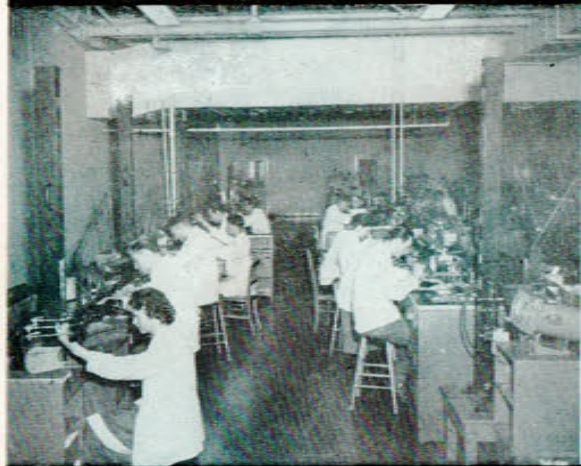


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VOLUME 8, No. 3

MARCH, 1959

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## EDITORIAL CORNER

### The Changing Serviceman

PREPARATIONS for impending Trade Examinations remind us that the Serviceman has changed immensely in the last century—along with the Services. Science has triggered the change. For every new contribution it has made there seems to have been a new procedure, a new manual, a new trade. Sometimes even a new Service. Science has changed the world and the Service with it.

Time was when a fighting man was a relatively simple product. He required little or no pre-Service qualifications. Ability to march long distances, to wield the sword and the spear were looked for. Later horsemanship and accuracy, first with the bow, later with the fire-arm. In terms of trade he could be quickly and cheaply taught. He could be mass-produced in times of emergency.

This state of affairs began to change, even before the first Air Force was born. It has continued to change, with increasing momentum ever since. Science's headlong, across-the-board advance has changed the look of the world. It has changed the look of the Services too. Today's serving member, even in the most junior of classifications, needs skills and training which would have staggered his valiant, pike-toting, often illiterate grand-daddy. He needs a high pre-service educational level, and his Service training is a lengthy, costly and complicated business. He is, as a specialist, more of an individualist, and as a specialist correspondingly more responsibility falls upon his shoulders. Immersed in the theory and practice of his increasingly sophisticated equipment, involved directly in application of the latest electronic and engineering discoveries, he differs from his military ancestor as the musket differs from a guided missile.

He is involved constantly in a struggle to keep up to date. His training never ends and what is futuristic today is obsolete tomorrow. There is no place anymore for the man who cannot continue to learn, right through his career. There is no place for the half-trained and the half-interested. Like the broad-sword and the cross-bow such an individual is no longer adequate for the task at hand.

Today's serviceman has a big job to do. His effort must be correspondingly intense.

### COVER STORY

#### OFFICIAL OPENING MANITOBA SERVICES BONSPIEL

Major General W. J. McGill, DSO, CD, GOC Prairie Command, throws the opening rock to get the First Annual Manitoba Services Bonspiel underway. Standing by to sweep the rock are: W/C W. F. Davy representing the RCAF, and Lieutenant Commander "Buzz" Casey representing the RCN.

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UPPER LEFT: Joe Hamlet built and raffled this set for \$230.00. LOWER LEFT: LAC Al Frogley and "Timmy." UPPER RIGHT: The floor show. LOWER RIGHT: WO2 J.W. Jameson POM, hands over \$2227.67 to March of Dimes Chairman. LTR FS G. Fulford, secretary-treasurer for the dance, FS G. McIntosh, committee member and WO1 S. Lisowski, honorary President of the Mess.



Photos—Don Askett

sgt.s  
aid

**March of Dimes**

In a brief ceremony after the regular Sergeants' Mess meeting on Thursday, 19th February, Warrant Officer "Red" Jameson, mess president, handed over a cheque for \$2,227.67 to Charles E. Potter, 1959 campaign chairman for the March of Dimes in Manitoba.

Main source of the cash for this year was the highly successful fund-raising concert held in the old drill hall on March 30. Sponsored and organized by the senior NCO's and supported by all ranks, this event is now in its third year. Under the able leadership of Warrant Officer Bill Alexander, who started the whole thing in 1956, receipts have gone up each year.

Though it may seem easy to raise money just by charging admission to a dance, there's more to it than that — and a sizeable chunk of that two thousand-odd dollars is represented by people's spare time, skilled work and just plain sweat devoted to the cause.

People like Joe Hamlet of the Station C.E. section who volunteered about 60 hours of his time, skill and patience to produce a magnificent set of coffee table and three lamps. Drawn for at the dance, they produced over \$230 for the fund.

And Sergeant Hugh Kumpula and his eight overworked helpers who almost literally worked their

fingers to the bone keeping the twelve hundred dancers refreshed.

Perhaps the most outstanding contribution was that of the five lads of the 1st Winnipeg Kinsmen Scouts under their scoutmaster LAC Alf Frogley, who worked all evening checking coats and kicked in with their earnings of \$135.00. Their identification with such a cause is especially significant, for the boys of this troop are all physically handicapped themselves.

The Sergeants' Mess members and those who helped them are credited with an outstanding effort, and pictures on this page show a few of the people who had a hand in it.

# jamaica

## HOLIDAY

By F/O B. MAWS

WHEN asked last October to accompany four fellow pilots on a trip to the Caribbean for leave I was anything but optimistic. First of all, a trip to the much talked about South Seas was difficult to envision. Particularly in view of the fact that I had been raised amid gophers and oil wells and secondly, what did I know about the airlines' "pay now — and go later" plans? I accepted.

The phrase South Seas brings to one's mind a vision of swaying palms, turquoise waters and white sand beaches, a particular inviting thought while waiting on a cold drizzly morning for departure from Toronto on TCA Flight No. 640.

After nine hours and stops in Tampa and Nassau we "came over the fence" at Palisados airport in Jamaica. Needless to say, the climatic change was sobering.

We were welcomed at the airport by our Hosts, Mr. and Mrs. A. T. Edwards, the parents of F/O J. A. Edwards, late of Winnipeg. This welcome and the welcoming party which took place later in the evening attended by some 60 to 70 people was an insight into the hospitality that was to be shown us during our stay.

Concentrating on the attractions in Kingston and its immediate vicinity during our first week on the Island we took in several beaches, Port Royal, the past stamping ground of Pirate Captain Henry Morgan and Englands First Sea Lord, Horatio Nelson, and as many shops and bazars as we could find.

Sightseeing by day only increased the desire to join in the night life of the Island. We took in moonlight swims, open air theatres and night clubs and accepted countless invitations to the homes of those who first welcomed us and people we later met.

It may be interesting to note that very seldom during our visit were we served anything but Jamaican cuisine. How would you enjoy a dinner of pumpkin soup, highly seasoned Jamaican beef, plantin, cho-cho, (I still don't know what it is — but we ate a lot of it), avacado pear, rice & peas, purple yams, creamed banana and washed down with "belly wash" the Kingston term for fresh lime juice?

And for a "wake-me-up" how would you enjoy fresh orange juice served to you by the maid — breakfast to come later of course!

With the use of our host's car, and later a U-Drive, we extended our forays to the inner reaches and Northern shores of the Island. We were continually impressed by the matchless beauty of green pools and streams and the tropical vegetation which covered mountain top and valley floor alike. The contrast of colour, sunshine and shade made it a shuttling bugs paradise.

The hazards of driving in down town Winnipeg are negligible compared to the harrowing existence Jamaican drivers must lead. With the narrow and oft times precarious roads we were all convinced that the constant hornblowing was only to warn the other driver of an impending accident. In one

7 mile stretch of mountain road we counted three hundred and sixty five blind hairpin turns. However, hazards and all, we managed to see Newcastle Barracks, the Hope Botanical Gardens, Ocho Rios, Port Antonio, the Rio Grande, Boston Bay, Spanish Town and 'Mo' Bay.

Montego Bay, white sands and all, is the resort of resorts and has the prices to prove it. The white sand may actually be crushed coral, but the natives are still natives. We enjoyed ourselves thoroughly.

After three weeks of being constantly on the move the fast pace caught up with us. We spent the final week in Kingston throttled back to cruising speed, the majority of time being spent relaxing on the beaches.

We of course fulfilled our Christmas shopping needs, purchasing gifts for our families while on the Island.

Basic family needs on the Island, such as food and clothing in comparison with our standards, are inexpensive. Appliances however, and a luxury such as gasoline, were found to be very expensive. The tourist can purchase most goods in-bond, but is re-

stricted of course to his own countries import regulations.

We Canadians could learn much from the Jamaicans and their way of life, for they are the happiest people I have ever seen. There is laughter and good natured bantering in evidence everywhere and it doesn't take long for an outsider to become the same and be accepted.

The friendliness and the hospitality of our hosts, and the people who welcomed and treated us as friends is, I am sure, without equal. I have no doubt that my cohorts and myself shall value these new friendships and I look forward to a return visit at some future date. I know—for me—it will be soon.

