

EXTRA!

JET AIR

EXTRA!

Vol. 1, No. 6

R.C.A.F. STATION, PORTAGE LA PRAIRIE, MANITOBA, CANADA

SATURDAY, SEPT. 19

WELCOME VISITORS

Battle Of Britain Parade Tomorrow

Airmen from Macdonald and Portage will march together in the Battle of Britain ceremonies tomorrow morning in Portage.

The parade, consisting of two flights, (one Protestant and one Roman Catholic) will form up at 10:30 town time at the Prince Charles School.

From there the parade will march to the services, held at St. Mary's and St. John's churches.

Following the church services the parade will reform and march down Saskatchewan Avenue.

The day, as you will remember, is observed each year by members of the Commonwealth Air Forces to give thanks for the victory obtained over English skies in the dark days of 1941 and to remember those "Few" who fell in battle at this time.

Portage Air Cadets Tour The Station

Air Cadet officials in Portage la Prairie expressed their pleasure when 42 boys took in their tour of RCAF Station Portage la Prairie, Thursday, September 10.

The officials said that the 32 boys who previously had filled in application forms for the new squadron attended 100 per cent while the other 10 boys, who came along to learn something about the air cadets, all signed application forms Thursday night.

There is still room in the squadron for 10 to 15 more boys between the ages of 14 to 18.

The boys were conducted on a tour through the various hangars on the station, inspected Harvard and Expeditors and the control tower and the ground instruction school.



LAW BARBARA COOK

LAW COOKE, known to many friends as "Babs," has left the Paper staff and the station to reside in Saskatoon. This move was not of our choice and we trust not of her's. Barbara served as secretary for "Jet Air" since it began. Good luck "Babs" — and we'll miss you.



W/C C. W. Burgess DFC CD

MESSAGE FROM THE C.O.

Throughout Canada this year September 19 is Airforce Day. On this day the members of the RCAF play host to the public in all parts of the country.

This is the day that is set aside to give the public of Canada an opportunity to inspect their Airforce and to view the work and accomplishments of its members. It is an occasion when we, the members of the Airforce, can demonstrate to the civilian populace the results of the energy and initiative required to maintain a successful Airforce.

Here at Portage this will be our first celebration of Airforce Day. It is our chance to show to the citizens of Portage the progress that has been made since the station was re-activated less than a

year ago. In reviewing this progress each and every one of you can take a real pride in your contribution. The station today is an example of the results of co-operation, the desire to succeed and the spirit that makes for a fighting force of which the people of Canada cannot help but be proud.

I know that Airforce Day at Portage will be a good one and I know it will be a good one because of the unselfish efforts of all of you. It is only appropriate that on this day I commend each of you for the work you have done and the spirit you have shown in doing it, and to express my confidence that we will continue to work together for our mutual advantage and to the benefit of the Royal Canadian Air Force.

VISITORS

PLEASE NOTE

Your attention is drawn to the Airforce Day programme and map of the station found on the back page of this

EXTRA EDITION

Station Portage Is Your Host On Air Force Day

For the first time in the History of RCAF Portage la Prairie, the public is to be made welcome today to visit this air base "en masse."

After a week of feverish preparation the Station stands ready to welcome visitors from the surrounding countryside.

Among the attractions on the programme (see back page) are the jet show, featuring the new Canadair Silver Star jet trainer, the Harvard trainer air display, a parachute dropping with formation fly pasts as well as aerobatic exhibitions.

On the ground display side there will be organized tours through the Field Technical Training Unit where stripped down components of the Silver

Star Trainer can be seen in action. Other sections will throw open their doors to visitors. The safety equipment section will have on display survival equipment such as was used by the Lancaster recently forced down north of Churchill. It will be remembered that all the occupants of the aircraft were unharmed by their week long stay in the sub-arctic.

The Link Trainer section will be offering "rides" for visitors and various aircraft will be on display in the Flight line.

Free continuous movies will be run in the Station Theatre all afternoon and a merry go round will be in operation for the kiddies.

Rest room, lunch and first aid facilities are available to the visitors. Truly it will be a big day at Portage.



THIS IS ONE OF THE T-33's — or Silver Stars — that travelled from Vancouver to Gimli in the short time of two and one-half hours. The planes were piloted by airmen from RCAF Station Macdonald.

Macdonald Pilots Fly From B.C. In 2½ Hours

Three T-33 Silver Stars, flown by pilots from RCAF Station Macdonald, whizzed their way through prairie skies recently to travel from Vancouver to Gimli in two and one-half hours.

The three planes were flown by SL R. Hamilton, FO J. Watts and FO M. Pettibone. They flew to Vancouver to take part in the

Pacific National Exhibition, held Sept. 3.

The planes gave a demonstration of formation and low-level flying at the exhibition, and then made the fast trip home, backed by good winds.

The trip out to Vancouver was interrupted by a stop at Edmonton, but the homeward journey was non-stop.

Portage Strength Tops 900

A new post war high in Service population was reached this month as Station strength at RCAF Portage reached 989.

This was a substantial increase over the number who were on hand when the station became

operational last November. At that time the figure stood at 500 personnel of all ranks.

A factor in the recent rise, of course, has been the opening of the Base Maintenance Unit. Other units added since November have been the Field Technical Training Unit and the Ground Control Approach Unit.

It is expected that the total civilian and service will be over a thousand in the near future.

JET AIR

R.C.A.F. Station Portage la Prairie, Manitoba, Canada
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WHAT WE HAVE DONE

This year's Air Force Day finds the RCAF entering the latter stages of its current expansion programme, a programme aimed at producing a modern fighting air force, boasting some 41 squadrons, flying aircraft ranking among the world's finest, and working with the latest equipment available.

Senior RCAF officials point out that the programme is not yet completed. It's a long and necessarily a slow one, for an organization as complex as an air force of today cannot be built overnight. The aircraft, the early warning equipment, and the many other highly technical — and unfortunately tremendously expensive — items required take not months but years to design and produce.

Without a magic wand which would produce squadrons of aircraft and equipment with a wave, the very task of deciding what is to be obtained is a complicated and difficult one. "Calculated risk" is a term used by senior Air Force officials in describing one of the important factors involved. Development is always continuing, and in some fields, such as fighter aircraft, is particularly rapid. A decision to obtain today's aircraft or equipment for tomorrow's use could mean that the aircraft is obsolete by the time it is received in quantity. Yet to wait for the ultimate would mean never having anything, for the ultimate is a long way away, if it exists at all, as far as the Air Force is concerned. Somewhere between these two extremes lies the answer, tempered by many factors, including money, materials, and manpower available for production of the selected item.

It's a decision that has resulted

in many grey hairs at Air Force Headquarters in Ottawa, a decision that has had to be made thousands of times during the last several years, in line with the ever-increasing complexity of today's air force.

Officials at Air Force Headquarters don't pretend that the RCAF expansion has always gone smoothly. But they do feel that it has gone ahead with no serious mistakes and hindrances, and with no faulty decisions that have put it off the rails.

Today's RCAF, larger than ever before in peacetime and still steadily growing, is a proud Service with proud traditions. The RCAF did not exist in the First World War, but 22,000 young Canadians flew against the enemy with the Royal Naval Flying Service, the Royal Flying Corps, and the Royal Air Force. They formed the traditions of the RCAF, when it was created in 1924.

Since then the RCAF's members, the men and women who fly and support the aircraft bearing the maple leaf roundel, have added to these traditions, in peace and war. Its present members are showing that the high standards set before are being maintained. They are showing themselves highly skilled and efficient, deserving the best available aircraft and equipment. It is the policy of the Department of National Defence to provide them with this. Much has been done, and much is being done, and the RCAF now ranks as a fighting force of sufficient size, and with the necessary equipment, to command respect from ally or potential enemy.

