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AN AIRFORCE NEWSMAGAZINE

VOL. 5, No. 16.

JANUARY 25, 1957

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Honorary Editor-in-Chief
W/C H. C. VINNICOMBE

F/O ROBERT GENNO

EDITOR-IN-CHIEF

F/O BOB HOPE
MANAGING EDITOR

CPL. DON ASKETT
ART DIRECTOR

SGT. G. L. ROWE
BUSINESS MANAGER

F/L DON CONNOLLY
ART EDITOR

ASSOCIATE EDITORS

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F/O E. P. McLoughlin
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Cpl. Ron Baynes

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F/O I. K. Wilson
F/L A. Morton
F/O H. N. McMillan

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P/O K. W. Sinden
Cpl. Barry Herron
Lt. K. R. Cryderman

Eastern Office

F/O Harry O'Hara
P.O. Box 302, Trenton
Ontario.

THE RCAF TODAY

A Review of Progress in 1956

AS 1956 ended the RCAF reviewed a year marked by intense activity and by satisfying progress towards a larger and better equipped air force.

Improved aircraft and equipment came into service in operational quantity during the year, adding to the service's operational efficiency. Work continued on the Mid-Canada Early Warning Line, being built along the 55th parallel, and the year's end saw it brought to a state of near completion.

Work also continued on two new outstanding aircraft destined for RCAF future service, the CF-105 supersonic interceptor being developed by Avro Aircraft and the CP-107, the maritime version of the Bristol Britannia, being built by Canadair. CP-107 is the RCAF designation of the CL-28.

Personnel strength rose slightly during the year, to an estimated total of 50,600 for the last day of 1956.

ADC GETS NEW PLANES

AIR DEFENCE COMMAND, responsible for home air defence and which controls the Canadian-based interceptor squadrons, the early-warning stations and the Ground Observer Corps, took over large numbers of the Mark 5 CF-100 all-weather jet interceptor during the year. Its elements stood ready on a 24-hour-a-day basis throughout the year, ready to detect and attack any aggressor air fleet, and carried out continuous operational training aimed at improving its already high operational capability.

Planned increases to ADC's operational strength were announced during 1956. In June Defence Minister Ralph Campney announced plans to form three additional CF-100 squadrons, to take their places with the nine existing home-based squadrons of this type.

The Ground Observer Corps continued to carry out its vital task

as an integral part of the air defence system. Organized to detect and report low-flying aircraft and to supplement information provided by the early-warning stations, the Corps at the end of 1956 had more than 80,000 civilian volunteer members manning approximately 5,000 observation posts throughout Canada.

There were important changes during the year to the Auxiliary squadrons controlled by ADC. No. 402 Squadron, Winnipeg, and 403 Squadron, Calgary, both previously fighter units, were converted to light transport squadrons and equipped with Expeditor twin-engine transports. In their new role they are controlled by Training Command.

Six other Auxiliary squadrons, located at Montreal, Toronto and Vancouver, retained their fighter roles and were provided with Sabre jets. These squadrons remained under ADC.

BUSY YEAR OVERSEAS

OVERSEAS, the 6,000 members of Canada's Air Division continued to maintain and improve their high standards of the previous year. Simulated combat exercises were carried out throughout 1956 among the four fighter wings and with NATO neighbors to keep in top operational readiness.

A milestone in Air Division history came in November when the Air Division welcomed its first CF-100 squadron. This squadron,

445, flew from its Canadian base at Uplands, Ottawa, to No. 1 Fighter Wing, Marville, France where it replaced a Sabre squadron. Three more CF-100 squadrons are to follow, each to replace a Sabre squadron on Air Division on NATO duty.

It was announced during the year that the Air Division was switching its air-to-air practice firing operations from a French Air Force range in Morocco to a new NATO range in Sardinia, in the Mediterranean.

TRAINING CONTINUES

THE year was a busy one for the RCAF's Training Command. Both aircrew and groundcrew training continued at a high level, including the training of aircrew from 10 other NATO nations. By the end of this year the NATO aircrew training programme handled more than 4,400 aircrew from abroad since the scheme began in late 1950. This is carried out as one of Canada's contributions to NATO.

Initial flying training, done on Chipmunk aircraft, was centralized during 1956, and this resulted in formation of a new unit, the Primary Flying Training School, at RCAF Station Centralia, Ont. Another Training Command station, at Macdonald, Man., changed its role during the year. Formerly a pilot weapons training centre, Macdonald took over the role of an advanced flying training school.

Squadrons of Maritime Air Command took part in two large exercises, New Broom V and New Broom VI and carried out intensive operational training, perfecting their skills in various phases of anti-submarine warfare and convoy protection. Flying Neptunes and Lancasters, Maritime Air Command controls forces on both coasts.

ATC LOGS FULL YEAR

ONE of its busiest years on record was logged by Air Transport Command, which carried approximately 45,000 passengers and airlifted more than 20,000,000 pounds of cargo.

No. 426 Transport Squadron, in addition to its regular thrice-weekly trans-Atlantic flights in logistic support of the Air Division in Europe, and its numerous scheduled domestic flights, continued its airlift in support of the Canadian Indo-China Truce Commission.

Throughout the year the helicopters of 108 Communications Flight, Rockcliffe, Ottawa, flew in support of the Mid Canada Line construction. The eastern portion of the line extends over terrain rugged that without helicopter support its building would have been unfeasible. Fixed-wing aircraft of ATC also logged many hours of flying in connection with the Line's construction.

Late in the year an ATC North Star flew from Canada to Vienna, carrying medical supplies for the people of Hungary.

MOBILITY DEMONSTRATED

THE most striking evidence of ATC's readiness and globe-girdling mobility, however, came shortly before the year's end when the Command was ordered to transport Army troops across Canada and into the Mediterranean, and shift one of its transport squadrons to Naples, to provide air support as part of the UN Emergency Force.

In Operation Ready Lift, 435 C-119 Squadron moved from its Namao, Alta. base to a new base of operations at Capodichino, outside Naples, to operate between there and the Middle East. The squadron moved out of its Namao

base to Downsview, Toronto, where it was augmented by aircraft and personnel from its sister unit, 436 Squadron, and from there shifted to Naples. Bearing the UN insignia in gleaming fresh paint, the first of the squadron's aircraft took off from Downsview with supporting groundcrew personnel, aircraft spares and ground handling equipment, slightly more than 48 hours after receiving notice to alert themselves for the move from Namao, outside Edmonton. North Stars of 426 Squadron supported the trans-Atlantic portion of the move.

Before and during the 435 overseas shift, ATC transport planes carried out Operation Rapid Step. In less than three days nearly 900 Army personnel were flown from Calgary to Halifax aboard C-119's of 435 and 436 Squadrons, and North Stars of 426 Squadron began airlifting hundreds of Army troops into the Mediterranean from Canada.

RCAF IN MORNING STAR

TACTICAL Air Command was in charge of RCAF participation in Exercise Morning Star during July and August, at Camp Gagetown, N.B. T-33 jets from the Canadian Joint Air Training Centre at Rivers, Man., and Sabres of the day fighter Operational Training Unit, Chatham, N.B., flew tactical support missions during the big joint Army-Air Force training exercise. More than 500 Army troops were flown from western and eastern Canada to Camp Gagetown by ATC transport aircraft, and 408 Photo Squadron from Rockcliffe, Ottawa, also an ATC unit, took and processed more than 35,000 photographs of "enemy" installations.

Air Material Command continued busy throughout the year with its vital and complex task of providing logistic support for the RCAF. This responsibility included maintenance, servicing, supply, inspection, storage, and salvage, in addition to testing and acceptance of aircraft and associated equipment.

The RCAF's search and rescue organization also put in a busy year. More than 6,000 hours were flown on aerial searches and rescue missions, ranging across Canada and into the Far Arctic. Rescue

Centres from Torbay, Newfoundland, to Vancouver received nearly 800 requests for assistance during the year, many of which developed into full-scale search operations, involving several aircraft.

NEW SAFETY DEVICES

ADVANCES were made in the field of aircraft safety. The RCAF received the first of a new type of Ground Controlled Approach equipment, used to guide aircraft in for landings during bad weather. GCA has been standard equipment at many RCAF fields for some years, but the new equipment is designed for smaller points, where traffic is relatively light.

Also acquired during the year was "SARAH" (Search and Rescue and Homing) equipment, a radio device incorporating a compact radio-beacon and voice transmitter. Soon to become standard equipment for various types of RCAF flying operations, "SARAH" is expected to prove of invaluable aid in locating crews of missing aircraft.

URANIUM

Japan hopes that Canada will be one of its biggest suppliers of uranium for atomic power plants manufacturing electricity. The view was expressed in Ottawa by Ichiro Ishikawa, commissioner of the atomic energy commission of Japan.

He told a news conference that his government believed Canada could be a major influence in setting up an international agency to distribute uranium to countries which had none. In Montreal, at the same time, an internationally known authority, F. R. Joubin, said it appeared that Canada would be the world's largest producer of uranium by the middle of next year.

Speaking to members of the Canadian Institute of Mining and Metallurgy, Mr. Joubin said the United States and South America would be in second place and the Belgian Congo in third place. Large

(Continued on page 29)

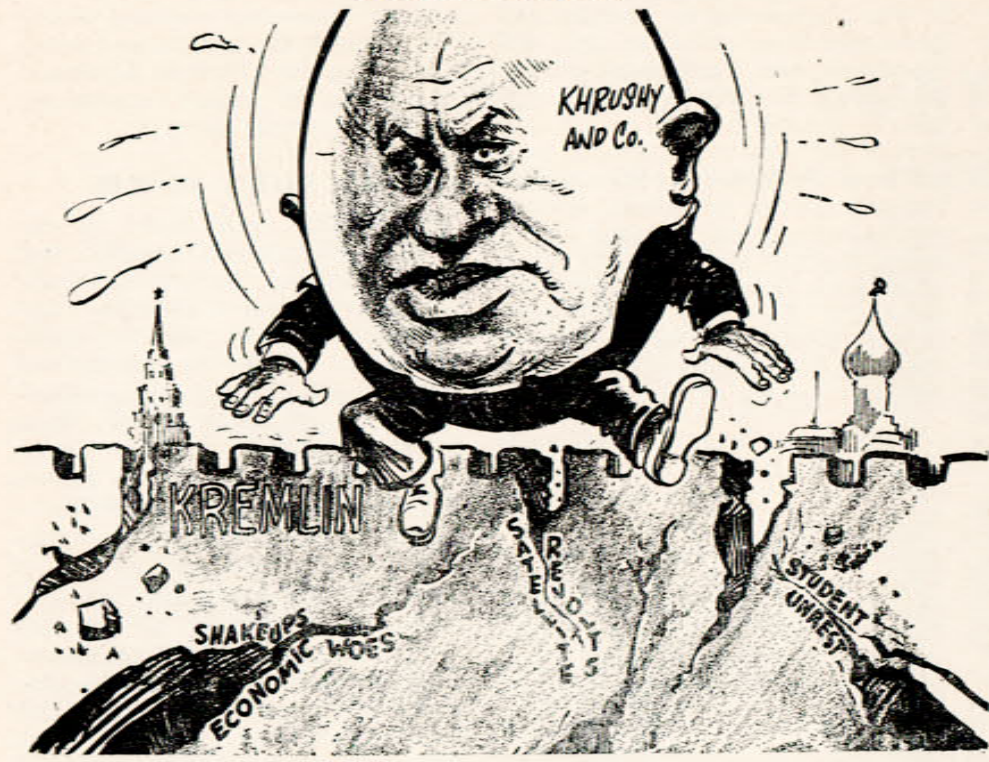
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'HUMPTY DUMPTY'



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**CRACKS
IN THE
KREMLIN
WALL**

By **DR. L. A. GLINZ**
Current Affairs Adviser—
Joint Services

***1948—The Invulnerable
Russian Empire**

By 1948 the U.S.S.R., through subversion and force, had incorporated East Germany, Poland, Czechoslovakia, Hungary, Roumania, Bulgaria and Yugoslavia in an apparently invulnerable communist "Empire." The U.S.S.R. was on the march for other conquests when stopped by NATO.

1948—Tito's Defiance of Stalin

Unexpectedly, in June, 1948, it was announced that Yugoslavia had been ejected from the Cominform. Tito had been running his regime more for the benefit of his own country than for the U.S.S.R. Tito successfully fought back, supported by economic aid, defence equipment and industrial supplies from the western democracies. This was the first crack in the Kremlin wall.

Stalin died in March, 1953. In June, there were riots, ruthlessly suppressed, in East Berlin. Soviet and satellite denunciations of Tito continued until May, 1955, when Mr. Khrushchev, Premier Bulganin and Mr. Mikoyan arrived in Belgrade to apologize. Tito received the apology politely but coolly.