EDITOR'S NOTE: Here are some TCA-quoted fares interested personnel:

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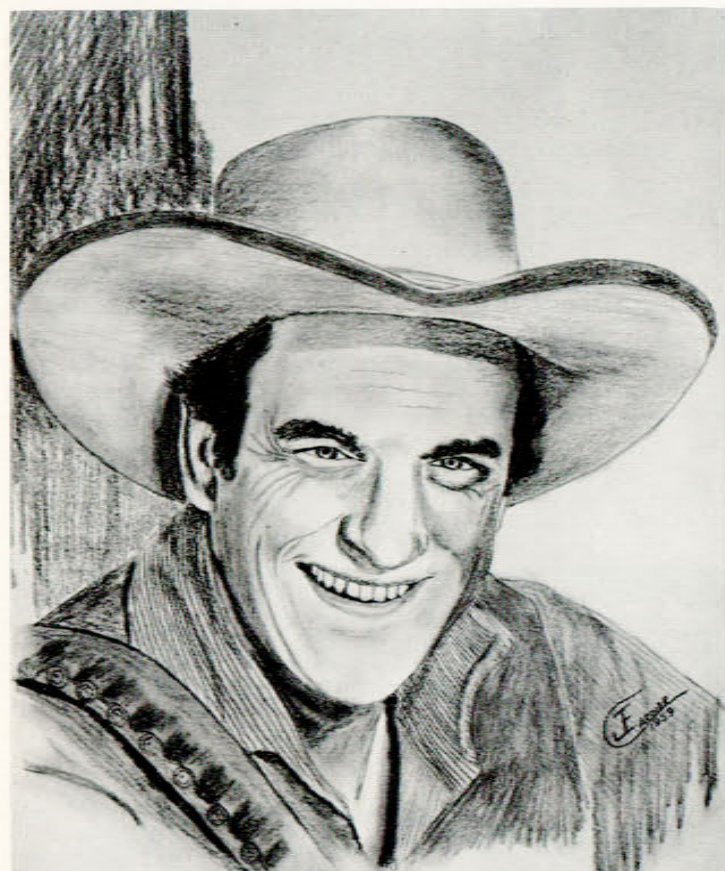
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# Q TV TALK

Edited by ERNIE CARRIER



Drawing by Ernie Carrier

By RON BAYNES

Prominent in the formidable procession of horse operas and "adult" Westerns which have galloped across TV screens this season, one show has dwarfed the others in its stature, and quite remarkably has remained a clear, enduring favourite, not only of the Texas-boot set, but of the egg-heads and practically everyone else too. It is "Gunsmoke" (CBWT 10.45 p.m. Tues.) first of the adult Westerns, and in the view of many, the only one deserving the title. Many viewers who once reached automatically for the "Off" switch at a .45's first crack, now are "Gunsmoke" fans, and they have made it the top-rated program on the North American continent.

"Gunsmoke" was born, not on TV, but on Radio, back in 1952 when Norman Macdonnell and

John Meston of CBS, decided to make an honest attempt to portray the historical period of the "Wild West," in terms other than those of the cliché-heavy, formula-frozen horse-opera. In their show, the hero was not always heroic and the villain was not completely villainous, as indeed few heroes or villains in real life are. Nor was their heroine to be the transparent, fragile and ethereal stereotype, continually mouthing impossible platitudes, to whom audiences had become accustomed to the point of nausea. She would be the kind of girl you would expect to find in a frontier town. The situations upon which they would build, would be believable ones, and conflict would involve more than Good Guy versus Bad Guy, fast gun versus slow. They would be

## "Muster Dellon's"

# GUNSMOKE

situations which could arise in towns like Dodge City of the 1870's. "Gunsmoke" would, in a word, be authentic.

At first, although popular with the critics, "Gunsmoke" attracted no sponsors, probably because of its "different" approach. But as the often under-estimated public responded and ratings soared, sponsors appeared, and the era of the "Adult Western" begun. Their number now is legion. But few, if any of "Gunsmoke's" imitators have whole-heartedly adopted the credo of the original. Close inspection, many critics point out, reveals that most of the imitators have been content to settle for a standard, safely located between "Gunsmoke" realism and horse opera fantasy.

Be that as it may, "Gunsmoke,"

on TV is, if possible, even better than its radio ancestor. Its basic virtues remain: Matt Dillon, played by James Arness, a six and a half foot giant, is never the shiny, impossibly faultless "Hero," but a human being with an unpleasant and un-glamorous job — that of policing a frontier town, largely composed of people either hostile or indifferent to his efforts. He is neither saint nor superman and he makes mistakes, often catastrophic ones. He has his vices as well as his virtues and shows no inclination to kiss his horse. Macdonnell the producer, has said bluntly, that every effort is made to resist Dillon degenerating into a "Hero." Sometimes when he seems to be, Macdonnell and Meston, go to great lengths to produce a show in which Dillon is worsted and transported back to the realm of ordinary mortals.

Characterization is fully-rounded on "Gunsmoke" and this seems to apply to every role. "Chester," played by Dennis Weaver, is undoubtedly a potent reason for the show's enduring popularity. Weaver, a Bachelor of Fine Arts and in excellent physical condition, once finished sixth in an Olympic youth decathlon. Yet his limp and his "Kin uh brang yuh shotgun Muster Dellon?" way of talking are so right, that many sympathize with his disability and illiteracy and often write to tell him so. The accent stems from Ozark talk while the limp is so technically accurate that doctors have been fooled.

Kitty, ambiguously described as

Chester and Kitty



DOC



a "dance-hall" girl, is also fully characterized. Kitty has had a rough life and she has become frankly hardened by it. She is believable for it. The relationship between Kitty and Matt Dillon is implied rather than demonstrated. But it is there. Kitty is played by stunning red-head Amanda Blake.

"Doc" completes the trio of Dillon's friends in Dodge, and he is played by a veteran character actor, Milburn Stone, whose stomping walk and belligerent, yet soft-hearted impatience have become "Gunsmoke" trademarks.

The rustlers riding for the pass, the US cavalry riding in at the last moment to save the wagon train, — all such weary stereotypes are avoided like the plague in "Gunsmoke." Indeed, in one show featuring the cavalry, they came riding in three times to save the situation, with one big difference. They were late every time.

And the "good guy" is as likely to get it between the eyes as the "bad guy." Often "Gunsmoke" devotes its show to what amounts to almost a straight character sketch, without any real "story" in the narrow sense of the word. The "Gunsmoke" viewer is never sure how things are going to turn out. He can only be sure that it won't be just one more, resolved-in-lead horse opera.

"Gunsmoke" demonstrates that there was plenty wrong with the ole "Western," and still is, but it wasn't the theme or the setting. It was lack of originality and a slavish tendency to re-tell the same old tired story in the same old tired way. "Gunsmoke's" producers have proved once more, to TV viewer's advantage, that the play's the thing and that a good story is a good story anywhere anytime, including Dodge City, circa 1870.

# HUNTING

# and

# FISHING

... with Joby



ANOTHER month come and gone and we are just one month closer to grand and glorious spring, running water, crow shooting and fishing.

It seems that winter will never end, and one has difficulty trying to find things to do to take up the long winter evenings. They need not be completely lost but may be used to ready one's fishing gear for next spring and that first surging strike that has been a dream all winter long. Hunting equipment and rifles may also be gone over thoroughly to make sure they are in top shape and that they stay that way.

Have you ever had the frustrating experience of having lost a prize size fish because your hooks were dull? Or perhaps in the middle of a trip the windings came off the ferrules on your favorite rod and left you miles from home with no rod at all. Or perhaps, even worse, you forgot to inspect that end guide and as a result the line keeps wearing through because of a badly grooved tip.

This can and does happen often, and the best way to avoid these unfortunate incidents is to spend some of those long winter evenings going over your fishing tackle, piece by piece, right down to the smallest detail.

How about hooks? Do you sharpen yours periodically? They should be kept in top shape at all times. Frequent bumping against rocks and other obstacles soon dull the points. A must in every tackle box is a small stone for sharpening such points. Not just once during the winter but frequently during the summer also. Our northern pike has one of the toughest mouths in the business and it takes all you can do at times to sink in a sharp hook. A dull hook more often than not results in a missed strike and another lost fish.

Another trick that I picked up long ago is the repainting of plugs and spoons. Touch up all those scarred and chipped places with a good paint job and you will be amazed at how much difference it makes. Don't throw away those old spoons and plugs because they are so badly chewed up that they resemble something the cat dragged in. How did they get so badly chewed up? Obviously the fish must have liked that model and color. Don't stick to the same color either. I like to paint different de-

signs on my lures, especially plugs. What may look ridiculous to you and bring a hoot from your fishing companions may look like Sunday dinner to a hungry fish.

If you are one of the clan who believe in tying their own leaders, winter is the time to do it. Make up a batch and you won't be caught short next summer when you may have only a day in which to fish. Fishermen are always at loggerheads as to the right length of leader which should be used. Personally I find that the use of a leader somewhat lessens the action of a plug or spoon and if it is at all possible I prefer not to use one. Of course when you are catching those snaggle-tooth pike they do snip a line in a flash, so a leader is a must.

Many chaps prefer to tie their own jigs, flies, spinner combinations and other lures. The territory you fish may be different than that fished by your neighbour and may call for an entirely different kind of lure and a different approach to catching the same type of fish. Therefore it quite often pays to tie your own combinations for your particular type of fishing.

One trick that I might pass on that sometimes turns the odds in your favor. Take a rubber sheet, or rubber baby pants will do, and cut them into strips about three inches long by a quarter inch wide. Attach these to either the end hook on a spoon or the end or bottom hooks on a plug. The rubber may be shredded to give a waving effect such as given by some rubber skirts that are presently on the market.

These will add to the fish-getting qualities of your spoons and plugs as it seems to make them much more appetizing. One word of caution however, do not leave these rubber strips attached to your hooks and stored in your tackle box over the winter. Most tackle is stored in some fairly warm spot and this causes the rubber to stick together and to anything else with which it comes into contact. It will take you hours to get the mess cleaned and after you do you will find that a paint job is in order for a lot of plugs and spoons.

### REEL CARE

So much for the rod and your tackle box. Now how about that reel you took off last fall and threw

in the closet? Don't you think it is about time it was cleaned up?

The reel should be taken apart and thoroughly cleaned before it is put away for the winter. After cleaning, a light film of oil may be rubbed over the working parts for storage over the winter months. I prefer to take my reels off the rod and store them in their boxes. It may be just my imagination but it seems to me that it keeps them a lot cleaner and in better running condition. When spring comes I want to be sure that I have a reel that will work and not one that is clogged up by bits of weeds, dirt and grease.