—THE EDITOR

Malta Memorys

by F/O J. McElroy DFC and BAR

Editor's Note:

The following article, written by F/O John McElroy of Portage, is the factual account of the work performed at Malta by the "Few" who patrolled the skies there in the summer of 1942.

F/O McElroy wears a Distinguished Flying Cross, won Sept. 1942 in Malta and a Bar to the Cross won June, 1944 over France. His total score at the end of hostilities stood at 9 enemy aircraft destroyed, 3½ probably destroyed and 12 damaged.

Malta Memories

Eleven hundred and twenty-three enemy aircraft destroyed. That was the record at the end of 1942. Quite a score with the odds continually around 8 to 1. The odds against us, in aircraft numbers, but the odds with us in skill and determination.

Few instances have arisen, where fighter pilots have had such an opportunity to score. Where all attacking forces come from the same direction every raid and to an area eight miles wide and 17 miles long. Where the day started at 3.30 a.m. and lasted till 10.00 p.m.

Days of 110 degrees temperature, no clouds and a certain guarantee of from 2 to 10 combats during the pilots stand by period.

During a 5½ month tour with 249 Squadron, to date, I missed contact only once, with the enemy when scrambled to intercept, and that was plain finger trouble — nine.

Most of the time you had to dodge contact with the first three or four waves, usually fighters or fighter-bombers to get at the bombers — Ju 88's or the Italina Cant 1007 B's, after all they were the ones who did the damage.

And some of those raids! You would sooner call "Hello Gondor — here airborne," when he would come back with "Go to twenty, Mac, I have 80 plus for you." That was usually enough to scare the daylight out of the four of you. And four of you was all. 229 Sqn. would put up four 5 or 10 minutes after you and the 185 Sqn the same number. That meant 12 of us against 80 plus and we never got together because of the time difference.

But there was one time when we did and you might say the results were disastrous. It was Oct. 12th, 10.20 a.m., and C.A.V.U. We had 8 a/c on standby, Winco Donaldson leading first section, I had the second. Across the field, 229 sqdn had the same lineup. We scrambled together and Gondor vectored us out in 350.

It looked nice, 16 Spits together for the first time in Malta's history, and every pilot there with at least 15 combats behind him.

We levelled off at 16000 still heading 350, when almost 20 miles from Sicily, someone reported bandits, at 11 o'clock below. They were there alright, 14 Ju 88's in two V's AND NO FIGHTER COVER, they were 15 miles behind the 88's and climbing fast. How did the Gerry radar miss us? I think because this was the first time we had gone to intercept away from the Island. Our usual practice was to sit over the Island and wait for them.

What a shambles! That's all you could say. Rank went by the board and it became a mad race to get in first. 16 Spits battling for the lead, diving from 16000' to 8000', head on into 16 88's. They never saw us till the lead started to fly, and I had a brand new Spit 5C!

First pass, head on, I took out the starboard engine of the No. 88 in first V. Then broke around on his tail and nearly pulled up in No.'s 3 and 4 as they pulled up in front of me, both on fire. After clobering my 88 from 30 yards, I spent a good two minutes dodging burning a/c and parachutes before I could take on a ME 109 that had been firing at me inter-

mittently for 30 or 40 seconds.

Well he was strictly for the birds, that boy. Tried to out-turn a Spit and climbing at that. Two and a half turns later, my canon shells had knocked off his tail assembly and half his starboard wing.

Meantime the others had had a field day. All the 88's down (definitely down) and 12 of the incoming fighter escort. Total score, 26 destroyed, and not one of us even hit slightly. That day made the record for kills over the Island. This too, was not one isolated day. The official score for the four days, Oct. 10 to 13, was 82 confirmed destroyed, and another 30 damaged and probably destroyed.

Reuters correspondent from Cairo says in the "Times of Malta," the Spitfires performance on Tuesday, must rank as one of the greatest day's work ever done by the RAF.

Of the 82 destroyed, five alone were credited to George "Screwball" Beurling, another record! Make no mistake about that nickname, he got it after being questioned continually about his kills, and he would always say the same thing, "Aw, the screwballs wouldn't break."

Some compensation for months of two meals a day, dysentery, no beer and five smokes a week! But no one would leave before his time was up.

And talk about the characters you met.

Like "Junior" Moody, who became famous for his nickname "Kesselrings Drogue." Sound crazy? Well Kesselring was the German Field Marshal in command in Sicily and Junior had been shot-up and shot-down seven times in ONE WEEK. He's still walking and talking though.

Then there was F/O Smead "The Flying Cop." An ex London Bobby who fought the war, when he was sick, from his bed. When the ME 109's were shooting up our field half the day, and flying circuits around with their gear down, he would let go with a .303 out of his bedroom window as they went by. Some sport!

And Jimmy Ballantyne, whom I found floating in his dingy one day out twenty miles from home. I stayed with him for nearly an hour giving him cover, and knocked down an ME 109 that came too close. Meantime Jimmy was practising back dives off his dingy into the warm Mediterranean, and thumping his nose at me every time I went by.

Then the "terrible twins," Ray Hesslyn of the RNZAF and Paul Brennan of the RAAF. They flew together four months, together



F/O John McElroy, DFC and Bar

destroying 27 aircraft, and won four decorations. They used to razz each other in the air in the middle of fights and then took turns leading their section.

And Jean Paradis — who was well remembered for his final words before dying. His classical "I see the bombairs—I go there."

And Parkinson of the RAAF, who went to Malta with me as a flight sergeant and came back to England as a flight lieutenant, 5½ months later. The two of us, last of our group of 32.

After five and a half months we could only say "we were lucky," and we wouldn't have missed it for anything.



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 Where never lark, or even eagle flew —
 And, while with silent lifting mind I've trod
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 John Gillespie Magee, Jr. Sept. 3, 1941

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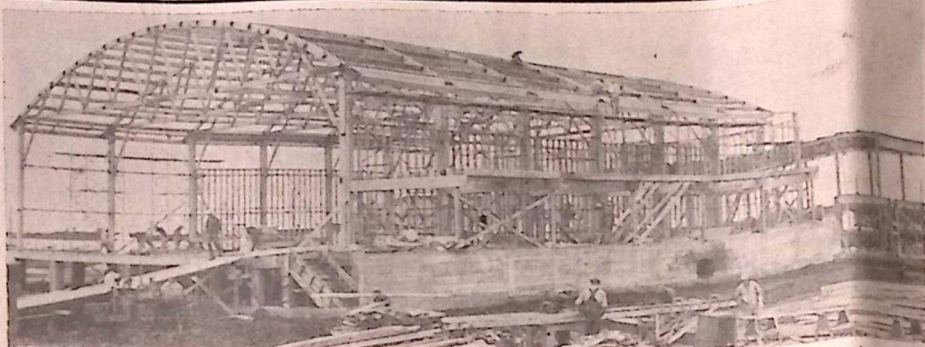
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A PORTION OF THE DRILL HALL, theatre and general store being built at Southport is shown here. In the foreground is the drill hall itself with the equipment room clearly shown on the right side of the building. A part of the theatre is pictured in the background. The foyer and store lead off to the right of the picture next to the theatre.

★ ★ ★ ★ Drill Hall Being Built At Portage Station

During the past several months, RCAF Station Portage has continued to expand considerably with several new houses and various hangars being added. Today another large project is well underway at the airport—a much awaited drill hall is being built by Claydon Company Limited, and will be completed early in the spring.

The actual size of the drill hall alone is 125 feet by 100 feet. The bottom story or basement consists of a rifle room, games room area and capacity for six bowling alleys.

The first floor or the main section of the drill hall will be used for general gymnastics, basketball, volley ball, badminton and other such games. Directly above the rifle room will be the equipment room where all the drill hall equipment will be stored. Should a swimming pool be desired at a later date, present plans will make allowances for such an addition.

