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• AN AIRFORCE NEWSMAGAZINE •

VOL. 9, No. 9

SEPTEMBER, 1960

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VOXAIR is published on the 15th of every month with the kind permission of The Commanding Officer, Royal Canadian Air Force Station Winnipeg, Stevenson Field, Westwin, Manitoba.

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

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscriptions are priced at 1 year (12 issues) \$1.20; 3 years (36 issues) \$3.50; 5 years (60 issues) \$5.50. Postpaid anywhere in the world. Address all subscription correspondence to: Subscription Department, Voxair, R.C.A.F. Station Winnipeg, Stevenson

Field, Westwin, Manitoba. Applications from overseas should be accompanied by an international money order for the necessary amount. Canadian subscribers should make their cheques payable to: R.C.A.F. Station, Winnipeg Station Fund.

EXECUTIVE AND EDITORIAL OFFICES: R.C.A.F. Station Winnipeg, Westwin, Manitoba. Telephone VE 2-1311, Local 292. Printed by The Wallingford Press Ltd., 303 Kennedy Street, Winnipeg 2, Manitoba. Authorized second class matter by the Post Office Department, Ottawa, Ontario.

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



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EDITORIAL CORNER

Battle of Britain

TWENTY YEARS AGO this month, a series of vitally important aerial conflicts, fought high in the skies ranging over Southern England, the English Channel and the Low Countries, came to a climax. During the critical period from July to October 1940, enemy air attacks upon the United Kingdom, the last stronghold of freedom in Europe, had increased, but the "Luftwaffe" were gradually beaten off by the men of the RAF and their comrades of the Commonwealth Air Forces.

History now records those aerial combats as the Battle of Britain, but it should be lastingly remembered that it was not only for Britain that those outstanding young airmen flew, but for the rest of the free world as well. They came, not only from Great Britain but from all other countries of the Commonwealth, in defence of the heritage of Freedom which has been handed down to us. Time has doubtless dimmed the memory of their faces for most of us, but who among us, except the very young, cannot remember some of the more outstanding of their names, and something of their deeds. Paddy Finucane, Cobber Kane, Sailor Malan, the legless ace Douglas Bader, and the Canadians Stan Turner and Buck McNair to mention only a few on that glorious roll.

The mere recalling of their names reminds us too of the airfields from which they flew, Biggin Hill, Manston, North Weald, Northolt, and Duxford, where the famous "Duxford Wing" was born, with many outstanding Canadian pilots among its ranks. How many, we wonder, when looking up at the azure blue of the summer sky, can remember the warm lazy summer afternoons, perhaps unusual for the English countryside, when suddenly the stillness was shattered by the ugly frightening wail of the sirens, and the thunder of engines overhead, and then suddenly, breathtakingly high above, the twisting turning contrails, the snarling whine of diving aircraft, and the chilling crackling chatter of cannon and machine guns.

Yes, twenty years is a long time, and memory has dimmed, but on Battle of Britain Sunday, this year as in other years, lift up your hearts in humble prayer, and offer silent thanks, secure in the prideful knowledge that the destiny for which these men paid the supreme sacrifice, is still in our hands, the hands of the successors to the honoured "FEW."

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Nancie Rideout shows the students, John and Judy Rosch, the proper way to flex the knees in order to perform the tricks with better balance and stability.

WATER-SKI TRICKS MADE EASY

ANY one can learn the elements of water skiing. If you have normal co-ordination you can generally get up on the skis in the first few attempts. After the skier has mastered the ability to cross the wake on two skis and maintaining good posture, he generally looks for new worlds to conquer. This usually begins with dropping one ski and riding on the remaining one with both feet. Then the skier learns to cross the wake on one ski, going back and forth much in the manner of a slalom skier. Those of you who want to continue on from this into the trick field, must begin with some basic equipment which makes the job easier.

First of all, assuming that you have adequate power, you need to have a special kind of ski called the TURNAROUND. There are a number of different types, but they have one thing in common—they are shorter than the regular ski, about 54 inches long. The type of end, rounded or square, depends on personal preference, and on the type of stunts performed.

The next thing is the proper method of towing the skier. It is very important to keep the rope up high enough to prevent it from touching the water. Nothing is more disastrous to a skier performing

tricks, than to have the rope touch the crest of the wake or the surface of the water, which creates a whipping motion that throws the skier completely off balance. It should be high enough so that it clears the engine completely and does not interfere in any way with the steering of the boat. One of the best set-ups in this field is a U-shaped tow bar that straddles the engine and fastens to the transom of the boat. This will also help keep the rope from getting caught in the prop. Futurity Hitch is the developer of this tow arrangement and is very reasonable.

Other devices on the market of help to trick skiing are the Morse single level control which permits the driver more maneuverability in getting the tow line to a fallen skier for another try. Another device is made by Sea-Trim and is known as Plane-O-Matics. They are like the trim tabs on an airplane and fasten to the transom of the boat and permit the driver to control the planning attitude of the boat from within the cockpit. One of the big advantages of this device is that the boat can take off in a flat planning attitude without the bow rising up and obscuring the driver's vision. There has always been the need of communication between boat and skier, other than shouting or waving the arms. Air-guide Instrument Company has accomplished this in a more logical way with their Ski-Talkie which is a tow line that has a combination water proof microphone and speaker on the handle of the tow bar. The driver of the boat also has a combination speaker and microphone which may be either attached to the dash on a clip or hand held. It is not only a great device for safety, but will be of invaluable aid in teaching and coaching water skiers. The new devices are worth a brief mention because they make trick skiing easier.

Now, most of the wake tricks are based upon the mastery of the side slide. This is also referred to as a 90-degree turn and the same maneuvers are necessary for side slides. As for the 360-degree turn, there is a complete turnaround. Being able to accomplish this also enables you to switch from front to back and you wind up skiing backwards. In making the 90-degree turn, or side slide, on two skis, square off with the boat with your side and shoulder, with the front of your body at a 90-degree angle to the boat. It is much more difficult to hold the 90-degree position for any length of time, because the leading edges are at their greatest length. With a larger surface, there is a greater chance of the edges becoming submerged by the wake or rough water. Your free hand is held out to the side and parallel to the surface of the water to afford additional balance. Your ankles will urge you to be very cautious at this stage because if your front ski were to go under, the back ski could override your other ski and result in a sore ankle.

To recover, swing your arm and shoulder, turning your skis back to the front of the boat with your weight equally distributed and gradually shifted to your heels.

Going into the 360-degree turnaround from the side slide, can usually be accomplished in a reasonable length of time. You begin riding behind the wake in a crouched position, and swing your arm



Here we have Judy Rosch having completed a front to back turn and she is skiing backwards. Nancie Rideout is coaching her via the new Airguide Ski-Talkie.



NANCIE RIDEOUT, WORLD'S CHAMPION WATER SKI JUMPER, demonstrates the side slide on two skis. Notice how she is squaring off with the boat with her side and shoulder and the body is at a 90-degree angle to the boat. You can also see how the Sea-Trim device on the back of the boat is holding the bow down, for good visibility, at a low rate of speed.

and shoulder in the direction you want to turn in. Footwork is important in this maneuver, for in normal ski position only an 8-inch surface (the width of the ski) offers resistance to the water. As you turn, the resisting surface increases to the entire length of your ski.

