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● AN AIRFORCE NEWSMAGAZINE ●

VOLUME 8, No. 9

SEPTEMBER, 1959

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*Cover Story*

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, Winnipeg, Manitoba.

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

VOXAIR is distributed to every R.C.A.F. Mess, Lounge, Reading Room and Library in the world. Subscriptions are priced at 1 year (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, Winnipeg, Manitoba. Applications from overseas should be accompanied by an international money order for the necessary amount. Canadian subscribers should make their cheques payable to: 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 216. Printed by The Wallingford Press Ltd., 303 Kennedy Street, Winnipeg 2, Manitoba. Authorized second class matter by the Post Office Department, Ottawa, Ontario.

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



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## EDITORIAL CORNER

### GET ON THE BALL

HERE seems to be an apathy in contributing articles at times to this magazine. In spite of those contributions received from time to time, both solicited and otherwise, we feel that full justice is not being done to such an intensely live and interesting vocation as that which we are a part of—The Air Force.

Our monthly editions bring forth a variety of viewpoints, which are what we want. But we are rarely satisfied. We get our share of section news, sports reviews, and personality parades, but what has happened to the humour on the station, and indeed in the Service? Although we make no pretensions of being a mirth-making publication, we feel that a little of the human touch would assist greatly in the digestion of some of our heavier fare. From our personal experience, we know that something amusing happens nearly every day in the RCAF and is well worth the telling. It usually gets no further than the convivial atmosphere of the messes after 1700 hours, or at best is re-told at third-hand long after it has happened. The VOXAIR is the magazine of this station, and the Oxford Dictionary tells us that "magazine" is a word of Arabic origin, meaning storehouse. And that is what we want to be. We ask only that it shall be a good one, and not necessarily filled with inflammable, incendiary or explosive material.

E. T.

### COVER STORY

To commemorate the Queen's visit, RCAF Station Winnipeg personnel designed and constructed this eye-catching edifice situated at the entrance to the unit.

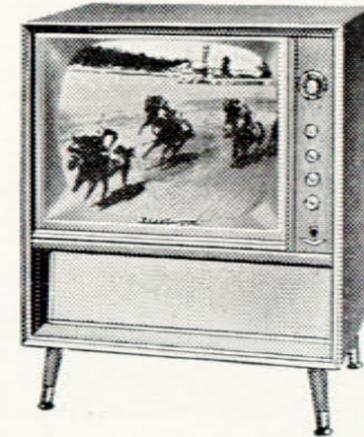
Photo by Sgt. "Bob" Ross

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# RENTAL UNITS

## BLOSSOM FORTH

By Cpl. JACK ALLBRIGHT.

Photos: SGT. DON ASKETT

"HOME is where you hang your hat"—

A saying that is more of a reality to the serviceman and his dependents than we would care to have it. Nevertheless, a stroll through our latest housing development, the controversial "Rental Units," will show the ability of these nomadic peoples to make the best of the least and, above all, striving for an attractive and pleasant place to live.

Possibly the incentive came from vivid memories of the everlasting mud in the early stages of this development: of children bogged down in the mire; of planks laid down, and on which only the more acrobatic dared navigate.

Then came the sod! From where it came is pure conjecture, but it was unique in that it came complete with trees.

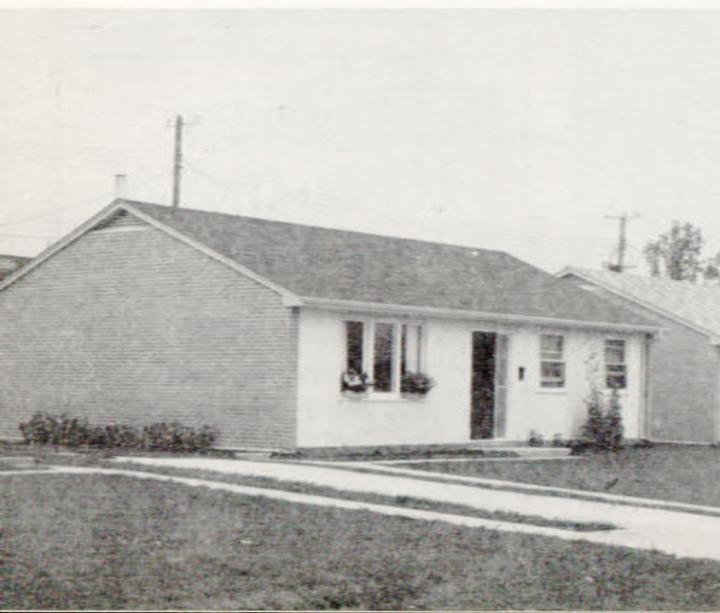
Then came spring and, after an initial survey of the sprouting weeds and stunted grass, many residents gave up in despair; but others, "Bless Them" started to work. Today, these hardy few are setting an example as well as a standard for this area.

If you wish to see a beautiful lawn, and at the same time prove to yourself that it can be done, drop over to *F/L Binder's* residence at 98 Braintree and see what an early start with weed-spray, followed by the liberal use of a chemical fertilizer can do. "Cost," you say! Not more than \$5.00 is the quote, and this includes a now flourishing bedding plant layout!

Speaking of money—here's a clincher. *Mrs. Blakely* of 171 Braintree, chief gardener at that fair domicile mailed fifty cents—yes, fifty cents, plus a margarine box-top, in return for a package of mixed seeds. Today, a nice border front floral display, backed by some wild rose bushes from the brush at the rear of the house.

I continued my meandering through the streets, and here are a few of the noticeably different houses. *F/O Legg's* house at 94 Braintree, but here I must give the bouquet to *Mrs. Legg* as I understand she has the "green thumb" in that family. Two excellent floral displays at 303 and 307 Ness, occupied by *WO's*

38 PAISLEY PLACE



307 NESS AVENUE



"Red" Carter and "Syd" Otto respectively — and they're still fighting the mud and dust up that-a-way. Three good neighbours on Whytefold are sparking that section: Sgt. "Bill" Lonie at 542, Cpl. "Norm" Pierson at 546, and LAC "Ron" Barker who, at 550, has a lovely little layout and is already planning bigger and better improvements for next year.

At 123 Bourkewood, the home of LAC and Mrs. "Milt" Belbeck has a personality all of its own. Here we see the advantages of working at the Hobby Shop, combined with the drive to beautify and enhance the home. "Milt" was also very enthusiastic over his and his neighbours' vegetable gardens, hewn out of the open field backing that street.

Cpl. "Mo" Rennick deserves special mention. "Mo" moved into 89 Leicester Square on the 27th June this year, and by the interview date, August 8th, he had completed one-half of a flat-stone planter. This refuge from "Homes and Gardens" hauled back from the Stony Mountain area no less.

Other homes of commendable effort with beautifying results on the Square are Cpl. "Ted" Richard, 85 Leicester Square; "Robbie" Robinson, number 93; Cpl. "Pete" Brodie, at 38, who is in the midst of dressing the place up and it should be good. Still on the "Square," we have Sgt. S. K. Jott, at number 32, displaying the unique lawn-box effect and busily experimenting with the transplant of evergreens, a precarious undertaking at the best of times.

LAC "Dave" Black's place at 61 Bourkewood Place another sight for sore eyes. The lawn is in excellent shape and the do-it-yourself flower boxes really set the scene.

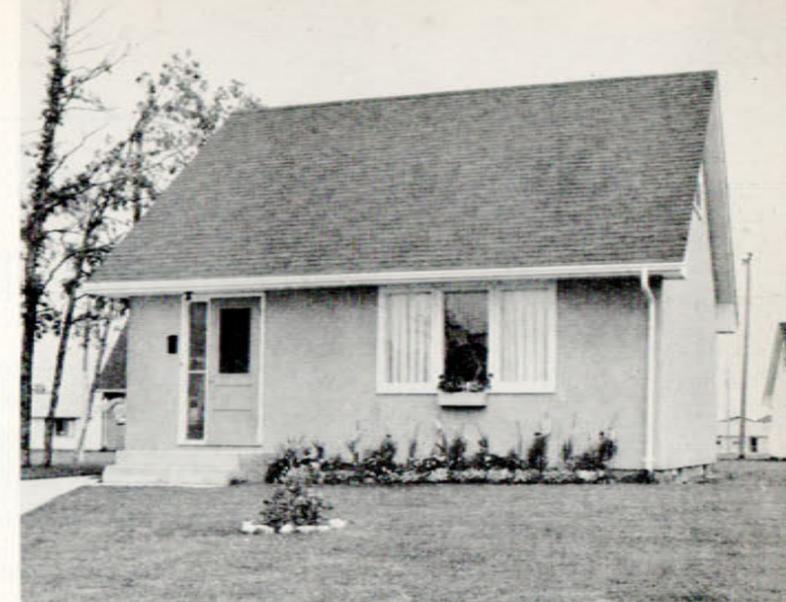
We have not mentioned, nor pictured, all of the fine appearing homes because space and time do not permit, but we have shown that very little money and a little work will certainly work wonders. The season is closing now, and those that did put forth that little added effort will have much more personal satisfaction from their achievements than all the outside praise we may give.