De-Stalinization

In February, 1956, when the Soviet 20th party congress met in Moscow, both Khrushchev and Mikoyan denounced one-man rule and many of Stalin's ruthless acts and policies. In June Tito visited Moscow. Throughout the communist countries, "de-Stalinization" was at first encouraged. Then it spontaneously accelerated among satellite peoples with proud and civilized pasts.

Ten years of a system that promised everything and produced food shortages, ten years of economic milking of Moscow, ten years of providing the buffers for the huge military strength of the U.S.S.R., ten years of colonialism under the guise of sovereignty, ten years of foreign-directed regimentation and oppression had generated their pressures.

**Poland—Poznan Riots
and Gomulka**

On June 29, Polish industrial workers in Poznan went on strike, shouting for bread and freedom. Crowds attacked the security police headquarters. Rioting was sup-

pressed by infantry and tank units.

In October, Wladyslaw Gomulka, who had been imprisoned for Titoist tendencies and only recently rehabilitated, was elected first secretary of the Polish communist party. New politburo elections were announced. A Russian delegation, including Khrushchev, Molotov, Mikoyan and Kaganovich, rushed

He'll respond to patience and kindness.



Wardley in The Beginner's Box

to Poland, reportedly to demand that the old politburo be retained. The Poles resisted the demands in spite of Soviet warships at Polish harbors and menacing movements of Soviet tank units. And they apparently got away with it.

To keep Poland from revolution Russia has lately granted her a measure of political independence, more freedom of the individual and economic relief. Poland needs Russia's armies to help hold her "German" provinces. So she remains in the Soviet sphere, but is much more free.

Bloody Revolution in Hungary

In Hungary, the stimulus of the Polish success led to results unbelievably courageous and heart-breakingly tragic. Students began it; they marched in what is described as a peaceful and orderly manner, to dramatize their demand for the election of Imre Nagy as head of a new government. Nagy had been purged by the Stalinists, but re-instated as a party member in the de-Stalinization process. The students were joined by thousands of citizens.

A midnight clash occurred. Before morning spontaneous revolution had all Budapest in its grip and was sweeping the country. Premier Hegedus and the communist party secretary, Gero, called on Soviet armed forces to quell it. The Hegedus government fell. Nagy came briefly to power and promised economic reforms, free elections and a Hungarian policy independent of outside control. He renounced the Warsaw pact, He appealed desperately to the U.N. for help. He was suddenly deposed by a Soviet coup d'état.

An estimated 4,600 Soviet tanks and 200,000 Soviet soldiers then proceeded to beat the country into submission. The United Nations condemned the aggressive intervention and was refused permission to send an inspection team. The heroic revolutionists continued to fight on, day after day after agonizing day.

**1957—The Vulnerable
Russian Empire**

Poland and Hungary have demonstrated how vulnerable the Russian Empire is. Youth has not been successfully indoctrinated in communism. The spirit of freedom is still alive. Russian communism has failed the satellites economically and spiritually. As a result the U.S.S.R. can no longer count upon the loyalty of the 70 million people who live in the communist countries of Eastern Europe. However, by threatening a return to Stalinism, and with the general support of Red China, Russia has for the present re-established her control over the satellite bloc in Eastern Europe. According to Chou En Lai, "all communist countries are united behind Russia."

*Based on "Current Affairs Notes," issued by Bureau of Current Affairs, 15 Dec. 56.

**ON THE
INTERNATIONAL FRONT
500,000 ARMED TURKS**

Mr. Menderes, Prime Minister of Turkey, said at Istanbul that Turkey, to fulfil its commitments to NATO, maintains 500,000 men under arms and is spending on defence the equivalent of its entire budget in 1950.

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**AFRICAN COLONY GRADUATES
TO COMMONWEALTH**

It was announced by the British Government that on March 6, 1957, the Gold Coast would become an independent member of the Commonwealth. The name of the country will then be changed to Ghana. The new country will also include British Togoland which voted for union with the Gold Coast in May, 1956.

**MASTER-MIND OF MAU MAU
CAPTURED**

In Kenya, the master-mind of Mau Mau terrorism was wounded and captured in a forest. The leopard skin garb of "Field Marshal Sir Sedan Kimathi" drew a policeman's fire. Only a few hundred of the Mau Mau remained at large.

**OXFORD BLUES AND MOSCOW
REDS**

It was announced by four Oxford professors visiting Moscow that an exchange of professors and students between Oxford and Moscow universities had been agreed upon.

**ICELAND AGREES TO RETAIN
U.S. TROOPS**

The Reykjavik Government in Iceland agreed to the retention of 4,000 U.S. troops at the Keflavik air base. The new agreement was attributed by the Government of Iceland to "recent developments in world affairs," that is, in Hungary!

AMERICAN BEAUTY



Sandra Giles

NATO's NEW LOOK

Conditions in Europe have altered considerably since the last look was taken at the policies of the North Atlantic Treaty Organization. Last month a NATO spokesman in Paris told newsmen that NATO has taken a new look and that new policies have been formulated to meet changed conditions. This rethinking is based on two chief considerations. One, that recent events in Eastern Europe (Hungary, Poland) and the Middle East, have increased the danger of a war caused by "miscalculation." Secondly that a "fully effective nuclear retaliative force" must be maintained, bearing in mind the economic resources of member nations. More emphasis on nuclear weapons would alleviate the concern of many nations over burgeoning military budgets. On the other hand Western nations are agreed that Soviet armed capabilities are larger than ever, despite any talk of reduction in Russian manpower.

FAREWELL PARTY



With six years of peacetime air force service to add to his wartime stint, F/O Perry Eaton bade farewell to Station Winnipeg at a mug party in his honour on December 21.

For the latter part of his three years at Winnipeg he was employed as a test pilot in 16 hangars.

Perry returned to his home town, Edmonton, where he intends to take up civilian life again.

Just one week earlier Perry's wife, F/O Doreen Eaton, Station Messing Officer, was guest of honour at a party in the Combined Mess, when her many friends took the opportunity to wish her well in her new job at TAC headquarters, Edmonton. (Picture on centre page).

435 SEES LEBANON

Busily engaged on their main job of transporting men and material from Italy to Egypt, the Flying Boxcars of 435 Squadron touched down recently at a new point — Beirut International Airport in the state of Lebanon. Two C-119's flew in to Beirut last month to airlift 63 Indian troops and their equipment to their positions in Egypt.

NEW ROLE FOR RCAF IN EGYPT?

A report from Ottawa suggests that the UN force in the Middle East will eventually be supplied by ship and that the RCAF will then be able to bring most of 435 Squadron home. However, the indications are that some Canadian airmen will still see Middle Eastern Duty. Major General Burns, UN Force Commander, has requested that the RCAF undertake the operation of a Communications and Reconnaissance flight within his command.

STATS

The following figures were recently released by the RCAF in Naples regarding the operations of 435 Squadron on the Naples-Abu Suweir run, correct up to December 11, 1956.

Hours Flown 655
Troops carried 1,399
Freight, baggage & mail 122 tons
Some crews have flown 160 hours since November 25, the day that the operation commenced — twice the amount of flying normally done by 435.

SPAAK NEW SECRETARY OF NATO

Since the inception of NATO in 1949 the post of Secretary General has been filled by Britain's Lord Ismay. During his term, Lord Ismay saw NATO grow from an idea to a powerful fifteen-nation alliance and a formidable deterrent to aggression in Europe. Last month Lord Ismay stepped down. His successor is Paul-Henri Spaak of Belgium, former foreign minister of his country.

COLD LAKE FLYING CLUB ROOMS

All week long the scream of jets fills the air over the Northern Alberta town of Grand Centre, near RCAF Station Cold Lake. On weekends however, the tune changes, and the turbo-jets give way to the comfortable thrum of small private planes flown by members of the Cold Lake Flying Club. Cold Lake's private flyers are the district's most ardent group of hobbyists. The club celebrated its first birthday recently with the opening of its new member-built club house. In its first year of operation the club has qualified twenty licensed pilots.

PROMOTED



S/L J. J. Lalonde
Winnipeg's Personnel Administration Officer

MIDDLE EAST-BOUND AIRCREW



F/L DeYoung

F/O Howard

LAC Bovell

The three airmen pictured above comprise a complete Dakota crew, transferred last month for special duties with the U.N. Forces in the Middle East.

WINNIPEG-BASED AIRMEN BOUND FOR ABU SUWEIR

Two pilots and an aero engine technician from RCAF Station Winnipeg are on their way to Abu Suweir, Egypt, for a tour of flying duties with the United Nations Emergency Force.

The pilots, Flight Lieutenant W. H. DeYoung, 35, of Picton, Ont., and Flying Officer R. P. Howard, 22, of London, Ont., have been flying Dakota aircraft at the Air Observer School in Winnipeg, and they expect to continue flying Dakotas on transport work for UNEF. F/L DeYoung served with the RAF for six years and has been with the RCAF for five years. F/O Howard joined the RCAF in November, 1952, and won his pilot's wings at Saskatoon in May, 1954.

The aero engine technician, Leading Aircraftman J. D. Bovell, 21, of Port-of-Spain, Trinidad, has been a Dakota crewman at RCAF Station Winnipeg since May, 1955, and he expects to carry out the same duties in Egypt. LAC Bovell enlisted in the RCAF in July, 1952.

RCAF STRENGTH UP

In a review of RCAF development in 1956, Air Force Headquarters revealed early this month that personnel strength rose slightly during the year. The total (as of January 31st, 1956) — 50,600.

DEFENCE SPENDING CUT PREDICTED

Defence expenditures for the coming year are expected to be down slightly despite increased world tension, according to informed sources in Ottawa. After almost continuous conferences between Defence Minister Campney and his chiefs of staff, estimates for the new budget have been worked out. Some estimates predict that military spending for the new year will be down by fifty million dollars. This figure, substantial as it appears, actually represents only a fraction over three percent of the total defence budget.

ST. HUBERT SQUADRON TO EUROPE

One of the two CF-100 squadrons based at St. Hubert will be transferred to Europe in February. The Squadron — 423 — will be the second of four Canuck squadrons scheduled to join Canada's Air Division overseas. The first squadron of CF-100's for Europe, is already at Marville, France. Each RCAF wing overseas will be eventually composed of four squadrons, three Sabre and one CF-100. On the arrival of a CF-100 squadron overseas, a Sabre squadron will be disbanded and reformed in Canada as a CF-100 unit. A Sabre Squadron at Gros Tenquin will disband and reform in Canada as a CF-100 formation to accommodate the latest transfer.

BRITISH BEAUTY



Jack Morrow
Ealing Studios
Belinda Lee

CANADIAN ACE HEADS RAF SQUADRON

Victoria-born W/C Vernon Woodward, DFC and Bar who had 21 enemy aircraft to his credit in World War Two is now in command of four RAF Squadrons in Germany. W/C Woodward took part in recent NATO exercises and in a letter to his mother, Mrs. Dorothy Woodward, termed the exercise "great fun." He spoke highly of his RAF Command — "a fine bunch . . . excellent pilots, full of high spirits and high morale." Of the aircraft — Hawker Hunters, he said ". . . a beautiful machine . . . a dream to fly but to be treated with respect." The Hunter, the standard RAF fighter, carries two Fairey Fireflash missiles under its wings.

BLOOD DONOR CLINIC



Scenes from the latest blood donor clinic held at R.C.A.F. Station Winnipeg during January.

GERMAN RE-ARMAMENT SLOWDOWN?

German Chancellor Konrad Adenauer, in an early pre-election cabinet shuffle, appointed Atomic Minister Franz Josef Strauss to the post of Defence Minister. The move was interpreted by some experts as indicating a possible slowdown in the training of German troops for NATO, but early in November the Defence Minister announced that Germany will have five fully-manned and equipped divisions in the field by the end of 1957.

* * *

BRITANNIA TRANSPORT PLANNED

The RCAF has decided to adopt a version of the Bristol Britannia for use in Air Transport Command, it was announced recently in Ottawa. Canadair of Montreal has already rolled out the first Maritime version of the Britannia and the aircraft, known as the CL-28, is expected to fly for the first time this spring. Canadair has been given order to start preliminary work on the transport version (CL-44). It will probably be two years before the CL-44, which is expected to fill the RCAF's need for a

modern carrier, is ready for flight. ATC pilots say they hope the Britannia will be required with turbo-prop engines and be pressurized, enabling them to fly on top of bad weather and make long hauls in a short time.

* * *

RCAF MEN ALONG AWA WRITING CONTEST WINNERS

Congratulations are in order for the winners of the Canadian Aviation Writing Awards for 1956, sponsored by the Canadian Branch of the Aviation Writers Association and the Air Industries and Transport Association.

Among the winners were five members of the RCAF, three of them being public relations personnel. These five accounted for six prizes.

Group Captain H. R. Footitt of AFHQ and Flying Officer R. J. Childerhose of TAC Hq. were named joint first place winners in the Trade and Technical Publications category, for stories in Aircraft magazine and Canadian Aviation magazine respectively.

Squadron Leader Doug. (ATC) Harvey won third prize in the Non-Technical Magazine or Weekly Magazine Supplement category.