You will recall that the skis are turned up at the tips to keep them from submerging, and that your weight is shifted to the heels to help keep the tips up. Now you are confronted with keeping the increasing edge of your skis up as you turn. When you have made a 90-degree turn, the sides of your skis become the leading edges and must be tilted or raised enough to keep them from going under, thereby preventing your being pulled over or out of your skis. Of course, leaning against the pull of the boat will help raise the edges. Also, the ankles can be employed to turn the foot sideways.

As you continue beyond the 90-degree turn, the area of resistance decreases until finally you reach the 180-degree position, where you again need consider only the width of the ski. Here you must be leaning away from the boat enough to keep the back edge out of the wake.

As you continue turning to resume the front position, your weight shifts from the balls of your feet to the center of the arches, equally in both skis. Again, the most crucial part comes when you are at an angle of 90 degrees with the boat and both edges must be kept up. As you swing around for the completion of your 360-degree turn, your skis should still be parallel and an equal distance apart. This does not mean that the skis' tips or ends will be lined up during the turn, for the outside ski will usually come forward several inches during the turn.

Beginners should take note that bent arms play an important part in making the turnarounds. Most experts pull the tow handle toward the body, holding it as close to the stomach as possible before releasing it and swinging their free hand. By exerting muscular tension you keep the tow handle close to the body and co-ordinated with the turn to steady the arch of the back meeting with the moving free hand. With the handle kept close to the back, and the arms bent, there is less chance of being pulled over backwards than if the arms were straight and fully extended. You are still in a crouching position, keeping the body low throughout the turn for better balance. Avoid excessive bending of your knees or trying to force the skis around during a turn. The results are inevitable. The ski on the outside of the turn will have a wider orbit, and the edge will catch in the surface of the water, pulling the ski off.

After completion of two ski turnarounds, you may vary from the 360 with continuous turns ranging as high as your ability permits. For example, from a 360 you can continue and go right into a 720- or 1,080-degree turn. The main problem here will be to check on your position relative to the wake and make certain that you do not wander out over the wake, but keep as near the center of it as possible.

Another type of stunt that will help develop your co-ordination is to master the 360-degree turn in both directions. As soon as you have grabbed the tow handle and completed one turnaround, you quickly drop your arm and swing it in the direction opposite that of the turn just completed. For trick competition in tournaments, the skier cannot hesitate too long in the front position before going into another 360-degree turnaround.

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WEEK-END WARRIOR PERSONALITIES



W/C David Gray — Commanding Officer of 402 Squadron Auxiliary RCAF — discusses administrative details with Cpl. Mary Massier who is in charge of the Auxiliary Orderly Room.

BURIED deep in the western prairies of Saskatchewan, about sixty miles east of Saskatoon, lies the small farming community of Bruna. Here, situated on the main street, a Frenchman named John Massier eked out a livelihood in his small but efficient garage.

Our story really begins on Oct. 14, 1931, John's wife Leona, already the mother of two strapping boys, was momentarily expecting a third child. About eight thirty in the evening, John bundled his wife against this chilly October air and in his ancient rattled car sped her to the hospital eighteen miles away in Humbolt. Here, at two o'clock in the morning of the fifteenth, Leona Massier gave birth to a nine-pound six-ounce girl christened Mary Alice Theresa Massier.

Maryalyce (she prefers her own version of her name) spent the first six years of her life in Bruno before moving to Winnipeg with her family. Graduating from St. Edward's Private school Maryalyce entered St. Mary's Academy to begin her junior matriculation training. Unfortunately, due to illness she was unable to finish her studies and subsequently enrolled in a commercial training course at Winnipeg's Daniel McIntyre Collegiate Institute.

In 1948, Maryalyce landed a job as a clerk typist with the Dominion Income Tax office in Winnipeg. Illness which affected her hand prevented her from typing and forced her to take up a position as a switchboard operator in the same office.

In 1951, the RCAF began recruiting women and Maryalyce, following the footsteps of her brother (a S/L in the RCAF), enrolled in September of that year in what was then 402 Fighter Bomber Squadron. This was nine years ago. Today Maryalyce is a Cpl. clerk typist in charge of the Auxiliary Orderly Room of 402 Sqn.

She admits to enjoying airforce life and has faithfully attended every summer camp the reserve have held at such places as Watson Lake, Saskatoon, Cold Lake, Montreal, Gimli and many others.

Summer Camps with the Reserve has instilled in Maryalyce the urge to travel and in 1958 she made the grand tour of Europe with her S/L brother who was then stationed at 4 (F) Wing.

In civilian life, Maryalyce is employed as a clerk by the Provincial Government. She is single, owns a car and a house in St. James where she lives with her mother. Maryalyce is interested in sports and participates actively in team bowling with The Manitoba Civil Servants League.

DAVID GRAY was born 16 February 1921 at Carberry, Manitoba, shortly after which he moved to Laurier, Manitoba, where he received his formal schooling and worked as a farmer and electrician. Two weeks after the war started "Dave" applied to all three services and was enlisted as an airman in December 1940. In 1943, LAC Gray remustered from an aero-engine mechanic to pilot trainee, and in February 1944 earned his wings and received his commission. Following graduation he received further training at Maitland, N.S., Bagotville, P.Q. and Camp Borden, Ontario, before joining No. 126 Fighter Squadron at Dartmouth, N.S., in late 1944. F/O Gray flew Hurricanes with the squadron until being posted to Winnipeg where he was released from the service in March, 1945.

In October, 1946 the "City of Winnipeg" Fighter Squadron (Auxiliary) was being formed, and advertised for personnel. F/O Gray (Retired), employed as a power house technician with the City of Winnipeg Hydro Electric System, answered the call and found that the only positions available were in ground trades. Enlisting as a corporal fitter, he had finished his conversion to Harvards before a vacancy occurred and he re-enlisted as a F/O air pilot. In January 1951 he was made Flight Commander and promoted to Flight Lieutenant, and on being appointed Squadron Operations Officer in 1953, he was promoted to Squadron Leader. In May 1956 he succeeded W/C Reid as Commanding Officer, and was promoted to Wing Commander. He still remains as Commanding Officer of No. 402 (Auxiliary) "City of Winnipeg" Squadron, and holds the distinction of being the only Commanding Officer of that squadron to be promoted through the ranks while serving with the squadron.



WINNIPEG PERSONALITIES

F/L H. R. (Ray) CUTT

AN interest in music while attending collegiate in his home town of Goderich, Ontario, and the subsequent mastery of the cornet, has provided F/L Cutt a talent that is continually in demand by the air force. Thus "Ray" is a natural for the "Band Officer" assignment here at Stn. Winnipeg. This, of course, is a secondary activity, apart from his classroom lectures in electronics at the AOS.

"Ray" joined the RCAF in September 1951, and was selected for the ComTech(G) trade. His trade training was at the Radio and Communications School at Clinton, Ont., only a few miles from home.

On the successful completion of this course "Ray" was posted to Rivers, Manitoba, where, in November '52 he applied for aircrew training. The application was approved and he next attended No. 1 OTU at London, Ontario.