The line should be taken from the spool and thoroughly tested for weak points. Many frayed spots will show up on an inspection of this sort where otherwise you never find them until you have a good fish on and all of a sudden you are left holding the rod and a few yards of line while the fish takes off with the rest.

Some lads like to take their line off the reel and store it separately for the winter. As long as it is thoroughly dried before it is put away, I can't see that it makes any difference as to where it is kept, however every man to his own methods.

Another hint for a reel care. When you take that extra reel along in your pack on some week-end excursion into the bush, put it in a plastic bag to keep it clean. Any of the small bags which contain vegetables at the store will do and it is surprising how it saves your reel from dirt and damage.



Winter evenings need not be wasted. Paint up those scarred plugs and spoons and get your tackle ready for that first battle come spring.

### RULES AND DATES

I had hoped to be able to give you the new fishing regulations and dates in this issue but as yet they have not been finalized. I can however, pass along a few tips that I think you will find in the coming summer.

Look for the fishing licence to be increased this year. Possibly another fifty cents, (only a guess), which would raise the fee to \$1.50. I don't think there will be many beefs about this increase if it comes, as it still makes for a pretty cheap sport, fee wise at any rate. Also the monies that are taken in through this manner are being used in a very extensive restocking programme for the province.

Unless there has been a drastic change since last fall, you can forget about the Moose Nose gravel pit for trout fishing. The fishing there last year was next to nil. However there are hundreds of bull-heads in the pit and if you want to take your youngsters out for a couple of hours fishing and see them have their time of their lives, it's the place to go.

Many sportsmen have been disappointed over the bull-heads ruining the pit for trout. During 1957 the fishing for trout was very good and some people made excellent catches there. Somehow however, the rough fish were introduced to the pit and now in one year the trout seem to have become a memory. Even if there are trout in there the bull-heads will not leave a hook alone long enough for any self respecting fish to look over your offering.

Although there has not been too much ado about it, there has been widespread stocking of trout in streams and rivers in the province. I know of one such that has produced beautiful trout and it was first stocked some 3 and 4 years ago. I hope to be able to name some of these lakes and streams in a future column.

## Easter Greetings

to our RCAF friends

from

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# WINNIPEG PERSONALITIES



**LAW**  
**HELEN GLOWACH**

Deep beneath the accumulated Student records, graduation diplomas, and other stationary connected with the Orderly Room of Number 2 Air Observer School, LAW Helen Glowach, a dark and petite Clerk typist from Arborg, Man. plies her trade with unruffled composure. This is her second posting, apart from training courses, since Helen joined the Air Force in 1956, and the second one which landed her in the middle of aircrew training activity. The first was a tour at Pre Flight School in Centralia, Ont. The job, says Helen, seems to be following her around, or vice versa.

Helen was born in Arborg in 1938, one of a family of seven children, six of whom were girls. Her family later moved to Winnipeg, where Helen was resident, when she decided that the best way to acquire an independent attitude was to travel. The RCAF seemed a rea-

sonable method of doing this. Though she is back where she started from, she still is confident of seeing some more of the world in her future transfers.

Helen received her High School education at St. Benedict College, here in the city. Her family is still resident in the area, and she spends alternate weekends with them. A member of the Roman Catholic Church she is a member of the Saint Boniface Retreat House, where she is a supervisor.

Helen's other interests include dancing. Mostly square dancing, at Keewatin Patterson's Square Dance, but jive and ballroom dancing too. She is a TV fan—favourite show: Desilu Playhouse, and movie-goer—favourite actor: Rock Hudson.

Questioned regarding the romantic interest in her life, Helen ad-

mitted that there was a Norwegian aircrew type, now training Moose Jaw, with whom she socializes frequently, but denies any "serious" plans. She claims that she possesses a bad temper, but apparently keeps it well controlled.

On vacations, both before and after joining the RCAF, Helen likes to travel to outdoor holiday spots, featuring swimming and other fresh-air activities. She visits the States and last year spent her leave at Clear Lake, Man. She would like to see Vancouver. The reason, in true prairie-dweller fashion — "Because of all that mountain scenery."

She would like to see more of the world, but admits to a wish to stay in Winnipeg for four years. She likes her job and the people with whom she works, and it's nice to be close to home again.



**F/L**  
**WALLY GRYBA**

Walter Alexander Gryba, "Wally" to his friends, and "Waldo" to his "VOXAIR" readers, was born in Yellow Creek, Sask., in 1932 and spent the early years of his life, in his words, "Bashing around the North East part of the Province." This was due to the fact that his boyhood years occurred during World War Two, and his father was serving in the Canadian Army. His education took place in schools, "too numerous to mention," and was completed at the High School in Meskanaw, Sask. Saskatoon also figures in this part of Wally's life.

At school, Wally developed a keen interest in Sports of all kinds, playing Second Base in baseball and becoming a quite proficient participant in track events, notably in the 100, 220 and 440 yard sprint categories. He completed his education in 1949, and after spending some time in the Eastern half of

Canada, joined the RCAF early in 1951. After initial Officer Training he went to Clinton, site of Number 1 Air Radio Officer School, (since replaced by Winnipeg's AOS) where he completed his training as a Radio Officer. Continuing this Eastward movement, he went to Greenwood for training on the Maritime Operational Training Unit.

Wally now reversed the Eastward trend with a drastic switch to the West Coast and 407 (M.P.) Sqn. at Comox, B.C., where as a member of the flying and Operations Staff he acquired much valuable experience in his profession. A traveller by inclination, Waldo recalls with satisfaction that he roamed far and wide while stationed at Comox, to points as scattered and as contrasting as Bermuda and Resolute Bay, as Londonderry Ireland and San Diego, Calif. He participated at this time in a search

for a missing Oil Company executive whose private aircraft had disappeared in Alaska. The Oil Company offered fifty thousand dollars for the location of the missing aircraft. Although the fifty thousand would have gone to the benevolent fund if the missing aircraft had been found by the RCAF, the reward lent an unusual twist to the Search. Wally recalls that one of the advanced Search Bases out of which he flew was on Annette Island, off the Panhandle and site of a wartime RCAF fighter detachment which flew against the Japanese Aleutian expeditionary force. The missing aircraft, incidentally, was found by chance, by a non-searching, itinerant civilian operator who collected the reward.

Although Wally had left the East, he took many pleasant memories with him, especially of a Miss Marilyn Butler, of Goderich, (Concluded on page 32)

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**VOXAIR VIXEN**

STUDY IN CONTOURS — Angie Dickinson is being hailed as an overnight sensation as a result of her portrayal of Feathers, dancehall girl with a checkered past, in Warner Bros.' "Rio Bravo," in which she co-stars with John Wayne, Dean Martin and Ricky Nelson. Angie, said to have the most beautiful legs of Hollywood's current young actresses, is shown in one of her abbreviated costumes from the provocative role.

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By RON BAYNES

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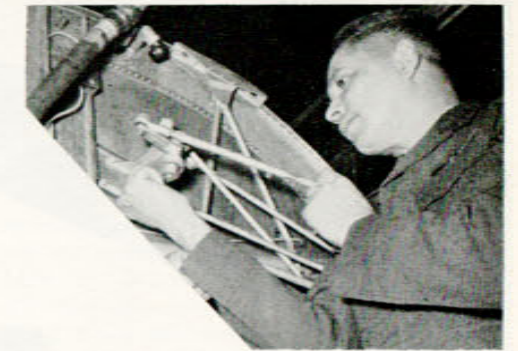
Winnipeg's Maintenance Research Section is Dedicated to finding the answer to a brief but complex Question: Why?



AT 4.30 on the afternoon of January 21st last, with the temperature at 21 degrees below, a Mitchell from Winnipeg was climbing on the commencement of a routine maintenance test flight. The wind was from the west at 10, visibility was 15 miles and the Mitchell was moving up through the 4000 foot level when the starboard engine coughed and the pilot experienced a loss of power in that engine. Fuel



TOP RIGHT: Sgt. Bach checks a Dak's engine control rod. BOTTOM: Sgts. Smith and Maclean and Expeditor control assembly.



Photos by DON ASKETT

pressure dropped rapidly to zero and the pilot quickly feathered and shut down the engine. Tower was advised and a single engine landing was carried out without further incident.

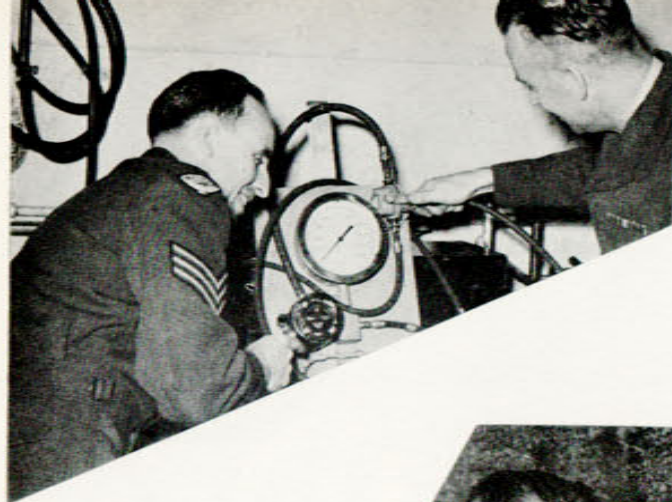
The Mitchell having been declared Unserviceable by its pilot, and D14 (Report on Investigation into Aircraft Accident or Aircraft Incident) action initiated, a tow crew brought the ailing aircraft to 16 Hangar for technical investigation.