Leading off to the south and entirely separate from the drill hall is the theatre. The building has a seating capacity of 212 persons and is 78 feet by 48 feet. At a later date if the seating capacity is not sufficient, it may be extended with very little trouble. It is connected to the drill hall by

means of a passageway. The main entrance is situated on the east side of the drill hall.

Leading from the theatre is a lobby or foyer 60 feet by 36 feet, which leads into a low building which houses a lounge, snack bar, kitchen, post office, beauty parlor, barber shop and general store. It is 125 feet by 48 feet.

In charge of building operations is D. A. Mathews. He anticipated that the whole project would be completed by early spring. He also pointed out that the floor of the recreation room is made of concrete and is eight inches thick. Mr. Mathews stated that he employs some 50 to 60 men on the average day with an increase later as more carpenters are required.

Letter Box

Printed Without Comment!
MANITOBA TEMPERANCE AID SOCIETY
Winnipeg, Man.
Sept. 2nd, 1953

Jet Air Editor
Dear Sir:

Perhaps you have heard of my National campaign in the cause of temperance. Each year, for the past fourteen years, I have made a tour across Canada and the United States, delivering lectures on the evils of drink.

On these tours I have been accompanied by my young friend and assistant, Albert Forsythe. He was a pathetic case; a young man of good family and excellent background, whose life had been ruined because of the influence of whiskey, rum, gin and brew.

Albert would appear with me at my lectures and sit on the platform, a horrible obscene sight, trembling and shaking, honking and sallow, a mere shell of a former man with a rotten liver, while I would point him out to the audience as a typical example of what drink can do.

Unfortunately, last fall, poor Albert died of acute alcohol poisoning; may he rest in peace.

A mutual friend has given me your name and I am wondering if you would care to accompany me on my annual tour this year in poor Albert's place.

Yours in good faith,
(Eric G. Lavender) Sec'y,
Fruit Juice Section.

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SINCE 1911

Feature Article—the Few and the Many

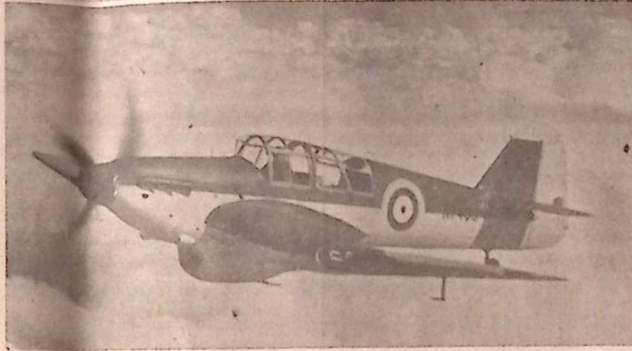
by Frank Bones

So much has been written about the struggle for existence referred to as the Battle of Britain; that it is quite difficult to present a point of view which can put across this classic of survival without becoming repetitious, or even boring. We have all read, at one time or another since 1950, of that three-dimensional battle; that twentieth century meeting of David and Goliath; we have read of the might of the amazingly efficient Luftwaffe sweeping almost majestically across the English skies to be met by a puny numerically insignificant handful of young men in small aeroplanes owned by the RAF (don't get mad Canada, we were there too). We read the reports in the newspapers, we heard them over the radio—but did we, in our comparative security, pay any more attention to them than we did to any other front-page headline? Certainly, if members of our immediate family happened to have been involved; under such circumstances of course, we would—and did. The news reports, were at times, very hard to take; still they were only news reports, and the British Ministry of Information was very skillful; a loss, as far as possible, was balanced by a victory, which, after all, is the only way to present news in time of war, and a nation fighting for survival must use every means in its power to gain supporters and confront the enemy.

But what of the individual involved? What of the battle-weary pilot, the grease-stained mechanic, the defenceless, oft-bewildered civilian? Thanks to the MOI we have a fairly clear view of what the average pilot went through during those desperate days. We will never challenge his skill at the controls, his superhuman ability to face impossible



★ ★
SCRAMBLE: The alerted pilots "scramble" to their Hurricane Fighters as the enemy once again attempts to clear the RAF from the skies. Our other picture shows a Miles Master advanced trainer used during the war to convert trainee pilots to operational type aircraft.
 ★ ★



odds day in and day out, his acceptance of the fact, that at any moment, he could be called upon to sacrifice his life for a cause that seemed, at the time, to be the next best thing to hopeless; we must salute, in fact, and in plain English, his guts. Don't ever forget one thing — without that small gathering of men who were ready to give, and did give, their all, we would not now be eating steaks, we would be tasting the bitter gall of defeat. Melodramatic, but utterly true. When the Battle of Britain first got under

way it was something new for the pilot, here was the chance of him to put his training to the supreme test, the "phony war" was at an end, he could justify his existence as a fighter. But all that falls after a time, no one can possibly spend his entire day keyed up to the point of mental collapse, without something cracking. Yet, nothing cracked. Those boys, who "scrambled" in August, 1940, were men by September. They had, in one short month, achieved the virtual, impossible — they had met and defeated the very core of the Nazi regime; they had slaughtered the unslaughterable Luftwaffe at odds of ten or more to one; yet they did not crack. Why? Not for the joy of slaughter, not for the exhilaration of mastery of an enemy, but because they believed in the principle that good must overcome evil. For that reason we honour Battle of Britain Day.

Of the groundcrew men we know less; his was the job behind the job, the routine work upon which the spectacular depended. Yet, was his job merely routine? The ordinary individual in the Air Force in 1940 was perhaps a little mystified by the turn of events; living in rough wooden huts, tents, or even holes in the ground, doing his DIs and minors by day and stamping around the aerodrome by night with a large rifle without ammunition, eating kippers and soya links with an egg every second Sunday; where was he heading? What was going on? He soon found out. He soon realized that the pilot depended for his existence on the attention paid by the "erk" to that engine, that airframe, those instruments. List all the trades, there was not one superfluous. All the background trades played their own, sometimes seemingly insignificant, part in the cleansing of the skies. They too, paid their price. Daylight bombing raids on an aerodrome, with its fighters away in battle, reaps a heavy toll on those whose duties kept them in the target area. For that reason we know Battle of Britain Day.

The civilian had one choice; take it. The eyes of the world were upon him, if he failed the test, what then? The result would have been a virtual return to the Dark Ages, with millions of serfs doing their overlord's bidding, with countless thousands condemned to torture and death. Remember Lidice, Belsen and Buchenwald.

Ultimately the victory depended upon the will to live, the refusal to leave his home and the utter contempt for the enemy, of the man in the street. Working

all day ignoring, for the greater part, the daylight raids; going home at night, to what? — a regular routine way of existence; standing in a doorway with a shovel, a hand pump or a pail of sand, waiting for the banshees

waiving of the sirens, introducing yet another exhibition of Nazi Kultur. Picking friends or loved ones from the remnants of their homes, trying to extinguish one of a thousand fires, or walking through a mortuary, hoping against hope that it would not, could not be — until by the end of 1941, the death toll rose to 43,677 and 50,387 were left seriously injured. The damage done to property was almost incalculable. In London alone, 1,150,000 houses were damaged in nine months; during the first 22 days and nights of the raids almost 10,000 fires were started in the same city.

Think of these facts, and ask yourself "was it worth it?" of course it was. For that reason, too, we honour Battle of Britain Day. This is no "flag day," no ceremonial duty that has lost meaning through the years, this is, in fact, our opportunity to pause and ponder over our fate had not the Few and the Many, secured our way of life at such a cost. Sir Winston Churchill spoke for the Many when he praised the Few with his unforgettable utterance, but he spoke for them all when he said "I see the damage done by the enemy attacks; but I also see, side by side with the devastation and amid the ruins, quiet, confident, bright and smiling eyes, beaming with a consciousness of being associated with a cause far higher and wider than any human or personal issue. I see the spirit of an unconquerable people."

