



MISS UNIVERSE

LONG BEACH, Calif. Gladys Zender, brunette Peruvian beauty, poses beside the trophy she won when she was selected Miss Universe in the finals of the international beauty pageant. She is 36-23-32, 5 feet 7 inches tall, with bottom measurements of 36-23-32. (AP Wirephoto)

Says Structural Tests Of Jet Plane's Wing Not Carried Out

By DAVE McINTOSH
Canadian Press Staff Writer

OTTAWA (CP)—The RCAF so far has not acted on the 14-month-old recommendation of an air force board of inquiry that the wing of a Mark VCF-100 jet interceptor be structurally tested. It has been learned authoritatively.

COMING EVENTS

- Cardigan Tea Party, July 31.
- Kelly's Cross Picnic Wednesday July 24th.
- Dance Summerville School Wednesday, Good Music.
- Dance Elmwood School Thursday July 25th Canteen service.
- Brae parish picnic Tuesday July 23rd.
- Dance Iona East School every Monday night.
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- Regular dance Bonshaw Inn Tuesday night; Burns Orchestra.
- Grand River Picnic, July 23rd. Meals 5-9. Also games.
- Barn dance, Cliff Peters Rolfe Bay, Monday, July 22nd.
- Barn Dance, Garfield McPhee's Brookfield, Wednesday, Burn's Orchestra.
- Reserve August 6th for Potato Field Day at Experimental Farm, Charlottetown.
- Regular weekly dance at Stanley Bridge Rink Hall, Tuesday. Music by Mellowaires.
- Chicken supper at St. George's Wednesday, July 24th. Meals served 4 to 10.
- Ice-Cream Festival, Manss grounds, St. Peters Bay, Tuesday, July 23rd.
- Dance in C.Y.C. Hall, Cardigan, every Monday night. Webster's Orchestra.
- Picnic new Zealand Tuesday July 23rd, meals 4 to 8. Bingo and other games dance after.
- Notice all over due taxes owing Kingston School must be paid by July 27, 1957, otherwise will be handed in for collection. By order of Trustees.
- Dance Elmwood School, Thursday, July 25th. Canteen service.
- Picnic New Zealand, Tuesday, July 23rd; meals 4 to 8. Bingo and other games. Dance after.
- Dance Corraville School Tuesday, July 23rd, Boudreaull's Orchestra. Refreshments.
- Come to the Big Barn Dance at Broaden Ford's, Harrington, Tuesday, July 23.
- Dance in Dixon's Barn Fortune Budge, Friday, July 26th. Webster's Orchestra.
- Barn Dance at Wilfred Fogarty's Seven Mile road, every Wednesday Webster's Orchestra.
- Dance Mt. Stewart Hall every Tuesday night. Rollie MacKenzie's Orchestra.
- Pick your own Strawberries, beginning Monday. Bring boxes. Michael McGuirk, Dromore.
- Chicken and ham supper Grandview Hall, Wednesday July 24th. Supper served from 5 to 9. Dance after.