At this point, Maintenance Research, a sub-section under the AERCO (Aircraft Engineering Control and Records Office), comes into the story. Located on the second floor of 16 Hangar, Maintenance Research is comprised of a four man team of veteran technicians, airframe and aero-engine, under the supervision of Flight Sergeant Dick Mayoh, Aircraft Maintenance Supt. Formed three years ago and charged with the technical investigation of aircraft "incidents" and "accidents," Maintenance Research is deeply interested in such occurrences as the Mitchell's starboard engine.

Receiving news of the incident, F/S Mayoh detailed one of his staff, AE Tech. Sgt. George Bach to investigate. Sgt. Bach went down to the hangar floor and examined the unserviceable engine. Investigation quickly revealed that the fuel pump shaft was sheared. This obviously accounted for the loss of indicated fuel pressure and for the erratic behaviour of the starboard engine.

The pump and engine were examined for a possible cause of the shaft shearing but none found. The pump itself was not seized, therefore, breakage of the shaft was attributed to a flaw or defect in the metal. The failure was reported on Stats 325 Technical Failure Report and the pump returned to the overhaul contractor for dismantling, Technical Inspection Report and repair.

This was a comparatively simple investigation where the obvious answer was quickly found. Re-



ABOVE: Maintenance Research personnel admire a pressure tester designed and submitted by Cpl. Steffiuk of Ground Handling. RIGHT: FS Dick Mayoh, Research Boss. BOTTOM: In the engine bay: Research personnel checking a magneto mount on an Expeditor.



ians, was able to trace the cause to a faulty flap selector valve which under a particular and unique set of circumstances could cause complete hydraulic system failure. This discovery was merely the start of a long and intensive investigation, including UCR action and examination of the suspect valve at contractor's level. It was finally established that there were other cases of this type of valve in use, and a special inspection EO was issued by AM (Air Material Command) to have them removed from service as a potential accident hazard.

#### WHY?

Maintenance Research personnel, AF Techs — Sgts. Don McLean and Errol Smith, and AE Tech Sgt. George Bach, spend much of their waking hours asking themselves the sixty-four dollar technical questions that are part and parcel of their work. A recent addition to the Research staff, LAC Frank Fallows, is the "apprentice" investigator of the team. In their investigations they use the tools of Sgt. Friday — deduction, experience and records, and although they hunt gremlins rather than law-breakers, they too are dedicated to digging out the "facts." Indeed, if a motto is ever needed for their still somewhat unofficial organization, it conceivably could be the word "why" — either with or without the question mark.

To help find out "why," Research maintains an extensive file of documents. EOs available from the Tech. Library are in almost continuous use. A file of UCR's is maintained so that when the gremlins strike, Modus operandi and past history can quickly be checked. Where, when, why and how did it happen before? — Sometimes the answer throw a light on the problem at hand. Sometimes not. However the answer is arrived at, it is recorded and stored for future use.

The application of the information thus acquired is another part of Research's job. They issue Flight and Section Orders and amendments thereto, concerning all phases of technical precautions and procedures. In addition, they are charged with the responsibility for investigating and processing all UCR's originating at Station Winnipeg as well as statistical returns such as Technical Failures and Maintenance Error Analyses.

Another of Research's tasks is the proto-typing and evaluation of technical suggestions and experimental installation on Station Winnipeg aircraft and related equipment. These requests for proto-typing may originate almost anywhere eg. — TCHQ, AMC, the "fly-boys" or our own maintenance personnel. In addition to investigating the feasibility of such ideas, Sgt. Don McLean is responsible for supervising their installation and maintaining an extensive set of records in order that he may continuously evaluate their merit and submit his findings for consideration. As often as not, he may come up with several suggestions or changes before an idea becomes practical in application.

Apart from the investigation of "incidents" and "accidents," Research sometimes is charged with the development of some new process, or the assessment of a new procedure. One such offbeat chore was handed down recently by higher authority in connection with Static electricity in issue parkas. Various treating agents were suggested and Re-

search was asked to determine which of these was satisfactory.

After some thought, F/S Mayoh devised a device for measuring parka-static, which involved a vacuum tube voltmeter and the rubbing of one part of the parka against another to see what kind of voltage it would build up. A modified version of the tester saw the vacuum tube voltmeter replaced by a neon bulb. The wearer of the parka stood with one foot on a rubber mat holding with one hand a lead from the device. The other lead was grounded. The parka wearer rubbed his hand against the side of the parka. The tube glowed . . . and Research personnel watched with professional interest, as results were tabulated.

A four-page report was then drafted, complete with descriptions of the tests carried out, and outlining the conclusions arrived at. Pictures were taken and the fruit of Research's labour forwarded to the proper authorities.

Such projects as incident investigations and the case of the Sparking Parka were once farmed out throughout the Maintenance organization. Research Sections such as Winnipeg's have been in existence for only three years (and are still on a trial basis), and they have concentrated and localized these tasks.

Personnel selected for work in Research must show some aptitude for this kind of duty. As Dick Mayoh says — "We realize that it's difficult to find the perfect individual, ideally suited for this job. Nevertheless we try to look for qualities which include a broad trade knowledge, vivid imagination, a sense of diplomacy, and plenty of initiative. Also an analytical mind and the ability to express one's self clearly, verbally and in writing." The requirements of the job are as stringent in the non-technical department. Mrs. E. Worsick, who types for Research—says FS Mayoh,—has an unusual degree of comprehension of what she reads and types and is invaluable to the section. With the large masses of highly technical documents involved in Research work, these qualities are important.

Although Research has a complex and challenging duty to perform, its members are quick to emphasize that there is another factor which contributes to the usefulness of their work, and the efficiency with which it is done. That factor is the cooperation they receive from other sections, particularly within the Maintenance Organization. They describe this co-operation as "whole-hearted" and they are grateful for it. Without it, theirs would be an extremely difficult task.

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search however, is not always this easily satisfied, for it considers its task to be a double-barreled one — first to discover the cause of the trouble, and secondly to discover the cause of the cause. Only in this way do they feel they can help to accomplish the primary aim — the elimination of further similar incidents.

One example is the case of the Dakota aircraft involved in a wing-tip collision while taxiing into its parking position on the tarmac. The pilot reported sudden and complete loss of hydraulic brake pressure while swinging into position. This incident was investigated by AF Tech Sgt. Errol Smith, who, after consultation with experienced Dakota technic-

# MUSIC

with

## MAUREEN



WELL HI, here I am again with the latest and best recordings in town. There sure have been quite a few lately.

To start off with, there is nothing nicer than a Sinatra long play, and his latest, "Come Dance With Me" is one of the best. This is one of Sinatra's swingiest albums. . . . Another waxing of interest, is the Kingston Trio's latest "From the Hungry." Quite the title eh? In this album they sing of the trials and tribulations of the simple folk. . . . The very great Stan Kenton has a new album out called "Lush Interlude." It has ten of Kenton's own works, such as "Artistry in Rhythm," Interlude, and Collaboration to name a few. . . . "Ricky Nelson Sings Again," is the title of Ricky's latest album. In it, he

sings both ballads and up tempo melodies. . . . Earl Grant, the boy who made such a hit with "The End," now has an album out on Decca with the same title. Made for the late mood he sings some very lovely songs.

Borrowing from the television series "Have Gun—Will Travel," Eddie Arnold has a new long play out called "Have Guitar—Will Travel." It's a very nice album, and Eddie sings some wonderful songs like: Kentucky Babe, Missouri, Idaho and others.

The wailing Johnny Ray has really gone jazz minded in his latest album "Til Morning." Backed by the Billy Taylor Trio, he does some terrific things with songs like Too Marvelous For Words, Never-

theless, Day By Day, and other old standards.

Columbia Records has a whole new series out of various artists "Greatest Hits." Some of these people who have recorded their greatest hits are: Jo Stafford, Johnny Ray, Tony Bennett, Frankie Laine, and Doris Day. . . . "Breezin' Along With The Breeze," the Four Lads' latest long play is rumored to be one of their best. I certainly enjoyed it. . . . Peggy Lee's latest, "Things Are Swingin'" certainly is a terrific album. . . . Victor has another release out called "We 3," with Sinatra, Tommy Dorsey, and Axel Stordahl.

Something that created quite a stir around town last month was one of the local radio stations playing classical music all day. It sure was great. I thoroughly enjoyed it. How about you? It sure is a welcome change to hear good music for a change. Personally, I'm getting just a little sick and tired of all that rock and roll.

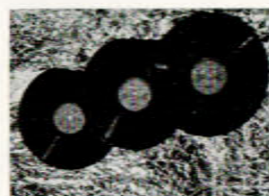
Well, that's all for this month. "I'll be seeing you". . .

The weather was very cold—thirty below—but many little hearts will be warmed as a result of a ceremony in front of the Legislative Buildings, Winnipeg, recently. Five school buses were presented to the Association for Retarded Children in Greater Winnipeg by Carling Breweries (Manitoba) Limited. H. T. Spohn (left), vice-president and general manager of Carlings, presented the keys of the vehicles to Hon. Duff Roblin, Premier of Manitoba (right). Mr. Roblin handed these keys to Louis Driscoll (centre), president of the Association. There are twelve active branches of the Association in Manitoba.



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# NEWS



## POSTHUMOUS CADET AWARD

The Cadet Award for Bravery was posthumously awarded to Air Cadet Stuart Larkins at a ceremony in the Barrhead High School auditorium Feb. 18th in recognition of his brave act, during which he lost his life, in saving Miss Carol Bassani from drowning in the Paddle River, one mile from Barrhead, on May 19th, 1958.

The award was presented by Air Commodore H. H. C. Rutledge, Group Commander, 14 Training Group, Winnipeg, on behalf of the Chief of the Air Staff. Cadet Larkins' parents, Mr. and Mrs. E. Larkins, received the award.

