at the Lakehead, when they avidly browse through a couple of . . . books, while waiting for their hamburgs. The rest of the week some of these characters spend half their time telling you what a ball they're having, solo. They're usually just trying to cover up that miserable feeling, and if they tell you they're miserable, man, they're really gone!

Now, picture this: it's a real duff day, see? This joker is approaching the field on his instrument ride. Although he's lost some radios, and there's lots of static, this boy is confident, as he's done quite a good ride up to now. His good spirit deteriorate quickly, however, with the next few transmissions. You see, our boy is flying Air Force 257 (C-45 No. 2257), but also in the approach sequence is Air Force 257 (B-25 No. 5257), TCA Flight 257 and Navy 257!

(Continued on page 27)

INTERNATIONAL CIVIL . . .

(Continued from page 25)

large by degrees the extent of their collaboration.

In 1946, the world's civil airlines flew 9,630 million passenger miles on scheduled services. In 1954, eight years later, they flew 32,000 million passenger miles, more than three times as much. On the North Atlantic route, crossings by civil aircraft increased from 5,300 in 1947 to 17,000 in 1954. During this period air travel became cheaper. While the costs of most things rose considerably all over the world, airline fares were, on average, gradually reduced. It also became safer. The accident rate in 1954 was hardly more than a third of what it was in 1946.

ICAO is entitled to its fair share of the credit for this quite impressive development. There were, of course, many contributing factors and it is difficult to estimate the relative importance of one or another, but it seems reasonable to say that such expansion and improvement that we have seen could not have taken place without the framework of rules and arrangements which ICAO has successfully built up.

PILOT TALK . . .

(Continued from page 26)

Needless to say our hero failed his ride, but he maintains to this day . . . and so on. Actually there was a similar case in Halifax some years ago, and the particular pilot (who also failed his ride) nevertheless had a lot on the ball since he later became an IFS instructor! Just goes to show you.

By the time you read this Col. Nasser and the Suez Canal crisis will probably be old hat. But I like this comment. Archie, who comes up with a good one just about every day, came up to me and said, very seriously, "Heard the latest international news?" "Negative," I reply. "Duplessis has just seized the machine Canal!"

Here's one by Taff, one of the modern-type observers. After an ADC supper, and more or less continuous juicing, he was a little bit hung. His comment the next day: "Duff ice cubes!"

Well, fellow members of the white scarf set, I'm going on leave for a month, so I'll probably miss the next issue. But there'll be more of this in about six weeks.

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The fact that the library's present edition (1953) has never been allowed to remain on the shelves for more than a couple of days testifies to its popularity. Endorsed by many garage associations, it is perhaps "the" book on "do it yourself repairs". It covers every make of car for the past twenty years and gives step by step, what to do and how to do it. All 1955 models are dealt with in this edition.

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Back row, left to right: F/C W. R. Jackson, Lt. M. Suriani, F/C's R. C. Dougall, R. E. Sherwood, R. B. Hallstrom, M. J. Gallagher, Capt. F. Lacchini and F/C L. R. Bury.
Front row, left to right: F/C's G. L. Flath, E. S. MacLagan, W. J. McWilliams, F/L M. L. Boulton (Class Director), F/C's J. D. Lavigne, E. J. Poole and P/O J. L. Gunhouse.

F/C Bury

Nickname: "Red."
Favourite Expression: "Eleanor and I prefer clams."
Pet Hate: Hallstrom, Poole and Gallagher.
Probable Destination: Rec Spec, Resolute Bay.

F/C Dougall

Nickname: "Doug."
Favourite Expression: "Time to get up, kiddies."
Pet Hate: Cold eggs.
Probable Destination: Recruiting Officer, Merrickville.

F/C Flath

Nickname: "Indian Jack."
Favourite Expression: "Talk about a time . . ."
Pet Hate: People who drink eight beers.
Probable Destination: Chasing billy goats up the Rockies.

F/C Gallagher

Nickname: "Irish."
Favourite Expression: "Draw two and a juice."
Pet Hate: Getting up.
Probable Destination: Land Agent, North Battleford Indian Reserve.

F/C Sherwood

Nickname: "Woody."
Favourite Expression: "Now, boys . . ."
Pet Hate: People who like table service.
Probable Destination: Hamilton's nearest church.

Lt. Suriani

Nickname: "Lover Boy."
Favourite Expression: "Poor Marco!"
Pet Hate: Cold women.
Probable Destination: Farouk's harem.