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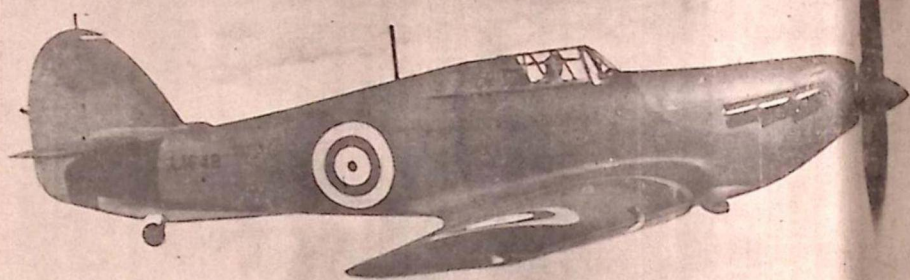
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WEATHER BRIEFS

By Howie Haynes

Once more the journalistic call has beckoned to us so we will see what gems we can dig up this month. We had a new arrival at our office last month in the person of Johnnie Myles, who came from the city of wine, women and song, Montreal. He isn't a "full grown" observer yet, but expects to go on course in September some time. By then he should be able to watch those clouds as well as any of us. Anyway we wish his good luck and hope he likes his stay here.

Our artist-observer, Ann Hanson, received a letter from Laurita Lind, formerly of this office, and stationed in Germany, and apparently Lindy thinks Germany is OK. The station, Zweibrücken, in the French Zone, is out of this world I guess. The

Germans built it for the French through reparations, and the French didn't bother economizing—result—one beautiful station. Even the beer is good, and also cheap says Lindy, 10 cents a pint. Hold it fellas, everybody can't go over!! On second thought maybe one LAW Lind is just trying to make us feel bad....

Everyone around here is getting that well known summertime disease "Holidayitis" lately. Ted Rhodes flew the office for a month and went "down East somewhere," while Blake Watson, suffering from that far away look, was last seen heading for Winnipeg. Now Rod (Slim) Holbrook has decided to disappear shortly for two weeks or so, and Ann Hanson can hardly wait to head as far west as possible, without losing sight of those Alberta foothills that is. As far as Yours Truly is concerned, I have given the summer up as a dead loss, and resigned himself to taking in the "scenery" between here and Portage. By now my imagination has stretched itself so much that great visions of

snow capped mountains, bubbling streams, and sunken rock gardens occur almost constantly on that hazardous overland route to the Portage Plains. . . Anybody want a chauffeur to places unknown?, here I am!

The summer shortage of forecasters will be relieved somewhat this month by the arrival of Mr. Giesbrecht, who comes from the Rivers Met Office. He will be here until Sept. 15, when he leaves for advanced studies at Varsity University. We hope he enjoys his brief stay here. And speaking for forecasters, here's one for the books. . . tired of being kidded about weather reports, George Brancato, of the Baltimore Bureau, offers to bet anyone two to one his forecasts for four hours ahead are right. His proposition is that he will pay two dollars every time he is wrong, if the doubting citizens will pay him one dollar every time he is right. This is something else for "Ike" to worry about. Suppose the Weather Bureau establishes a National lottery. We could pay off the National Debt, or could we? Suppose one of those professional rain makers sneaked in and destroyed the odds?—Detroit Free Press. With the odds what they are against a mere mortal weatherman, that guy is still taking a big chance! However in this business who believes us anyway, whether we're right or wrong. And if anybody wonders what we little characters do to further along the Meteorological Profession, here it is in a nutshell, expressed by a certain member of the cloud and bird watchers association who preferred to remain anonymous. . .

"A Met "O" is a person who passes as an expert on the basis of being able to turn out with prolific fortitude an infinite series of incomprehensible reports calculated with micrometric precision from vague assumptions based on debatable figures taken from inconclusive experiments carried out with instruments of problematic accuracy by persons of dubious reliability and questionable mentality for the avowed purpose of annoying and confounding a chimerical group of eccentric fanatics referred to all too frequently as practical airographers or meteorologists."—May I hasten to say that the foregoing opinion is not necessarily that of this office. . .

Bob Angst of the Control Tower made me feel bad the other night. Says he's getting away from it all and heading for Killarney, Manitoba for two weeks. While there he expects to do nothing but fish on that beautiful lake down there and when the fish "aint bitin'" gaze at the scenery and think of us back here sweating it out. Arrrrgh! If a forecaster by name of Hill ever gets a new tire and I get some leave, maybe we too can bait a rusty old hook somewhere, who knows

And I think that we had better get out of here before we run into somebody else's column, besides, our office is like the government this month, hardly any change . . . see you next month.

Charles Jacques Montmagny, governor of New France from 1636 to 1648, previously fought against the Turks and the Moors.

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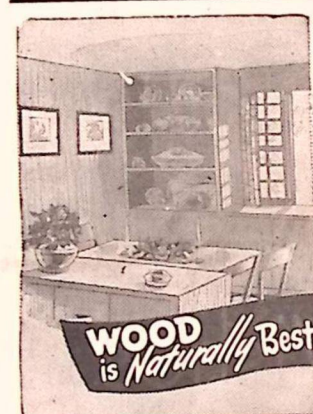
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Something -on- Accounts

In an analytical survey of the manner in which airmen divide their time, the RCAF Statistics Bureau recently approached a number of AC2's and made several revealing discoveries, notably:

1. The average AC2 runs like heck when approached by anybody.
 2. If asked politely how he spends his time he promptly clamps his mouth shut usually on the fleshy part of the enquirer's leg.
- On the basis of research among other ranks, however the Statistics Bureau has been able to prepare the outline of how Airmen spend their 24-hour day Viz:
- (a) Sleeping: 8 hours.
 - (b) Sleeping off duty: 4 hours.
 - (c) Eating: 3 hours.
 - (d) Activities which the Statistics Branch blushes to mention: 6 hours.

It will be observed that the remaining 3 hours are not accounted for by the Statistics Branch, which hurriedly blows its nose and offers to do a few card tricks instead. The truth of the matter is, of course, those three hours are spent waiting in the Accounts Section, sometimes known as "the House of the Living Dead."

Many people have been known to spend the better part of a lifetime standing at the counter in accounts, blindly hoping that someone will wait on them. Anytime you loose your bearings on a station it is necessary merely to go into accounts and look at someone waiting at the counter. (Whichever side the moss is growing on is North).

The reason for this is that the clerk accountants are carefully trained to ignore everything short of an actual stampede of Water Buffalo through the middle of the room. Accounts NCO's moreover, are specially selected for their inability to see a person standing at the counter five feet from their desk. Unless you are actually led into the recruiting centre by a Seeing Flea Dog, there is no chance of you ever becoming a Flight Sergeant in Accounts.

The clerk accountant must also pass a rigid trade test before getting his Group "1". The trade test officer stands before a dummy counter and tries to attract the

clerk's attention by wiggling his ears, taking out his eyes and rolling them along the counter, and setting off small charges of dynamite. If the clerk can blindly ignore these operations, and particularly if he manages dozing off while the officer is pulling down the walls with a bulldozer, then he draws two bits extra per day.

Once a month the station Warrant Officer visits the accounts section and orders everybody to stand up. This is the only way of telling whether any member of the Accounts Section has died.

The holy writ of the accounts section is its acquittance roll, a long document made out in 20 copies and including the name of every person on the station except you.

I encountered this striking characteristic of the acquittance roll on my first pay parade. The scene was Toronto Manning Depot. Our flight was sitting in one section of the arena trembling with the roar of five thousand flat broke airmen drooling in unison. Below us a Flight Sergeant was bawling instructions over an asthmatic PA system.