This was the fourth time that the

Cadet Award for Bravery has been presented to an Air Cadet and is the second time the award has been presented posthumously.

The accident occurred when Miss Bassani, with three other teenagers, were swinging over the banks of the Paddle River on a rope. Miss Bassani lost her grip and fell into the icy, fast flowing current. Cadet Larkins unhesitatingly plunged into the river and was successful in aiding Miss Bassani to the river's bank, where she was pulled to safety. However, Cadet Larkins had so expended himself that he could no longer fight the icy current, and he was drowned.

In recognition of his brave act, The Royal Humane Society's

Medal For Bravery was posthumously awarded on Nov. 23, 1958, by Mayor Charles Yuill, of Barrhead.

## PICK-UP BY 111

A long range Arctic training flight turned into a rescue mission for the crew of a Winnipeg-based Dakota early last month.

The 111 Rescue Unit aircraft was diverted from Cambridge Bay, NWT, to pick up the 14 passengers and crew of an RCAF Churchill-based Otter forced down by an oil leak during an Eskimo evacuation to Baker Lake.

Shortly after take-off from the Back River pick-up point, oil from a broken propeller seal sprayed over the windshield, forcing the pilot, F/L Don McNeill of Edmonton, to make an emergency landing on the river ice. Nylon survival tents were set up by the RCAF and RCMP, while the adult Eskimos whipped up an igloo for themselves and their children. During the night the temperature dropped to 45 below zero, but everyone came through the ordeal without even a case of frostbite reported.

By the time the Dak arrived, the temperature was a balmy 35 below — too cold to shut down the engines. The Pilot, F/O W. H. Prosser of Coombs, B.C., said that everyone was glad to see the Dakota — even the Eskimos. The pick-up was completed in less than 25 minutes and the party flown to Baker Lake.

The Dakota radio officer, F/L Val Burdette, of Montreal, estimated that there were five or six small children in the Eskimo group, ranging in age from six to three years — but as he said, "With all those furs, who can tell



## DARK AND DEVASTATING

Erin O'Brien, the brunette Irish beauty who got her start as a TV singer, will make her motion picture debut in Warner Bros. "Onionhead," a comedy about the Coast Guard in which she stars with Andy Griffith. Miss O'Brien was born in Hollywood, but had to go to New York to be discovered.

From:  
Burbank, California.  
Warner Bros. Studio



## ATTENTION

### To-be-Weds, Newly Weds and Proud Parents.

"VOXAIR" is at all times interested in printing photographs of social news events concerning personnel at this unit, depicting recent weddings, betrothals, christenings, and the like. We are also willing and eager to carry non-pictorial announcements, or other short news releases of a social nature.

Such material, particularly of the photographic kind, is not available from regular sources. It can be carried only if the people involved submit it.

A Wedding portrait or a

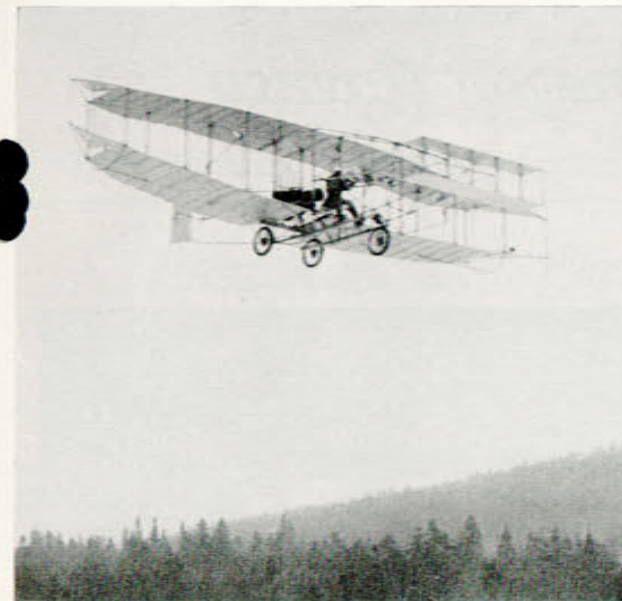
baptism photograph, or any similar record of a family milestone will make an attractive souvenir for the future. Economical too; there is no charge.

The Photographs will be returned intact, but to reduce risk we would prefer that you submit the less expensive proofs.

We are assigning no reporters to this coverage. But if you want a photograph or news item carried in "VOX-AIR," shoot it in. It'll be our pleasure to oblige.



"This is one month I don't mind waiting for the bus!"



**HISTORY RE-LIVED—**  
Over the ice at Baddeck, N.S. the RCAF-built replica of John A. D. McCurdy's Silver Dart re-created the first powered flight in the British Empire on the 50th Anniversary of the event Monday, February 23. At the controls is Wing Commander Paul Hartman, RCAF, of Ottawa.

(National Defence Photo)



**SOMETHING IN COMMON—**John A. D. McCurdy, who flew the original Silver Dart on its historic flight exactly 50 years ago, extends best wishes to Wing Commander Paul Hartman, RCAF, of Ottawa, before the re-enactment of the famous flight at Baddeck, N.S., Monday, February 23. The RCAF-built replica flew about half a mile before landing heavily when caught by a gust of wind. Hartman was unhurt, although the aircraft's port under-wing was slightly damaged.

(Nova Scotia Travel Bureau)

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RCAF Corporal A. G. (Sandy) Gushway, 32, left, of Winnipeg, takes a break with Helmut Fink of the German Air Force on the Kreuzneck slopes at Garmisch in the German Alps just before one of the events in the 4th Allied Tactical Air Force ski eliminations. Sandy, formerly stationed at Winnipeg, is now based with the air force at Grootenquin, France. He was one of six Canadian airmen entered in the eliminations that saw a total of 38 skiers from France, Germany, the United States and Canada take to the mountains. Only Canadian to qualify for the 4th ATAF team that will compete against British skiers at Val d'Isere, France, was Flying Officer Pete Howe of Hamilton. Gushway placed 18th in the slalom out of 32 starters. He is a former member of the Puffin Ski Club in Winnipeg.



LANCASTER FOR 111 KU  
111 KU recently acquired a Lancaster from 408 Squadron. W/C Macdonnell (left) of 408 Squadron presented the aircraft to S/L Galen (right) of 111 KU, Winnipeg.

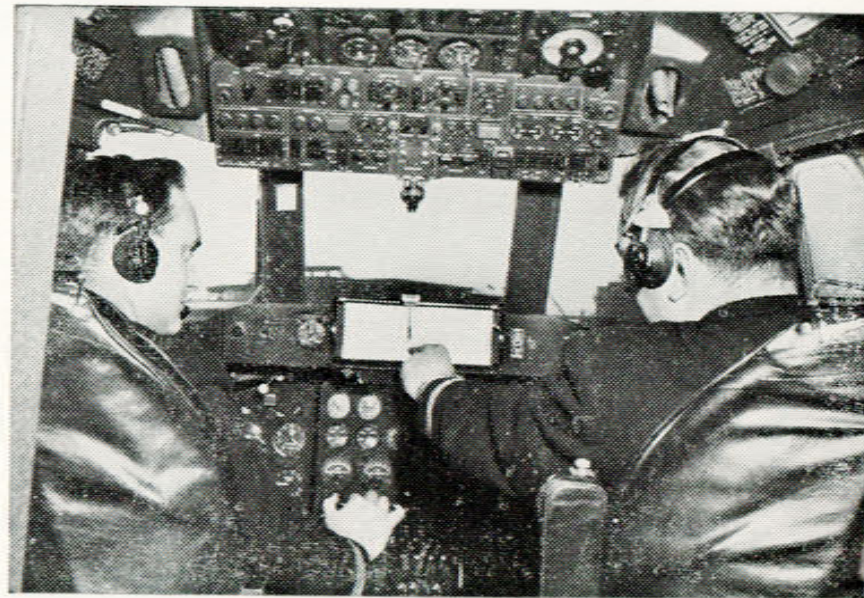
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## Winnipeg Motor Products

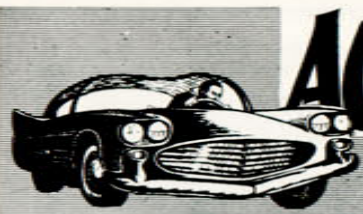
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## Winnipeg Motor Products

*"Growing with St. James"*



# AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS

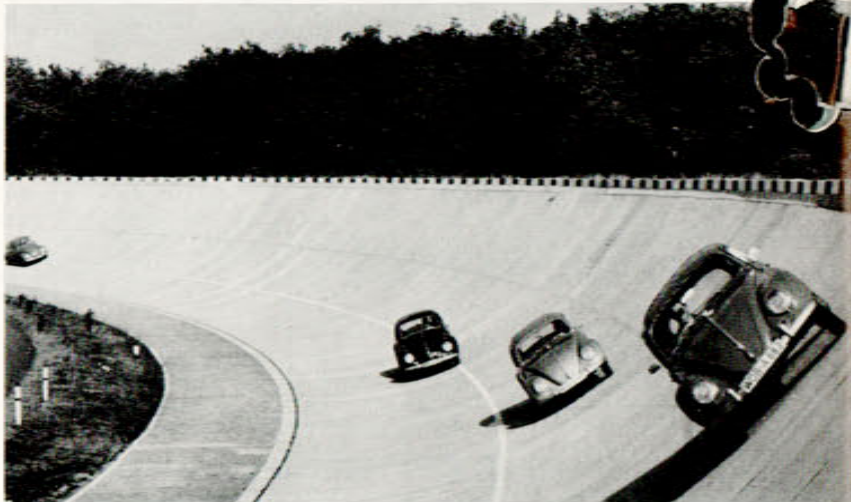


By PETER McLOUGHLIN

## MIKE HAWTHORNE KILLED IN CRASH

Just as I was about to start pounding the typewriter the radio gave out the sad news that Mike Hawthorne had been killed in a car crash when his 3.4 Jaguar ran head on into a truck. Such is the fate of a World Champion. Ironically, Mike had announced just three months ago that he would be retiring from car racing, partly, I believe, because he intended to marry, and also because the recent deaths of De Portago, Peter Collins and others had touched close to home. Mike, 29 years old, had a meteoric career which starting in 1950, reached its climax in 1958 when he won the World's Championship from Juan Manuel Fangio of the Argentine. This, incidentally, was the first time such an honour had been won by an Englishman. The ranks of the world's racing enthusiasts will be saddened by the tragic loss of this likeable character.