the wing of a Mark VCF-100 jet interceptor be structurally tested. It has been learned authoritatively. The board's recommendation stemmed from the fatal crash of a Mark V CF-100 at Kinross, Mich., May 19, 1956, in which the starboard wing broke off during a low-level speed run. Two men were killed. On June 8 this year, at London, Ont., two airmen were killed in a similar accident. Both the port and starboard wings of a Mark V CF-100 broke in low-level, high-speed flight. The RCAF said the wing structure of the Mark V has been thoroughly tested since early 1955 but that this was done by employing a wing from a Mark IV version of the aircraft. To give the CF-100 more altitude, the earlier Mark IV wing was extended by some three feet at either end to create the Mark V. The air force maintained that it was able to duplicate exactly the stresses which would occur on a Mark V wing by using the Mark IV wing. Defence Minister Peakes told a reporter he was not acquainted with the matter and therefore could not say immediately whether an investigation will be launched. At Toronto, a spokesman for Avro Aircraft Ltd., manufacturer of the CF-100, said the company has never received any RCAF board of inquiry recommendation concerning wing-tests. SUGGESTION FANTASTIC But "to suggest that both Avro and RCAF engineers felt there was a structural weakness in the aircraft and that the aircraft was nevertheless kept in operational service is fantastic," the spokesman said. He added that Avro now is structurally testing the wing to be used on the Mark VI CF-100. It was learned here from competent engineers acquainted with CF-100 production that a complete Mark V wing will be structurally tested after trials on the Mark VI are completed. A structural ground test consists of placing weights on a wing until it breaks. It thus can be determined how much stress the wing can withstand under flight conditions and the RCAF lays down rigid speed rules for its aircraft at various heights. After Ft. Li. S. E. (Al) Marshall of Peterborough, Ont., and his American passenger were killed at Kinross last year, the RCAF ordered a reduction in the maximum permissible speed of a Mark V CF-100 at low level. For security reasons, the amount of the reduction in miles per hour cannot be given. Marshall was the first member of the RCAF killed in the crash of a Mark V, the plane now used by Canada's nine home defence squadrons. RCAF CF-100 squadrons in Europe are equipped with the Mark IV version. A board of inquiry headed by Wing Cmdr. K. B. Handley, commander of a CF-100 squadron, found that the Mark V wing itself had never been tested structurally on the ground though the plane had been put through its paces in the air. RECOMMENDED TEST It recommended May 27, 1956, that a "complete wing of a Mark V Canuck (CF-100) be submitted to a structural integrity test and its examine the general flying characteristics of the Mark V wing, complete with rocket pod." It did not recommend that the air-

craft be grounded. The board of inquiry found no evidence that Marshall was exceeding the speed limit which then applied on the Mark V CF-100 when he made his fatal run across Kinross field. The air force said Thursday that broken-wing accidents involving the CF-100 bore out conclusively the results of the structural tests with the Mark IV wing—that the Mark V wing could shear off under too heavy stress exactly where it had been determined it would. An RCAF spokesman said the board of inquiry into the June 8 accident at London has not reported its findings yet. FO Leslie Sparrow of Powell River, B.C., and Douglas A. Sheffield of Ottawa were killed when their Mark V CF-100 crashed during a low-level run across Cranston airport. A film of the accident showed that both wings broke off about five feet from the tips. Immediately after the June 8 accident, Alfred Sheffield, father of FO Sheffield and a former RCAF squadron leader, protested to Air Marshal Roy Slemen, chief of air staff, about "ridiculous and useless" air shows and asked that the CF-100 be taken out of service.

British Liner Arrives Safely

EAST LONDON, South Africa (Reuters)—The 13,000-ton British liner City of Exeter arrived here safely Thursday despite reports she had caught fire and exploded. It was all the fault of a dazzling sunset. Dozens of horrified eyewitnesses on the beach of Margate, a coastal resort, told police they had seen the liner offshore, ablaze from stem to stern. Ships and planes were immediately alerted to search for wreckage. Officials explained that the rays of the sunset, distorted by haze, produced the illusion of a ship in flames. When the liner vanished in the haze, the eyewitnesses were sure she had sunk.

W. M. S. Have July Meeting

On Friday afternoon, June the twenty-eighth, a very successful missionary rally was held in the Broadbaine United Church. The opening worship in charge of the Summerfield W.M.S. was led by Mrs. Sutherland MacKay, Mrs. Keith Mayne and Mrs. Crawford Sinclair. Mrs. George Dunning Granville, then presided. The address of welcome was given by Mrs. Hugh F. MacKay Broadbaine; greetings were read from the Broadbaine Presbyterian Church; Mrs. Gerald Smith, Granville, called the roll of the auxiliaries, a chorus "Jesus Loves the Children" was sung by the girls of the Broadbaine Mission Band. After the first two verses of the theme song "Jesus Master, whose I Am" were sung. Mrs. F.W. Cutcliffe, Presbyterian president introduced Mrs. E.R. Woodside, Bathurst, N.B., guest speaker for the afternoon. Who spoke on the subject "To Reach Upward to Higher Goals" During the singing of the two remaining verses of the theme song, the offering was taken by Mrs. J. A. MacDonald and Mrs. Willard Inman. Mrs. W.E. Stevenson sang a solo. Then Mrs. Harold Leard read the report of the literature secretary. Mrs. (Rev.) A.S. MacKay gave an inspiring talk on missionary