F/L Boulton

Nickname: "Mel."
Favourite Expression: "I warned you, now . . ."
Pet Hate: High class average.
Probable Destination: Sanitarium, to recuperate.

F/C LaVigne

Nickname: "LaTrine."
Favourite Expression: "Pass the dark meat."
Pet Hate: Working.
Probable Destination: Banana boat to England.

F/C MacLagan

Nickname: "Mac."
Favourite Expression: "I am pulling back sir."
Pet Hate: Winnipeg.
Probable Destination: Reducing machine, Cold Lake.

F/C McWilliams

Nickname: "Bull . . ."
Favourite Expression: "I love Bubble-gummers."
Pet Hate: Chryslers.
Probable Destination: CO RCAF Stn., Antarctica.

F/C Poole

Nickname: "E-loop."
Favourite Expression: "Overtaking just a hair."
Pet Hate: LaVigne.
Probable Destination: Garbage scow, Halifax.

P/O Gunhouse

Nickname: "Gunboat."
Favourite Expression: "I used to know a guy . . ."
Pet Hate: Girls who wreck cars.
Probable Destination: O.T. Officer, Ellsmere Island.

F/C Hallstrom

Nickname: "Swede."
Favourite Expression: "You apple!"
Pet Hate: C-scan.
Probable Destination: Manager of a coal mine.

F/C Jackson

Nickname: "Robin."
Favourite Expression: "Over two hundred hours on Mitchells. I'll never honk!"
Pet Hate: His ulcers.
Probable Destination: Air attache in Washington.

Capt. Lacchini

Nickname: "Captain."
Favourite Expression: "Don't worry about tomorrow."
Pet Hate: Cold.
Probable Destination: Casino Manager.

GRADUATING CLASS 5515 (AI)



Back row, left to right: F/C's D. J. Day, A. T. Cauty, D. R. McKean, A. Schulte, G. J. Takach, J. A. Ogilvie and J. P. H. Lebel.

Front row, left to right: F/L W. Smith, S/L T. Cook, F/L J. Sullivan (Class Director), S/L F. R. Hamill and F/L H. R. Hook.



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GRADUATING CLASS 5516 (AI)



Back row, left to right: F/C's E. C. Murphy, R. G. Chester, B. Kadonoff, F/L B. E. Collings (Class Director), F/C D. B. White, 1st Lt. N. Fiorito de Falco and F/O P. C. C. Burnham.
Front row, left to right: F/C's D. Kidd, D. W. Barlow, E. K. Mizuguchi, L. J. Smyth, G. R. Nagy and R. E. Hunks.
(Missing: F/O's C. H. Clark and K. G. Walsh, Assistant Class Directors.)

Chester

Home: Prescott, Ontario.
Nickname: "Nick" (the Greek).
Appearance: Sinatra.
Usually Seen: Buying "Destroying Angels."
Favourite Expression: "Something bothering you, Bunky?"
Ambition: To remain a bachelor.
Probable Destination: Divorce Court.
Pet Peeve: Check rides.

Fiorito

Home: Naples, Italy.
Nickname: "Nick" (the Roman).
Appearance: Suave.
Usually Seen: In the back seat of a car.
Favourite Expression: "Merda!"
Probable Destination: 1st Lieutenant all his life.
Probable Destination: Outdoor Sports.

Hunks

Home: Saskatoon, Sask.
Nickname: "Uncle Rod."
Appearance: Stewed.
Usually Seen: Stewed.
Favourite Expression: "Let's have a party."
Probable Destination: Building a home in Saskatoon, and living on subsidies.

Kadonoff

Home: Montreal, Quebec.
Nickname: "Kaddy."
Appearance: Keen.
Favourite Expression: "Had a bad day."
Usually Seen: Arguing with Nagy.
Ambition: To own a stable of European racing cars.

Probable Destination: Anywhere, driving a beat-up Ford.
Pet Peeve: Blind dates.

Kidd

Home: Neepawa, Man.
Nickname: "Cap."
Appearance: Youthful.
Usually Seen: Trying to start car.
Favourite Expression: "Wake me up in the morning."
Ambition: To own a new car.
Probable Destination: Used car lot.
Pet Peeve: Morris Oxfords.

Mizuguchi

Home: Chapleau, Ontario.
Nickname: "Guch."
Usually Seen: Drinking large oranges.