Corporal Darrell Eagles, PR photographer at ATC Hq., was a double winner, taking second place in the Photographic category with one of his photos and also third place in the News Story category for newspapers of under 50,000 circulation, with a story which appeared in the Moose Jaw Times Herald.

Corporal Barry Herron, PR photographer at TC Hq. won third place in the Photographic category with one of his pictures.

* * *

Wilson Concedes Soviet Leads US In H-Bomb Planes

WASHINGTON — It has been indicated that Gen. Earle E. Partridge, Air Defence Commander, has warned Senate investigators that the Soviet has a new jet bomber that could fly higher than any United States interceptors now in use. But he said the United States had some new supersonic interceptors coming along that would recapture the defensive advantage. Gen. Partridge was reported to have made the statements at a secret meeting of a Special Armed Services subcommittee.

SASSY HINTS FOR NEW CANADIANS

(Courtesy "NEW LIBERTY")

1. Get your hair cut.
2. Give your suede shoes to the Salvation Army.
3. Take the belt off your winter overcoat.

Already, you are well on your way to becoming a 100-per-cent Canadian.

The Briton who comes to Canada to find his fortune in The New World will hear a good deal of discussion about The Mosaic of Canadian Culture, the contribution the New Canadians can make to the Canadian Way of Life.

Forget it. Canada, like her cousin, the U.S., is a Melting Pot. The sooner you prepare yourself to melt, the more comfortable you'll be. Your clothes, your manners, your British accent may win you a few fleeting hours of notoriety as a Character. But sooner or later, unless you start conforming, you'll inevitably become an insufferable Typical Limey. An Englishman in Canada who retains a recognizable English identity for more than two months is a Chirper, a Porkhead or a D.P.

Write these notes on a card, put it on your mirror, and memorize each day as you shave:

"A lorry is a truck. A dickey is a tumble seat. A tram is a street-queue. A queue is a line-up. A pound is a virtually worthless piece of currency. I am a Chirper and I ought to be grateful for fresh eggs and butter even if I haven't the money to buy them."

Learn to say b-a-t-h instead of bawth, p-a-ath instead of pawth,



THE MILDEST BEST-TASTING CIGARETTE

c-a-alf instead of cawf. (An exception is drama, which in Canada is pronounced drawma, rather than d-ra-a-a-ma, because of its connotation of culture and aesthetics. This, however, is the only exception you can safely make to the Canadian flat "a." Don't say "I am heah," or "Are you theah?")

The danger of continuing to speak like an Englishman while in Canada is that you may be mistaken for a Canadian pretending to be an Englishman. This is not tolerated, except in certain limited circles where *everybody* pretends to be an Englishman. This is not to have been educated in one of the better English public (private, in Canada) schools.

We are a modest people, we Canadians. We are firmly convinced of the superiority of British Institutions, such as Hyde Park, pubs where you may sing and throw darts, Westminster Abbey, the R.A.F., Magna Charta, the BBC, Alex Guinness and Guinness' Stout. For this reason, it is *absolutely imperative* that you should not refer to these subjects in your conversation even obliquely. Don't think you can circumvent this hazard by your famous British understatement. We're on to that! We know perfectly well what you mean when you say the Abbey is "a pleasant little kirk" or that the R.A.F. "put up not a bad show."

We know all about that! It means you think they're pretty good.

It would be politic of you to admire Niagara Falls and the Canadian Rockies. If you can think of nothing better to say, say "Jeez, they're pretty big!" We have a passion for magnitude.

You can expect a certain degree of feminine admiration, especially if you bear even the most improbable resemblance to James Mason or Stewart Granger. This is based on the popular myth that European men are smooth, urbane and accomplished lovers. You may find a little effortless amorous dalliance enticing. Resist it. You will be obliged to spend a certain proportion of your time in the company of Canadian *men*, and a reputation as a lady-killer will not endear you to them.

In general, until you've learned all these rules, confine yourself to "Yes," "No" and Thank you!" (For heaven's sake not "Thank-ye! or Ta!")

On the other hand, if you're determined to remain an Englishman, or at least an *English-Canadian*, if you're prepared to resist, come what may, the almost over-powering compulsion to conform—go to it, Buster!

I wish you luck!
(Contributed by F/O FRANK BAILY)

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VOXAIR VIXEN
DANI CRANE

One of the newer and brighter Warner Bros. starlets, Dani can be seen in the recently released "Shootout at Medicine Bend."

Unfortunately no one seems to be able to supply us with any vital statistics on this young lady, so we present the picture for what it is worth. Our readers will probably consider it worth quite a bit.

\$ \$ — \$ \$

"Voxair" will pay \$10.00 for any photograph posed by a non-professional model which the committee considers a suitable "Voxair Vixen." Entries are acceptable from all NATO countries and unsuitable material will be returned if accompanied by return postage. The prints should be at least 4" x 5" in size, and glossy.

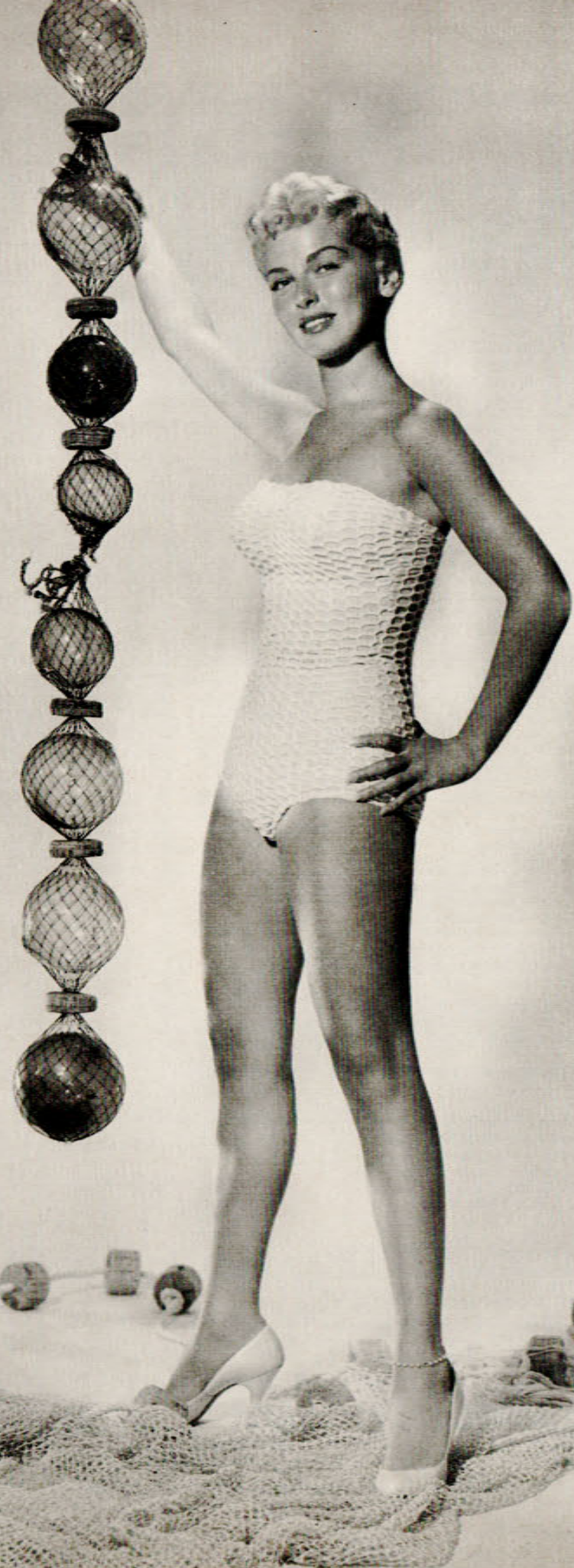
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Voxair Vixen
Dani Crane
Courtesy
Warner Bros.

AROUND THE SECTIONS

Basic Briefs

Behind us are the wild, impassioned days of the festive season with its attendant Bacchanalian revels. Gone is the season of wassailing and the Olympian New Year's Levee. Forgotten, too, are the unpleasant after effects of alcoholic dissipation. Back to the family medicine cabinet have gone the "Eno's," and "Bromo" and "888's." Time, the universal healer, has taken over and the memory of making an utter fool of oneself at such and such a party has all but faded into oblivion. Humans being what they are, in retrospect only the happy impressions have any lasting effect.

Promotion time has come and gone. Throughout the Basic School the extra braid bought in that moment of sheer optimistic madness has been relegated to the furthestmost recess of the family attic. The A.F.H.Q. version of the guillotine has fallen upon a few outstretched necks, and any evening now, in the main lounge, F/O Giles, in company with F/O McConnell and other expatriates, can be seen poring over the want ads in the Free Press. The picture has its cheerier side though; congratulations are in order for those of our staff among the select 15%.

S/L Gurney has returned from leave down Canada way sporting one of the most interesting cases of circumorbital haematoma these tired old eyes have seen since hanging up the gloves almost a year ago. Conjecture has reached epidemic proportions, but the OC remains extremely reticent as to its origin, offering only: "If I told the truth, you wouldn't believe me, anyway."

Seems re-engagement time must be here. At least F/O Perry is engaged again. How many times is this, Cliff? Oh, well, never mind; one of these days!

Around the D.R. section all is reported calm. Save for the steady chop, chop, chop of the C.T. board, no sound disturbs the even tenor of our ways.

Down in Allied welcome is given to F/O Paul Richardson, recently promoted from Analysis, and F/O Stanoy, come from same region of the old drill hall. We're sure the boys will be very happy in the conviviality of Robbie's Empire.

From the E.T. section word has filtered through the maze of magnetrons, push-pull diodes and grid leak biases that F/O Dandeno will leave in February for Biloxi, Miss. to undergo a six-month E.C.M. course. Hot off the teletype comes word that "Boulet's Bullet" has arrived in town and soon young John will be seen piloting his Royal Lancer to greater conquests in the domains of Eros. We should have a more complete report on this affair for the Valentine's Day issue.

—F/O Giles.

Centre Navigation School

The Central Navigation School was the scene one day last month of a ceremony never before held on this unit. Capt. John D. Woodson, the USAF



Capt. Woodson and the Commanding Officer.

member of 9 SpecN Course, was presented with the USAF Commendation Ribbon by G/C G. F. Jacobsen. Capt. Woodson received the Commendation for outstanding devotion to duty during a recent tour with the USAF in Germany.

Captain Woodson came to Winnipeg from the 66th Wing, U.S. Air Force, Sembach air base, Germany. He graduated from the U.S. Military Academy in 1949, and is a qualified navigator, observer and bombardier.

His decorations include the Distinguished Flying Cross, Distinguished Unit Citation and the Air Medal.

We also wish to extend a welcome to the members of 29 SNIN Course who began their course this week. Best of luck, chaps!

Born—To F/L and Mrs. M. D. Gates their second child, a son on December 28. (Nice timing for Income Tax!) Name Morris David, weight 9½ lbs.

—F/O G. P. Philip.

M.E. Section

On January 15, LAC "Red" Mills left Stn. Winnipeg for Fort Nelson.

The M.E. Section welcomes LAC D. H. Drysdale from Station Trenton.

Mr. A. Norton, who was in the hospital for an ulcer operation, is back at work and in A1 condition again.

This section's Curling Team lost a close game to CNS, 15-3. Banana Lesage is not smiling, he was the skip.

The M. E. Fenderbenders have won all their games in the inter-section volley ball league so far.

—LAC Davies.

Fire Hall

All the personnel were happy to see Chief McIvor back from a three-month supervisor's course at Camp Borden. He returned full of news, knowledge and ideas.

Rudy Allard's wife finally presented him with a son, Rudy says, "Can I quit now?" Seems we've heard that before!

The fire hall Christmas Dinner was a huge success, with No. 1 shift preparing and serving dinner to No. 2 shift. The reason the fire hall held a dinner instead of a section party was that half

the personnel are always on duty, and cannot take part in the usual kind of section shindig.

The menu included roast turkey with all the trimmings, plum pudding, and everything that a Christmas dinner should have. At the same time we said Goodbye to Pete Lecavalier, who leaving to take up farming in Quebec.

The bowling team isn't having much success lately. The team is still in the cellar, but I hear tell things won't always be this way.

For pictures of the party, turn to the centre pages.

Cpl. Zillman.

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THE WELL-ADJUSTED VET

By ERIC NICOL

(From "Sense and Nonsense,"
Courtesy the Ryerson Press)

Now that more than a year has passed since the R.C.A.F. release centre blowtorched me out of my winter issue underwear and paid me a small sum to keep my mouth shut about who actually won the war single-handed, I think I can safely say that I am re-adjusted to civilian life. When I was getting my discharge I read a number of articles about how parents and wives should treat returning veterans with understanding, overlooking their tantrums and moodiness, their tendency to reply to questions by merely an absent-minded belch, and to run barking after young women whom they obviously haven't met formally. Anxious to play my role properly and not disappoint the folks, I hastily acquired a few symptoms of psychoneurosis, developing a twitch in my eye as well as a number of promising phobias, such as fear of filling the sawdust burner, fear of cutting the front lawn, fear of cleaning the windows, fear of washing the dishes, in fact fear of nearly everything except lying flat on my back on the sofa.