RIGHT:  
Proving the  
"Volks."  
BOTTOM:  
VW track  
from the air.



## "BITS AND PIECES" FROM NEAR AND FAR

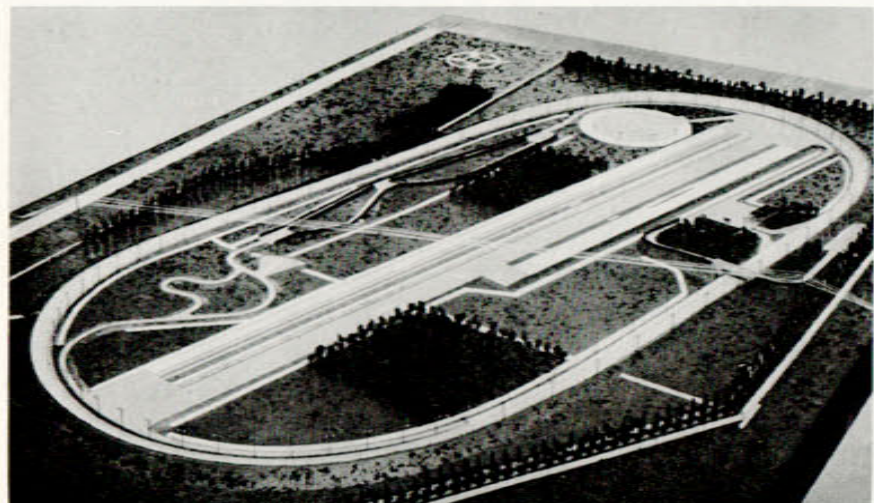
### WORLD'S MOST EXPENSIVE CAR

Richard Luntz has decided to answer the cries of the millionaires and market what will undoubtedly be the most luxurious road machine anywhere. Known as the Argonaut, the car will cost from \$22,700 to \$26,933, and will sport seven models. All cars are to be constructed to private order only and an initial production run of 500 a year is the aim. Delivery delay

is eight to nine months. The engine is a modified Chrysler Marine, churning out a unspecified 'prestige' b.h.p. The chassis is of tubular steel—all enameled or chromed, and the body will be constructed in Italy by Bertone or Touring. The fastest version is "smoke," a 200 m.p.h. aerodynamically shaped speedster. Extras available include — swivel seats, TV, running water, air conditioning, bar, refrigerator and a compact office.

### '59 LIKES AND DISLIKES

Over 50% of those asked about this year's crop of cars disliked the fuel economy, the fins, and the length. On the other end of the stick 50% liked the lights, safety factors, glass area, inside room, the chrome, height, and the room.



### VOLKSWAGEN PROVING TRACK

VW. have constructed a 60 acre proving ground and track containing a desert road, wet basalt and mountain tracks, and all existing road surfaces in the world are represented. Speeds up to 93 mph are possible here. One half of the 1,960 ft. skid strip's surface is asphalt, the other is basalt. Special 'rain' equipment ensures a dangerously slippery surface. There are also strips of the same length reproducing an old, often repaired asphalt country road and a very badly paved road. The surface of the cobblestone track, complete with potholes and cracks, was copied from an existing road. Near the loose sand strips is a concrete corrugated track. It reproduces the conditions found in desert "washboard" tracks and has ridges 1 in. high with 27 in. to 31 in. pitch from crest to crest. The reason for the variable length is to obtain all possible axle vibrations.

Incidentally, there were 556,717 VW's produced in 1958. Of these 316,662 were exported. VW's formed 34% of all our imported cars in 1958. To meet increased demand production has been upped to 3,000 a day.

### JAGUAR BREAKS PRODUCTION RECORDS

1958 production was the highest in the company's history. World sales increased by 44% in this period. 54% of all production was shipped to Canada and the USA, to the tune of a total volume in excess of \$22 million.

### WHAT DO YOU PAY FOR YOUR CAR?

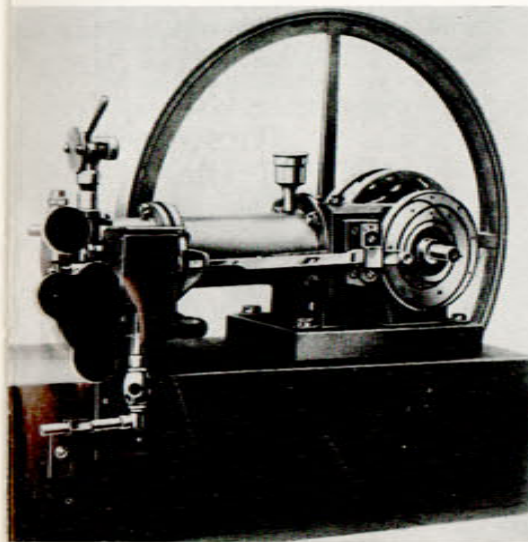
The most obscure aspect of the retail car market in Canada — the price. Much of this obscurity is due to the way in which the manufacturers have the cars offered for sale. Clouding the issue when it comes to comparisons are the annual changes in specifications, taxes, optional extras, but they are fitted to all domestic cars offered for sale. The comparative prices listed below are for the lowest priced cars of each manufacturer. All are six cylinder sedans. Price is f.o.b. the factory. Included is federal sales and excise tax plus the retail mark-up. No extras are included, nor are delivery, freight, or preparation charges.

	1959	1958	% increase
Two Door			
Chevrolet	\$2,698	\$2,518	7.1
Ford	2,672	2,512	6.4
Plymouth	2,676	2,516	6.4
Lark	2,355	2,235	5.4
Average	\$2,600	\$2,445	6.3
Four Door			
Chevrolet	\$2,764	\$2,584	7.0
Ford	2,738	2,579	6.2
Plymouth	2,742	2,581	6.2
Rambler	2,644	2,568	3.0
Lark	2,441	2,304	5.9
Average	\$2,666	\$2,525	5.7

### WORLD'S FIRST GASOLINE ENGINE

This gasoline engine was built by Gottlieb Daimler in 1883. Daimler, a technical manager at the Deutz factory from 1872 to 1881, had taken an active part in the decisive period of engine design development. It was these ideas, obtained building stationary gas engines, which finally led him to set up his own research workshop for the development of a light, fast running gasoline engine for vehicles. Working with his team mate, Willy Maybach, they finally took out the first patent, DRP 28 022, on December 16, 1883. The first Daimler motor carriage was built in 1886, using a modified version of this original engine. So began the era of the car.

"FIRST"



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## CARTER MOTORS LIMITED

"WINNIPEG'S FAVOURITE GM DEALER"

### 1959 RAMBLER—BEST BUY

The January issue of "Consumer Reports" summed up its comments on the Rambler by saying — "The success of the compact-sized Rambler 6 is deserved. What Rambler offers in addition is a solid structure, such as the majority of U.S. cars simply do not have. It offers also, comfortable well-designed seating; not overflow, not overwide, not hard in the middle, nor happily attended by oversize drive-shaft tunnels and transmission housings, or by awkward foot wells; plus a

very high standard of interior quiet and insulation from road harshness; plus good-quality details and workmanship, together with a steadily improving record, as mirrored in the results of CU's questionnaires."

"On the minus side: Rambler is not the choice of the hard, high-speed, secondary-road driver. To him, superior handling is of the greatest importance — and Rambler hasn't got it." I suggest you visit your Rambler dealer if you happen to be in the market for a new car.

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## RCAF WINNIPEG BUFFALOES



FRONT ROW, L. TO R.: R. Ivison, LAC Erickson, LAC Holland, LAC Stefiuk, FS Buchanan (Manager), F/O Bantle, W/C Vinnicombe (Coach), F/L Johnson, LAC Hartland, Cpl. Hyguard, LAC Tremblay. BACK ROW, L. TO R.: FS Boyd (Trainer), FS Ivison (Equip. Mgr.), LAC Bowman, LAC Boran, Cpl. Tucker, LAC Jones, LAC Charlebois, LAC Quinlan, LAC Grondin, LAC Macdonald, LAC Herry.

Backed by the steady goaltending of F/O Bantle, the Winnipeg Buffaloes defeated RCAF Portage 6-2 in the first round of the 14 (T) Group hockey championship. After getting away to a slow start the Buffs had to come from behind a two goal deficit at the end of the first period to even the score at 2-2 in the second. Four fast goals

in the third period put the game away for the local club. Goal scorers for Wpg. were Tucker with two, Quinlan, Boran, Stefiuk and Johnson. South Port's goals were scored by Peltier and Matheson. By winning this game Station Winnipeg now advances into the second round of the play-offs against RCAF MacDonald.