Once again F/L Cutt returned to the school at Clinton. This time to attend the Radio Officer course at the old No. 1 AROS. This training is now provided at the AOS here.

Following his 'wings parade' in Oct. '53, "Ray" first went to the Maritime Command on a short familiarization tour, then to the Transport OTU at Trenton, in preparation for a tour with 111KU.

Four and one half years with the Search & Rescue group gave "Ray" an excellent 'operational' background. He spoke of one successful but frustrating search over the Hudson Bay area.

"A pilot, named Crosby, flying a Norseman out of Churchill, ran into duff weather and was forced to land on the bay ice. Strong winds began to break up the ice and the plane sank into the icy waters. The pilot now was adrift on an ever diminishing ice floe with only his tool kit, Gibson Girl, and a hunk of raw beef. The exasperating part," continued "Ray," "was the SOS transmissions that were being picked up from his Gibson equipment—the transmissions were too short to allow the sensing of a good bearing on him. So close, and yet so far!"

"It all ended OK though. After

12 days of frantic search we finally located him. Considering the meager diet and exposure, he was in good shape."

In Sept. '58 F/L Cutt crossed the field to attend a Staff Instructor course in preparation for his present teaching duties at the AOS.

As Band Officer, "Ray" looks after the administrative details. A job that entails the sorting out and scheduling of the many bookings available to the band; their out-of-town transportation and accommodation plus a million and one other details as to music, personnel, and equipment.

To get away from it all, F/L Cutt likes nothing better than to round up the camping equipment and head for the "Whiteshell" and some good fishing. Mrs. Cutt, the two children, Joanne 5 and John, are rapidly becoming as enthusiastic over these outings as the dad.

It looks like "Ray" will not be getting away - from - it - all much longer.



CPL. P. F. (Willy) WILLIAMS

WHILE interviewing Corporal Williams there were four other persons "impatiently" waiting to get at the man. A perfect example of the heavy demand on "Willy" and his shop, in the AOS building.

Whether it be a problem for the machinist, electrician, carpenter, painter, mechanic, or what-have-you, he's the man. If you don't know how to fix it; he'll tell you. Then, if you give forth with that real blank look, he'll become exasperated and do it for you.

Cpl. Williams is the only airman I know of who can be doing a job himself; advise someone else on a completely foreign project, and simultaneously win a coffee toss with the OC.

An ITech by trade—almost no one knows this over at AOS—his work there is so diversified that everyone believes he is of the trade that their particular job is associated.

Originally from Toronto, "Willy" attended the Dennis Ave. Public School and York Memorial Collegiate, both of that fair city.

His first job was as an electrician with the Moffatt Company of Toronto. He was only 16 at the time and remained with this firm for one year, or until he was 17, an acceptable age for the air force.

Following his enlistment in September 1951, Corporal Williams first attended the inevitable Man-

ning Depot at St. Johns, Quebec, and was then sent to Camp Borden for the ITech course. A "ninety day wonder," as he puts it.

Off course in Feb. '53, he was transferred to Gimli where he remained just long enough to meet the SWO. Two months later he was sent to RCAF Stn. Moose Jaw.

In many respects, Cpl. Williams' job is an enviable one. He operates alone. Opens "shop" in the morning, and closes at night. Not a soft job by any means, but one in which he is definitely appreciated, and if his buoyant good nature is any judge—a job that he enjoys.

Cpl. Williams, wife Nedra, and their two lovely children, Francis 5, and Russell 2, reside at the Fort Garry trailer park. Those of our readers who are interested in "trailer homes" should contact "Willie" who has lived in his 36-foot home-on-wheels for the past five years. It was with a definite pride of ownership that he said: "It'll be all paid for this year and then the livin's real easy."

"Sure I haven't missed anything in this interview 'Willy'?"

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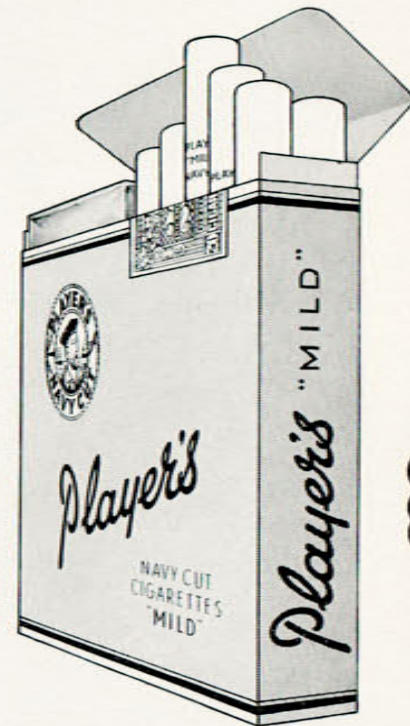
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VAN'S VERBILITY

By WO1 J. W. VAN BUSKIRK

I HAVE been reviewing with interest the changes that have taken place in foodstuffs these past few years and can't help but compare the present times with the so-called "good old days."

Fruit growers must have crossed some timid fruit with the grapefruit recently as I don't seem to be getting the same juicy response to spoon thrusts. I can remember the old days when you had to duck everytime you jabbed the soggy pulp. Practically everyone squinted one eye and used a bib to ward off the spray that seemed inevitable. There used to be regular cartoons and jokes about the violent breakfast fruit, however, that all seems to be a thing of the past as the present day grapefruit seems quite content to submit to prodding and probing without even putting up a fight. It's O.K. with me but it certainly has taken a lot of adventure and zest out of breakfast.

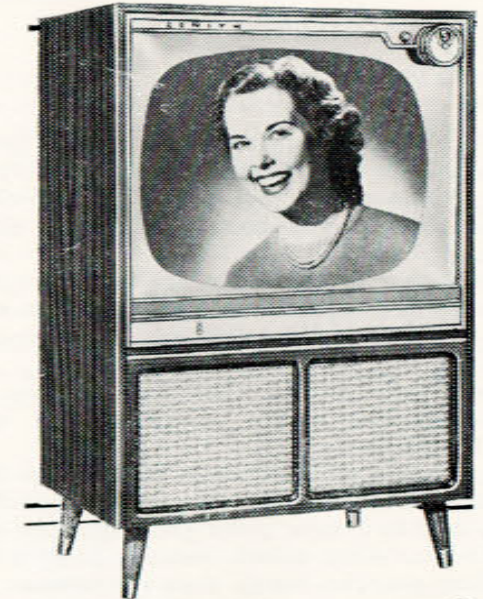
One old faithful yet is the onion. In spite of spraying, dipping, waxing, etc., it still stimulates a weepy feeling and gives a sensitive person an opportunity to have a good bawl under the cloak of peeling onions. Many a husband has attributed his wife's red, watery eyes to onion peeling, however, it was just a female opportunity of letting her hair down and getting rid of a lot of pent up emotions without suspicious tear betrayal.