When I stepped off the train I moodily slashed at my mother with a cane purchased for that purpose, then threw a tantrum in the middle of the C.P.R. station until somebody had carried my duffel-bags to a taxi. As soon as I got home I lay down on the sofa and sulked.

"What's the matter with you?" asked my father, bluntly. Evidently he hadn't read the articles. He failed to realize that my mind was a welter of conflicting emotions, that I would require some time to find myself.

"I've got to find myself," I said.

"Where did you lose yourself?" he asked, and everybody laughed. They weren't entering into the spirit of the thing.

"You don't seem to realize," I said slowly, twitching my left eye, "that three years of war can change a man."

"Don't worry," he said. "We'll soon work that fat off you."

"I'm talking about my mind," I bleated. "I need time to readjust to a new pattern of life. You don't know how war alters a man, makes him hard and bitter and strange."

"I was in the first world war for five years," said my father, "but I don't remember..."

"Did you have dehydrated potatoes?" I demanded.

"No."

I gave a short, mirthless laugh.

"You call that a war," I sneered, lashing at the cat with my cane.

"Well, dinner's ready," said my mother.

(Continued on page 22)

OUTDOORS WITH BILL



... meet the mink*

Back in Canada's early days, the vast wilderness west of the Great Lakes meant one thing only to the white man—a vast natural supply house of valuable furs. Tucked amongst the bales of beaver, musquash and fox brought in from the backwoods, were smaller quantities of marten, lynx, ermine and mink. In the early days, the general idea was that the heavier the fur, the more warmth it would provide. Somewhere along the road somebody figured it out that the sleek fine fur of the mink kept him just as alive and active in sub-zero weather as did the long winter coats of the fox and wolf.

When Miladi found out about this she went for the lighter coats in a big way, and within the last two decades fox pelts have become almost worthless while the demand for the short-haired skins has climbed to record heights. Today, many of the mink pelts on the market come from fur ranches but there is still a vigorous demand for the wild mink. The wild mink may be found all across the Eastern Prairies wherever water and cover provide him with his natural hunting grounds. Few people ever set eyes on him though, as he does most of his hunting at night and dens up during the day.

The male mink weighs around four pounds, nearly twice the weight of the average female. Mating in early April, from four to ten youngsters arrive in late May or early June. Both parents help provide for the youngsters until they are able to fend for themselves. The female hunts close to her den while the male roams far and wide in search of food and sometimes assists in supporting more than one family.

Mr. Mink is a creature of habit and his custom of covering the exact trail he followed days or weeks earlier often leads to his downfall at the trappers' hands. Hunting for his living on both land and water, his is a strictly carnivorous diet of mice, rabbits, muskrats, frogs and fish. Now and again he raids a farmer's poultry house and indulges in an orgy of slaughter amongst the chickens, often killing for the sheer lust of the sport. Sportsmen have a grudge against him for his taste for wild duck eggs and young ducklings. In spite of all the men—and the women—after his skin, he still survives and takes his place in preserving the balance of Nature.

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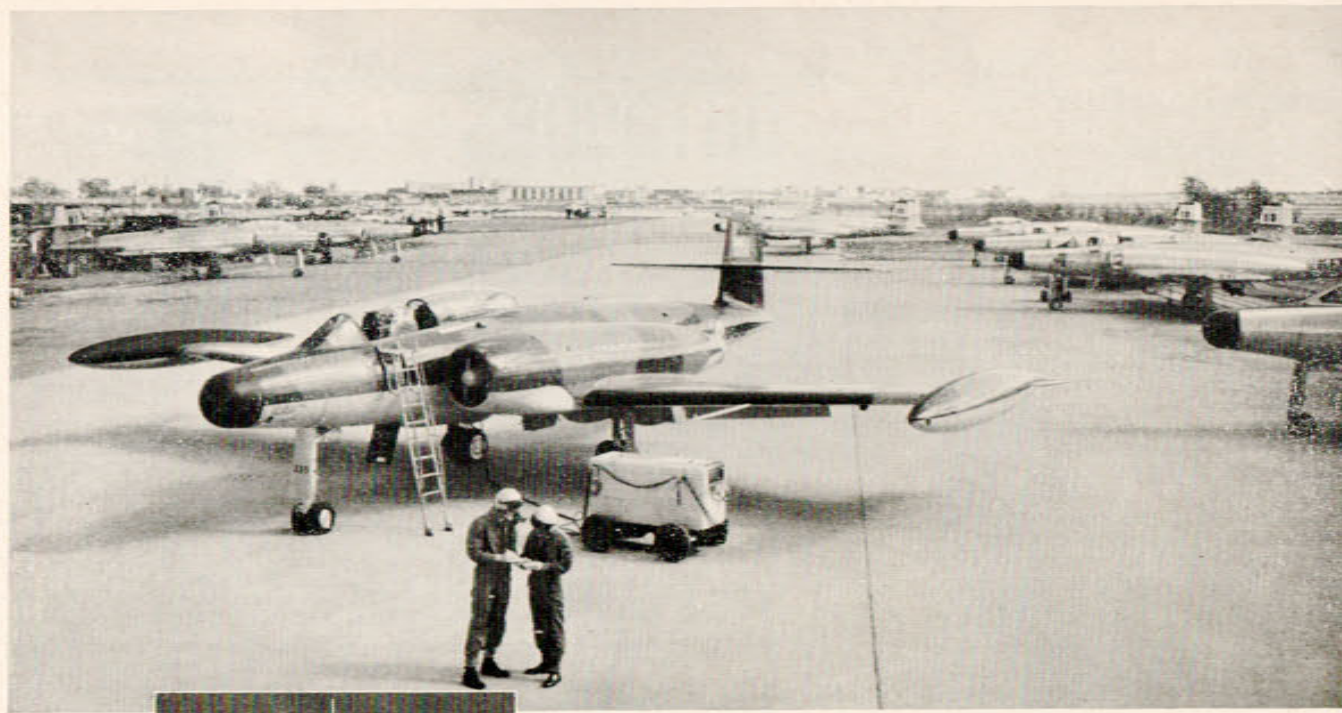
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To NATO from Canada

Camouflaged in official NATO colors and proudly flying the Canadian Ensign on their tails, the first Royal Canadian Air Force squadron of AVRO CF-100's to join NATO air defence in Western Europe, departs for its base in France.

This flight, the first of several scheduled to hop the North Atlantic this year, is Canada's response to a specific requirement of NATO for all-weather, night fighters.

It is one more of Canada's contributions to the defence of Western Europe, while continuing round-the-clock interception alert in the defence of North America.



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Personality

MR. ABRAHAM PRESKY

BEING a military tailor like Abraham Presky is a lot different from catering to the civilian trade. There are props, chevrons, crowns, braid, campaign ribbons, and a multitude of other insignia, which must be placed just where the book says they should be. For the civvy, Sam may get away with making the pants too long, but they won't get by on CO's parade.

Fortunately for Station Winnipeg's local well-dressed airman, Abe knows the score. He has been working with servicemen and their uniforms since 1940, and the chances are that his knowledge of CAP 6, the manual of dress, is greater than that of most serving personnel. He has been station tailor here since 1952 and his service has always been of the best.

Abe began tailoring when he was fourteen in his native Poland. He came to Canada 35 years ago and settled in Winnipeg, and evidently he likes it, for he has worked and lived around here ever since. He tailored at various Air Force units around Winnipeg during the war. He started with Fort Garry

Cleaners and Dyers after the war and remained with them until starting at Station Winnipeg.

He is fortunate in having a wife as competent in his line of work as he is himself. Dina Presky, an attractive and efficient lady, is Abe's active partner in the shop. She, too, is versed in uniform lore, and she holds the fort when Abe is away. They take their vacations separately so that the shop is always under efficient management. Abe hasn't taken a holiday for several years, but Dina visited their son in California two years ago.

The station tailor is a natty and conservatively dressed man with a friendly smile and an energetic manner. He is somewhat reticent, and did not seem to think there was much to tell when Voxair interviewed him for this article.

"I was born, I lived, I'm still living," he said with a wry grin. He leaned across the counter. "You can say that I like working with the Air Force people—they're good customers and we get good support."

"Hobbies? Don't have much time for

them. We work fairly long hours in this business. I watch a lot of TV, and I like good music." He emphasized the "good."

He drives to work each morning from his city home and opens the shop for business at noon. It closes at 6.30. In addition to dry-cleaning and repairing, he is also agent for the laundry service and checks the orders in and out. He has in stock a constant supply of rank badges and braid. Business is usually brisk; there are always uniforms to be cleaned or repaired. Apart from service-dress there is also a sizeable volume of civilian clothing, male and female, for the average Winnipeg air force-type seems to carry a well-stocked wardrobe of civvies for off duty hours in the prairie metropolis.

"It's a good business," he said. "Of course we've got to watch those details about badges and so on. Take chevrons, for instance," he said, his eyes lighting on this reporter's greatcoat. "Should be 9½ inches from the top of the sleeve to the lowest point."

(Continued on page 27)

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VOXAIR PHOTO ALBUM

WINNIPEG'S CHRISTMAS AND



EATONS LEAVE WINNIPEG
Group Captain and Mrs. Jacobsen (centre) at a farewell party in honour of Flying Officer Doreen Eaton, who left for Edmonton, and a job with TAC. Woreen is on the left of the picture, and the smiling fellow on the extreme right is husband F/O Perry Eaton.



Scenes at the officer's mess New Year Ball. Mrs. Bayliss converses with the Group Commander, Mrs. Rutledge and W C Eranscombe, above, and below are pictured some of the guests on the dance floor.

NEW YEAR FESTIVITIES



Over 250 officer guests from Army, Navy and R.C.M.P. attended the officers mess New Year's Day reception. Our photographer caught some of the guests being welcomed by the Group Commander, Air Commodore H. H. C. Rutledge, and the Commanding Officer, Group Captain G. F. Jacobsen. Among those present were Major-General Magill, GOC Prairie Command; Commander McIlhaggo, HMSC Chippewa; and Commissioner Eullard, R.C.M.P.



Right: Scenes at the air-men's New Year dinner.



Pics on the left were taken at this year's Christmas Tree party for the children of station personnel. The drill hall was fully equipped with a newly-swept chimney, so that F/O Bob "Santa Claus" Hope materialized before the horde of excited kiddies in immaculate condition. Entertainment was provided by "Brad, the Happy Clown" and Murray Bradshaw was the perspiring, overworked Master of Ceremonies. Congratulations for the success of the party are due to F/L Joe Menton, chief organizer, and his tireless committee.



As reported in our Section News column, the Fire Hall staff held a turkey dinner-type party as so many of the personnel were on call during the festive season. The three pics above show some of the turkey-filled participants. We hear the function was a big success, and will probably be the form for the future.



In keeping with the age-old service custom, Winnipeg's airmen and airwomen were served Christmas dinner by the station's officers. The pictures below show the high-priced help in action in the combined mess on Christmas Day.



W/C Branscombe, Commanding Officer, Mr. Senecal, F/L Young and S/L Hutton.



W.O. Lisowski smilingly serves AC2 Brazier.



W.O. Ernie Munro lends expert advice as the CO mixes the brandy sauce.



F/L Young offers a heaping plate of calories to LAW Roach.



G C Jacobsen serves LAC Hurd. Cpl. Phystocky is in the foreground, under the hat.



Edited by F/O MARTY PLUMSTEAD

NAVY DAY AT DE HAVILLANDS

At a ceremony held at The de Havilland Aircraft of Canada plant on October 12, 1956, the Hon. Ralph Campney, Minister of National Defence, accepted on behalf of the Royal Canadian Navy the first de Havilland built CS2F-1 "TRACKER" carrier-based anti-submarine aircraft to be delivered on the current R.C.N. CS2F-1 program. The CS2F-1 program was first discussed in August of 1953. The contract was defined in March of 1954 and the first drawing was received at de Havilland in April.



Mr. Philip C. Garratt, vice-president and Managing Director of de Havilland Aircraft of Canada Ltd., addresses an assembly of one thousand Canadian aircraft executives and top officers of the Armed Forces in the Test Flight hangar of the de Havilland plant. The occasion was the official handing over of the first CS2F-1 "Tracker" (designed by Grumman, and built by de Havilland) to the Canadian Navy.

All drawings were in company hands by December of that year. Tooling was started in May of 1954, and was completed by February, 1956.

The construction of the CS2F-1 presented a new challenge to the know-how of de Havilland engineering and production staff. It was the first time de Havilland undertook the construction of a folding wing carrier-based aircraft. The wing folding apparatus included 32 separate hydraulically actuated locking pins and a highly complicated arresting gear. Additionally, the electronic gear installations included some 4,000 tubes. In addition 100% interchangeability of removable components, not only between aircraft of Canadian manufacture, but with those built in the United States had to be effected.