## ARMAMENT RIDDLES OPPOSITION

As mentioned last month, the Armament Hockey Team won the Intersection league competition this year. Their win is even more impressive after a look at the league statistics. With 15 games won and with no losses, they managed to out-score their opponents by 109 goals to 13. Seven shut-outs were tallied, and Combines on the short end of a 5-3 score, scored the most goals against Armament in any game. LAC C. J. MACLEAN

was the pick of the team for distinction as most improved player on the team. Top scorers were QUINLAN, HOLLAND, CHARLEBOIS, and JONES. Currently, six players from this team are playing on the station team. LAC G. CHARLEBOIS, LAC HOLLAND, LAC R. QUINLAN, LAC H. MCKIM, LAC J. BOWMAN, and LAC G. MACDONALD. Other team members are: LAC W. JONES, LAC R. NESBITT, LAC C. MARTIN, LAC SMITH, LAC G. ARCHAMBAULT, LAC E. LECTAR, MR IAN JUDGE, LAC

J. KELLY, LAC C. J. MACLEAN, LAC R. MEYER.

A tip of the hat to those behind-the-scenes workers who in no small measure are responsible for the success of any team: the coaches and manager. For the victorious Armament team, these positions were ably filled by SGT. TIMS, Manager, and LAC L. MACKENZIE, assisted by LAC J. SMITH, in the coaching department.

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## AIRWOMEN'S TILT

A final note on female activities is the report of an interstation competition between Winnipeg and Portage airwomen on 7th February at Portage. Bowling, Curling and rifle shooting events were run off, and Portage won by a small margin. The bowlers lost on games, but were actually ahead on total infall. In the rifle competition, Winnipeg lost by only 3 points but took a decisive defeat in curling, ending on the short end of a 12-7 score. A return series had been planned for March 7th at Winnipeg but Portage were unable to secure transportation and so had to default.

Next month should see the wind-up of most winter activities. Bowling will be reaching the schedule's end. Basketball is already into playoffs, and with the sun going to work on the snow, it won't be long before skiing is finished and outdoor activities get into the organization stages. In response to numerous queries — No the Sports field behind the Rec Hall will not be available for use this year. As they used to say in Brooklyn — "wait till next year!"

## 5BX STRIKES HOME

Highlight of the month's Rec Centre activities was the commencement on Thursday the 26th of February, of 5BX classes for wives of personnel at the unit. Quite some time ago this program was introduced to the junior members of the family, with great success.

Approximately 80 turned out for the introductory session. All reports indicate that the majority will be coming back and bringing along a friend.

For the first day's activities, the class was given over to the completion of registrations, introduction to the instructors, and introductory talks on the program and the benefits which may be attained from participation. F/L Maclean, S Rec O, spoke on the purpose and possible benefit of the program, while F/L Dalzell of the Station Medical staff threw further light on the medical aspects of 5BX.

After this, the classes met their instructors, LAW Arnett, and Cpls. Bunn, Gustafson, and Carlson, who

Winner of the Main Event in the First Annual Manitoba Services Bonspiel was a rink from RCAF Station Winnipeg, skipped by F/S L. Common

Shown Left to Right are: F/S L. Common (skip), Sgt. B. A. Stevenson (third), F/S G. Douglas (second) and LAC R. Johnson (lead).

A total of 64 Rinks from the Army, Navy, RCAF and RCMP were entered in the bonspiel.



A rink skipped by Cpl. A. Ramsay were winners of a trophy for the Grand Aggregate competition, and were also Runners-Up to F/S L. Common's rink in the main event. They

are L to R—Cpl. R. Ramsay (skip), LAC W. C. Yuzicapi (third), LAC F. Theriault (second), and LAC E. Craven (lead).



briefly outlined the scope of the program and demonstrated the exercises involved. Swimming provided an enjoyable but not too strenuous climax to the first day's activities.

Bouquets to AW2 Y Poirier, AW1 M Hedin, and LAW M Wahl, the airwomen who volunteered to

assist in the smooth operation of the program by operating a baby-sitting service in the lounge of the Rec Centre. They gained the title of the busiest people on the station. So far there have been no reports of cancelled matrimonial plans by the girls, so things couldn't have been too hectic.

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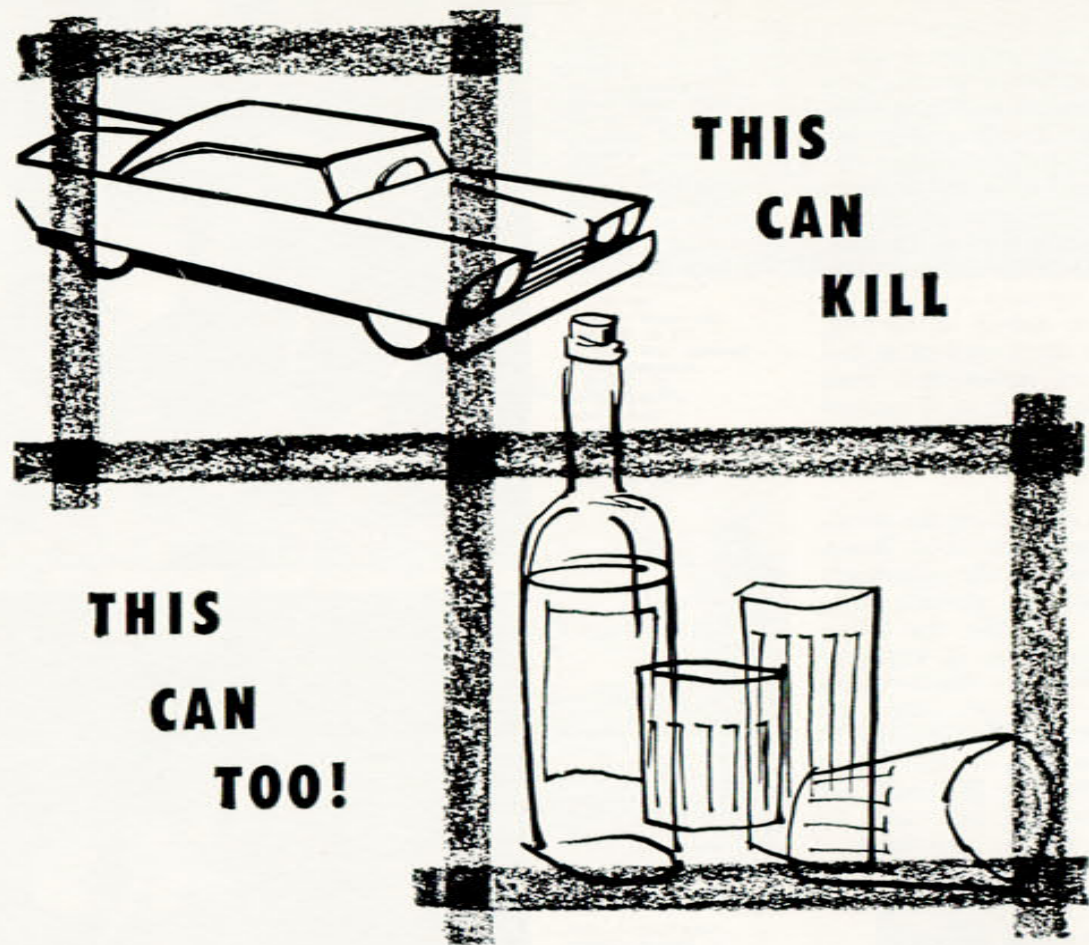
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**SECTION NEWS**

**AOS MORSE TRAINING**

As the day of promotion draws nearer and impatiently we wait, transfers and postings keep on. Some grasp the eagerly awaited transportation warrant fervently, while others shrug their shoulders with some non committal remark, "That's the way the cookie crumbles."

Statistically speaking of transfers the radio gang have had a big turn over in the last six months. Transfers and postings have assailed us from over and under.

One of the lucky airmen has been our overseas bound **Sgt. (Herb) Henry**. Old sea legs left for Metz France and sailed on Feb. 14 (St. Valentines Day). We had a picture of Herb and the group but ill fortune overtook it. Herb will recall all the memorable times the boys have had in the past two years and the wonderful going-away party. It is the only party I have heard of where all the personnel and their wives have turned out except for one couple. After an honour such as this it is needless to say what the boys think of Herb. We say goodbye to Herb and his lovely wife Kay and young son David. As time goes so do the transfers and we are sure to meet again. Bon Voyage Herb from AOS.

**LAC RAY (LOMBARDO) MARQUETTE** and **DEL (JOHN) DAIGLE** have pulled stakes for the gold rush Whitehouse. Ray had a band here in Winnipeg and could be seen Tuesdays at the Normandy "strumming his ole guitar," also a local radio show. His wife Marge was a vocalist with the group and both will be missed by the sections who used to employ them for entertainment at section parties. John and his wife Rosa are taking a little leave before they go north. Neither fellow seems bothered about the predicted weather and the thought

of isolation. Have a good trip Ray and John and best of luck for a gold strike.

New arrivals are **Cpl. JACK ALBRIGHT** from Moose Jaw, and **Cpl. SCOTTY DRENNAN** and **LAC LEN DOW** both from Whitehorse. Hope you'll enjoy the Winnipeg weather and white scenery.

The party of Jan. 30 was a gala affair. Music by **MARQUETTE**, bar by **Cpl. KENNEDY** and **F/L PULFER**. A parting speech to those leaving was given by **SL BAYLISS** CI of AOS. The party was enjoyed by all. See you next issue.

**ARMAMENT SYSTEMS**

Weddings are still in the news this month. **BIG JOHN KELLY** got caught in the noose and couldn't escape in time. The event took place 21 Feb. 1959 and John is taking his new wife on an extended honeymoon in France some time next month.

The first big bonspiel week of the season has come and gone to **Cpl. FRANK KEENAHAN** finally settled down to his former steady self. I understand that he and his curling buddies had quite a hectic time during the spiel. He claims they would have done better except that apparently the shortest route from one Curling establishment to the next, in Winnipeg, detours by way of a place known as "Drewerys." Perhaps its a branch of the Drury Lane Theatre in London; but I fail to see any connection between ballet and curling.