An interesting point of the survey was that of the people we interviewed on home beautification—now get this!—the average cash outlay was three to four dollars.

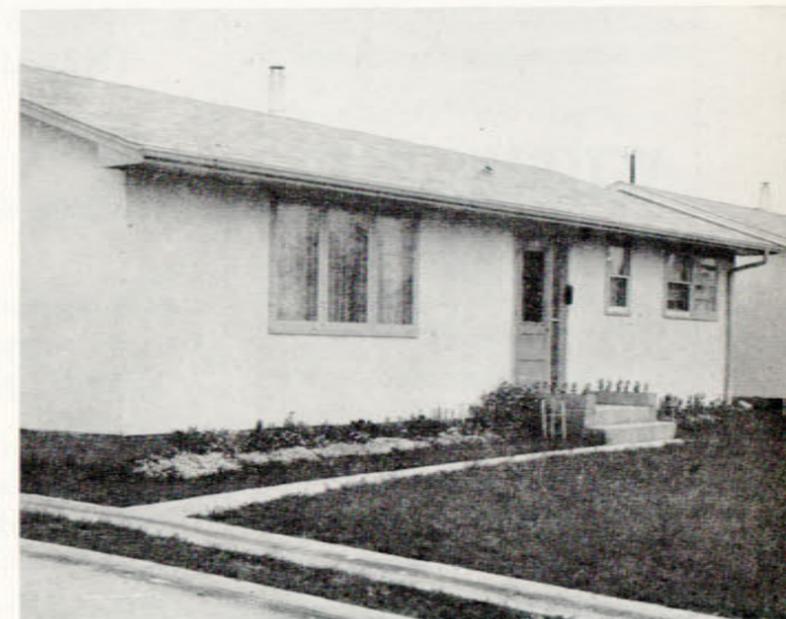
Some residents are doubtful as to just what they are allowed to do around their homes. Here, briefly, is what the housing staff had to say: No fences; however, border plants, flower boxes, flower beds, light shrubbery, etc., are permitted. Sod may be removed from the edge of the house where you are going to plant, but if you leave and are taking the plants with you—or there is no more plant life—then the sod must be replaced by yourself or a nominal fee will be charged.

The rules are sensible and flexible. Take pride in your home, and the entire community will be proud with you.

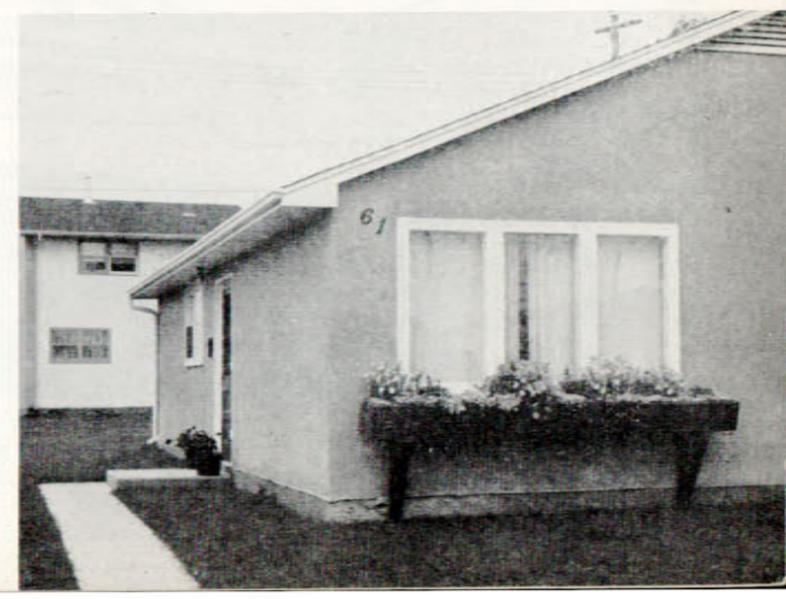
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59 CORNWALL BLVD.



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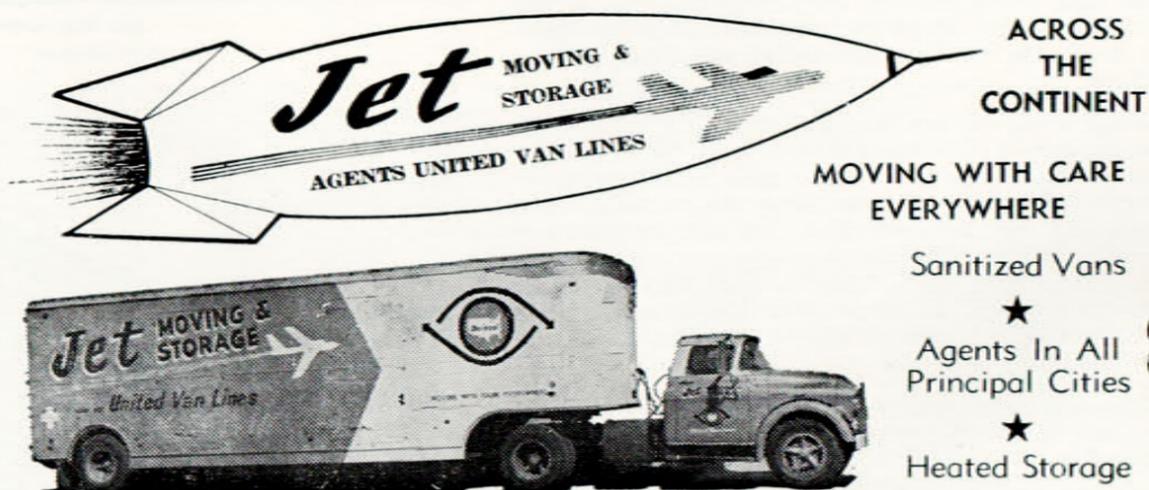
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# Leroy

## and the wild blue yonder

By RON BAYNES

"Ho, Myrtle! Gert!"

"How do you feel, Myrtle? Yeah, I'm tired too. I had a long night. Say, Myrtle, have I ever got news. Did you see me at Paradise Dance Hall last night?—with that air froce fella? Yes, I thought you did.

"Well, no, I didn't exactly come to the dance with him. It was kind of funny how we met. By accident, like. He bumped into me as he was coming in. He was holding onto the wall and blinking. He seemed dazed. He told me it was the poor light. I mean isn't it romantic, us meeting that way? Ships that meet in the night.

"Well, let me tell you—his name's Leroy and he's a Wing Commander and we're going steady. Is he ever charming, Myrt? Is he ever successful in the Air Force?

"No, I don't know what kind of wing he commands. A plane wing, I guess. And he's gun director too. Anyway, he's a most senior position. He told me. He's practically the big boss. I mean really.

"I told him I was crazy about flying. I mean really. And he told me how he flies all the time. He flies five days a week and overtime in the summer months. He jumps into his jet-plane and roars away into the wild new wonder or something like that. Just like Robert Mitchum. He's so modest though. And so sincere.

"Gertie," he told me (is he ever sentimental?) "Gertie—whenever I climb into my old Sabre and roar away—up, up, into the wild deliri-

ous blue—(Gee, I don't know, Myrt, that's what he said)—I think of someone like you.

"Now, isn't that cute?"

"And what a colourful record he has. I don't know how many planes he hasn't shot down. He doesn't know either. He lost count in Korea.

He's so suave too—so polished—it comes from all his training.

He just finished a top secret course. It lasted ninety days. At Borden. That's a secret, important jet station and rocket base in Ontario. He says everyone who goes there has to get his head shaved like that. Right up almost to the crown—to fit the space helmet you see. One of his friends came up to him at the dance and he asked Merv

"When did you get out?"