Canadian aircraft carriers and vice versa. Where a Canadian manufactured CS2F lands on a U.S. carrier, it may easily require, say a replacement flap, in which case the U.S. produced spares on board the carrier will fit the aircraft without special adjustment.

This is the first time that such a requirement has ever been met by a Canadian aircraft manufacturer.

UNIVAC DEVELOPS NEW "BRAIN"

The Univac Scientific 1103A, a new lightning-fast "electronic brain" computer, is used for such computations as flight paths for orbiting vehicles, nuclear problems, missile trajectories, flutter analysis, heat transfer problems, and many others. The computer, built by the Remington Rand Univac division in St. Paul, is being used by Lockheed's Missile Systems division. Information which can be plucked in eight millionths of a second has rapid-access storage for 4096 "words." It has a memory capacity of 16,384 "words" and produces information in 17 thousandths of a second. Each word consists of 36 binary digits and is equal to a 10-digit number—for example, a number such as 6,845,927,861. It can add nearly 30,000 of these numbers in one second and performs 1000 operations in the wink of an eye. Indicative of its nearly error-free operation, the Univac Scientific detects and signals most operational errors which occur due to failures in equipment.

WHAT IS IT?



This is the first of a series of aircraft pictures designed to test your aircraft recognition (or your memory). The answer to this one is on Page 29.

"ORDER OF STAR FIGHTERS" ESTABLISHED



Maj. Gen. Albert Boyd (second from right), the world's fastest general and ranking member of the Order of Starfighters, is shown discussing the exclusive new fly-in fraternity with Herman R. Salmon (left), Grace Boeckmann, "Miss Starfighter," and A. W. LeVier during announcement ceremony for the distinctive organization at Lockheed's Palmdale, Calif., jet base. LeVier and Salmon are the company's two senior test pilots. Established to honor military pilots who have flown the ultrasonic F-104A Starfighter, the new order recognizes its members as "pilots exemplary and tigers extraordinary." General Boyd is deputy commander, weapons systems, Air Research and Development Command. LeVier made the initial flight in the XF-104 two-and-a-half years ago and Salmon was at the controls for the F-104A's first flight early this year.

"BADGER" BECOMES "TRAVELAIR"

Beech Aircraft Corporation has announced the change of the trade-name of its newest twin-engine executive business aeroplane from "The Beechcraft Badger" to "The Beechcraft Travel Air." The change was brought about when the aircraft manufacturer had been informed by the United States Air Force that the name "Badger" had been scheduled for use by the air warning defense activities of the

This interchangeability makes it possible to have U.S. Cs2F's use

Ground Observer Corps if and when a particular Russian jet bomber should ever need identifying by spotters on the defense network.

CESSNA ANNOUNCES 172

Cessna Aircraft Company has announced its new 1957 Model 172 business utility airplane with patented "Land-O-Matic" gear designed to make flying like driving an automobile.

Handling very similar to an automobile during take-offs and landings, the new wide-span "Land-O-Matic" gear actually permits the pilot to drive the aeroplane down the runway, into the air and back on to the ground. The low centre of gravity allowed by the new type gear provides excellent maneuverability, ease of landing and ground handling.

Cost of operating the all-metal 172 may be compared to the cost of owning and operating an automobile. Figuring the national averages for flying costs, if the businessman flies 300 hours annually or about 37,000 miles, his cost per aeroplane mile amounts to less than 11 cents per mile.

With the new type "Land-O-Matic" gear, the aeroplane can be easily used in rough fields or in areas without surfaced runways. The nose wheel of the aeroplane can be lifted from the ground immediately after application of power for take-off, while the nose wheel can also be held off the ground until the aeroplane has completed the greater portion of its ground roll on landing.

JAPAN TO BUILD T-BIRDS

Preparations for Japan's entry into jet aviation gained speed as Lockheed Aircraft Corporation received notice from Tokyo that the Japanese government has approved plans for Kawasaki Aircraft Co. to build T-33 jet trainers.

Kawasaki will be assisted by Lockheed Aircraft Service Over-



NEW CESSNA 172

seas, Inc., under a technical assistance contract awarded the overseas firm by the United States Air Force.

The Japanese government action was the final link in a chain of approvals aimed at production in Japan of an undisclosed number of T-33s for the Japan Air Self Defense Force in the next two years.

First jet airplanes ever to be built in Japan, the trainers were ordered by the National Defense Agency of Japan for the JASDF.

The plan calls for the Lockheed overseas company to supply basic parts for early aircraft, certain tools for initial production and technical assistance for preliminary tooling and production of the quantity order. A large part of the tools will be built in Japan.

J. Kenneth Hull, president of Lockheed Aircraft Service Overseas, which holds T-33 license privileges in the Orient, returned to Burbank recently to expedite technical assistance to the Japanese manufacturer.

FINLAND ORDERS FOLLAND GNAT

The Government of Finland have signed a contract for a number of

Folland Gnat light jet fighters for the use of their air force. Deliveries will begin next year. This order, which is the first to be placed for the Gnat by a European country, follows closely upon the £3m. order placed by the Government of India last September. It was signed in Helsinki on behalf of



The Midge: Prototype of the Folland Gnat.

Folland Aircraft Ltd., by the designer of the Gnat, Mr. W. E. W. Petter, the company's Managing Director and Chief Engineer.

Finland maintains a small but modern air force and her choice of the Folland light fighter from the wide range of available types is of the utmost significance.

The Gnat, which has a span of only 22 ft. and is less than 30 ft. long, was originally designed and built as a "private venture"—that

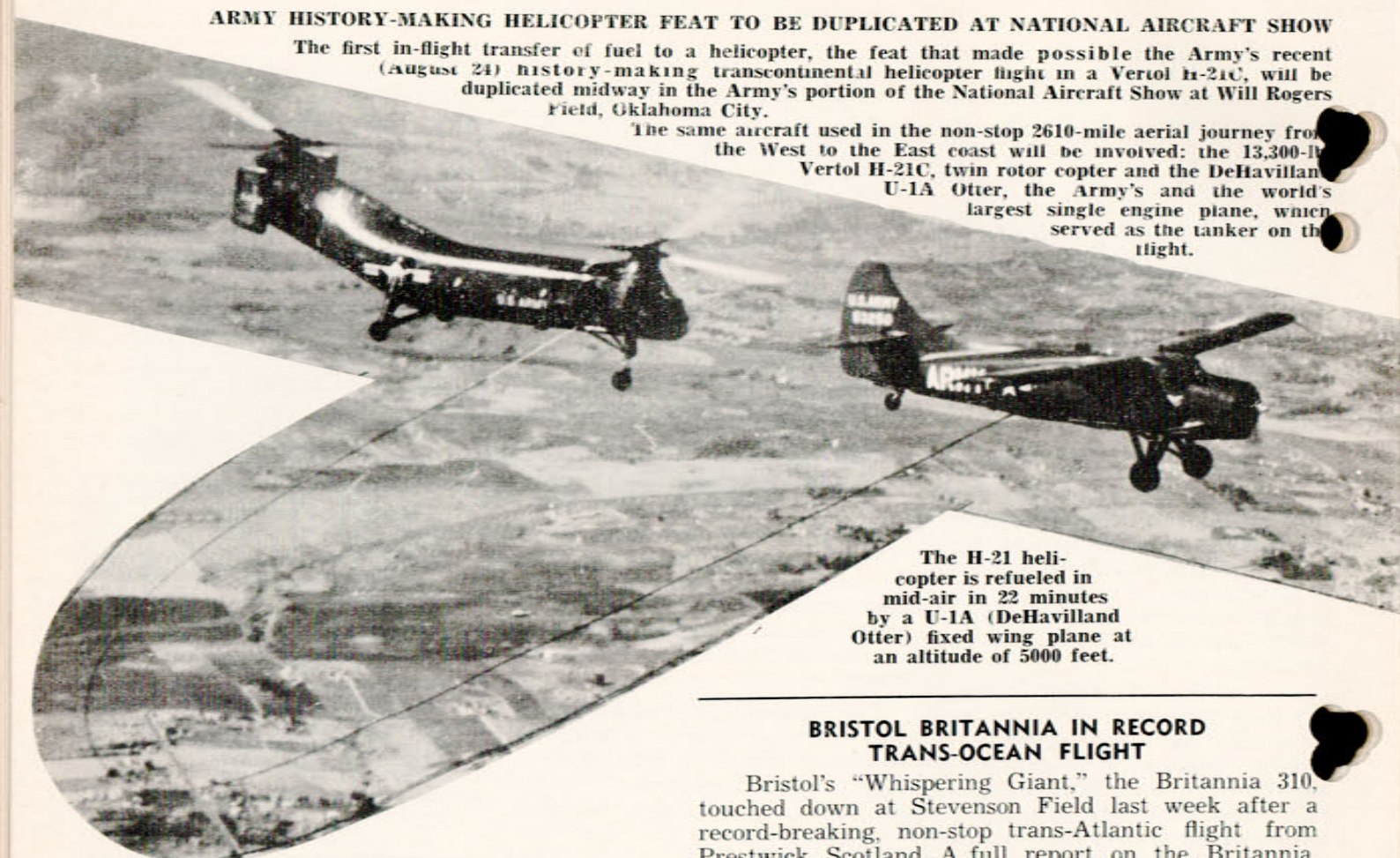
(Continued on next page)

TECHNICAL NEWS

ARMY HISTORY-MAKING HELICOPTER FEAT TO BE DUPLICATED AT NATIONAL AIRCRAFT SHOW

The first in-flight transfer of fuel to a helicopter, the feat that made possible the Army's recent (August 24) history-making transcontinental helicopter flight in a Vertol H-21C, will be duplicated midway in the Army's portion of the National Aircraft Show at Will Rogers Field, Oklahoma City.

The same aircraft used in the non-stop 2610-mile aerial journey from the West to the East coast will be involved: the 13,300-lb Vertol H-21C, twin rotor copter and the DeHavilland U-1A Otter, the Army's and the world's largest single engine plane, which served as the tanker on the flight.



The H-21 helicopter is refueled in mid-air in 22 minutes by a U-1A (DeHavilland Otter) fixed wing plane at an altitude of 5000 feet.

BRISTOL BRITANNIA IN RECORD TRANS-OCEAN FLIGHT

Bristol's "Whispering Giant," the Britannia 310, touched down at Stevenson Field last week after a record-breaking, non-stop trans-Atlantic flight from Prestwick, Scotland. A full report on the Britannia, with pictures, will be carried in the next issue.

FINLAND ORDERS . . .

(Continued from previous page)

is, without official backing of any kind — to prove that a fighter far smaller, lighter, simpler and cheaper than the conventional fighter could have a performance that fully met the most exacting demands of modern warfare.

In August, 1955, the British Ministry of Supply ordered a development batch of six. The first of these is now undergoing flight trials, and has already completed a large part of its gun firing tests, which have included bursts up to heights of 40,000 ft., with its two 30 mm. Aden cannon.

Many ingenious devices, not found on conventional fighters, have contributed to the Gnat's success. Metal plates attached to its

undercarriage legs serve both as air brakes and as wheel well covers. Its inboard ailerons become flaps when the undercarriage is lowered. The pressurized and air-conditioned cockpit is fitted with a fully-automatic lightweight ejection seat which was specially developed for it. Like all other fighters capable of supersonic speed, it has a flying tailplane.

HERONS FOR SPAIN

Aviacion y Comercio (AVIACO), the Spanish carriers, have placed an order for eight de Havilland Heron aircraft of the 14-seat airline version. Deliveries will commence early in the spring of next year.

Notes on Bristol's "Whispering Giant"

BRITANNIAS TO ENTER PASSENGER SERVICE WITH BOAC ON FEBRUARY 1st

The following statement is issued by the British Overseas Airways Corporation:

"The Board of BOAC have decided to introduce the Britannia into scheduled passenger service on 1st February next on the route between London and Johannesburg.

"Following the inauguration of the aircraft on that route, BOAC intends to introduce the Britannia into service between U.K. and Australia in March and on the routes to Hong Kong, Japan, Aden, Ceylon and Singapore in the latter part of 1957.

"Dates on which these services are to start will be announced later."

DE-ICING TROUBLES OVER

"Modifications made by the Bristol Aeroplane Company to prevent icing troubles which occurred in the engines of the Britannia under certain atmospheric conditions have been fully tested and found satisfactory by that company and by BOAC. The modification programme has been undertaken with the utmost co-operation between the Ministry of Transport and Civil Aviation, the Ministry of Supply, the Bristol Aeroplane Company and BOAC."

"From results of these tests, two main lines of overcoming the problem were developed:

"1. The use of glow plugs in the flame tubes to ensure continuity of combustion.

"2. Modifications to the power-plant intake ducting to alter the airflow characteristics in such a way as to prevent the accumulation of dry ice."