I have always lusted for limburger cheese but my family can't stand the stuff even being in the house. It seems as though they have some type of nostril allergy and I can't even sneak it in! I suppose I could eat it out back of the house but I don't seem to enjoy it as much when I can't annoy people. Anyway, it doesn't taste the same outdoors. Now, limburger and onion sandwiches are the real McCoy! You take two slices of bread, spread a heavy coat of limburger over both of them, insert a thick slice of Texas onion, with perhaps a bit of lettuce, and then join the two pieces together, and boy, you really got something. The breath results are guaranteed to get you a whole row of theatre seats to yourself, the whole bed to yourself, and a lot of dirty glances from passengers on the bus. It's what you call, asserting yourself as an isolationist!

These new fangled breakfast cereals are certainly food for thought even though they don't supply much sustenance. I remember the old days when mother asked, "Do you want cereal this morning?"

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The Case of Staccato and the Cool Tomato Or — Who Cooled the Glockenspiel Man ?

By RON BAYNE

Have you noticed anything unusual on your TV channels this season?—especially in the cops-and-robbers, private-eye departments? No? — Well don't look now, but they've gone Adult. Just like the Westerns.

You could see it coming, of course. Last year we had *Paladin* quoting *Shakespeare*, gun-fighters with *Mother fixations* and the *Rifleman* practicing child psychology.

It was to be expected that this year we would have chess-playing police inspectors and musical private investigators.

Having studied the techniques of this New Drama, I have decided to get in on the rush. I have laboured mightily and lo I have come forth with an outline for a half-hour script which seems to fit. If it sounds too familiar you can blame it on the winter. I have watched the screen too long.

I call my story: The case of Staccato (*Loonie Staccato*—no relative of *Johnnie's*) and the Cool Tomato.

It goes like this:

Like my name's Staccato man.

Like I'm an eye, man. (Not an eye man (optically speaking) but an eye (pause) man (hip-speaking).)

Like dig my story cats while I make the scene.

(Background of massed drums, saxophones and clarinets.)

It was another evening in the Big Town. I was relaxing in my pad with a high-ball in one hand, an accordion in the other, and a sawed off shotgun covering the door. The hi fi was giving out with a sophisticated California jive session, the radio was tuned to WJZ (Ellington), I was ad libbing on the accordion, and somewhere near by the janitor was making with an impromptu flute arrangement of "Blue Moon" on the register.

(The janitor's square.)

Then the blower rang.

I answered.

"Staccato," I said suavely.

"Gesundheit," said the voice at the other end.

It was the Viscount. A real sweet man. A cool cat. The squares don't dig his jive, but he is The End. He's so far out, he's in permanent orbit. Or he was, before it got to him. First it was heroin. Then morphine. Then reefers, cocaine, ether, and at the end after-shave. Somehow that cat couldn't make it with the world. But he could make a glockenspiel talk.

Some cool cats and I would carry him to the Twilight Pad in the Village. That's where the hip chicks and the cool cats make the scene.

We'd prop the Viscount up with his Glockenspiel

and his bottle of Mennen, and we'd sit around saying "Crazy - Cool" and raising hell all round. The Squares didn't dig us, but who needs squares man?

"Like what's on your mind man?" I asked the Viscount now.

"Like I need you Staccato," he said hoarsely.

"Like I'm in a jam man."

"Like you're out of aftershave?"

"Like worse than that."

"Like how can I help?"

"Like you come over and I'll tell you man."

"Like immediately," I said briskly.

I grabbed two guns and some sheet music, stashed my portable tape recorder with its Billie Holliday recordings, and set out for the Viscount's pad. I paused briefly to pick up a new Cootie Williams wailing (L.P.) and to dig a new combo in the Village.

When I reached the Viscount's pad, he was lying on the floor, groaning in a way-out off beat arpeggio. There was a hole in his back, the size of a 45 r.p.m.

He was never cooler.

"Like . . . Like . . . Like . . ." he whispered hoarsely.

"Like who cooled you man?" I asked.

"Like I didn't see the cat man," he said. "Like you get him for me Lonnie."

I spoke with conviction:

"Man I'll get that cat, man."

The Viscount gazed up at me and spoke weakly but with determination:

"Crazy," he said.

Then he was gone.

Real gone.

I sat down and hammered out a cool ad lib version of an old Peterson number, to clear my head. Then I dashed downstairs and out into the street. I knew where to look. The Twilight Pad.

The manager is a friend of mine. He rushed up and begged me to entertain the squares. So I sat down at his piano and gave them some progressive jazz (California style). They didn't dig. Like pearls before swine man. And who needs swine?

Up came this chick. She was the most. Like out.

"Man," she panted hoarsely, collapsing onto the keyboard. "Like I dig your jive the most."

"Like let's discuss this in your pad," I growled nibbling at her solid onyx ear-rings.

"Crazy," she said softly.

So we went to her pad. This chick was hip. She turned on some soft music. Two hi-fi's, three radios, a record player, and a musical powder box. I didn't dig the powder box. Square stuff.

(Continued on page 19)

IN THE NEWS !!

EACH football season since 1956, the Winnipeg Blue Bomber football club has designated one home game as "Air Force Football Day." On this date RCAF units in Manitoba co-ordinate their efforts in providing pre and half time entertainment of an RCAF connotation.

12 Sept. was selected as Air Force Football Day for the 1960 season. The commencement of RCAF participation on this date was marked by a low flypast, of four T33 jet aircraft, east over Portage Avenue climaxing with a bomb burst over the corner of Portage and Main at 1:00 p.m. The aircraft which performed this manoeuvre were from the Advanced Flying School at RCAF Station Gimli.

At 8:00 p.m. the solo T33, designated the "Red Knight" from RCAF Station Saskatoon, performed 12 minutes of tight aerobatics directly over the football stadium. The "Red Knight" aircraft is flown by F/L Bob Hallowell of Guelph, Ontario.

Following the announcements of the starting line ups for the game, the Royal Canadian Air Force Training Command Band from Edmonton and a contingent of RCAF personnel from RCAF Station Winnipeg performed a flag raising ceremony.

This ceremony commenced at 26 minutes past eight. The band played O Canada, the RCAF Contingent presented Arms and an RCAF Sergeant raised the Air Force Ensign on the flag pole which normally flies the Union Jack. A member of the RCAF Band provided the solo lead in singing during the playing of O Canada.

A senior RCAF officer performed an honorary kick off following the flag raising ceremony and immediately prior to the commencement of the football game.

During half time the histories of the RCAF and the Winnipeg Blue Bombers was paralleled. This was accomplished by the RCAF Marching contingent forming numerals depicting different years, e.g.: 1958-1959; the band playing the song which was popular during that year while an RCAF announcer provided a resume of the activities of both the RCAF and the Winnipeg Football Club over the public address system.

Although the RCAF and the Blue Bombers have co-ordinated their efforts each year since 1956 in Air Force Football Day, the affiliation between these two organizations goes back much farther—for in 1941 and 1943 the Winnipeg team which contested the Grey Cup final was in fact the "Winnipeg RCAF Bombers."

Thirty-three RCAF aircrew officers commenced post graduate studies at the RCAF Central Navigation School in Winnipeg on Aug. 29th.

The group will undergo intensive advanced training in Navigation, Avionics, Mechanics of Atmospheric and Space Flight, Guidance and Control Systems, and Communications Technology.