Comedy Roles Are No Joke

VANCOUVER (CP)—Being a comedian "is one of the saddest jobs in the theatre," says New York Jack Collins. Audiences today are becoming more discerning about humor, he says. "No one wants to laugh at slapstick any more—it's considered hick stuff. What was considered uproariously funny a generation ago wouldn't rouse a giggle today." Collins, finishing his Broadway role in No Time For Sergeants here for the opening of Theatre Under The Stars production of Where's Charley? And he says he finds "far more freedom on the stage" in Vancouver than in New York. "New York producers are overly cautious. They see an actor in a certain type of role and very often he's stuck with it. Here at TUTS in four summers I've played more different types of roles than anywhere else." But whether it's Vancouver or New York, "comedy roles are no joke."

Where Did Plane Go Is Mystery

VAL D'OR, Que. (CP)—Where did John Haffey take his plane after 11:30 a. m. Wednesday, July 3? The RCAF would like to know what happened that murky morning at 11,000 feet over far Northwest Quebec. So would some 17 days women to whom the last 17 days have seemed an eternity of waiting, alternately with hope and without it. To 20-odd flying crews, the last 17 days have been repetitious—takeoffs into forbidding overcast, endless watches with eyes trained on lakes, forests and muskeg swamps for a trace of the 38-year-old Haffey's Lockheed Hudson photo-survey plane and the three men who were with him. To the RCAF, tackling 100,000-odd square miles of wooded wilderness in search of downed aircraft is old hat. In a wild and desolate region such as this, every sign must be regarded as a clue for there are so few people that prospectors 100 miles apart regard themselves as neighbors.

TYPICAL PROGRAM

Saturday was a typical day in the lives of the 125-member air and ground search team. Ten twin-engine Dakotas flew search sorties in the morning. Nine were up in the afternoon. Then the crews ate supper and studied plans for a night search for possible lights, flares or fires. Haffey, together with flight engineer John O'Neill, 23, of Oshawa, Ont., RCAF WOI James N. Clemens, 45, of Ottawa, and Harvey Hule of Montreal's Fraser Brace Engineering Company, vanished sometime after the pilot, Haffey, reported he was at 11,000 feet and on course to Val d'Or, a mining community. He had taken off less than an hour before from Great Whale River, a hardy community on the east shore of Hudson Bay 500 miles north of here. The word got to Toronto and Kenting Aviation Company, which owns the plane. It reached Trenton, Ont., RCAF station and the air force went to work, mobilizing planes and men and shipping them to Val d'Or to begin an assault on the wilderness.

WAITING BEGAN

And the waiting began: at Cyrville, where Warrant Officer Clemens' wife Margaret lives; at Oshawa, where O'Neill's brother lives; at Brooklin, Ont., where Haffey's wife Beverly and a daughter Linda, 3, live and at Montreal, where Hule's family is believed to be. There have been false leads—

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MONDAY, JULY 22

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Author Is Dead

KENNEBUNKPORT, Me. (AP) Author E. W. Roberts whose historical novels have repeatedly made the best seller lists since 1937, died Sunday. He was 71. His family said Roberts had been in bed for only a week and had just completed proof reading another novel, Water Unlimited, due for October publication. A niece, Miss Marjorie Mosser, said death was due to coronary thrombosis.

Recently Roberts won a special Pulitzer citation for his books which the Pulitzer committee said "have long created a greater interest in our early American history."