"And Leroy shut him up and told him to remember the security regulations or he would have him put on charge.

"And the friend used the code sentence back. Something about a shovel.

"Leroy says (it's top secret incidentally so you mustn't tell a soul)—Leroy says they're training them to go to the moon. You must have read about it in the papers. Yes, Leroy is one of them. That's what the propeller on the sleeve means.

"Why, of course, I'm going to see him again. Would I have let him take me home otherwise? I didn't want to let him take me home, but he talked so compelling to me that

I realized it was my duty. After all, you don't know *what's* ahead of you when you're going to the moon, Myrtle.

"And do you know what he gave me?"

"He gave me his wings. His pilot's wings.

"He ripped them off—in a magnificent romantic gesture—right off his shoulder and presented them to me. As a token. So when he's up THERE, I'll know he remembers each beautiful moment. Even when he's gun directing.

"Yes, gun directing. Oh, didn't I explain that?"

"Leroy's a gun director. He's so modest he never told me last night. But I phoned the Base today and they said the only man with Leroy's name was a GD. It was him all right. He explained what it stood for, or I should never have known.

"No, I can't see him tonight. He has to check the base defences against sabotage. Every hour he has to go to the gate and make sure of the defences and the guards and sign a little book. It sure is a responsibility.

Next week—he's got a surprise for you. A blind date. Next Saturday night. Just before the moon shot. (It's full that night.) He's bringing a friend. A Squadron Leader, Myrt. And he's a gun director, too.

"Well—see you Saturday, Myrt. And remember

"Per Ardua ad Astra—or 'Keep 'em flying kid.'"



Photo: DND

# WINNIPEG

**F/O "DOUG" VEALE**

**F**LYING OFFICER DOUG. J. D. VEALE is well known at RCAF Station Winnipeg, for during his 2½-year stay here he has had his fingers in many pies. Born in Vernon, B.C., May, 1933, he remained and grew up in this same city, situated in what Doug calls "God's Country."

Doug joined an Aircadet Sqdn. at the age of fourteen and advanced to the rank of Flight Sgt. During the summer of 1950 he attended a summer camp at RCAF Stn. Gimli as part of his training with the Sqdn. At eighteen he was selected as a candidate for an aircadet scholarship to obtain his private pilot's license, and this he successfully achieved through the private flying club in Vancouver.

Upon completion of his schooling in 1951 Doug worked for three years with the Department of Highways for the B.C. government until he went to work in Edmonton as a laboratory technician with Canadian Chemical Ltd. It was in Edmonton that Doug decided to visit the recruiting unit to see if he could qualify the requirements necessary to become a pilot in the RCAF, a secret whim of his for some years.

Boarding the train at Edmonton, destination—London, Ontario home of PSU (O), was a hopeful and expectant young man, eager to make "aircrew." After two weeks Doug was told that he had been selected for pilot training, and thereby proceeded to Centralia for five months of ground school.

From Centralia he returned West to fly Harvards, and nine months later he left Moose Jaw for Macdonald to complete his training on T33's. At last the big day had arrived when Flight Cadet Veale would become Flying Officer Veale and most important when A/C Rutledge presented the course with their wings.

The boys were to be split-up, going into the field to operational flying. Doug received his transfer to Winnipeg, 2AOS. Here he flew Expeditors for nine months, during which time he received a course on this aircraft at Saskatoon. From Expeditors Doug moved on to fly Dakotas, on which he was given another course at Trenton. During the fall of 1957 Doug went on summer-survival at Rock Lake to become familiarized with northern conditions. Still, flying students around has remained his primary

duty on the station. But flying is only one of Doug's jobs. He and buddy, Roy Smith, have gone into a secondary business together—that of operating a swimming pool. These boys have seen their project through from a gravel pit to a delightful recreational spot. Endless hours of forethought, planning, and toil and money have gone into making their aspiration a success. Situated nearby the station, Park Royal Beach has fast become a popular spot during warm summer days for civilians and for station personnel alike.

Doug comes by his adaptability to service life justly as he comes from a military family. A brother Bob preceded Doug at Winnipeg, who too was a pilot; and Doug tells me that his sister, Bev, a recreation specialist, docks at Montreal this September after a tour of duty overseas for 3½ years.

By the time this article is published, Doug will be at Upland flying VIP's around in Dakotas for No. 412 Sqdn.

Although we say goodbye for the time being to F/O Veale, I'm sure that we'll see Doug back in these parts as soon as summer roles around again.

# PERSONALITIES

**F/C SHAUNA ALLEN**



Photo: CPL "ROY" CLYNICK

**F**LIGHT CADET SHAUNA ALLEN has come to RCAF Station Winnipeg to complete her third and final summer in the Airforce under the University Reserve Training Plan. Born in Red Deer, Alberta, September, 1938, she was brought in touch early with service life through the close proximity of RCAF Station Penhold. While receiving her schooling in this fair city she became more acutely aware of the Airforce and the opportunities it offered. Through some aircrew NATO Trainees at Penhold, Shauna was alerted to the U.R.T.P., into which female personnel entering University were accepted. Here she actually met some female flight cadets in various branches and stages of their summer training and immediately queried them as to the requirements and obligations in becoming a member of such a plan.

Most favourably convinced that this would be a worthwhile experience, Shauna entered the Sqdn. on the campus of the University of Alberta at Edmonton "Frosh Week" with her 500-word autobiography already written, and most anxious to get on with the formality of a medical, undergoing a battery of tests, and the interview—much to the amusement of F/L Ross Curry,

the RSO. Shauna claims that it was her enthusiasm for the plan that saw her one of the few selected for the limited positions from the many who apply each year.

Enrolled in the Faculty of Arts and Science at the University of Alberta, majoring in psychology, with intentions of continuing post-graduate studies in Social Welfare Work, our newly-recruited flight cadet was placed in the Supply Branch replacement in October, 1956. Shauna was officially in the Primary Reserve. She says that she'll never forget the day that she was kitted and her school chums anxiously awaited to see her don her newly-acquired "blues." Every Wednesday evening these were pressed in preparation for the weekly winter parades scheduled during the University year. Here she was introduced to military history, general service knowledge, and drill—and current events were discussed. Shauna vividly remembers her first mess dinner and the lasting impression of the graduates receiving their scrolls signifying their attainment of the Queen's Commission, and looked forward to the day that she too would receive hers.

With the completion of Univer-

sity examinations in April, Shauna proceeded to London, Ontario, home of No. 1 Officers' School. Here she was indoctrinated into the ways of Military Life along with some other sixty odd girls. Gail Alexander, a Medical student from the University of Western Ontario, was assigned as Shauna's roommate, and together they polished and pressed, scrubbed and studied endlessly—or what seemed so for the girls. But all was not work without play: NATO cadets, representing most of the 15 NATO countries, as well as our own good red-blooded boys provided slight diversions.

Graduation from London will always be a memorable occasion in her memory, when Shauna recalls AVM Bryans presenting her with her diploma, signifying successful completion of nine weeks of rigorous training. From London she proceeded to Aylmer, Ontario, to commence a more specified course in Supply. Here her roommate was a Commerce Student from Carleton University, Charlene Armstrong. The instructors at Aylmer managed to give the group a glimpse into the intricacies of Supply in the remainder of the summer, and in September they returned home to

(Continued on page 18)