NORTHEAST AIRLINE PILOT REPORT

"We put the Britannia through the usual flight test such as stalls, pull-outs, take-offs, landings, etc. and on all counts, it behaved more than satisfactorily. Novel features are the control surfaces, which are activated by a tab which, from the pilot's point of view, is appealing, as it makes the plane handle so easily and makes it extremely light on the controls. The landing speed is comparable to a Convair, from 95 to 105 knots."

* * *

ANOTHER ORDER FOR BRITANNIAS FROM HUNTING-CLAN

A contract for two Bristol Britannia turboprop airliners has been signed in London by Hunting-Clan Air Transport Limited. Delivery begins in May 1958. An option has been taken on one further aircraft.

(Continued on next page)

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**BRISTOLS "WHISPERING
GIANT"**

(Continued from previous page)

**MORE BRITANNIAS ORDERED
FOR THE ROYAL AIR FORCE**

The Ministry of Supply has ordered a further three Bristol Britannias for Royal Air Force Transport Command making a total of 13 on order for the RAF. The Ministry's original order for six Britannias, announced in November, 1955, was increased last May to ten aircraft.

The new Ministry of Supply order brings the total of Britannias sold to 65.

* * *

**NORTHEAST AIRLINES' 17
MILLION DOLLAR CONTRACT
FOR FIVE BRITANNIAS**

Mr. George E. Gardner, president of Northeast Airlines, has completed negotiations with Bristol Aircraft Ltd., England, for an initial order in excess of \$17 million for five Bristol Britannia turboprop airliners to be delivered in the autumn of 1957.

The agreement, involving the first purchase by any U.S. flag carrier of "The Whispering Giant" the world's fastest, largest, and quietest passenger transport aircraft, was concluded by Mr. Gardner only five days after Northeast's newly-certified route extension from New England and New York to Florida became effective.

**THE WELL-ADJUSTED
VET**

(Continued from page 13)

Leaping to my feet and shoving the family aside, I raced to the dining table, wiping my silver on the tablecloth, tested the bread with my forefinger, and stowed half a dozen cookies in my shirt, all before the others reached their chairs. I searched their faces suspiciously.

"Where's the jam?" I snarled. "If pay mess dues I want jam."

That was when they started laughing at me. They made no real effort to understand me at all. I was more of an enigma. And when I tried to get back on the sofa I found my father already lying on it, still adjusting from the war of 1914-1918.

It would seem to me, gentlemen, that we will have to space our wars a little more. It's getting so a veteran can't even enjoy a quiet maladjustment any more. Dammit.

BOOK REVIEW

By F/O PATRICK DONOVAN

THE CROSS OF IRON

By Willi Heinrich

IT IS refreshing now, in the accumulation of years since World War II, after many books by those who were on our side—some good, some bad, some indifferent—to tread the violent ground of that enemy, the German, who, with his blitzkrieg and driving force, stormed the bastion of the Nemesis we in the West now face—Russia.

In *The Cross of Iron*, Willi Heinrich has written what will, I believe, become a classic of its kind. New, vital, and absorbing, it shows us the fabled element of justice—the other side of the story. Not concerned with preaching or rationalizing, it is neither explanation or apology, but is the Soldier's story—the fear in the trenches, the terror of the violent Russian artillery barrage and the tank attack, a story of stealth, cruel and murderous—but necessary—death and deeds.

The book's most vital content, however, is the most compelling story of leadership it has ever been my pleasure to read. The book's hero, Corporal Steiner, takes his desolate, grubby, beleaguered platoon on a hazardous epic of escape through the deep Russian lines to a fire-filled reunion with their lines and their comrades.

If you, the reader, are not clutched by the suspense and apprehension, or moved by the thread of bravery and futility in the book, you are a cooler man than I.

In the eyes of this Corporal, this leader, shines the cynicism, bravery, and fear which we may conclude, with some sympathy, were the sad but inevitable result of one of man's greatest undertakings—the invasion of Russia. If this book receives its due in the history of World War II, and in the hearts of the German people, he will become what he deserves to be—The *Immortal* Corporal Steiner.

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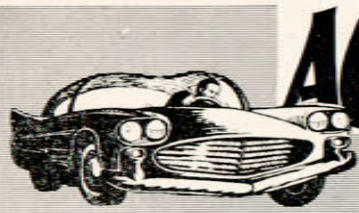
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AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



By PETER McLOUGHLIN

DEAR READER . . .

If you are one of those kind, understanding souls who has borne with this column through the last two and a half years, you may have perceived that its scope has broadened considerably. Admittedly this does seem to vary with each issue depending on the energy of the editor, but an honest attempt has been made to cover as much of this field as possible, yet not print material you are likely to know already. Unfortunately, like any other part-time enterprise it has definite limits, and it's not possible to do as much as I'd like. We are, it appears, still in the position of being the only magazine in Canada with a Motoring Department which attempts to criticize as well as inform. Therefore, as long as we are attempting to be constructive it is well to remember that our opinions can only become broader and more valuable if they represent the thoughts of many rather than of the few, as is the case now. So I repeat again that all comment, on any motoring field, or on the articles we print, is most welcome. If you can scrape up the necessary energy just drop your line to — The Motor Editor, VOXAIR, RCAF Station, Uplands, Ottawa, Ontario.

Beautiful Ferrari



Have you \$20,000 hanging around in the old bed sock? If so, I suggest you donate it to this overworked Motor Editor, who will forever remain devotedly in your debt, for with such a tidy sum I could, with luck, persuade Senor Ferrari to part with this luscious four-wheeled dragon of flaming Italian red. Its name — The 410 Superamerica. The power plants consists of a V-12 (88x69); 8.5:1 compression ratio; and developing 340 b.h.p. (genuine) at 6,000 r.p.m. If one wanted to drive it as well as gaze, it is guaranteed to reach an easy 164 miles an hour on the standard 6.50 x 16 tires. Exotic as this lovely Ferrari may seem, it must be remembered that from such cars come many practical developments. You will easily note the similarity of fender line, flush bumpers, curved rear window, etc., to our bread and butter cars.

Air-Cooled V-4 by American Motors

Though this engine has been designed for use in military vehicles it has interesting possibilities in the small car

field. The engine has a bore and stroke of 82.5mm., 1,760cc., C.R. of 7.5:1 and develops 62 b.h.p. for a weight of only 200 lbs. The light weight is due to the use of die-cast aluminium crankcase and individual cylinders also die-cast from the same metal, with chrome plated bores. Because the engine is made up of individual cylinders there is now an open way to develop a V-4, V-8, or horizontally opposed fours, sixes, or an eight, all using the same basic components.

Renault's "Shooting Star" Sets Gas Turbine Mark

Renault's Etoile Filante (Shooting Star), which was featured in a recent issue of VOXAIR, has been doing the work we forecast on the Salt Lake Flats. The French gas turbine driven by Jean Herbert beat four international records and set up a further world gas turbine record of 192 m.p.h., thus beating the old Rover record, set in 1951, of 151 m.p.h.

Waiting List For Karmann Ghia's

Volkswagen recently announced that they have produced over 10,000 of those good-looking Karmann-Ghia Coupés that are becoming common sights on our streets. If you have one consider yourself lucky, as the waiting period is over one year south of the border.

Volvo First in U.S. Rally

The Great American Mountain Rally, which was run over the last week in November brought up some interesting results. Volvo, almost unknown here, captured three of the first twenty places including first. Two new Triumph

TR-3's were 4th and 6th overall. The Jaguar 2.4 also won its class, driven by a Montreal rally driver.

No Racing for Jags in '57

Jaguar Cars have reluctantly withdrawn from international racing for 1957. Their decision results from a background similar to the one which caused Mercedes to make the same decision a year earlier, namely that they have swept the board, and all racing seriously strains the technical and research divisions of a company. With many future developments in the offing this must be very true. They reserve decision to re-enter for 1958 racing.

RIVEROAKS SERVICE

PORTAGE of RIVEROAKS

Morley Foot, Mgr.

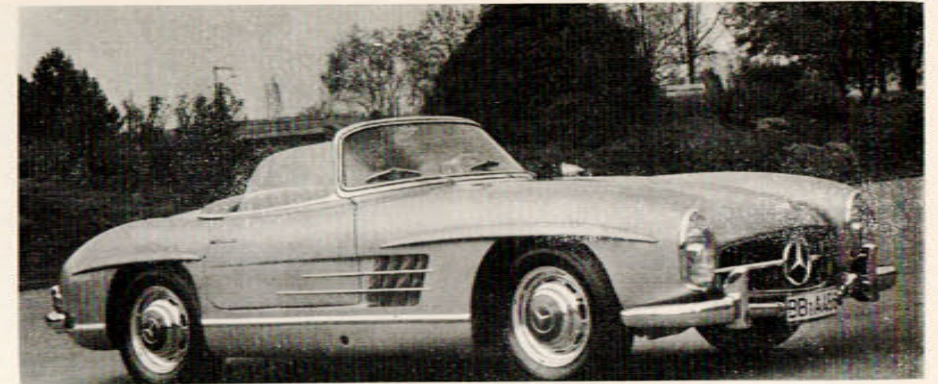
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Mercedes-Benz 300 SLS

A new addition to the field of ultra speed sports cars is this low slung Mercedes-Benz 300 SLS, which is being released in the spring. Price is likely to be near that of the 300 SL, or \$8,000 in Canada. Powerplant (240 b.h.p. fuel injection, inclined dry sump engine) is identical to the SL as are the other specifications. One external difference is the enclosing of the headlights in a covered dome as shown.



Mercedes-Benz 300 SLS

Revised Overseas Prices

A/C Clements, writing from No. 1 Air Division H.Q., mentions that our price of the Mercedes 220S overseas is a bit high. The corrected figure is \$2,825 (U.S. Dollars). We will be interested to hear how the Air Commodore likes his new 220S, after he has lived with it for a while. The following figures are also worth noting in case of overseas posting:

Mercedes 180	\$2,140
190	\$2,140
219	\$2,440
190SL	\$3,535
300SL	\$6,210

Prices in U.S. dollars, available to Servicemen only.

Prices quoted represent, in many cases, a considerable decrease from the normal 'tourist' price in Europe.

Jaguar 2.4	\$2,775
Mk VII	\$3,300
Mk VIII	\$3,550 (approx.)
XK 140	\$3,000

Mercury — Monarch

Like the rest of Ford's new products the Mercury is radically different from the '56 models. Total glass area is up to 4,122 sq. in., with a rear window as large as the front screen. Note the ingenious method of making extra headroom in the rear by sweeping the metal top over the glass. Overall height is down to 56.4 in. (over 3" lower than 1956); this has been achieved partly by 14" wheels. The huge rear and front bumpers now no longer have overriders, but consist of twin ovals at both ends. Box lines are going too, and it is no piece of advertising to state that the '57 is better-looking. The car is lower, good use has been made of metal — even if chrome-touched — and a conscious effort has been made to blend the lines into a cohesive unit. Colour toning and mixing is far more restrained for 1957. Garish colours seem to have left us; no loss, either.

Lincoln

Changed, but not as much as Mercury. Height has not been lowered. Fifteen inch wheels still retained. Little change in top look. In my opinion, best looking of all expensive cars. Lovely sleek lines, with nothing to distort a pleasant picture. Fins here show best treatment of any domestic car. Workmanship seems better on inside and outside than last year. No overriders. Attractive lighting combination in front. Fog and side lights enclosed in bumpers. Four

driving lights neatly superimposed one above the other. Same suspension improvements as the Mercury.

First fully automatic convertible top — only needs hand guiding to lock automatically. Rear wheel differential is an added extra — nice for slippery surfaces and when stuck in snow or mud. Some colours more garish than those of its cheap brother. Electric locking of all four doors from one switch on the dash. Sun visors also padded for safety.

Continental Mark II touches are evident on the interior; for example, the radio speaker. Still the same useless bumper jack; an item Detroit sadly needs to change. Another "gi-normous" trunk. Hand controlled outside driver's mirror protrudes from beside the steering wheel — good for added safety. Well-padded dash. All window remote controls have been changed from the door to the left edge of the dash beside the windshield. Manual door locks are now placed on the door side half way up — same in Mercury.

Rear doors four inches wider for easier entry. Airconditioning system has four outlets (two on each side of interior) now, and the whole gubbins is mounted out of sight—using roof channelling as in the Continental. One shot lubrication retained. Minimum price in Ottawa, including heater is \$7,271.

ROLLS-ROYCE

In case you are intending to import or buy a new Rolls they have been fitted with power steering for the North American market. This accessory is available if the owner wishes.