Advanced aircrew training is part of a continuing RCAF programme designed to ensure that its officers and men are prepared to meet the challenge of rapid advances in Aviation and to prepare them for positions of responsibility in operational fields.

On completion of their training at Winnipeg, the officers will be transferred to various RCAF squadrons and units.

* * *

One hundred and forty High School students graduated from the RCAF's Reserve Tradesman Training Plan Course at RCAF Station Winnipeg at 7:30 p.m. on Tuesday, August 30th.

The ceremonies took place in the old drill hall at RCAF Station Winnipeg. The reviewing officer for the ceremonies was Air Vice Marshal J. G. Bryans, CBE, CD, Air Officer Commanding Training Command Headquarters, RCAF.

Squadron Leader F. G. Rann, a regular High School teacher from Winnipeg Technical Vocational School, is the Officer Commanding this RCAF School. The main purpose of the course is to provide a flow of trained ground crew personnel to the Auxiliary Squadrons in the area and many of the students graduating on Aug. 30th will eventually join Auxiliary squadrons.

These students were recruited for this course throughout the winter months from the High Schools in Greater Winnipeg. The recruits who successfully completed their initial phase of indoctrination, Kitting and drill instruction, commenced the course as full time employment during the months of July and August.

The trainees receive regular pay and allowances and are trained in the techniques of the different RCAF trades from technicians to Administrators. At the end of the course the students write a standard RCAF trade test and if successful are granted group one rating in their particular trade and given the opportunity to join Winnipeg's Auxiliary Squadrons.

This training plan was formed in 1951 and since that time has provided many qualified personnel for the Auxiliary squadrons.

Special guests at the ceremony included: A/V/M J. G. Bryans, AOC, TC; G/C J. F. Mitchell, CO RCAF Station Winnipeg; G/C G. S. Varnam, CO 17 Auxiliary Wing, RCAF; the Superintendents of the Greater Winnipeg School Boards and the parents of the graduating students.

THE wind whistled a high C as the crew of aviators alighted from the bus and approached the Operations building. Dark, voluminous clouds bore down on the station at a rapid clip. The sun was now completely obscured by row upon row of towering thunderheads. Scattered drops of rain splish splashed against the men's clean-cut young faces and sent trickles of grime down to their collar regions.

Entering the Ops. building they passed a door bearing as its escutcheons a drawing of a swami peering avidly into a crystal ball. This was the Met Section. By-passing this room they went into the Briefing room and settled themselves into the luxurious chessterfields provided for every briefing. Accepting cigars and Turkish coffee from one of the flittering waiters, they prepared for the forthcoming orations.

Firstly the navigational briefing was meted out. During this stage one of the men, a chap of Spanish origin who was named Manuel Airplot, made some scratchings on the inner flap of his cigarette pack. Next came the Communication and the Pilot's briefings, both of which were followed with equally avid interest.

With the prelims out of the way the big moment arrived. The house lights dimmed and to the front of the room stepped the master of ifs, buts, and maybes; the Met Man. He was greeted by a sustained ovation from the gathering. He flashed a friendly smile and placed his diagrams on the vu-graph. The remaining lights were doused and the vu-graph was switched on projecting his charts to a screen that dominated the front of the room.

"Good morning, gents," said he, "I may not be experienced but I'll try to put up a good front." The room was filled with laughter for Met men are very funny and can be expected to come up with such humorous lines as this just about any old time.

After the laughter died down all eyes turned to the latest weather map displayed on the screen. It was a green and yellow jumble of low pressure areas, steep gradients, waves, warm fronts and occlusions. The first reaction of the crew was

Glad to have met you!

by F/O R. W. HOUNSELL

to relax their smiles as they stared in disbelief at the picture.

The Met man wielded an intricately curved pointer that bore the autograph of Harvey Johnston and motioned toward the screen.

"Well, it doesn't look very good, boys," quote he.

The smiles now flipped over to form deepening frowns.

"An intense low pressure area lies along your route and is moving in the same direction as your intended track."

Ten disappointed men shifted uneasily in their seats and glanced querulously at each other.

"You can expect winds up to 80 mph."

As dissension crept through the men an occasional low hiss could be heard.

"Being in cloud most of the way you are bound to pick up considerable icing."

The hisses mounted to a steady steam engine level.

"Severe turbulence will be encountered."

The hisses became boos and cat-calls as the aviators leaped from their seats emitting such yells as, "Idiot," "Beetle Brain," and pleas of "Can't you do better?" and "Please improve your forecast."

Holding his ground the Met man continued, "Your destination will be below limits until tomorrow noon."

Now the yells increased in fervor and colour. Cigar butts and sugar cubes were hurled at the swami. A well-aimed eraser shifted his bi-focals such that one lens now

covered his port ear. The roars mounted to a cacophony as bits of plaster unable to stand the punishment fell to the floor.

Finding himself in such a precarious position the Met man groped for a straw; some heartening point even though it may be a figment of his well-oiled imagination.

Holding high his hands for silence, he cried in a loud voice (for indeed it must perforce be high to override the pandemonium that now existed in the room), "If the low pressure area happens to swing north-east you may be able to get occasional glimpses of the ground."

The men, realizing the import of this jewel, became a little subdued.

Quickly assessing the impact of his last statement the Met man pressed forward. "If a High should develop over the Pacific the Low may indeed be pushed off at a rapid rate."

Now the catcalls and boos were gone and small smiles played around mouth-corners ready to spread across the quivering lips of the men.

Continuing the attack, "There is a distinct possibility that the low level winds will be much lower and steadier than previously anticipated."

Spontaneous hand-clapping and several "Bravos."

Now the Met man was a victim of his own game and smiling profusely he continued with great gesticulations, "Day-time heating will doubtless break up the low cloud and fog and I see no reason why the thunderheads should not

reverse direction and head off to the west."

Waves of healthy cheers and several choruses of "For he's a jolly good fellow" echoed through the room.

"It looks as if we might have good weather until the end of the murling season."

Rushing forward the crew raised his great swami to their shoulders with happy shouts, carried him outside and there they preached his greatness to all passers-by.

Leaving him they skipped merrily to their awaiting aircraft. The Met man picked himself up from the slushy ground, brushed the hailstones from his tousled hair, wiped the rain from his face and bracing himself against the biting wind he made his way back to the safety of his office where he must now prepare for another briefing.

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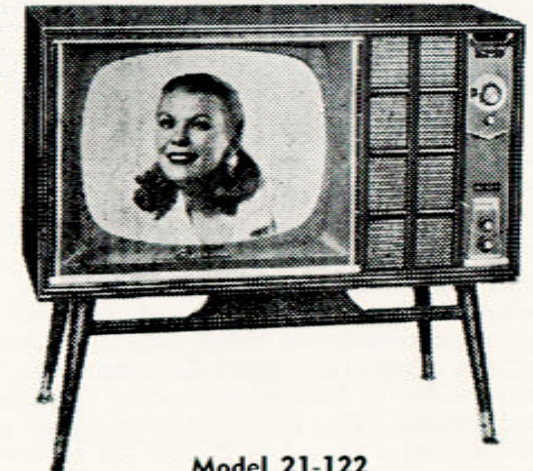
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Training Command 6th Annual Track & Field Meet

RCAF Station Winnipeg was the scene of the 6th Annual Training Command Track and Field Meet on Saturday, 13th August. The cream of the crop from five stations in the command competed for top honours in a large and varied number of events with the following results:

MEN'S EVENTS:

1st — Clinton	84 points
2nd — Winnipeg	66 "
3rd — Moose Jaw	25 "
4th — Portage	7 "

LADIES' EVENTS:

1st — Aylmer	51 "
2nd — Portage	16 "
3rd — Winnipeg	10 "

RCAF Station Winnipeg competitors involved in the meet were: Gannon, Brett, Day, Wattie, King, Bruneau, White, Woodason, Mosher, Takahashi, Anderson, Day, Nicholson, Harriman, Bennett and Rayner in the men's events; Lent, Petterson, Lootsma, Greer, Coghill and Waind in the ladies' events.