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## STATION DRAMA CLUB

CPL. LEONARD JAMES



Walk along Sharpe Boulevard in St. James to the East side of the RCAF Station and keep going, through the gate, until on your left you see Building 22, a white and green edifice bearing the simple description "Drama Club." To the ancient Station Winnipegger this building will recall, from as far back as World War Two, memories of pleasant evenings at the movies, but to today's personnel this building means a small but vital entity in the recreation and entertainment aspect of RCAF Station Winnipeg. How long ago the Drama Club was formed is not exactly known, but what is well known to Western Canada is the impact this small club has had on theatrical circles in the past two years. The first ripple on the placid lake of Thespis was probably in February, 1958, when the club, under the direction of Capt. "Chuck" Evans, USAF, hit the boards with an exciting production of Sidney Kingsley's "Detective Story," with a cast of twenty-six. Looked upon at its inception by "those-who-know" as a frail amateurish effort, it soon proved otherwise by being selected to represent Winnipeg in the Regional play-offs of the Dominion Drama Festival, and proved its worth by being placed second in the final standings, with a "Best Supporting Actor" award and numerous other mentions to its credit. Spurred by this success, the club went into the 1958-59 season with a desire to live up to its new-found credit, and proved their worth with such smash productions as "A Visit to a Small Planet," "The Man Who Came to Dinner," "Teahouse of the August Room," and "Sabrina Fair," all directed by Capt. Evans. However, "Chuck" has now returned to the U.S., a victim of that strange disease called "transferitis," which is prevalent among airmen during the summer, and the club has

been re-organized. At a meeting this summer a committee was formed to manage and assist in the club's future presentations, with F/L "Reg" Tobin, of 2AOS, as President, and Cpl. "Ron" Cawood, AFP, as Vice-President. Already in rehearsal are two one-act plays, to be presented on the evenings of Sept. 11th and 12th as a tid-bit to whet the patrons' appetites for the forthcoming theatrical feast. Scheduled for November 12th, 13th and 14th is an uproarious comedy, "The Tunnel of Love," by Joseph Fields and Peter de Vries. The director of this production is Jim Landry, known to some as a Cpl. in the Armament section in No. 16 Hangar, but well-remembered by all for his inimitable performance in "Detective Story," "Visit to a Small Planet" and "Teahouse of the August Moon." Try-outs for this play will be held on Sept. 11th and 12th. The next major production will be "An Inspector Calls," a drama of mystery, tragedy and human folly, to be presented on March 3rd, 4th and 5th, and under the direction of Ron Cawood, known to some as a Cpl. in the unit Air Force Police, but remembered by all for his memorable performances in "Visit to a Small Planet" and "Man Who Came to Dinner." The try-outs for this production will be held on December 16th and 17th, and such is the confidence of the members of the Drama Club that this play is going to be entered in the Dominion Drama Festival. Both Jim Landry and Ron Cawood are worthy holders of the American Jewelry Trophy, awarded to the outstanding performer of each of the Club's productions. Tentatively scheduled for May 5th, 6th and 7th is "The Desk Set," to be directed by Mrs. Pat Bayliss, the Treasurer of the Committee, and the wife of S/L Bayliss of 2AOS.

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This appears to be a formidable schedule; the plays chosen have been performed on Broadway and in London's West End by top-flight professionals, so it would be a sensible question to ask, "Where can an Air Force Station obtain actors, actresses, directors, and stage crews capable of emulating such achievements?" But the answer is simple . . . right next door to you—in the hangar-line, the section orderly room, the mess hall, the bus queue, or anywhere else you may wish to look on RCAF Station Winnipeg. You see, this is your Drama Club, and you run it. There are no professionals here, no masters of the theatre—just male and female service and civilian members of the station enjoying a recreational activity. Anyone can join it, and the more people that do so the bigger and better the productions will be. There have been many in the past who have tremulously entered the doors of the Drama Club, desirous only of seeing what was going on, yet who have stayed to become keen and dependable members. Often it has been that they themselves have had no desire to act but by reason of their initial interest they have developed into excellent helpers. Their talents have been utilized in many directions, and it is wrong to think that you must be an actor or actress to be in the Club; what of the set designers, the make-up artists, the wardrobe mistresses, the lighting and sound-effects men, the props people, the directors, the stage managers, the publicity and advertising men, and the numerous other small but essential parts which are welded together to become a production. All these persons have been, and will continue to be, service and civilian members of the station, and if you have any doubts as to their capabilities, perhaps some quotes of criticisms of past performances will set your mind at rest. Richard West, adjudicator of the 1958 Dominion Drama Festival, said of the "Detective Story": "An engrossing play . . . it kept me entertained all evening." Anne Henry, the noted columnist and critic of *The Winnipeg Tribune*, said of "Man Who Came to Dinner": ". . . is a first-rate performance, full of fun, and provided the audience with plenty of laughter." Frank Morriss, Miss Henry's counterpart on *The Winnipeg Free Press*, said of "Teahouse of the August Moon": ". . . has pathos and whimsy, and is the best the RCAF has given us."

By this it can readily be seen that the RCAF Station Winnipeg Drama Club has proved itself in the past to be a vigorous and successful unit, offering an interesting and rewarding hobby to some and a



F/L "Reg"  
Tobin  
President,  
Station  
Drama Club

pleasant evening's entertainment to many of the personnel and their families during the winter months. Like other recreational activities on the station, it depends for its success upon the patronage of others and the support it has received in the past has been one of the reasons for its growth to its present position as one of the RCAF's finest theatrical groups.

Membership in the Drama Club, perhaps, has more to offer than you think. There is pleasure . . . the pleasure of new friends and acquaintances; there is happiness . . . the happiness of achievement and a job well done; there is excitement . . . the tongue-twisting and tummy-rumbling excitement of a first night; there is fear . . . a fear that you may forget a line or switch to the wrong lighting or sound effect; there is doubt . . . doubt that the audience will accept your efforts; there is work . . . the sawing, cutting, painting, nailing, making, cleaning; there is sacrifice . . . the many TV shows and movies to be given up; there is fatigue . . . rehearsal after rehearsal after rehearsal; there is endeavor . . . the try, try and try again for perfection; there is effort . . . the unified co-operation to attain a single purpose; there is sadness . . . the infinite sadness of a darkened theatre, a silent stage, empty seats, and closing the theatre after the last night; there is sentiment . . . the pathetic piece of scenery left out in the snow and rain from which you once spoke such resounding lines, or upon which you so carefully painted; but there is always hope . . . hope that comes surging anew with the first steps in starting a new production: the planning, conferences, selections, arrangements, decisions.

All this, you might ask, in one building. Yes, indeed, in Building 22, your RCAF Station Winnipeg Drama Club.



Interior view of the  
Station Drama Club,  
showing a rehearsal  
under way.

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# LAST FLYPAST

By JACK STEPLER

(Winnipeg Tribune London Bureau)

LONDON—The grand old stars of the Battle of Britain Flypast will give their final performance this September.

They are the Spitfires and the Hurricanes which for 14 years have led this annual thanksgiving ceremony, coursing to the Thames on the route the Nazi bombers took to devastate London nearly two decades ago.

In recent years the flypast has been largely a parade of jets, Vampires, Meteors, Javelins, Hunters and Sabres, throttling back to keep station with the propeller-driven veterans emblematic of the aluminum steeds of the air ridden by the

Paddy Finucanes, the Douglas Baders and the Eilior Malans in 1940.

It has been decided that it is unwise to have 14-year-old aircraft flying over the heavily-populated centre of London. And so the one Hurricane and the three Spitfires, which constitute all that remains of 14,231 Hurricanes and 20,351 Spitfires that were built, will go into retirement after September 20. It is yet undecided what will happen to them after their final curtain bow, but it is fairly certain that some place of honour will be found.

That the Royal Air Force has had any Spitfires to put into the air for

annual ceremony is due largely to Wing Commander Peter Thompson, once commanding officer at Biggin Hill. For in 1955 and 1956 the Hurricane was the sold survivor in the flypast of the fighters of 1940.

Wing Commander Thompson was determined that the "Spit" should not continue to be left out of the "Battle of Britain Memorial Flight," as the flypast is called. He found three Spitfires being used in the Royal Tournament at Earl's Court in a tableau depicting the defence of Malta. Thompson managed to get them to Biggin Hill, where Squadron Leader E. Sowden, the engineering officer, was given the task of putting them into flight condition.

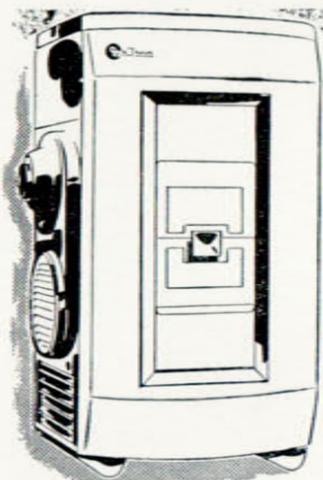
They were in basically good condition, but the search for spare parts to get them back into the air had something of the thrills of a treasure hunt.

The search went all over Britain, discovering bits and pieces in maintenance units and hangars throughout the nation. And the source, which remains fruitful, was the number of the old fighters which still stand proudly, if sadly, at the gates of many RAF stations all over the U.K. Many of them were towed directly there from their last landings.