Death came at Roberts' Seaside farm where he said he "dabbled in off-beat agriculture."

The farm is adjacent to the home of his late friend Booth Tarkington, who created Penrod.

A six-footer, a rapid conversationalist and eager worker, Roberts first hit the charmed circle of literary best sellers with Northwest Passage in 1937. His last published novel was Boon Island.

SERIES OF NOVELS

Prior to Northwest Passage, a story of French and Indian wars, Roberts produced a series of romantic-realistic novels dealing with the revolution and war of 1812, starting with Arundel and followed by The Lively Lady, Rabble in Arms, and Captain Caution.

Roberts was born here Dec. 8, 1885. His family settled in Maine in 1639 and his men had fought for American rights at sea and ashore.

Roberts described the writing of historical novels as a tedious task, involving the shifting out of mistakes and piecing together scattered accounts, "but," he once said, "you have a feeling you've done something when you've done a historical novel."

GREENWICH W.I

The regular monthly meeting of Greenwich W.I met at the home of Mrs Richard Hayden Meeting opened with a "Thought" and the song, "More We Get Together", followed by the Creed. Roll call was "What we enjoyed most at the District or Provincial Conventions". Minutes were read and discussed. Mrs Nelson Squires gave a report on plans for swimming classes Sick and school committees reported, also a report on sewing club.

The Greenwich W.I were hostesses for the district convention this year and a report of the convention was given at this meeting. A thank you letter was to be sent to the manager of the Holy Name Hall.

Mrs. Earl MacEwen, president, thanked all members for helping at the convention. Five members and one official delegate attended the provincial convention. Mrs. Luth Sanderson gave a very fine report on this convention.

Mrs Hayden displayed dishes, won by the Institute from the "Cream of the West Four". A letter of thanks was sent to Joseph Lewis, manager of St. Peter's Co-op, and a personal thanks to Ralph Sanderson for their cooperation in helping to obtain dishes.

Three of members attended the New Perth Convention and Mrs. Sutherland gave a report. Correspondence was read and discussed. A delicious lunch was served by Mrs Hayden. A vote of thanks was extended to the hostess. A sing song brought the meeting to a close.

At present, air force chemists are testing a water sample from a remote lake where an oil slick was spotted on the surface. They are trying to determine whether it was aircraft fuel.

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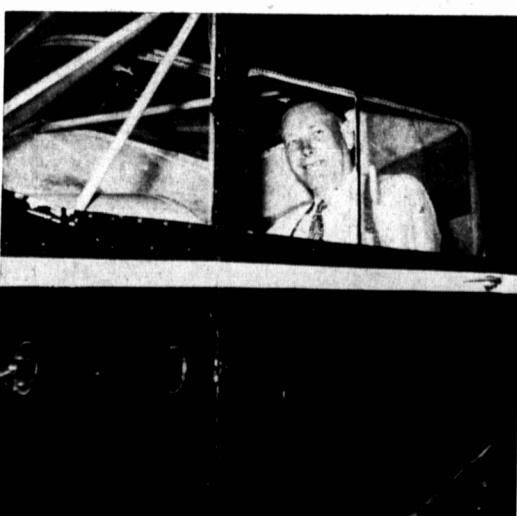
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Pilot and DOWD MOTORS car salesman G. H. (George) Newman is shown at the controls of his Fleet Canuck plane which he will use this evening to distribute lucky leaflets over Central and Eastern end of Province.

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4 Door Sedan. Dark green. Bonded. V-8 motor. | 1956 CHEVROLET
4 Door Hard Top Sedan. This car, a company demonstrator has very low mileage. V-8 motor. | 1956 CHEVROLET
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- | | | |
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| 1955 CHEVROLET
Bel Air 4 Door Sedan. Two tone grey and coral. Equipped with heater, defroster, power brakes, power steering, radio and power glide transmission. | 1954 METEOR
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