Two names kept recurring consistently for the afternoon—Day of Winnipeg and Slade of Aylmer. Day, competing in the men's events, placed first in the three events he entered. In addition to this Day is the holder of two long standing Training Command records. The first is in the broad jump in which he set a record of 21 feet 7½ inches in 1956 and the hop-step-and-jump set in 1957 with a leap of 44 feet 3 inches.

Slade of Aylmer, competing in the women's discus, shot put and javelin, won her entries, and on top of this set a new record in the discus with a throw of 110 feet 9¾ inches.

These two were high scorers for their respective teams with 15 points apiece.

Station Winnipeg team, comprised of Anderson, Wattie, Nicholson and Bennett, set a new record in the 440 relay with a time of 46.0 beating the old record of 47.0 set by Clinton in 1959. It was a perfect run by the team and witnessed a fine series of baton passing. Clinton's team was a very close second in this event but, unfortunately for them, the second baton pass witnessed a break in the receiver's stride that allowed Winnipeg that slight lead that let them



F/O Woodason of Winnipeg being presented with Trophy on behalf of Winnipeg Track Team by G/C Hilton of RCAF Stn. Camp Borden.

go on to win. Anderson showed a fine burst of speed in the last 110 yards that put him to the tape a fraction of a stride ahead of the Clinton man. Anderson on cutting the tape, threw his baton to the winds in jubilation, aptly expressing the feelings of his mates in this fine event.

McLeod of Clinton, a fine runner in any man's book, turned in an excellent performance for his team, running the 440 in 54.1 for first place, the 880 in 2.03.01 and then winding it up in the one-mile relay with a distance eating pace that left his competitors far behind.

Station Portage was never in the running, although the athletes they did field put up a good battle. Paychek of Moose Jaw picked up their only first of the day with a fine display in the gruelling one-mile event.

Aylmer's ladies' team comprised of Slade, Key, Greer, Gourlay, Lynch and Swan, left no doubt as to their superiority, winning first place in all events. They are a fine group of athletes and certainly deserved top honours for the afternoon.

Station Winnipeg's ladies' team put a lot of effort into the competitions, but they lacked the depth for the wins. They had tough competition in Slade and Key and the results told the story.

The Portage la Prairie ladies supported their team all the way down the wire. They showed a surprising amount of spirit considering the insurmountable odds presented by Aylmer.



White of Winnipeg receiving award from G/C Hilton of Camp Borden for first place in the High Jump with 5' 6". On his right in 2nd place Robinson — on left Maxwell, both of RCAF Stn. Clinton.



Slade of Aylmer being presented with award for 1st place in the Women's Discus throw with a record breaking 110' 9¾". Key of Aylmer to her right in 2nd place and Lent of Winnipeg to her left in 3rd place.



Winnipeg 440 Relay Team — First place winners with the record breaking time of 46 secs. Left to right: Wattie, Bennett, Nicholson, Anderson.

RCAF Station Winnipeg congratulates the competitors, officials from this station and from other stations, as well as all others who willingly gave their time, knowledge and efforts to making this one of the finest shows ever presented at this unit.



Slade of Aylmer receiving Trophy from Mrs. Bryans on behalf of the Aylmer Women's Team.



F/O of Clinton receiving trophy for first place from A/V/M Bryans.

THE CASE OF STACCATO

(Continued from page 14)

"Like I'll slip into something comfortable Staccato," said the chick gliding sinuously away.

Then I dug the lampshade. Something about it was familiar.

The chick came in. She saw me with the lampshade.

"Like this lampshade," I told her, "Like it's made from a glockenspiel—the Viscount's glockenspiel." She shrank back.

"The Viscount's glockenspiel," I said. "You cooled that cat, chick."

And I clicked the handcuffs shut. "O.K. Man," she sighed, "so I cooled him. Like he was sore at me. I bugged him. I got him the wrong brand. William's."

I sat down and turned up the volume on the hi fi. "When do you take me to the station," faltered the chick.

"Like later," I said. "Like I'm going to dig this number first."

It was Brubeck on piano.

Krupa on drums.

I dig that jive, man.

TV TALK



COME DANCE WITH US—Top dancers from the Royal Winnipeg Ballet illustrate a different theme in dance each week on *Come Dance With Us*. It's spring and everyone shows their happiness—except the dancer (centre) whose hair got in her eye during rehearsal. *Come Dance With Us* is seen each Wednesday afternoon on the CBC-TV network.



CBC STARS OBLIGE—Big thrill for 11-year-old Joey Forman of Toronto came this week when he persuaded Barry Morse and Joyce Hahn to join him on a ride at a children's carnival. Joey was one of many young patients from a crippled children's hospital entertained by CBC personalities.



ANYONE FOR A HUDDLE?

Here's a girl who's really on the ball. She's the legged Babs Christie, regular dancer on *CBC-TV Swing Gently*, seen here giving a timely reminder that television coverage of this season's football games started in August. (Aug. 16 for Big Four, Aug. 20 for WIFU.) Twenty-one Big Four and 11 WIFU games will be telecast by the CBC this season.

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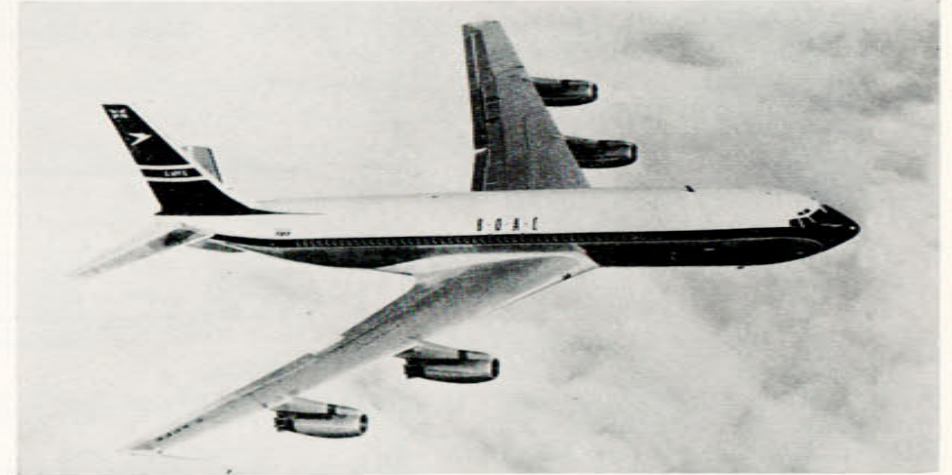
NEWS IN PICTURES



MINUTEMAN TETHERED FIRING

Air Force Minuteman intercontinental ballistic missile is launched from an underground silo at Edwards Air Force Base, California. Cables restrain missile from free flight after it rises several hundred feet. Firing was one of series which proved simple "buried silo" practical for launching solid propellant Minuteman missiles. Tethered firings are part of an extensive test program being conducted by Boeing.