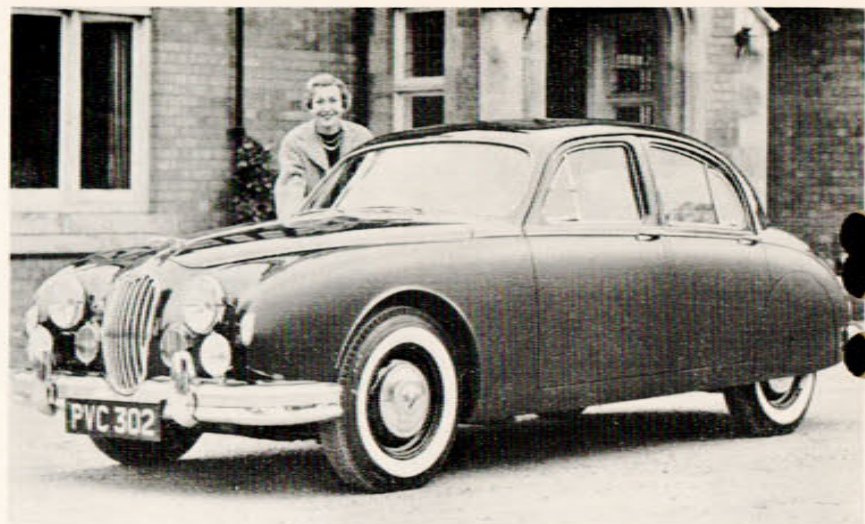
AIR SUSPENSION

Firestone are working on a car suspension based on compressed air in conjunction with a fluid which will give a markedly improved ride in comparison to conventional systems. It should be available on higher priced cars in 1957.

E.R.A. and B.M.C.

The British Motor Corporation have commissioned ERA to design a sports sedan which will incorporate many radical innovations. Now we may see a British car to compete with the Citroen DS-19, and about time, too.

Driving the 2.4 Jaguar



Roomy, comfortable, reliable and speedy.

BRIEF SPECIFICATIONS

Price—\$3795
O.D.—\$170
Automatic Gear box—\$220 (?)
Radio—\$145
Plus—ALL Jaguar engine accessories
Engine—6 cyl., dohc., 3.27" x 3.01", 2483 c.c., c.r.: 8:1, bhp of 112 at 5750 rpm, torque of 140 ft. lbs. at 2000 rpm.
Running weight—3300 (driver only).
Dimensions—
Length—181 in.
Width—67 in.
Wheelbase—107½ in.
Height—57½ in.
Track—54.6/50.1
Ground clearance—7 in.
Turning circle—33 ft. 6 in.
Performance—
0-60: 13 secs.
0-90: 35 secs.
Top—105
Fuel economy—
Without O.D.—20/23 mpg
With O.D.—22/34 mpg
Dealers—
Budd and Dyer, Montreal.
J. Cooke, Toronto & Winnipeg.
Plimley, Vancouver & Victoria.
Minn Motors, Edmonton.

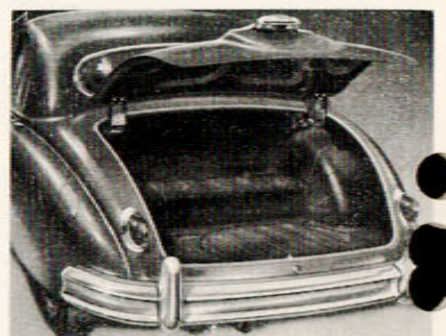
spected, driven and studied in the last few years this, to me, is the most outstanding; so much so that it merits being discussed twice.

The 2.4 like all other Jaguars has a character of its own, which is unfortunately not done justice by a photograph. And in a similar manner its many merits cannot be appreciated fully by a showroom study. It's quite obvious to even the casual visitor that the car has nice lines, is well finished and assembled, besides being rugged. That is only the beginning. In contrast to other British firms who appear fully to believe (and sometimes state) that their products are perfect to begin with and can do without criticism, Jaguar operate on the principal that all complaints and faults must be rectified as soon as possible. Individual owners will notice that their Jaguars often differ considerably in technical specifications, when to all intents and purposes they may have thought models of the same mark to be identical. Such is the road that leads to perfection and satisfied owners. However, don't go to the opposite end of the scale and believe that by waiting a few months you'll get a good car as opposed to a bad one! Both are good, the only difference will be perhaps in the odd item which may be more conveniently located, or improved to give slightly smoother operation over long periods of time.

It is not often that sports enthusiasts work up enough enthusiasm to drool over four door sedans, but the 2.4 is the exception. If you want comfort, reliability, room and speedy transportation—this is it. Should you also be the type who likes some fun in his driving, good quality in his car, and a pile of interesting machinery to fiddle with, then your answer is a 2.4. To elaborate, the car has adequate room to carry five adults and baggage over long distances without discomfort, and if you are looking for draught-proof windows, handy ash-trays and the other small items that make motoring pleasant they are also included in this specification. The driver will soon note that all the controls are

convenient; no knuckle-barking, or awkward probing at the wrong time. Steering wheel, foot controls, instruments, hand brake, gear lever, and seats all blend into one compact pleasant cockpit. In this respect I might add that we pilots are usually the first to complain when an item is placed where it should never be. On the right of the driver is a lockable compartment in the dash, and in front one large open drawer, in addition to copious pockets in all the doors.

The foot pedals are pendant, and heel and toe changing is effortless. You may find the gear lever is a little too far back for what you've been used to, yet this is a common feature with Jaguars (see the XK 140 write up a few issues ago) and only needs getting used to. The gearbox is similar to the Mark VII which is smooth, like a knife through butter, but has a long stroke. One magazine has complained that this tends to give the driver a rubbery feeling. I disagree, and see no reason for such a comment. And I feel you'll be happy to know that for once there is bags of room for both feet around those foot pedals.



Baggage space is large, well laid out and accessible (see cut). Under the circular cover on the floor lies the spare wheel and inlaid into the centre of this wheel is a very neat tool kit where the

tools are placed in foam rubber. For fiddlers like myself the car is equipped with a box of spare parts and gaskets in true Jaguar style. While you are gazing into that trunk, take in the size of those bumpers which look as if they are well capable of looking after your interests while Mother backs the family Goliath.

The engine used for this car is basically a shortened version of that used for the XK's and Mark VII; yet with a stroke of only three inches the same massive crankshaft and bearings (2.75") are utilized, as well as an identical head to that of the other engines. The result is an engine which is as unburstable as anything now in production. And what's more, the owner should get a very long and trouble free life from such a mixture. There are foul rumours to the effect that the bigger engine might be put into this car at a later date. We hope that they are only rumours as the car does not need the extra 51 cubic inches, more especially when the present engine can be developed with ease to put out considerably more power if needed. Overdrive has now been added, and with a rear axle ratio of 3.54 in overdrive you are presented with a theoretical 2500 foot per minute cruising speed of 109 mph! This extra is likely to give you quite economical mileage figures even when cruising at 80, which is an easy speed for this car. Overdrive models are fitted with a fourth gear ratio of 4.55, and standard cars with 4.27 now. The normal Borg-Warner automatic box will be available.

In the short time I had the car at my disposal in Montreal I was only able to drive it around the city, but that was sufficient to show up most of the car's characteristics. The engine ticks over at a silent 600 and pulls away easily in first gear from a stop; and will quickly break into a typical Jaguar screaming

whine if you want to be lead footed. Another magazine has noted that this first gear is too low and that second is a little high for taking off from a stop without undue clutch slipping; again I beg to dissent. The gear box is so smooth that gear-changing is all but effortless, and the lowish first gear is hardly noticeable as an inconvenience. Furthermore, I have always found that second gear is only used for starting when the take off is gentle, and it has never been intended as a substitute for those too lazy to change. The engine is incredibly willing and the tachometer comes around to the fire wall like a jack-rabbit, with never a trace of vibration. Enough of the engine. Let's consider the handling and riding properties.

One thing is a certainty, you'll never near your wife complaining that the ride is rough or uncomfortable; on the contrary it is amazingly soft. The car literally ate up the largest holes and bumps without a murmur or squeak. This is due no doubt in large part to a combination of the merits of unitary frame and body construction, which is used for the first time by Jaguar in the 2.4, and the interesting ¼ elliptics which carry the rear end. Once I'd discovered this welcome feature, which will greatly aid your pocket-book by giving long life on our many rough roads, I was equally surprised to find that the car rolled very little on hard corners. Oh, naturally it isn't as flat as a sports car, but it goes nowhere near the drunken angle often seen as our domestic products claw themselves around some mild bend. When the breakaway occurs it is difficult to say which end goes first as both seem to start sliding at the same time, but the slide can be controlled easily and stopped at will.

You may get the impression that because the steering requires 3¾ turns lock to lock that it would be spongy.

The opposite is true. It is smooth, accurate and positive, requiring little wheel-turning for most corners. The wind up only occurs in confined spaces when you are doing sharp turns. The excellent castoring action adds to the safety and ease of driving. It may be a trifle heavy at slow speeds, but only a trifle. The anchors are fool-proof and fade-proof for all normal, and even strenuous, driving. Though partly power-assisted, it is hard to realise that fact when you are using them, and you have feel at all times. Summing up the driving qualities I'd say that the 2.4 suits us all, male or female, and yet enables the driver to have some fun while he's getting his transportation.

Therefore, if you are a family man who wants an all round car which he can safely keep for four or five years, without worrying about excessive depreciation, undue maintenance problems, or whether he is managing to keep up with the Jones (they were left behind in your dust when you got this car anyway) then I fail to see how you can consider anything more suitable than this fascinating 2.4 Jaguar.

PERSONALITY . . .

(Continued from page 15)

"Sure," I said quickly, shoulders huddled under the professional scrutiny. "And thanks for the interview."

"That's fine," said Abe. "And thank the boys on the station for their support."

"Just one more question, though," I said, pausing at the door. "When you lose a button, or tear a cuff, who mends it?"

"My wife," he said, smiling. I took leave of Mr. and Mrs. Presky, confident that the station's tailoring problems are in good hands, and sure that I would be seeing him again—(Might as well get these hooks on right!).

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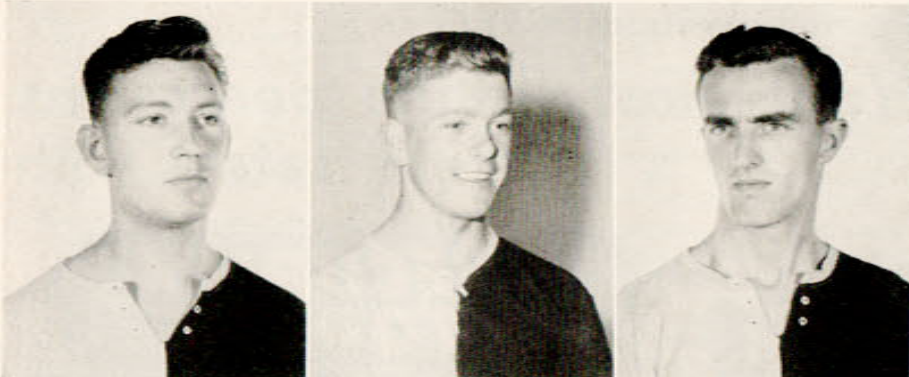
SOCCER



The season opened with a six-a-side tournament in the drill hall on February 9. LAC Denis Staff, of GCA Maintenance, is carrying on with the initial organization of the league and intersection teams, and will be very happy to hear from anyone interested in playing this year.

It is fairly certain the station will be represented in one or other of the Winnipeg leagues, and judging by past performances the boys should provide plenty of opposition.

THREE OF THE STATION SOCCER PLAYERS WHO HELPED THE TEAM WIN THE NEW CANADIAN LEAGUE CHAMPIONSHIP SO CONVINCINGLY LAST SEASON WITH 16 WINS AND NO DEFEATS.



PETE CATTLE

Played consistently at centre-half throughout the season. An English lad with plenty of determination he has recently left the RCAF and, we understand, is now at Clinton, instructing for the Department of Transport. Newly married.

DAVE SHARPE

Goal-scoring left-winger. Represented Manitoba All-Stars, and European-Canadian XI. Popular with the lady spectators! Good ball-player, is a NATO trainee from England.

TOM O'RAFFERTY

Known affectionately as "Raff," was a very solid team man, quiet and unassuming. Topped the list for consistent turn-outs. Versatile ball-player, could always be relied upon to fill the empty slot. Though we suspect he was a renegade Irishman, he claimed he was a Londoner. Is now vacationing in England after his release from the service.

The pic shows one of last season's intersection teams. Any section capable of entering a team in the competition is invited to contact either Staff, at Local 349, or the Rec Centre at Local 511.

Last year's league record will be impossible to beat, but we can match it, if we have the interest and the support.

VOLLEYBALL

Play has resumed in the intersection league. F/L Connolly has taken over as chairman from F/S Demeray, and double headers are planned for each Monday evening. It is intended that the winning team will carry the station colours in the 14 Training Group playoffs which start in March.

CURLING

Seventy-four rinks make up the draw in the evening curling league, a remarkable total. The rink is pretty well patronized, with the 24-rink intersection league (Wednesdays), the mixed league (week-

ends) and the High School league (Sunday mornings) keeping the ice occupied.