"Initials gloomph to phtt inclusive line up behind the zoogablomp" he boomed. I turned to an airman beside me, "What did he say?"

"He said 'Initials gloomph to phtt inclusive line up behind the zoogablomp,'" replied the fellow coolly.

"Thanks," I said noting his face in case I should ever have an opportunity to put my feet in it.

Counting my beads at full throttle, I fell in with the mob jostling in the general direction of the Zoogablomp. There, a sergeant called off a list of names. (Mine wasn't included).

I went up to him and tugged his sleeve gently. "My name wasn't on the list," I confided.

"Oh a new man, eh? How long have you been at Manning?"

He laughed in my face, causing my eyebrows to go up in two puffs of white smoke. "Oh yeah! I heard about you." He chuckled hastily. The training wing liked your version of the about face so well they held you over, didn't they?"

I nodded, smiling modestly and shuffling my feet a little.

"Fall in at the end of the line. I'll put your name on the list." I started out for the end of the

line, reaching it shortly before dark. From my vantage point I could see two Service Policemen standing behind the paymaster, and I could easily see why. The guy looked like a crook even from where I was standing, roughly a quarter of a mile away.

I didn't have to shave more than a couple of times before I found my self nearing the pay desk.

"Give your name and number," bellowed the sergeant, who was noticeably greyer than the last time that I'd seen him.

Suddenly, two men short of my goal, my mind went AWL, I couldn't remember my name or number. Panic seeped over me, to be replaced by adject despair. I stepped up to the table saluted,

and then started to cry quietly. "Name and number" snapped the officer.

"I don't remember," I mumbled. Everybody started at me suspiciously. I tensed myself for a blast of lead from the SP's revolver. (I should have remembered that the RCAF prohibits the use of live ammunition in Payroll Guards weapons).

"There's only one name left here, sir" whispered the paymaster's aide. It must be this guy. Twenty-five cents."

The officer put a quarter. I fumbled for it eagerly, bobbling it into his lap, crawling after it between the legs of his chair, and finally running sobbing from the scene, with it clutched in a hot, trembling fist.

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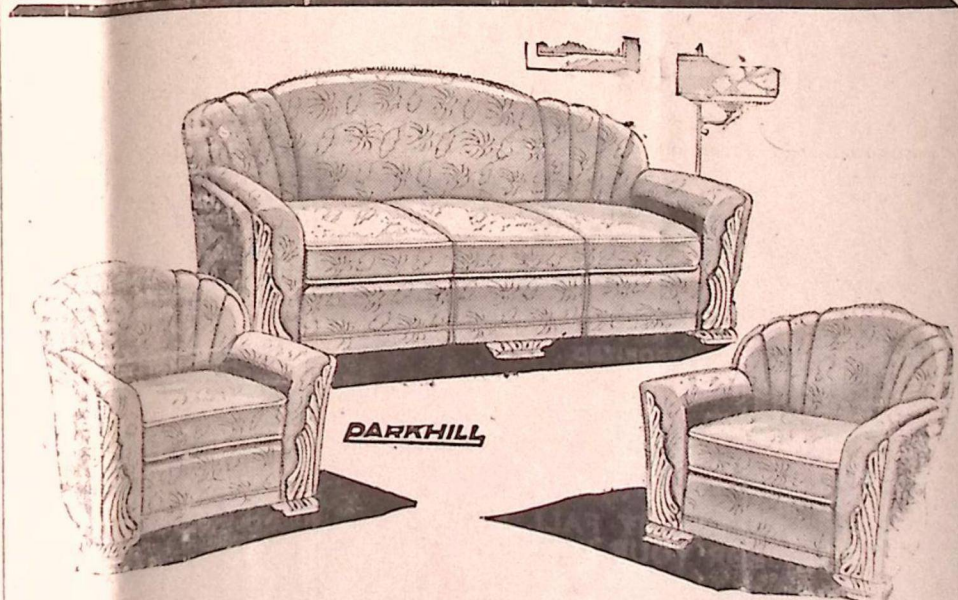
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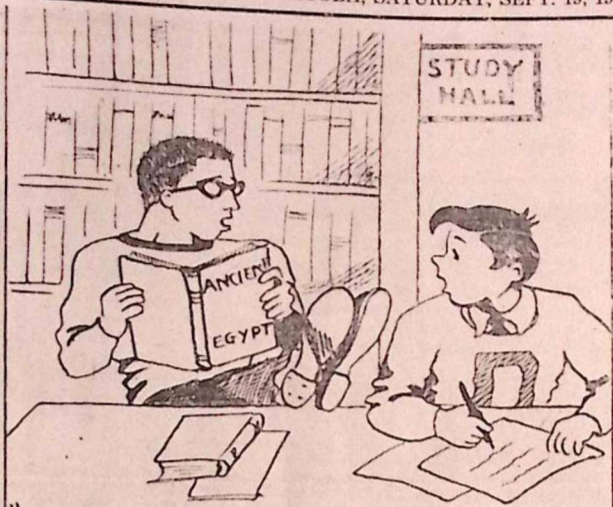


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Repair Review

by SGT. E. F. BONES

Great changes have been made in the Repair Squadron organization, leaving us wondering just what we're supposed to be doing. A new unit, known as No. 1 Base Maintenance Unit, has come into being in No. 5 Hangar. The BMU will handle all Harvard and Silver Star heavy maintenance, not only for Portage, but also for Macdonald and Gimli. This doesn't mean that Stn Portage technicians can sit back and indulge in reflective head-scratching — minor inspections are still our babies, and the inspection schedule for a Silver Star calls for a little more work and much more thinking than does that for the Yellow Peril.

The untouchables (Instruments and Electrics) have already been ousted from their recently-acquired rooms in No. 5, and are now hidden somewhere in the bowels of No. 1 hangar. Several senior NCOs are wearing broad grins, presumably because their hopelessly-deficient inventories have been taken over by the BMU. There's always a sucker.

Maintenance Wing HQ was given the boot during this process, and now occupy rooms in No. 4 hangar; with Harvards running up outside the window and Diesel vehicles roaring madly inside the hangar — life is far from tedious. It needs only a TD 14 to crash through the control room to get this circus ready for the road.

Included in the shuffle is the transfer of the various "squawk box" speakers to new locations. Once installed they, of course, must immediately be again moved, and Sgt. Dwyer reportedly has an electrician on constant stand-by with soldering iron, wire and foul oath.

The Jet course is progressing favourably, most technicians taking the course at No. 2 FTU Portage with a favoured few travelling to Montreal for the Canadair version. The main topic of conversation now is "which will arrive first, the T33 or my pension pains?"

At this point we have the unpleasant task of reporting the loss of our "girl Friday," AW1 "Babs" Cooke, who left us for Saskatoon. A true "Bluenoser" she was born in Liverpool, N.S., schooled there for some years before finishing her education career at the Bridgewater Commercial School.

On graduation, she joined the RCAF at Halifax from where she travelled to St. Johns for her indoctrination. Aylmer was Babs' next station (KTS, of course). After Aylmer came her transfer to Portage, where she took over clerical duties in Maintenance Wing HQ, a most unenviable task for one who had no previous contact with technical terminology, or the brusqueness of the "20 year man." However, once past the initial week or so of confusion and amazement, Babs soon became quite at home and has certainly done a good job in the Orderly Room.

We forgot to mention that she is also something of a musician, having studied singing and dramatics for three years, the piano for seven years, and has appeared in various festivals and community concerts. Her ambition? "Gonna stay in until my term is up."

She will undoubtedly be missed by the staff of "Jet Air" as much as the Orderly Room, for she was the secretary of the paper, spending a great amount of time typing copy or correcting errors.

So, we regretfully sign a clearance certificate for AW1 Cooke, and wish her all the very best for the future, with our thanks for her efficient work in Repair Squadron.