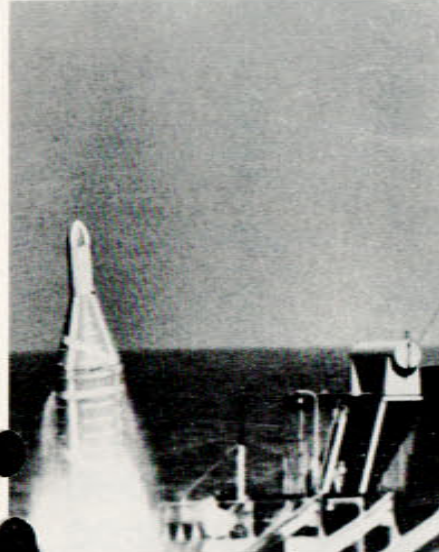
—Boeing Airplane Company Photo



One of 15 Boeing 707's powered by British Rolls Royce Conway jet engines which have been ordered by British Overseas Airways Corporation.



The Britannica of British Overseas Airways Corporation which inaugurated the Britanicca service to New York on the ground at London airport.



CLEMENTE ISLAND, Calif. — "Dolphin", launch and training vehicle for the Navy-Lockheed Polaris fleet ballistic missile, leaps from the water at the sea range of the Naval Ordnance Test Station, San Clemente, Calif., in a test prior to installation of the device in the first fleet ballistic missile submarine. Designed to be launched from submerged submarine as a calibration and training and before scheduling the firing of live Polaris missiles, the unique device contains half its weight in water ballast, which is discharged upward to kill the vehicle's momentum.



CPL. WM. SWALUK

CPL. REPRESENTS CANADA IN OLYMPICS

A 22-year-old corporal from the RCAF's Air Defence Command Headquarters at St. Hubert near Montreal is presently representing Canada on the weight-lifting team at the 1960 Olympics in Italy, it was announced by the air force.

He is Corporal William Swaluk, son of Mr. and Mrs. Wesley Swaluk of 359 East Amelia Street, Fort William, Ont., who is the 1960 weightlifting champion in the Quebec and Ontario provincial competitions.

Other members of the team which flew to Italy on August 17, are David Baillie and Mike Lipairi.

(Continued on page 24)

SKILLED DRIVING COMPETITION

ON OCT. 7th & 8th

STATION WINNIPEG has been chosen as the site for the 1960 Western Area Truck Rodeo and on the 7th and 8th October some 30 ME drivers will compete against one another for cash prizes, trophies and, most important, the right to represent their station in the RCAF finals to be held in Ottawa in November. The top three RCAF drivers from the RCAF final competition will compete in the straight Truck Class at the National Truck Driving Rodeo to be held in Toronto on 19th Nov. 1960.

Represented in the Western Area are seventeen RCAF units, attendance quotas are based on eligible strength; for example, Stn. Namao, 3, Whitehorse, 1. The top seven contestants will represent the West at Ottawa. Safe and Skilled Driving Competitions are open to Corporals and below of the OPMME and ME Tech trades. In order to compete, however, they must be accident free for the twelve months immediately preceding the competition—accident free that is regarding both PMC and service vehicles. Being involved in any vehicle accident, whether or not they were at fault, automatically bars a would-be contestant.

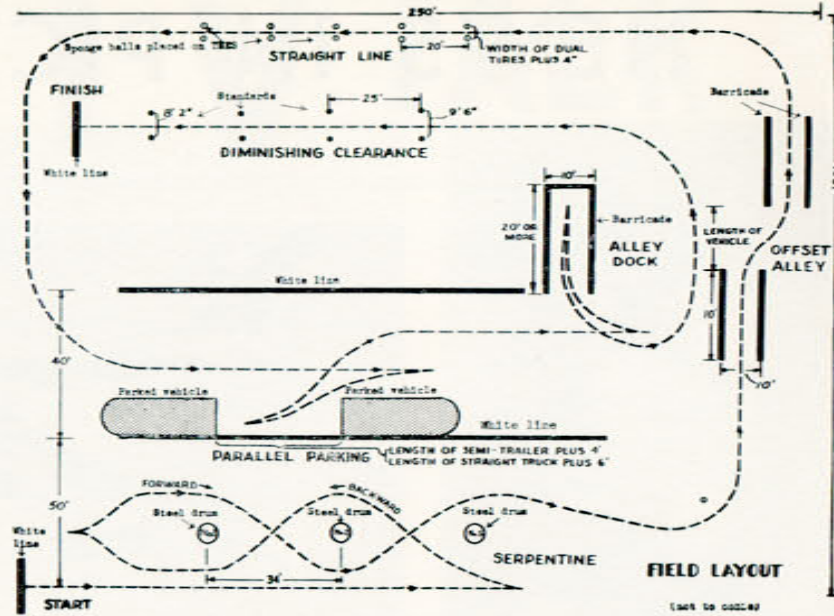
Station run-offs have been held over the past few weeks to establish unit representatives. These local competitions are similar in all respects to the Area and Final Competitions. The tests are broken down into two parts, as follows:

Part I—Appearance and Knowledge tests.

Part II—Field Tests.

Part I is worth a maximum of 75 points based on:

- (a) Appearance and personality: 10 points.



- (b) Written tests on Driving Information. The Truck Industry, First Aid, and Fire Fighting: 65 points.

Part II is a series of tests performed with a 3-ton stake truck to determine the driver's ability to operate a vehicle in a safe, courteous and efficient manner. These tests are:

- (a) Equipment Defects—15.
(b) Serpentine—50.
(c) Offset Alley—50.
(d) Straight Line—50.
(e) Parallel Parking—50.
(f) Alley Dock—50.
(g) Diminishing Clearance and Stop Line—60.

Part I of the tests will be completed Friday morning, 7th Oct. Part II will take up Friday afternoon and Saturday morning. The top ten contestants will then go through Part II again on Saturday afternoon. Of these the top seven will be eligible to compete in the RCAF final. The first, second and third place winners will be presented with suitable awards at a banquet to be held Saturday evening.

An interesting programme is being arranged for Saturday afternoon and spectators are urged to attend.

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BOOK SHELF

By F/L E. TEIMAN

MOSTLY MURDER

SIR SYDNEY SMITH
(Harrap and Co.)

THIS is the intensely gripping autobiography of Sir Sydney Smith, one of the world's outstanding Medico-Legal experts. From an obscure beginning as a pharmacist's assistant in New Zealand, the reader is led with intriguing swiftness to the author's student days at Edinburgh, where he studied medicine.