It's too early yet to publish any standings, as there have been only two or three games played in each division, but among the undefeated rinks we find F/O Langen's, S/L Graham's and Cpl. Montgomerie's. We'll bring you the standings in the next issue.

BOWLING

W.O. Loach is still high man as the league gets off to a fresh start after the holiday breather. By the time the next issue comes out we should have a little more information on present standings, and the names of the Christmas turkey winners.

HOCKEY

There has been plenty of hockey practice over the past few weeks, and by the time you read this intersection battle should be underway.

F/L Booth is looking after the Children's League, and he will accept any offers of help he can get. These kids are the stars of tomorrow, so the time we spend with them will indeed be well-spent.

ARCHERY

Moe Gillman tells me that the club didn't find the renovations in the drill hall too upsetting, as, through the kindness of the army authorities, they were able to use facilities at Fort Osborne during that period. Don't forget that all are welcome at the Tuesday and Thursday evening shoots.

CRICKET

The "Nomads" cricket team will be under the direction of LAC D. Considine during the forthcoming season. Dan can be contacted at Local 403, and tells me he will be distributing registration forms to all sections early next month.

All personnel who would like to play for the station team in the Manitoba Cricket League this year

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are asked to contact Considine as soon as possible. Matches are played in the Assiniboine Park every Saturday afternoon.

We hear from the league secretary that Shilo are entering a team this year, making the league line-up: RCAF Nomads, Bristol Aircraft, RAF Wanderers, RAF Astrals, Manitoba Telephones, Royal Society of St. George, Shilo and East Kildonan.

Practice facilities are available any evening during the season in the park, and, as in the past, the campaign will open with two Saturday practice matches, the first between Probables and Possibles, and the second a friendly between Nomads and one of the other league teams.

Don't forget that there are five trophies in the ring:

The McLimont Trophy—for league competition,

The Captain Vaughan Trophy—for the most valuable player in the league,

The Buckland - Large Trophy—for the best bowling average,

The E. L. Drewry Cup—for the best batting average,

The Fort Garry Cup—knock-out cup competition.

The Fort Garry Cup is presently held by the station team.

BASKETBALL

This year the station team is entered in the City and District league. Due to the long layoff whilst the gym floor was being resurfaced, the boys are finding the going a bit tough. With a few more practice sessions their play should pick up.

The U.S.A.F. team from Milner Ridge defeated us recently by a score of 55 to 37, with Anderson top scorer for the Yanks with 10 points. Brown followed closely with 9. For the station John McLaren and Ron Day racked up 8 and 6 respectively.

In a game between our gals' team and Tec Voc High School the airwomen downed the High School 42-22. Led by their high-scoring forward Chris Ivings (25 points) and Hazel Martin (12), the girls never looked better, and should provide some tough competition this year.

URANIUM

(Continued from page 3)

amounts of uranium have been discovered and are now being exploited in Ontario, Saskatchewan and the Northwest Territories. An RAF plane, stationed in western Canada for winter tests, is being used to carry a heavy load of transformers for one of the uranium mines in northern Saskatchewan. The winter freeze-up along the northern rivers prevented the equipment from being taken by barge. The company then asked the British supply ministry if the plane, a 67-ton Beverley, could be used for the work. Permission was granted and the transformers were delivered.

*Read further in BCA pamphlet, "Review of Events," 1st Jan., 1957.

WHAT IS IT?

(See page 18)

SIRIUS - 1929

This famous trail-blazer was built in 1929 especially for Col Charles A. Lindbergh. It was a two-place open-cockpit, low-wing monoplane, powered by a 750 horsepower Wright Cyclone engine. Its design included a great amount of space in the fuselage for mail, express, or extra fuel tanks if extra-range was desired. This was Lockheed's first low-wing model, and used the monocoque plywood construction similar to that in the Vega.

Most famous model of this ship was Col. Lindbergh's Sirius, now in the Museum of Natural History at New York. With this ship, Lindbergh established many new records including a west-to-east transcontinental speed record of 14 hours and 45 minutes in 1930. His 29,000 mile survey flight to Labrador, Greenland, Iceland, Europe, the Azores, Africa, Brazil and back to the United States helped establish later air transport routes.

Dimensions:

Wing span—42 feet, 9 1/4 inches.
Length—27 feet, 1 inch.
Height—9 feet, 3 inches.
Gross weight—7099 pounds.
Useful load—2810 pounds.
Engine—Wright Cyclone SR1820-F2
710 horsepower.
Cruising speed—150 miles per hour.
Top speed—185 miles per hour.

In 1931 Col. and Mrs. Lindbergh flew their Sirius from Washington, D.C. across the Bering Sea to Tokyo. This flight was described by Mrs. Lindbergh in her famous book, "North to the Orient."

The Lindberghs made other famous flights in their Sirius: they established a new U.S. transcontinental speed record in 1930 by flying from Calif. to N.Y. in 14 hours, 45 minutes including one stop. In 1933 they made a 29,000 mile survey flight of possible transport routes from New York to Labrador, Greenland, Iceland, Europe, the Azores, Africa, Brazil and back to New York.

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"...and by virtue of the authority vested in me, do hereby promote you to the rank of Group Captain..."
Baynes Voxair

**GRADUATING CLASS
5516 (LR)**



Back row, l. to r.: F/C Cimon, P/O McArthur, A/P/O McCracken, P/O Strickland-Clark, P/O Clark, A/P/O Davie and P/O Durston. Front row, l. to r.: P/O Ford, F/C Clifton, F/O Sutherland (Class Director), F/C McDonald and P/O Hackney.

**NATO PRAVDA
January First, 1984**

TODAY, the fifth anniversary of the accession of our beloved Big Brother Peter, the following changes in the Supreme Council have been announced.

Comrade Sidstan Ackney, the well-known and popular author of "Tales of the First Imperialist War," "Flak over St. Agathe," and other titles, has been made Minister of Truth. He succeeds Comrade Knobbend Klarke, whose infamous mural "Knudes I have Known," although enjoying much popularity among the bourgeois dogs of the West, offended the more delicate sensibilities of loyal Comrades. Together with Comrade Klarke fell his faithful ally, Comrade Simon le Knitte, whose refusal to give up his Nationalist drink, "parlour beer," and drink "The People's Vodka" has won him many critics.

Comrade Gerwald Sclark, whose brilliantly successful campaign in opposition to Comrade Davie's thesis "We live in Two Different Worlds," culminating in his engagement to a girl 10 miles away, has now ousted the Minister from his post as Minister of Love. Comrade Davie's stubborn refusal to look at any girl who lives more than a mile from his home has won him many enemies, among the most notable of whom is Comrade Chief Big McA, who first initiated the idea of international love. Comrade Sclark's more tenacious opposition and his abandoning of the old imperialist tradition of a double-

name have won him the top rank in his field.

Our new Minister of Peace is Comrade Coco Redmonds, who won his laurels in restoring peace during the nationalist uprising in the Middle East. His famous battle-cry "we'll crush those wogs" daunted many traitors during those troublesome times. Among high-ranking officials who were promoted was Comrade Joseph Crackunin, whose adoption of the name of one most beloved leader, Joseph Stalin, and whose fiery leadership in subduing traitors, who, in his own words, tried to "push their luck" too far, have won him wide renown. Another is Comrade Wee Hurd, whose fine military figure, garbed in his uniform of Commissar of the People's Army, graces many of our parades of loyalty and affection.

To the head of the Ministry of Freedom has returned Comrade McDonald, whose famous cry of "Free Beer, Free Love" has won greater fame than the decadent Imperialist Roman motto of "Bread and circuses." Through determined adherence to this motto Comrade McDonald has survived two purges, conducted by the sinister Comrade Cliftunin. Comrade Cliftunin, the new chief of the Secret Police, announced today leering from behind his rimless lenses, that he will crush any capitalist uprising with his whole weight (325 pounds).

Finally, an honourable mention to the bookish historian, Comrade Durston, whose admirable thesis on the old capitalist gangs, Klu Klux Klan and Oh Tee, has won him many enemies among these once powerful gangs.

In conclusion we can only state that these Comrades, all of whom have survived purges conducted by such sects as the Cee Tea Bord, are an excellent choice on the part of our noble Leader. "Long Live Big Brother Peter."

"BIG BROTHER IS WATCHING YOU."

NEW YEAR'S HONOURS LIST

THE PEACE PRIZE. Awarded to F/O Sutherland for his mediations in inter-departmental disputes.

LITERARY (FICTION) PRIZE. To P/O Hackney, for his best seller, "There I was . . ."

MEDICAL SCIENCE PRIZE. To F/C Cimon, for devotion to nurses.

DIPLOMACY PRIZE. To F/C Clifton, for avoiding open war with the Kippers.

ARTS PRIZE. To P/O Clarke, for his "The Reclining Nudes," drawn from memory.

PROGRESS PRIZE. To F/O Redmonds, whose length of service is still trying to catch up with his seniority.

TIME AND MOTION STUDY PRIZE. To A/P/O McCracken, for immobility.

KATE AITKEN PRIZE. To F/C McDonald, for cooking.

S.H.A.P.E. PRIZE. To P/O Ford.

WEINER PRIZE. To A/P/O Davie, for messing up the messing.

LAW PRIZE. To P/O McArthur, for his discourses on The Rights of Man.

AGRICULTURAL PRIZE. To P/O Durston, a man outstanding in his field.

COMRADESHIP PRIZE. To P/O S-Clark, for taking six friends on his honeymoon.

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Back row, l. to r.: F/C Hayes, F/L Button, F/L Piercy (Class Director), F/C Bremner and F/C Morriss.
Front row, l. to r.: F/C Tait, F/O Griffiths, F/C Trudeau and F/C Franko.

F/C Bremner
Home: Swift Current, Sask.
Nickname: "Bud."
Appearance: Governed by sick parade and drill periods.
Usually Seen: Giving duff gen to junior courses.
Favorite Expression: "Now, now, Stanley."
Ambition: To find out how \$23 worth of Simonize can be used on one Chev in one month.
Probable Destination: Stain Less wing man.
Pet Peeve: Being laughed at when telling war stories.

F/L Button
Home: Belleville, Ont.
Nickname: "Belly."
Appearance: Lou Costello, without the hat.
Usually Seen: Seldom (Montreal).
Favorite Expression: "Do you know where the yellow went?"
Ambition: To get on a squadron.
Probable Destination: A.O.S. Nav. Instructor.
Pet Peeve: Too much mix.

F/C Franko
Home: Edmonton, Alberta.
Nickname: "Inky."

Appearance: Stocky.
Usually Seen: Trying to make a dollar out of fifteen cents.
Favorite Expression: "Aw, gee whiz, fellers . . ."
Ambition: To invent a non-leaking ball-point pen.
Probable Destination: S.A.O.
Pet Peeve: Norwegians, after the beer has been called.

F/O Griffiths
Home: Vancouver, B.C.
Nickname: "Griff."
Appearance: Lou Costello, with the hat.
Usually Seen: From 0800 - 1700 hrs.
Favorite Expression: "We'll ace this one, boys!"
Ambition: A night out with the boys.
Probable Destination: Staying home, doing the dishes.
Pet Peeve: Winnipeg.

F/C Hayes
Home: Port Arthur, Ont.
Nickname: "Tee-Are."
Appearance: Horizontal.
Usually Seen: In the Pit.
Favorite Expression: "*/&%\$*8! I'm awake!"
Ambition: '58 O'smobile.
Probable Destination: The altar.
Pet Peeve: Gain and Intensity.

F/C Morriss
Home: Steinbach, Man.
Nickname: "Ken."
Appearance: Charles Atlas (Before!).
Usually Seen: Falling in love with other guys' dates.
Favorite Expression: "Hello, it's me, and I'm in love again!"
Ambition: Air Attache to Steinbach.
Probable Destination: O.T. A.I.
Pet Peeve: Hillbilly music.

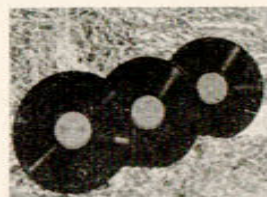
F/C Tait
Home: Chalk River, Ont.
Nickname: "Alf."
Appearance: Rock around the clock.
Usually Seen: On the Indian list.
Favorite Expression: "Two O'Keefe's, Harry."
Ambition: To get table service.
Probable Destination: G.C.I. Controller.
Pet Peeve: Downtrodden airmen.

F/C Trudeau
Home: Montreal, Quebec.
Nickname: "Jerry."
Appearance: Gassed.
Usually Seen: Sober.
Favorite Expression: "Which one of you fellas will loan me your car?"
Ambition: A new transmission.
Probable Destination: A grease monkey.
Pet Peeve: '49 Chevs.

F/L Piercy
Home: Vancouver, B.C.
Nickname: "Mike."
Appearance: Tired (just married).
Usually Seen: On leave.
Favorite Expression: "Plenty of single girls, if you look for 'em."
Ambition: None.
Probable Destination: C.D. 5608.
Pet Peeve: 5608.

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