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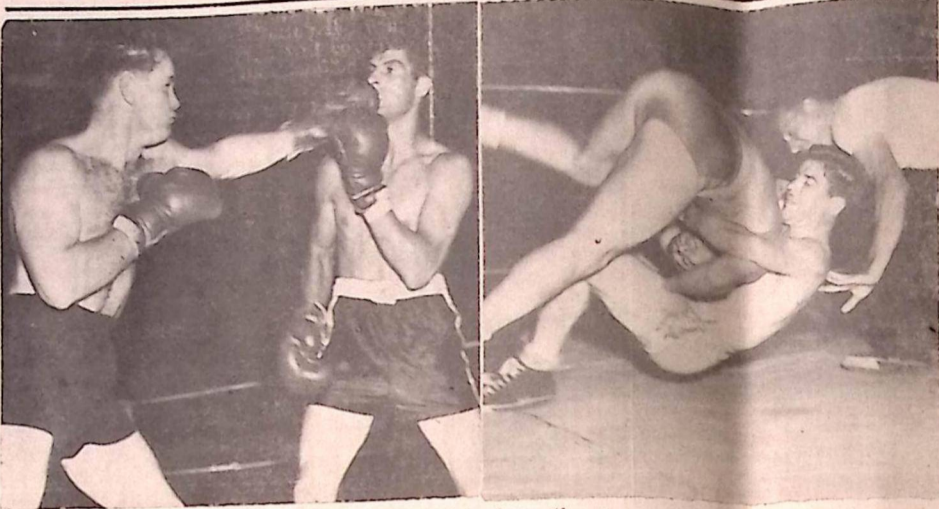
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GEORGE "Blackjack" Smith of Portage la Prairie, is on the receiving end of Southport's LAC Gunnette's left in their exhibition bout during the recent boxing show.

"GORGEOUS GUS" DRAPEAU about to give "TWO TON" LIPARI a free ride with Referee Digirolamo an interested spectator in their wrestling exhibition.

Southport Boxing Show Successful

RCAF Station Portage la Prairie held its second Boxing show on Wednesday night. A large enthusiastic crowd watched a pleasing card of seven bouts and one wrestling exhibition.

In the 130 pound class, LAC MacIsaac of Station Portage won an unanimous decision over LAC Dupuis, also of Portage. LAC Bonneau and LAC Kelly both of Portage put up a good show in the 168-pound class with Bonneau getting the nod over Kelly with a split decision.

A Winnipeg entrant, LAC Gadery, showed a lot of courage but succumbed to the superior experience of LAC Dube of Portage by a T.K.O. in the third round.

In a real crowd pleaser Bdr. Goodyear of Shilo and LAC La-Croix of Portage slugged it out with Goodyear coming out on top in the 175-pound class with an unanimous decision.

LAC Clark of Macdonald took little time to dispose of LAC Olsen of Winnipeg with a T.K.O. in one minute and seven seconds of the first round.

In an exhibition bout, George "Blackjack" Smith had no trouble disposing of LAC Gunnette of Southport. Bdr. Charles Pyle of Rivers and S/Sgt. Hetherington of Shilo put on one of the best bouts of the evening in a non-decision exhibition.

Portage Jets Lose To Carters

Carter Motors won the Manitoba Intermediate Fastball championship with three victories over the Southport Jets on Labor Day week-end.

Although the Jets lost in straight games of the best of five series, the motors squad was extended in each contest. In the first game here, Pucci of Carters held the airmen to four hits to earn the 5-2 victory.

Cardin of the Jets turned a nice effort in a losing cause, striking out 10 and giving 8 hits.

The second game of the double header was a free-scoring battle with Carters getting the nod, 14 to 11.

The third game, played in Winnipeg, saw Cardin and Pucci tie up another pitching battle that was forced into extra innings. A single run in the bottom of the 10th gave the Winnipeg aggregation a 4-3 margin and the Fastball title.

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SPINNING WHEELS

by CPL. HARRISON
SPINNING WHEELS

This month finds most of the boys of the ME Section gradually getting back into the routins of

"Spinning Wheels" after having spent 75% of their leave. The remainder will likely be requested when we get our first snow storm, or when WO2 Fowler's little black book gets a good listing of offenders.

With the tourist season at its peak resulting in gas sales running wild, Sgt. Sercherchi has refrained from taking any portion of his leave, but I'm afraid the big game which roam Manitoba bushland are in for a hot time

comes this Autumn, at any rate we notice Tony quite frequently getting practice with his air rifle. The target being the sparrows which dwell amongst the rafters of No. 4 Hangar.

Getting back to our personality parade we find LAC Johnny Watt comes from Regina, or more recently named Dubberville. Johnny is presently spending a few days in that vicinity prior to a transfer to Germany. I believe he was accompanied on his holiday by a member of the orderly room staff, so perhaps the male shortage in the European countries won't be eased after all. At any rate, good luck on your transfer Johnny.

LAC "Butch" McCartney comes from the Estevan district of Sask. I believe that back in the thirties even the grasshoppers had to pull up stakes in that part and move to greener pastures. Butch is spending a lot of his off duty hours entertaining a young lady from Portage so perhaps you lads in barracks will miss his company this winter also.

LAC Warren Berkshire comes from the tenth province of Canada—Newfoundland. Fate has played him a good turn by giving him a place in the advanced party which is starting work at Gander in the near future. I believe Warren is leaving behind him a rather close friend of the opposite sex, so comes leave time next year who knows—probably we will see his happy face on the streets of Portage once again. Good luck Warren on your transfer.

LAC Burt Bruce comes from Lajord, Sask. But is a quiet easy going chap who most of the time is busy in the shop with the tools that keep the vehicles moving. I might add, that Burt wasn't too quiet to marry a young lady from Regina while he was out that way on leave. Such a happening comes as quite a surprise, perhaps even to Burt himself, but from the boys of the section comes best wishes for you both in your future life together.

We find another westerner is LAC Webb. His home is near Weyburn, Sask. I cannot imagine why LAC Webb chose a career in the air force as there is lots of gold in them thar wheat fields, especially these days. However the flourishing night life which is everyone's opportunity in the RCAF is of a more lively standard than that which is experienced around a prairie town, and that life is right down Webb's alley.

In closing we swing back to Amherstburg, Ontario, to mention LAC Ed Renaud. Ed hit the headlines not long ago in "Jet Air" as the "Airman of the Month". He is still striving to maintain that prestige but at present is down in his dealings with Cupid, and to think he is just dying to get married and settle down to a nice quiet life. Perhaps some of you girls should try and get to know Ed and see what a nice guy he is.

We are short of "able bodies" around the section these days, so don't be surprised if you see WO2 Fowler wheeling down to Portage on the Freight run some morning, and don't be too discouraged if you have to wait a couple of days to get your particular job done. And remember, courtesy is cheap, just abide by the rules of the road whenever you are driving your car and your date with the undertaker may be postponed indefinitely.

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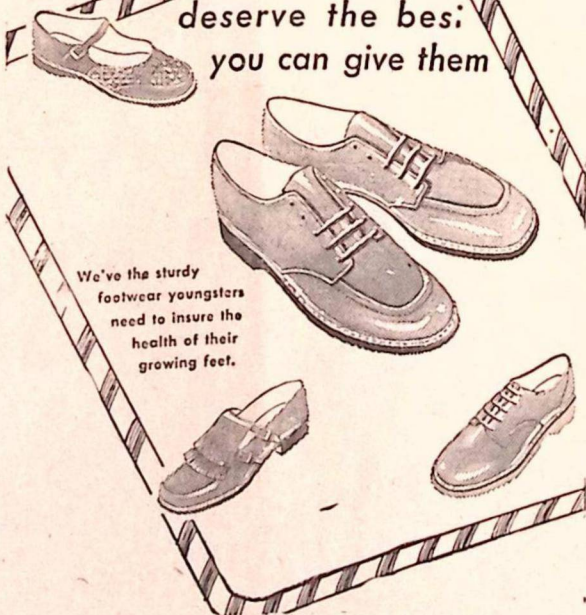
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HOSPITAL NEWS

By J. T. Mercer

This month we have something just a little different. Instead of the usual news we have a patient's viewpoint on the hospital. **Ward Six**

Nurse: Did you get weighed today?