The first of the three Spitfires made airworthy through Wing Commander Thompson's efforts was presented to the U.S. Air Academy at Colorado Springs. The other two were slowly rebuilt over several months. One of these was damaged in February, 1958, in a wheels-up landing, but it will be



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Photo: LAC DAVE SPEARING

First Canadian Senior Officer to fly in the F104, G/C Mitchell was presented later with a replica of the plane by the pilot Capt. Ed Jones, USAF. The replica is awarded to every airman to fly in the new aircraft.

ready to fly in plenty of time for the September flypast.

So when Londoners crane their necks skyward on Sept. 20, they will see two Mark 16 and one Mark 19 Spitfires overhead with the Hurricane, which was rebuilt by Hawkers in 1948 and 1956.

All the old fighters are in good shape and fly about 50 hours each year, for they are in demand at air shows and for RAF ceremonies.

But there is an ironical touch to the existence of these ghosts of the Battle of Britain—for, in RAF records, they are really ghosts; they do not exist officially. They were written off the inventories when they "died" after the war and since their re-birth have never been recognized.

Which makes them fitting vehicles to fly out of the past of wartime heroism, carrying with them the memories of so many of "The Few" who are today fond but dimming memories of the company of youthful knights who died along the Thames Estuary and over Hell's Corner in the Battle of Britain, and those of hundreds of others who died in the same planes from Norway to Burma.

**NEXT  
PAGE**

!

*Your Souvenir  
Photograph of the  
Visit of H.M.  
Queen Elizabeth  
at R.C.A.F. Stn.  
Winnipeg in July  
1959*

Photo: LAC DAVE SPEARING



*Her Majesty Queen Elizabeth Inspects Station Winnipeg Guard of Honour, July, 1959.*

## SECTION NEWS

### ARMAMENT

Here we are, about halfway through the summer, and I have caught only one fish: a battle-scarred veteran of a bass which went a bit over a pound and didn't put up a very spectacular fight. Perhaps I'll have a little better luck when I go on leave in August.

Our baseball team is doing famously, even managed to climb into the top half of the league, I understand. Guess they can't be losing all their games.

Weddings and transfers are still very much in the news among Armament personnel. WO2 Kinnon has left on short notice for the land of milk and honey, down Greenwood, N.S., way. Our genial O.C., F/L Mastionardi, is busy these days gening up for a course which he will be commencing in the U.K. in the not too distant future. His replacement, F/L Houldsworth, has already reported in from Cold Lake, but he is scheduled for a survival course before he takes over the reins permanently. Also on the I.O.S. side M. & W. I hope both you gentlemen of the ledger we have Sgt. McCoy, of enjoy your tour at Stn. Winnipeg. Ovesras posting went to LAC's Duroche, Macdonald, Smith, Cook, and Quinlaw. I am sure their tours will be enjoyed.

In the field of matrimony, Cpl. McKim, LAC's McDonald and Smith have fallen prey in the last couple of months. I guess that averages about one a month for the past six months. I hear LAC Gutz has about reached the point of no return as well.

Au revoir is good-bye in French. Carabolic acid is good-bye in any language.

### THE CROWBAR HOTEL

By the time this goes to press we shall have welcomed our new "Guv'nor," WO1 VANBUSKIRK, to the fold at Station Winnipeg. (Reckon I'll have to be very careful what I say here in future—they tell me he's a big 'un.)

SGT. "BERT" DREYER will also have joined us by then. We can only hope that their stay at the "Hotel" will be a happy one.

The past month or so has had its highlights, principally in the form of the recent Royal Visit, followed two weeks later by "Aviation Day."

Lots of organization and preparation were necessary to assure the smooth working success which was the result on both occasions, and those responsible are to be congratulated.

Of course, the problems with which we at the "Hotel" were primarily concerned were those of Security and Traffic—the latter especially, on "Aviation Day."

### PERSONALITIES

(Continued from page 9)

continue their University studies for another year. The winter soon slipped by, keeping in contact through our weekly parades, and it was time for Shauna to be East bound for another summer—this time not by C.P.R. nor T.C.A. but by S/A in a C119, a truly new experience. Happily re-uniting with old friends from the summer before the group settled down to more lectures and examinations in their attempt to master the finer points of a supply officer. It seemed like no time again, as Shauna recalls, that the summer training had ended and that she received another diploma from AVM Bryans. Saying goodbye this year was not as easy as before as in the third summer of training course 5802 would be scattered from the East Coast to the West Coast, as well as overseas.

During Shauna's tour at Winnipeg she has been employed in several sections on the station; having worked in Stock Control, Clothing Stores, No. 16 Hangar on a Supply Display for Airforce Day, and finally in "Voxair." Returning to Edmonton this fall with her Bachelor of Arts Degree, she will be employed as a Social Welfare Worker at the Provincial Guidance Clinic. After obtaining her commission on October 1st, Shauna would like to join the Auxiliary and work on Recruiting to keep her contacts with the Service. Another aim of hers is to tour Europe next summer.

As she leaves Winnipeg Shauna claims that she does so with feelings of nostalgia for two reasons: this will be her last summer of employment with the Air Force, and principally because of all the friends she has made with the personnel here who have shown her so much kindness and who have helped her to benefit from her stay here.

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However, with the aid of numerous "volunteer" N.C.O.'s and Airmen, no major snags were encountered, and the inevitable small snags were quickly overcome.

"Aviation Day," in particular, proved that the general public is in no way apathetic towards the Air Force and its job. If the thousands of people who or indifference, then I should hate to visited the station that day are in any way indicative of the alleged apathy see what would happen if the reverse were the case.

In common with most others who "volunteered" their services on "Aviation Day" (and a special thanks to those who DID volunteer—they were many), us Traffic and Parking "wallahs" had little opportunity to watch the proceedings. However, I am led to this most recent "At Home" at Station opportunity that crowd-wise, at least, believe by those who did have such Winnipeg was by far the most successful.

This was, perhaps, in no small way due to the added attraction of the attendance of the RCAF Golden Hawks. Weren't they "super"?

(One particular gal here at the "Hotel"—and we only have one, you know—thinks they are just too, too, divine; she has the edge on us though, for she met 'em all personally. S'that's right, Peg?)

Another "Greenie" came our way recently, with the result that CPL. "ERNIE" MUNRO is destined for Station Aylmer in the near future. "Ernie" will be missed 'round here (there's a LOT to miss, isn't there?)

However, he's quite looking forward to going East; he knows he will like it at Aylmer, for, like most A.F.P., he did his basic Police course there. (Honour Student, no less.)

Now that we have the "999" system here in Greater Winnipeg, the following might—just might—raise a laugh:

It concerns the householder who, after telephoning for assistance, using the recently inaugurated Emergency System, opened the door in answer to a knock.

There he beheld a Policeman **STANDING ON HIS HEAD.**

Clapping a hand to his forehead, the householder cried, "Keeerikey—I must have dialled '666.'"

No laugh? A titter, perhaps? A smile then??? No??? Oh, well—Have you heard the one about the three bears?????

Contrary to current rumours, Station Winnipeg personnel can NOT—repeat—NOT obtain motorised tricycles, the speed of which is governed to 15 mph. at the Auto Club for use at week-ends.

That's it—T.T.F.N.

T. H. DARLING

# WHAT'S NEW in the SKY

Edited by

ERNIE CARRIER

IN World War II, the fastest piston-engined fighter aircraft could fly in short bursts at a top speed of about 400 miles (644 kilometres) per hour. Civil jet airliners, carrying over 100 passengers, are now cruising on scheduled inter-continental services at 600 miles (960 kilometres) per hour. This is a fabulous increase, but in aviation design offices all over the world plans for 2,000 miles (3,220 kilometres) per hour passenger aircraft are being studied.

An airliner travelling at this speed would bring London and New York or Delhi and Tokyo within two hours' flying time of each other. The longest journey would become a mere half-day trip, and the international links of trade and tourism would be immeasurably strengthened.

Such a prospect sounds like a wild dream, but the aviation industry has a habit of making today's wild dreams tomorrow's realities. And it is a fact that a type of power unit which will make these fantastic speeds possible is already in production.

### SIMPLER, EASIER TO SERVICE

This engine is the ramjet. For operation in the high supersonic speed range, the ramjet has immense advantages over its only practicable rival, the turbojet. At these speeds, its fuel consumption is much lower and its power-to-weight ratio much higher. It is far simpler than the turbojet in its

basic design and is therefore easier to service.