Favourite Expression: "Let's have a game of cards."
Ambition: To live in a harem.
Pet Peeve: D.B.'s card playing.

Nagy

Home: Tillsonburg, Ontario.
Nickname: "Gubby."
Appearance: Big, fat.
Usually Seen: Writing letters.
Favourite Expression: "Well, in the army they . . ."
Ambition: To get married.
Probable Destination: Married.
Pet Peeve: Room mates.

Murphy

Home: Cochrane, Ontario.
Nickname: "Murph."
Appearance: Deadpan.
Usually Seen: At the bar.
Favourite Expression: "One Molson's, Jack."
Ambition: To own a bar.
Probable Destination: Skid Row.
Pet Peeve: An empty glass.

Smyth

Nickname: "Dad."
Home: Toronto, Ontario.
Appearance: Haggard.
Usually Seen: Not seen.
Ambition: Sixteen kids and a can of beans.
Probable Fate: Twenty-five kids and no beans.
Pet Peeve: Examinations.

White

Nickname: "D.B."
Home: East Florenceville, N.B.
Appearance: Early.
Usually Seen: Reading love letters.
Favourite Expression: "Wow!"
Ambition: To synchronize with a cloud.
Probable Destination: Building a second "Big A" in N.B.
Pet Peeve: Kippers.

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GRADUATING CLASS 5514 (RO)



Back row, left to right: Oracheski, Chester, Schaapman, Knowles, Cole and Marshall.
Front row, left to right: Morgan, Wilsdon, F/L Delmotte (Chief Instructor), F/O Hollingsworth (Class Director), Parkinson and Psaila.

This is 14 (RO):

Ken "The Beer Keg" Chester
Ed "Indian" Oracheski
Weepin' Willy Wilsdon
Bill "The Quiet Man" Morgan
Doug "Ladies' Man" Marshall
Joe "The Alkie" Parkinson
Bruce "Ping Pong" Knowles
Andy "Killer" Schaapman
Pete "The Maltese Falcon" Psaila
Barry "The Married Man" Cole

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We were usually found in the instructors' hair, at the bar or punching the clock on weekends.

In spite of this we made it. As we go forth from Winnipeg we carry with us fond memories of our stay here, and we will always look back on it with mixed emotions. We will remember the parades, the classes and the instructors.

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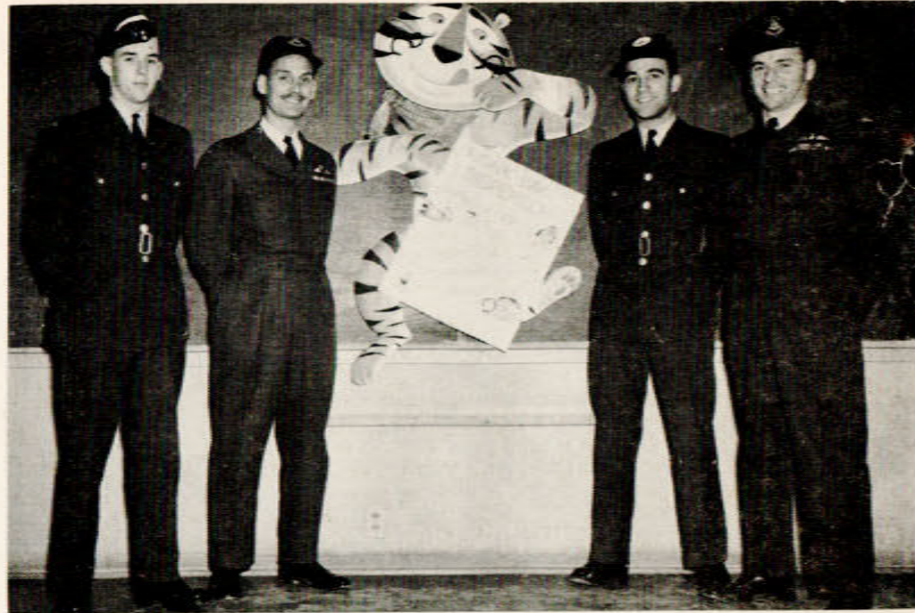


H. BROCK SMITH

Manager, Winnipeg Division

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GRADUATING CLASS 5517 (AI)



Left to right: F/C Clark, F/L Douglas (Class Director), F/C Christofis and S/L Book.

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