Patient: Yes sister, same as yesterday only twenty-four hours heavier.

You know this hospital of ours is quite the place. Looking at it from a patient's point of view it becomes quite interesting. But don't forget this is just one person's opinion.

To start with we have that ever popular person (who seems to have more people visit him than any other person on the station) the MO. He comes in the ward on his rounds shortly after the sick parade has been disposed of. Then the inevitable question, "How are you this morning?" "I'm fine Doc." "Well, we will keep you here for a couple of more days then."

Then we have the matron, who by the way, I hear is in line for congratulations. She tells you that you belong in bed and to stay there.

Our Vampire (Lab Tech.) is quite the needle happy boy these days. He tries to tell us its orders. I wonder?

And then, of course, there are all those dutiful Med. As. Who, when you ask them for some small item argue and debate with you for a spell and then go and get it for you.

They wake you up in the middle of the night (6 a.m. to be exact) for medicine; again at seven for breakfast. From then on try and sleep, they pester you for everything imaginable.

I might say there is one certain Med A who is very adept at giving back rubs. (E-v-e-r nice). But kids, if you ever land in here and that certain little person is on duty you might ask her to apply her masterful technique.

All in all they are a nice bunch and a stay in the hospital certainly isn't depressing or gloomy.

SPEBSQSA

The president of the Portage la Prairie branch of the above society, F/O Cooper of Macdonald, has extended an invitation to service personnel from South Port to join the "happy band."

SPEBSQSA is, of course, short for the Society for Preservation and Encouragement of Barber Shop Quartette Singing in America. It is a nation wide organization both in Canada and the USA.

Composed of people from all walks of life who enjoy listening to or engaging in Barber Shop Quartette Singing, the society puts on frequent shows in and around the local communities. Each March the Portage la Prairie unit sponsors a get-together which features singing quartettes from Winnipeg, Brandon, Neepawa, etc., and one from the United States.

"Coop" states that, although quite a few Macdonald boys have answered the call, there have been none from Portage air station.

Those who would care to join, either as stage hands, ticket takers or singers, are advised that the Portage group meet in the Elks Club each Tuesday evening at 8.00 p.m.

Overseas Base Publish Paper

Journalism in the RCAF continues to grow, the latest addition to the long list of station newspapers and magazines being a 12-page monthly magazine published by the RCAF's No. 3 Fighter Wing at Zweibrucken, in Western Germany.

Bearing the title "Flugplatz," which is translated as "Airfield," the magazine is mimeographed and is filled with news of station activities, with the odd feature and item from Canada.

Editor of the new publication is Flying Officer D. G. Turner, a pilot with one of the Sabre fighter squadrons doing NATO duty at Zweibrucken. A native of England, 26-year-old F/O Turner now regards Victoria, B.C. as his hometown.

Associate editor is Flying Off-

cer R. J. Childerhose, 24, also a pilot. A native of Winnipeg, F/O Childerhose was brought up in Arcola, Sask.

Both F/O Turner and F/O Childerhose are post-war RCAF entrants. F/O Turner joined the Air Force in 1950, and F/O Childerhose joined the following year.

Other members of the magazine's staff include Leading Airwoman Gwendolyn Rolfe, a clerk typist who comes from Regina; Leading Aircraftman Frank Kenley, a 33-year-old clerk from Toronto, and Leading Aircraftman Joseph Lemieux, 21, a clerk from Alexandria, Ont.

Newspaper and magazines are published at many Air Force stations as an off-duty task by the station personnel and are paid for by station non-public funds.

The initial issue of the "Flugplatz" carries an editorial emphasizing the importance of good relations with surrounding civilians. A roundup of current and planned sports activity refers to badminton, basketball, boxing, wrestling and ju-jitsu, tennis, baseball, softball, soccer, touch football, archery, a rifle club, fishing and hunting, water polo, swimming, and a ski club. Activities in the various sections of the station are described in other articles.

Uplands Bird Season To Start Oct. 9

WINNIPEG CP—The department of mines and resources announced Wednesday that Manitoba's upland game bird season will open Oct. 9 and close Oct. 24. The announcement warned hunters to expect some decline in the grouse population because of the regular downward cycle.

NEW SOUTHPORT RUNWAY COMPLETED

The finishing touches are being put on the first new runway at Southport as Jet Air goes to press.

This runway, together with Station Macdonald's, is the longest in western Canada, easily exceeding Winnipeg and Edmonton. It will be able to handle the F-86 Sabre, the CF-100 and assorted American fighters with ease, in addition to our own Silver Star jets.

The Tallman Construction Company, which built this huge runway, is preparing another parallel runway and taxi strip to enable the airfield to handle the heavy jet traffic anticipated here.

The jets, with their short endurance time, are not able to

"hold" overhead for too long. For this reason the twin runway system, permitting faster landings and take offs, was conceived. In effect, it permits more aircraft to operate from the one base.

The first jets will begin operations at Portage shortly, by early spring the sky will be gleaming with Silver Stars as the school hits its peak. By that time each Canadian pilot will receive his initial jet training at this Station.

Safety Measures

MONTREAL CP—After a coroner's jury recommended that police test brakes on all vehicles involved in accidents, coroner R. L. Duckett said "it is unfortunate injuries have to suggest such measures. It means someone has died to bring them to mind."

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FOR WEEK ENDING, SEPT. 19th

Tomato Soup— Campbell's, 10 oz.	8 tins \$1	Blended Juice— 48 oz. tins	3 tins \$1
Fancy Corn— Country Home, 15 oz.	7 tins \$1	Tomato Juice— Sunny Dawn, 48 oz.	3 tins \$1
Sockeye Salmon— Red Circle, 1/2's	3 tins \$1	Peaches— Burford, 15 oz.	6 tins \$1
Sardines— Canadian, 1/4's	12 tins \$1	Red Plums— Monica, 15 oz.	8 tins \$1
Margarine Solo Brand	3 lbs. \$1	Pineapple— Dole Sliced, 20 oz.	3 tins \$1

STRAWBERRY JAM EMPRESS PURE 4 lb. Tin, each \$1

SUNLIGHT SOAP REG. BARS 10 for \$1

Valencia Oranges— California Medium	9 lbs. \$1	Wieners— Skinless	3 lbs. \$1
Prune Plums— B.C. Italian	7 lbs. \$1	Devon Sausages— Breakfast Style	3 lbs. \$1
Bartlett Pears— B.C. Fancy	7 lbs. \$1	Bologna— In the Piece	4 lbs. \$1

B.C. APPLES WEALTHIES or EMPIRE 9 lbs. \$1



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A Visit to Maintenance Hdqtrs.

At long last we decided to put our two cents' worth into the paper, so come with us as we journey through Maintenance Headquarters.

First of all, lets go visit the OC Ma'nt, F/L Cardin, who now has his own private abode. There he sits surrounded by four gaping windows and gazes fondly down the tarmac at No. 5 hangar. Lets leave him with his memories and step out to see the OC Maint Headquarters, WO1 Kempster. Would you care for a glass of water? Major Kempster can supply you with one — hot or cold as you desire it. We bet he has the only office on the station with running water.

Now we step into the Orderly Room where FS Tremblay reigns supreme. He is surrounded by AC Roberts on his right, who wears himself out each day making up

roll calls, changing fire picquet, and dashing madly about the station. On the Flight's right sits yours truly, who types madly throughout the day. (Ahem!) The Flight's favorite words are "Lock the files, turn out the lights." (Security check, of course.)