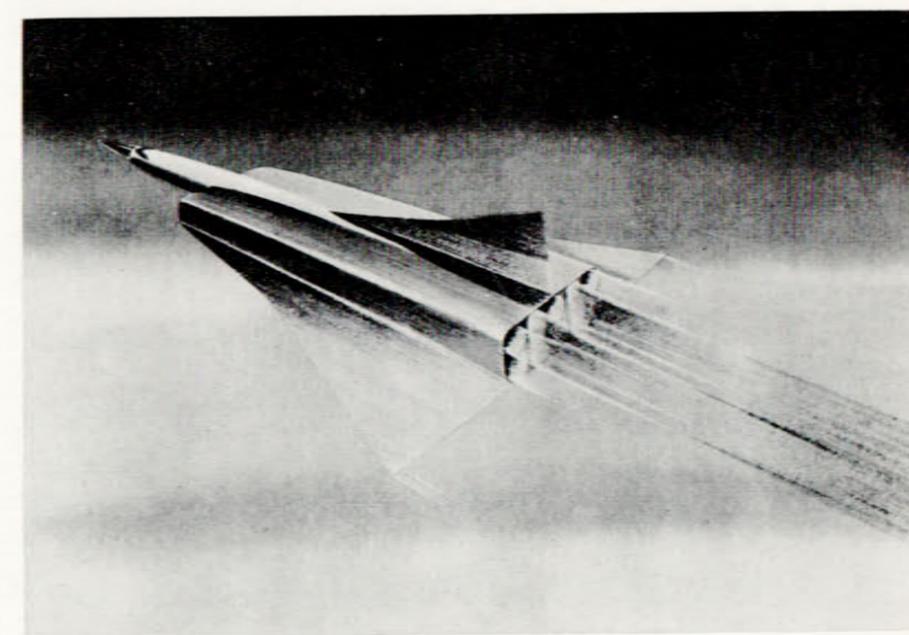
A typical present-day ramjet, the Bristol "Thor," power unit of the Bristol/Ferranti "Bloodhound" surface-to-air guided missile, is less than eight feet (2.538 metres) long and can be carried by two men. It weighs, in fact, about the same as a modern motor cycle. Yet from this innocuous-looking metal tube comes a thrust to be measured in tens of thousands of horsepower.

In Britain and the United States of America, ramjets for guided missiles have demonstrated their effi-

ciency and reliability in service. In both countries opinion is hardening that the ramjet is the key to high-speed passenger flight.

But the ramjet-engined aircraft would need a secondary source of power. Bristol Siddeley Engines Ltd., the new giant of the aero-engine world and the only British manufacturer of ramjets, is convinced that the power-plant of the future will be the turboramjet, a combination of the ramjet and the tubojet.

(Continued on page 31)



This is an artist's impression of a supersonic airliner of the future. Such an aircraft, it is forecast, could carry 150 passengers from London to New York in two hours.

The *Light* refreshment



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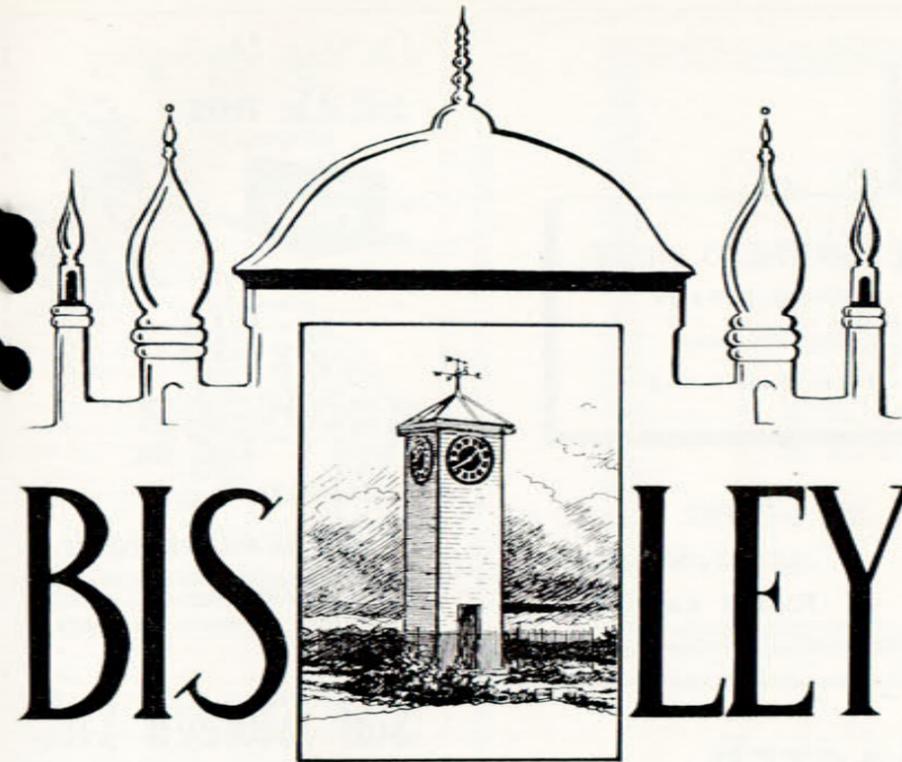
## The LIFE of the Party



May just KILL you



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By CPL. "BILL" WARSHICK

BISLEY is a tiny village in the pleasant Surrey countryside. However, the shooter probably never sees Bisley, the village. He does, however, make his headquarters at Bisley Camp and does his shooting at the N.R.A. ranges, both in the vicinity of Bisley. The camp is served by Brookwood, a station in the southern region of British Railways, and one-and-a-half miles distant from the camp.

It is little wonder that the shooter mentions the name of Bisley with reverence, for here congregate the world's best shooters. Although firing continues on the range throughout the year, the six weeks from the start of June to the middle of July are one continuous hum of activity. Starting with the R.O.F. Championship Shoot the first week in June the firing is continuous till the end of the N.R.A. Commonwealth Meet. Following the R.A.F. Meet is the Army and Royal Marine shoots. The National Short Range Rifle Association hold their annual championship during the last week in June. This is immediately followed by the Royal Navy meet, and then by the Commonwealth shoot.

To attend the N.R.A. Commonwealth Shoot is the object of marksmen all over the world. The Commonwealth is well represented—each year Canada has an official team of 18, and there are generally teams from Australia, New Zealand, South Africa, the Channel Islands, the B.W.I., as well as Scotland, Ireland and Wales. The Canadian team is chosen from the top 18 of the Bisley Aggregate shot the previous year as the D.C.R.A. Meet on Connaught Range in Ottawa.

The National Rifle Association run several ranges so that all distances of full-bore firing can be accommodated at the same time. The "Shorts" consists of 35 targets at 200 yards, "Short Siberia" is 20 targets at 100, 200 and 300 yards. The "Long Siberia" range has 23 targets and can be fired from 100 to 600 yards; the "Stickledown" consists of 50 targets with firing points at 800 to 1,200 yards; and last, but not least, the "Century" range has 100 targets and is used from 100 to 600 yards. (Since three can fire on one target at one time the Century range can accommodate 300 firers at one time.) In

addition to full-bore ranges, there are pistol, revolver, light machine gun, clay pigeon, small bore and running deer ranges.

For the small-bore meet there are over 1,000 shooting but for the full-bore this number runs close to 2,000. There are two big differences between Bisley and Ottawa. The first is the dimension of the bulleye. In Canada the sizes are 6 inch at 200 yards, 9 at 300, 18 at 500 and 600, and 36 at 900 and 1000. The Bisley sizes are exactly .69 as large as those in Canada, 5 inches at 200 yards, 7½ at 300, 15 at 5 and 6, and 30 at 900 and 1000. This always has a depressing effect on the Canadian team, for it is possible to score 50 at Ottawa and with the same shot holes only have a 40 at Bisley. The second difference is the number of events entered. The grand aggregate consists of 10 S.R. (B) events and about 4 further competitions may be fired. However, very few shoot for the Grand Agg. but pick out favourite ranges and events. In Canada it is the hope of every shooter to make the official team and he must shoot for the Bisley agg. The appearance of the firers are a bit of a let-down from Connaught, for in Canada you are accustomed to seeing expensive shooting jackets, high-powered spotting scopes and fancy rifle rests. At Bisley, on the other hand, a gentleman in a trench coat with a rifle slung over his shoulders and binoculars around his neck lies down and shoots a possible. No ground sheet, no waterproof clothing, no shooting box, nothing but the know how and luck to get a perfect 50.