Speaking of theatre, it seems **Cpl. JIMMY LANDRY** is becoming quite involved in the efforts of the Station Drama Club. Better be careful Jimmy — Hollywood will be after your services — or maybe even the CBC.

**Sgt. AL PHILLIPS** is back from a spot of leave in Atikokan, Ont., I'm

not sure what the attraction is there. That's two in a row. Wedding bells again yet? — Since coming back he has been shifted to a new area of endeavour — from the main deck in 4 Hangar to the wheel-house of 16 Hangar. Hope you succeed in keeping things running smoothly up there Al.

It's been rumoured that **WO2 KINNON** and **F/L MASTRONARDI** are being shifted from their location next to M & W and Photo, up with Systems Labs on the next floor.

Guess that's enough for now.

**M & W**

Hello again from the M & W side. This month marked the end of a career for **Cpl. FRED MANSLEY**. Fred has completed his twenty years and has departed the service for a well-earned rest. We're all sorry to see you go Fred, and wish you the very best of good luck.

We will be saying Bon Voyage very soon to **Sgt. GEORGE WOODCOCK** who is heading across the Big Pond for his new home at No. 1 (F) Wing. All the best go out to you and your family George. Goodbyes also went out to **Cpl. AL HARVEY** who left for the banana belt region of Cold Lake. **LAC KIP MCLEAN** will reside at Deer Lodge Hospital for the next couple of weeks. Hurry up and get well, Kip.

And who was the gentleman seen leaving the party, sans shoes?

The Armament hockey team brought home the station championship and completed the season undefeated. Congratulations, boys.

Well — that's about all for now, so we'll sign off with this month's safety message:

The best protection against accident is knowledge.

"Know your explosive safety precautions."

CECIL, THE SECURITY BULLDOG SAYS . . .

Your most fragile possessions  
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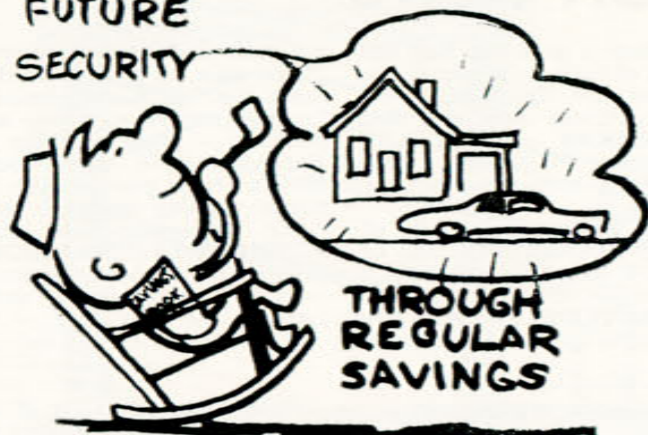
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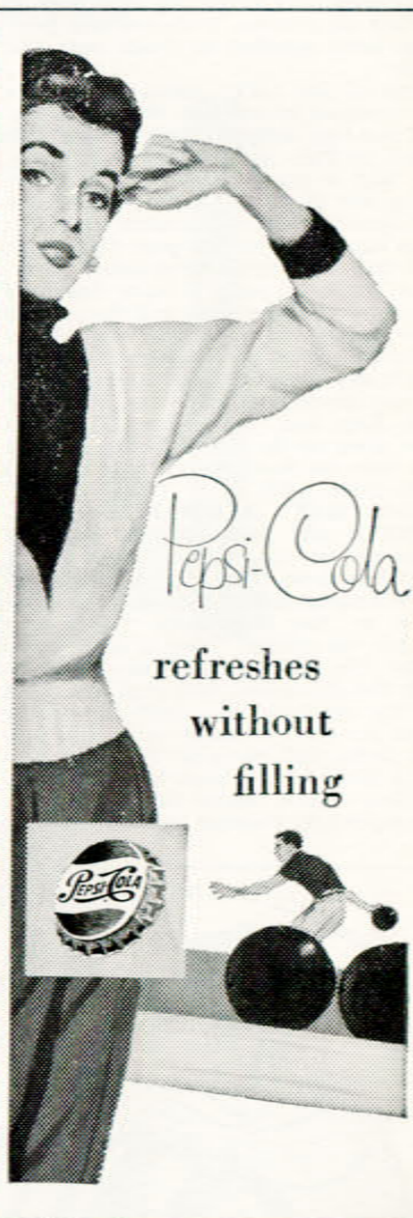
*(Concluded from page 13)*

Ont., twelve miles from Clinton where he had trained. Goderich, which is constructed in an interesting wheel-like arrangement of radiating avenues, he recalls as "the most confusing town in Canada," but in July 1953, he returned and he and Marilyn were married. They have since revisited Goderich frequently and he assures us that the streets no longer confuse.

Wally came to Winnipeg in June 1956 and has since become a well-known figure in both Station and AOS circles. Bar Officer at the Mess for over a year, he has also put a talent for the English language to good use in various articles for "VOXAIR" and for "Newsletter" on which, with F/O Stewart, he is actively employed.

tator interest only), and at home, Hi Fi and light classical music.

The Gryba family is located in Jameswood Park and now comprises, Wally, Marilyn and two boys, Mark Anthony, and Walter Cary. Like almost everyone else he likes Winnipeg BUT the winter . . .



Pepsi-Cola  
refreshes  
without  
filling

He is also AOS Public Relations Officer, Assistant Station Public Relations Officer, and a Flying Instructor in AOS Electronics Air.

Sports-wise, Wally is extremely active, having managed the Station Baseball team for one season. The team took second place in 14 Group last season and looks forward to even better things next year. Wally curls with F/L Joe Smith's Rink which was runner-up in the Officers' Mess bonspiel. He lists among his other sports interests, Volleyball, Hockey (Spec-

WE DELIVER

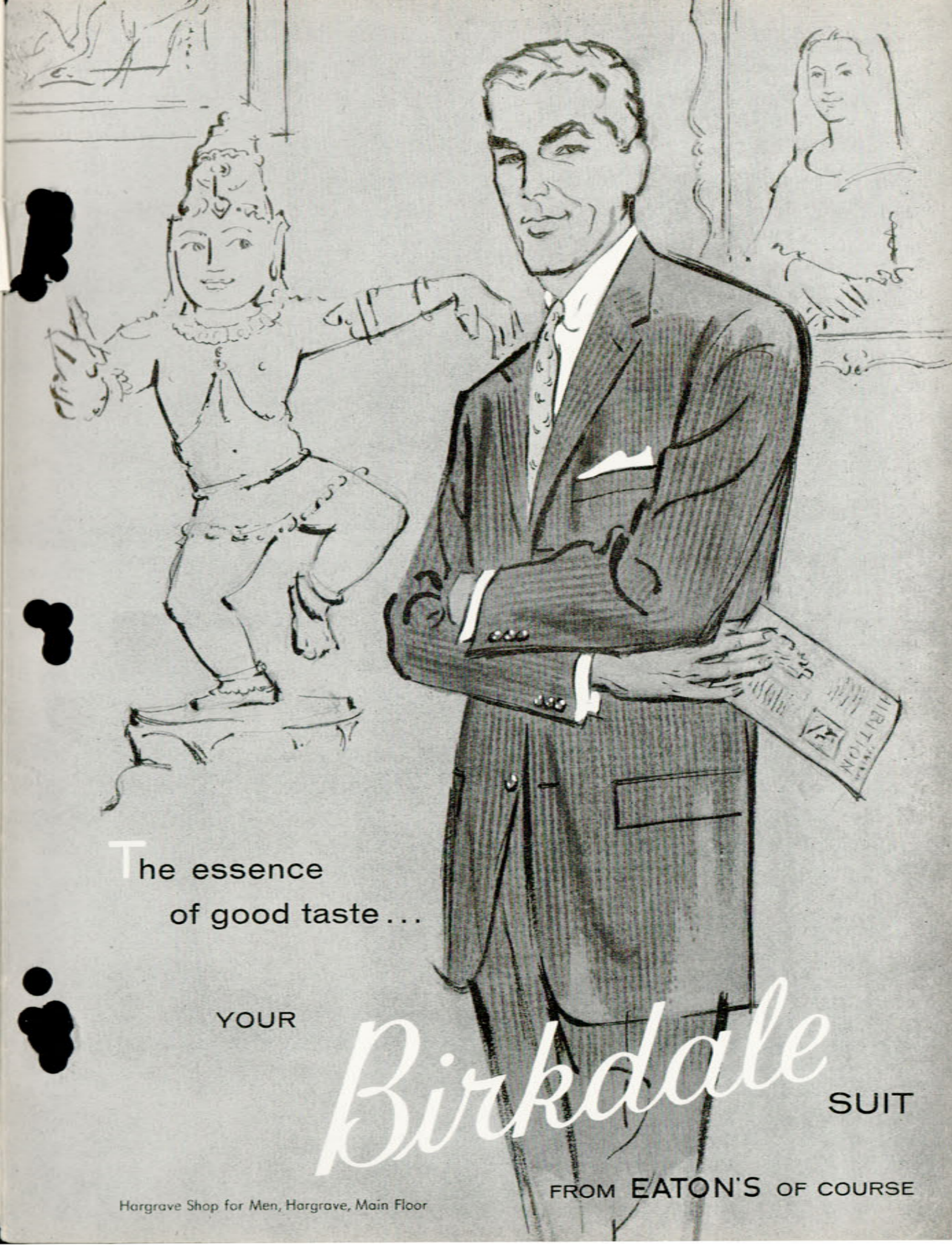
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