After graduation, the author

found himself interested in the field of legal medicine, and became in turn, assistant to Harvey Littlejohn, Professor of Forensic Medicine at Edinburgh, and subsequently, after World War I, Principal Medico Legal Expert to the Egyptian Ministry of Justice.

During the many years he spent in Egypt, the author found himself involved in the medical investigations of numerous cases of murder, including that of the Sirdar, Sir Lee Stack, with the medical evidence presented eventually earning for the author a world wide reputation in medical criminology.

Many other cases were brought to successful conclusions due to his skill and knowledge. Outstanding among the perhaps was his examination of three small bones found in a well in Cairo. After a complete examination the author found that they came from a human female, short and slim in stature, aged possibly twenty-four, who walked with a limp due to a pregnancy. His examination revealed that she had been shot from nearby, and had taken about nine days to die. Armed with this information it did not take the Egyptian police long to locate the killer.

As an expert witness Sir Sydney clashed in court many times with

his equally famous opponent, the late Sir Bernard Spilsbury, their legal battles being recorded in medical history.

In 1928, the author left Egypt to accept the chair at Edinburgh as Professor of Forensic Medicine. It was during his stay at Edinburgh that his skill and knowledge was available to the British courts.

For the reader interested in the fascinating process of medical diagnosis coupled with the drama of murder, this book offers a clearly written, inside story, amply supplied with photographs of the more interesting cases experienced by the author.

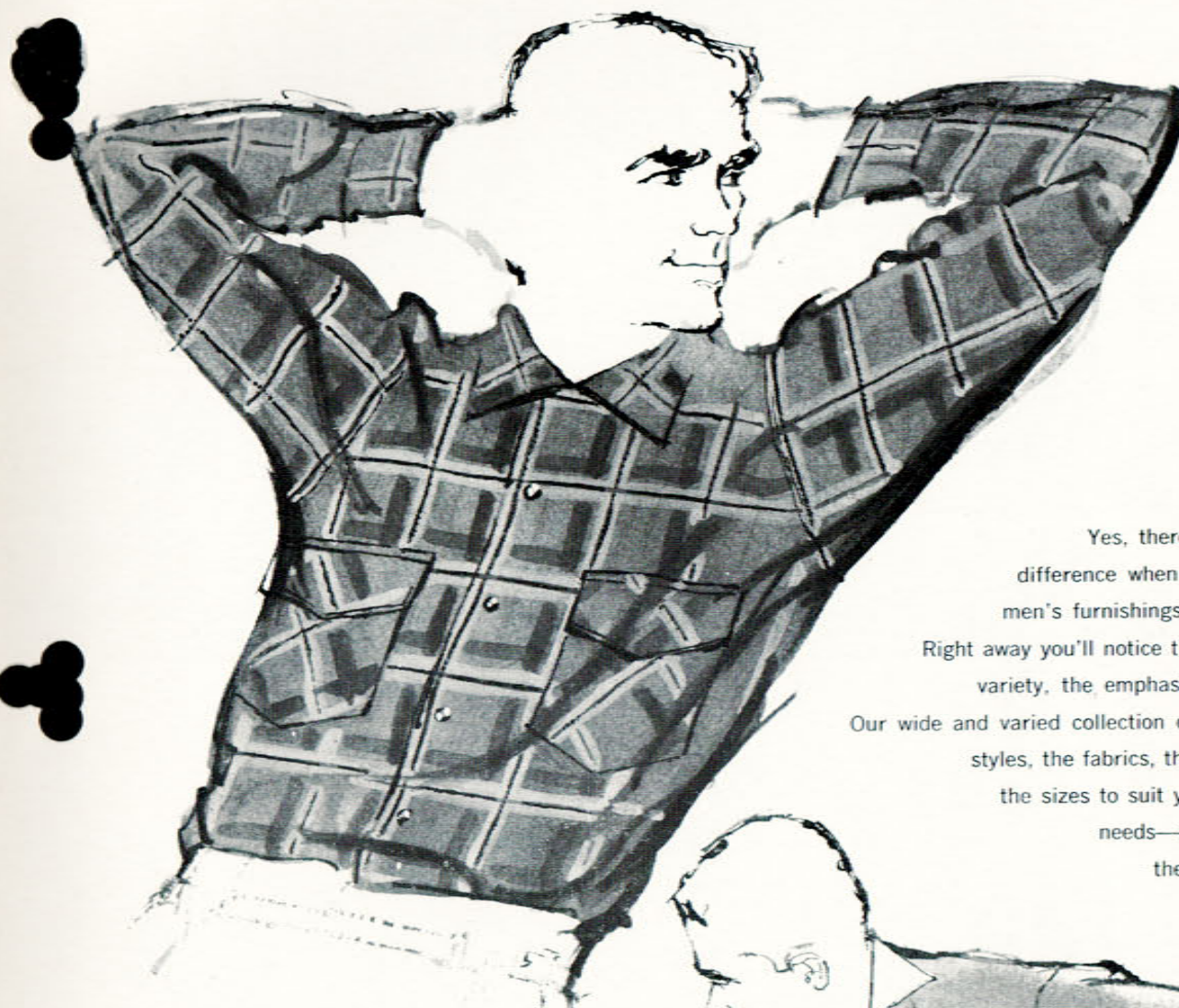
CPL. REPRESENTS CANADA

(Continued from page 21)

Cpl. Swaluk, who has been weightlifting for the past eight years, enlisted in the RCAF in 1956 as a fighter control operator. He is presently employed in the Communications Operations Center at Air Defence Command Headquarters.

The three men were chosen to represent Canada at the recent Canadian Championship where Cpl. Swaluk set a new Canadian record of 381 pounds in the "clean and jerk" class.

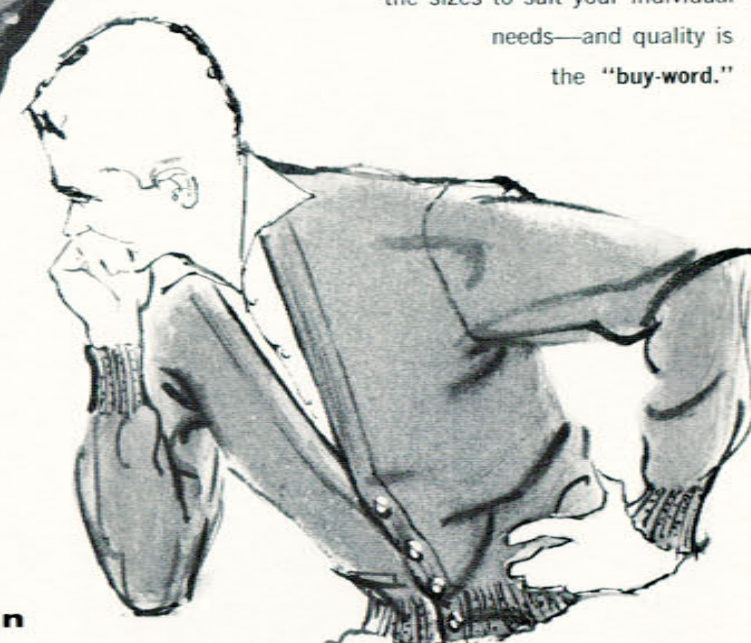
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