The outstanding single event is the shoot for The Queen's Prize. From nearly 2,000 competitors, 300 are selected by their seven shots each fired at 200, 500, and 600 yards. These scores are used for selection and do not count towards the prize. The field of 300 is eliminated to 100 by counting scores of the 10 shots fired each at 300, 500 and 600 yards. These one hundred form the Queen These one hundred form the Queen's 100 and each receives a badge. On Saturday afternoon the final sage is shot, 10 rounds at 900 and 15 rounds at 1000 yards. The competitor with the highest score for the 2nd and 3rd stage is then

(Continued on page 31)

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## S. O. S.

ON TRANSFER

As I read D.R.O.'s, listing transfers,  
The thought came to my mind,  
That the person deciding such changes  
Was not of a human kind.

I imagined a dark room in Ottawa,  
Lit by a fluorescent glow,  
Littered by pieces of paper,  
Applications to the C.O.?"

And there in a dusty corner,  
Stood a crooked and weird machine,  
Handles marked "B.C." to "Newfound-  
land,"

And everywhere else in between.

Above it were trades of the Air Force,  
From Radar/Tech(A) to G.D.,  
And a figure—rings up to his elbow—  
Mumbled and chuckled with glee.

He was perusing the applications  
And I heard him whispering low,  
"Now who shall I upset this time?"  
He pondered, and paced to and fro.

As I stood there watching in silence,  
He waved one for Vancouver, B.C.  
Mocked me, "I know just where to send  
you."  
And mentally noted, "Goose Bay."

He then hobbled back to his corner,  
With a grin I could plainly see,  
And his hand came to rest on a handle,  
Which was clearly marked "A.F.P.(3)."

Now smiling in anticipation,  
He reached out with a bent thumb  
And pressed a little red button,  
Chortling, "This is great fun."  
He pulled back the shining handle,

The machine beat a noisy tattoo,  
And dozens of papers erupted,  
They were GREEN—to make you and  
me BLUE.

There I was, gazing in wonder,  
It was easy for me to see,  
They were signals of Posting and  
Transfer,  
I knew this was no place for me.

As I ran through the doorway in terror,  
I heard a bell ring in my ear,  
And then my sweet wifey saying,  
"Wake up—gonna stay there all year?"

So fellas—and gals—when you're trans-  
ferred,  
Be it Resolute, Metz, or Lachine,  
Remember that dark room I mentioned  
And that devilish, infernal machine.

As a postscript—what's this I've been  
handed?  
It's written in language so terse,  
My Gods. Oh, No. It's a transfer.  
(That'll teach me to write better verse.)

So Please—PU-lease take a warning,  
Write poems—but the rule seems,  
Don't sign 'em—for the man I spoke of  
Reads VOXAIR—that's how he gets  
names.

—T. H. DARLING.

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"Don't worry... the govern-  
ment will find us. I haven't paid  
my income tax."



# TV TALK

## Football Huddle

Edited by ERNIE CARRIER

Coach Bud Grant and sportscaster Jack Wells return with more views on Canada's favourite sport.

Already the W.I.F.U. season is underway, with the first game between the Winnipeg Blue Bombers and the British Columbia Lions played on August 13 in Vancouver.

Once again, this year, CBWT sportscaster Jack Wells and Winnipeg Blue Bomber coach, Bud Grant, are seen in another Wednesday



Coach "Bud" Grant of the Grey Cup Champions



Sportscaster Jack Wells

(Both photos CBC)

interview other football experts, and attempt to answer viewers' questions.

Again this year the slow-motion camera will be used to pick out key players to illustrate visually their various offensive and defensive jobs. Also the slow-motion ground level camera, which proved so popular with fans last year to assist viewers to follow the intricate plays more closely will be employed.

There will also be filmed interviews with popular sports writers and broadcasters presenting their predictions on the outcome of the schedule. Among those taking part are: Jack Matheson (Winnipeg Tribune), Hal Sigurdson (Winnipeg Free Press), Johnny Esaw

(CKRC's sports director), Al Vickery (Canadian Press), and Bob Moir (CBW sportscaster). Incidentally, Johnny Esaw's predictions were absolutely correct last fall.

In addition, Andy Currie, Assistant Commissioner of Football, will be on hand to discuss the new rules to be followed this season.

A new feature of Football Huddle this year will be "live" or filmed interviews with players from opposing teams.

Later on in the season Football Huddle will feature a filmed report on the Bombers' new training quarters at Canada Packers in St. Boniface.

Football Huddle is produced by Frank Rassler, producer of Hobby Corner, Royal Visit (to Winnipeg), Art in Action and Moods in Music.



"How does it feel to be the champion athlete of the office picnic?"

## Mlala Palm Wine

By F/L E. D. TEIMAN

The Mlala palm flourishes in certain areas of the TULI and BEIT-BRIDGE sections of MATABELELAND, which is part of Southern Rhodesia. It is generally found growing in belts along dry river beds and "dongas." In appearance it is not unlike the date palm, and in some places, where the ground is more fertile than in others, the trees grow to a height of 15 to 20 feet. One root may have from four to eight stems or trunks, each of which can grow to a height of ten feet, with an average diameter of eight to twelve inches at the top.

Before tapping the tree, the bark and thorns around the trunk are burned off and, when this is done, niches are cut in the trunk every twelve or eighteen inches in the form of steps, for tapping. The palm leaf top or head of the tree is then cut off, and the sap which oozes out is then trapped in a niche cut across the top of the tree, and by a piece of leaf which is forced into a crack just below the niche. This forms a lip over which the sap drips into a receptacle attached to the end of the lip, and which in turn is attached to the top of the tree by means of a leather thong or pieces of bark.

These receptacles vary in kind, but the most common are made out of dried cattlehorns, or the dried-out pod of the Baobab tree, otherwise known as the cream of tartar tree. Both make excellent vessels, being light, economical and easily replaced in the event of breakage

or becoming worn out. During the dry season small covers or hats are placed over these receptacles, being plaited basket fashion from the leaves of the palm, and these serve to prevent flies, bees, birds, et al, from becoming intoxicated, and also to counteract evaporation as much as possible.

The sap that flows from a newly-cut tree resembles Sparkling Moselle to a certain degree. It certainly possesses the effervescent, the dry, the sweet and also if imbibed in any great quantities the exhilarating properties of its bottled and better known aristocratic brother. During the rainy season, the sap rises more quickly and thus the containers have to be emptied faster than at other times. During such heyday months, the industry flourishes to such an extent that the quantity exceeds the demands; and in order to cope with this, some genius invented what is known as a distillery.

The modus operandi is simple in its originality, but very effective. The whole apparatus consists of an 8-gallon dip drum, an earthenware pot with a hole in its base, three feet of half-inch piping, a log of wood hollowed out to form a trough, and bent sticks and a glass bottle. The drum is half filled with mlala wine, the earthenware pot is inverted over the drum, and the joint made tight by a generous application of clay. The metal piping is then passed through two holes at either end of the trough, and

one is then inserted into the hole of the earthenware pot. This joint is also sealed with clay. The other end of the piping is left open and this is the exit for the distilled liquid, which is led off into the bottle by means of the bent stick.

The whole apparatus is now ready for operation. A fire is lit under the drum, and the moment the liquid commences to boil, water is poured over the piping into the trough. This condenses the steam, and the clear substance which eventually trickles into the bottle may safely be called concentrated essence of mlala wine. Overheated water may be released by means of a plug in the bottom of the trough. At a rough estimate three whisky bottles of this essence can be obtained from 5 to 6 gallons of natural plala.

Naturally the first bottle is the strongest and when sold fetches the highest price. Each gang has its own distillery, and in some cases these are supported by natives in nearby towns, where it is considered a luxury, chiefly perhaps because the laws of the Union of South Africa deem it an illegal beverage for them, and secondly because of its intoxicating powers.

Concentrated mlala does not taste unlike dry gin, but the difference is that it cannot be mixed with water.

The whole business is bloody illegal, but well,—cheers, chaps!



Beginning Tuesday, Sept. 1, the new swimming badges went on sale at the New Centre. All swimming badges which are now in use will become void on that date, and the new badge will be required for swimming in the Stn. Swimming Pool. The new badges are sold at 50c each. All personnel and dependents 8 years of age and over must have a badge before being admitted to the pool area.

The playoffs for the Stn. Winnipeg Inter-Section Softball Championship have now been completed, with Telecom the winner over Arm Sys. The series went the full three games, with Telecom winning two of the games by the narrow margin of one run—5-4 and 6-5.