Now watch your step, because here is a water pipe to jump over before you enter the Control room. I know the people within hope we'll trip, but let's fool them. First of all we'll visit the i/c here who is none other than "the" Sgt. Bones. He is surrounded by the ever-ringing telephone and his favorite "squawk box." I forgot to ask you, but did you bring a clothes pin, because Sgt. Bones delights in smoking dried-up African weeds and ten foot cigars. Lets move away, but quick, can't you see that evil gleam in his eye? Next we find Cpl. Kean sitting down for a change. Usually the streak of lightning passing through the offices is none other than the Kean-type. Now over here we have Cpl. Lefebvre — note the brush cut. George is the fellow who arranges our parties, and just let him tell you about the one coming next week. It will be a dilly with him at the controls. Good heavens, Cpl Bais is on leave, guess you'll have to meet him next month. Just look at LAC McMahon busily checking Harvard hours. How ambitious can you get? He must be the 20-year type. AC McAskell is his rival on this job, and I guess they are keeping their muttering under their breath for your benefit. A new arrival here is AC Morris, we'll have to wait until next month to give you the latest gen on him. You know, you are really lucky that LAC Culley is on leave, because we would have to look out for swishing broom sticks as we pass through the Control Room. You see, Jack is a vivid golf fiend, and he is continually practising with the sweeping brooms.

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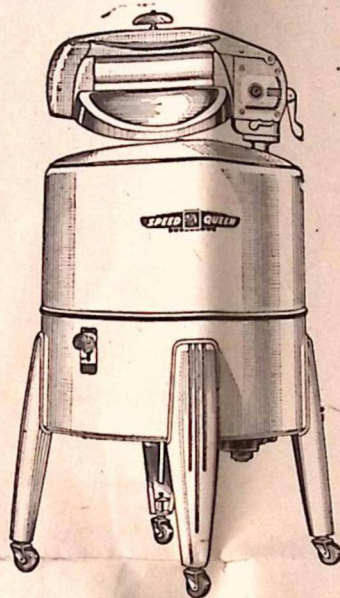
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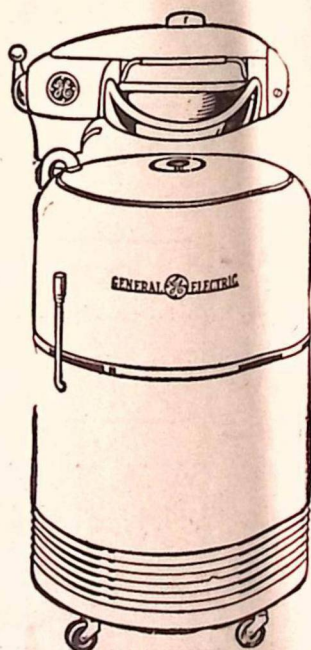
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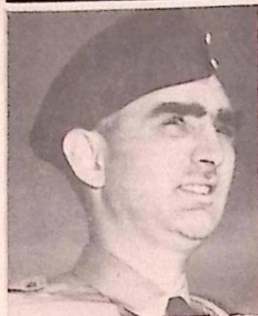
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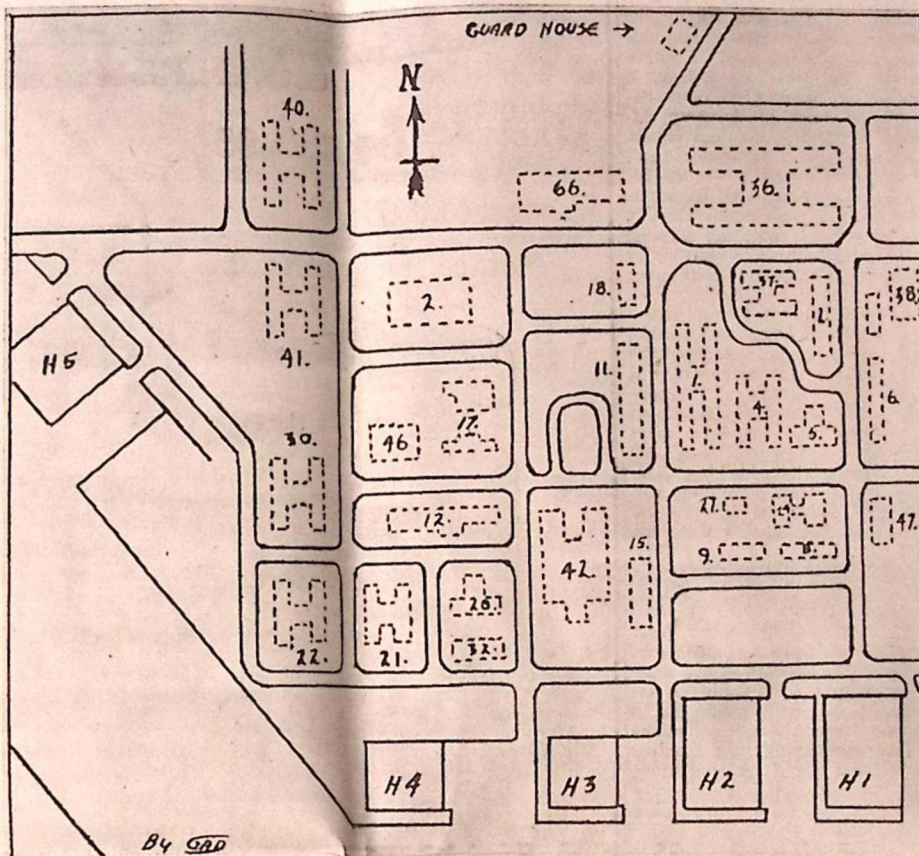
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CD
Commanding Officer



W/C C. S. S. Gilliatt, DFC
OC No. 2 AFS



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Chief Admin. Officer



S/L L. R. Haas
Chief Technical Officer



S/L F. P. Bouchard, CD
Senior Accounts Officer



S/L J. O. Hutton, CD
Senior Supply Officer



S/L J. E. A. LaFlamme
DFC, CD
Chief Ground Instructor



S/L J. T. Mullins, CD
OC Standards No. 2 AFS



S/L H. N. Winters
OC Base Mtee Unit

LEGEND—

- 36—Headquarters Bldg.—Field Technical Training Unit.
- 24—Link Trainer.
- 32—Workshops.
- 46—Station Theatre.
- H-1—Hangar No. 1—Lounge, Nursery, Merry-Go-Round.
- H-2—Hangar No. 2—Supply Display.
Model Aircraft Show.
Hobby Shop Display.
Telecom Display.
Recruiting Display.
Safety Equipment.
- H-5—Hangar No. 5—BMU and Repair.
Mobile Equipment (South of).
- Information—Bldg. No. 66 and Hangar No. 2.
- Lounge and Nursery—No. 1 Hangar.
- Merry-Go-Round—East of No. 1 Hangar.
- Lost Articles will be turned in at Guard House.
- Lost Children will be turned in at Nursery and No. 1 Hangar.
- Continuous Movies in the Station Theatre.
- There will be a T-33 Trainer on display outside bldg. 36.

PROGRAMME

- | | |
|---|---|
| 1:00 P.M. Opening | 3:00 P.M. Free Sightseeing Tour by
Air For The Oldest Lady Present |
| 1:25 P.M. CO's Address | 4:20 P.M. Fire Fighting Demonstration |
| 1:30 P.M. Air Show—Formation and
Aerobatics | 4:30 P.M. Air Show |
| 2:00 P.M. Gas Model Flying Display
(between H. No. 1 and H. No. 2) | 5:30 P.M. Ball Game—RCAF Jets vs.
Portage Mercs |
| 2:45 P.M. Jet Show | 7:30 P.M. Fireworks Display On The
Tarmac |