On Saturday, Aug. 15, Stn. Wpg. journeyed to Portage la Prairie for the 14 Tr. Group Track and Field championships. Result of the meet is as follows:

Men's Events—1st, Portage; 2nd, Moose Jaw; 3rd, Winnipeg; and last, Gimli.

Women's Events—1st, Winnipeg; 2nd, Portage; 3rd, Gimli.

The winning teams — MEN'S, Portage; LADIES, Winnipeg—now journey to Camp Borden on Friday for the T.C. Championships. Congratulations are extended to the Winnipeg team for the wonderful effort they displayed on the field. F/C Jacobs set a new T.C. record in the javelin throw, tossing the javelin 165 feet. He missed first place in the discus by  $\frac{3}{4}$  of an inch. F/C Levedag placed first in the men's shot put; and Cpl. Surby, of T.T.U., tied for first place in the high jump, with a leap of 5 feet  $6\frac{3}{4}$  inches.

F/C Gibson, of the girls' team, had a remarkable day, placing first in the 60-yd. dash, and tying the T.C. record with a time of 8 secs.

She also placed first in the broad jump and first in the high jump. After the meet, refreshments were served the athletes and officials at an informal gathering in the Social club. S/L Kaye presented the individual winners with gold, silver and bronze medals from Stn. Portage, while W/C Fraser, of 14 Tr. Grp., presented F/C Montgomery, of Stn. Portage, with the 14 Grp. Championship trophy.

The newly-formed station baseball team travelled to Gimli Sunday, Aug. 9, to compete in the 14 Grp. playoffs. The tournament was a round-robin type, with each team meeting the other once. Gimli won the 14 Grp. championship, with Portage placing second. The following are the results of the games played: Gimli 9, Winnipeg 5; Portage 6, Winnipeg 3; Gimli 8, Portage 3.

The RCAF Winnipeg team won the Eaton's League this year, defeating the Imps. 9-6. They now await the playoffs. It is understood the girls will play the Jets, commencing Wednesday, Aug. 19, in a best-of-three series, with the winner advancing to the finals.

On 22 Aug. the Stn. Winnipeg Golf team walked away with the No. 14 Trg. Group Golf Championship. The event was staged at the Red Deer, Alta., Golf and Country Club. The team will now travel east on 13 Sept. 1959 to compete in the Training Command finals. Team members pictured at left.

Back Row, Left to Right: LAC Burns, F/O Lewis, F/L Enns, Cpl. Rushton, LAC Downie, F/O Scrammoff. Front Row, Left to Right: F/L Mayer, F/L Teyne (Captain).



## WHAT'S NEW IN THE SKY

(Continued from page 19)

### HOW IT WORKS

Why cannot the ramjet do the job on its own? The best way to answer that question is first to describe, in the broadest and simplest terms, how an ordinary jet engine works.

The jet engine takes in masses of air which it compresses; as the pressure of the air increases so does its temperature. This highly-compressed, heated air passes into the combustion chamber where it is mixed with fuel, and the mixture ignited. The hot gases of combustion escaping to atmosphere at high velocity from the rear of the engine give the forward thrust.

In the turbojet and the propjet, compression of the intake air is effected by mechanical means—by a compressor or series of compressors. The compressors must be driven by turbines. These turbines are multi-bladed fans which are spun at very high speed by the rearward rush of the hot gases.

### AIR IS COMPRESSED BY AIR

In the ramjet, on the other hand, there is neither compressor nor turbine. The intake air is compressed—by air.

The ramjet is, in effect, a metal tube open at each end. It is so designed that, when the engine moves forward that, when the engine moves forward through the air at high speeds, a shock wave forms across the intake. This shock wave can be visualized as a shallow cone (like a coolie hat) fitting over the intake mouth of the engine. The thickness of the cone wall is only about one ten-thousandth of an inch, but in passing through this shock cone the air entering the engine is compressed. The shock wave cone is, in effect, the ramjet's main "compressor," although as the air moves into the engine it is compressed even more by the shape of the intake throat. According to the forward speed of the vehicle, compressions of up to 100 times normal atmospheric pressure can be achieved by these means.

As in other jet engines, the compressed air and fuel mixture is ignited in the combustion chamber and the gases escape to atmosphere. But in the ramjet none of the thrust is absorbed by operating the turbines.

It is clear that the ramjet cannot come into operation until the shock wave is set up, and until the ramjet is moving forward at high speed there can be no shock wave. The ramjet-powered vehicle therefore demands an initial "jush-off," and in the guided missile this is obtained by the use of booster rockets. These accelerate the missile to supersonic speed, which forms the necessary shock wave at the ramjet intake, and as soon as the ramjet starts to produce power the booster rockets are released and drop away. All this takes place within a few seconds.

A rocket take-off would obviously be unthinkable for passenger aircraft, and so the idea of the turbo-ramjet has been evolved. In this combination the turbojet would be used for take-off and for low-speed

cruising. But as soon as a high supersonic cruise speed was called for, the switch would be made to the "senior partner," the amazingly simple, astonishingly powerful ramjet.

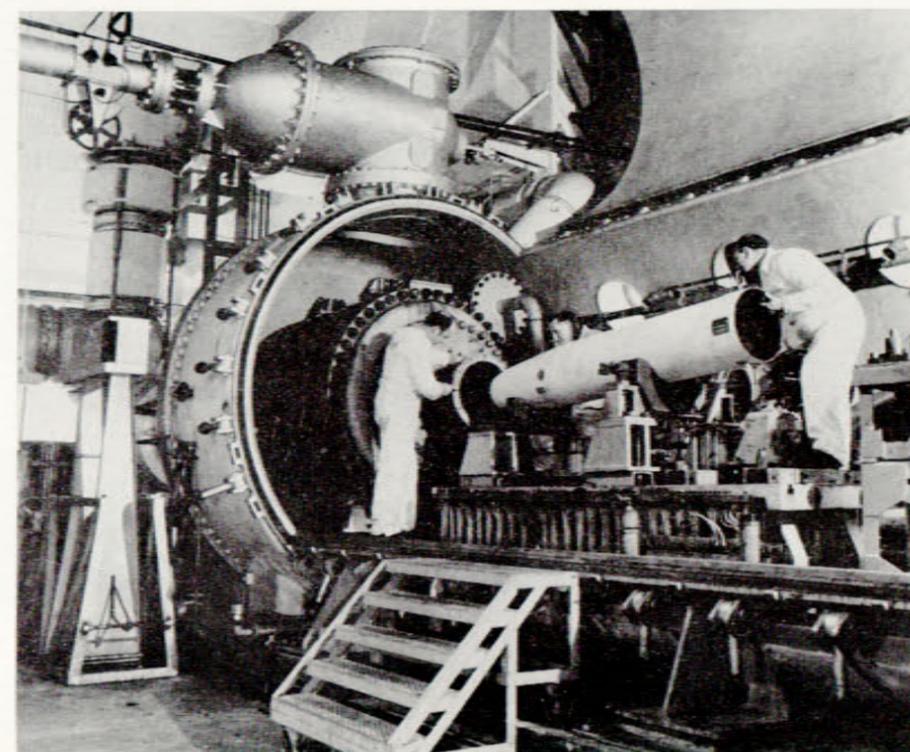
## BISLEY

(Continued from page 23)

"chared off" with pomp and glory to sip out of the silver cup at each and every club. His name shall be remembered forever. The Queen's Prize consists of a gold medal and £250.

After the shooting has ceased at 8 p.m. there are more possibles shot in the 25 odd club-rooms that are located throughout the length and breadth of the camp area. If you have fired at Bisley and departed without any outstanding scores, do not be disheartened, for you have left after witnessing some thrilling experiences and making some lasting friends.

Elaborate facilities are needed for the ground testing of ramjet engines. Here is one being put into the test plant at the Patchway, Bristol, England works of Bristol Siddeley Engines, Ltd.





PICTURES TAKEN DURING "AVIATION DAY" AT RCAF STN. WINNIPEG ON 8 AUG., '59

Top: The Golden Hawks; Top Left: The 35th Anniversary of the RCAF; Top Right: The Golden Anniversary of Powered Flight; Center: View of the 80,000 crowd; Bottom Left: Outside exhibit; Bottom Center: Crowd took refuge from the sun under the tail of a Titan; Bottom Right: The size of the tail of an "Argus."  
 (All photos courtesy SGT. BOB ROSS)

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