



# Postair



Canadian Forces Base Winnipeg — Home of Air Command

Base des Forces canadiennes Winnipeg — Foyer du Commandement aérien

25 Nov 81

Issue No. 19 Vol.31

## Message From The Base Commander

### 1981 Safe Driving Week Campaign Dec. 1 - 7



Once again we are approaching that time of year, December 1st to 7th, when safe driving techniques and attitudes are highlighted and brought to the forefront. This year will be the twenty-sixth consecutive year that the Canada Safety Council has sponsored this nation wide campaign. The success of the annual event rests directly with you the driver.

The objective of Safe Driving Week is to prevent accidents and injuries and to save lives. This objective can only be attained through your vigilance and awareness. With your complete cooperation during this one week specifically and throughout the year generally, a significant reduction in the destruction of life and property created by automobile accidents can be achieved.

Safety is the right and responsibility of each and every Canadian and I urge you to get personally involved to ensure this basic right is preserved and protected.



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## News Release

# Winnipeg Rifles

WINNIPEG—The Royal Winnipeg Rifles Museum, a recognized regimental museum located at Minto Armoury, 969 St. Matthews Avenue, Winnipeg has recently undergone renovations and is now open to the public.

Military artifacts belonging to the Royal Winnipeg Rifles, western Canada's oldest active Militia regiment, date from 1883 to the present. They can be viewed Tuesdays and Thursdays between 8 p.m. and 10 p.m. and Saturdays from 10 a.m. to 2 p.m. There is no admission fee.

The 12-year-old museum, started by now-retired Master Warrant Officer Max Abrams, is funded by the Department of National Defence and the Manitoba government. It belongs to the Canadian Museum Association as well as to the Manitoba Museum Association.

The museum contains artifacts belonging to members of the Royal

Winnipeg Rifles, a militia unit of the Canadian Armed Forces, based at Minto Armoury. The unit also carries on the battle honours of the Winnipeg Light Infantry, which amalgamated with the Rifles in 1951.

Items for the museum have been collected from all over the world and include a Victoria Cross, complete uniforms worn by members of the Rifles who served in World Wars I and II and a nurse's dress uniform, donated to the museum by its original owner.

All items were donated to the museum and each carries the donor's name and a short history.

Additional artifacts are displayed by the Manitoba Museum of Man and Nature and Alloway Hall.

**Editors Note:** Add this museum to your list of places to visit in Winnipeg. It is a first-rate display and a MUST for those interested in military history.

## Editorial

We know that GREMLINS are constantly sabotaging our efforts to accurately reproduce the high quality contributions of our volunteer scribes and section information reps. Spelling mysteriously changes, lines and even whole paragraphs disappear and horror of all horrors, peoples' names are changed! Editors have been known to inflict unmentionable acts of retribution on themselves and their staffs as a result of these unpardonable offences.

What can we say? We will do our best to ensure that VOXAIR accurately presents the contributions submitted (Gremlins notwithstanding!).

Having said that, we are "hedging our bet" by changing the format of VOXAIR somewhat, commencing with the Dec. 16 issue. (No Rosemary, we are not getting rid of the VIXEN!). The bifocal set, which incidentally includes your Assistant Editor, will find a clearer, easier to read type, arranged in four columns instead of five. Articles will be more clearly defined and the overall visual effect should be much more attractive. By making VOXAIR more contemporary in appearance we are, of course, making the proofreading job much easier on our staff and much tougher on THOSE GREMLINS!

## Happy Birthday Saguenay

Halifax, N.S.—One of Canada's oldest ships, the HMCS Saguenay will be celebrating its twenty-fifth anniversary from 12 - 15 December 81. HMCS Saguenay, second of name, was laid down at Halifax shipyards on 4 April 1951, launched 30 July 1953, and commissioned on 15 December 1956. Saguenay was a member of the Third Escort Squadron until 1959 when she transferred to Canada's West Coast and the Second Escort Squadron. She was paid off on 22 August 1963 to commence an extensive conversion installing more powerful sonar equipment and facilities for the Sea King helicopter. On 14 May 65, now a helicopter destroyer, she transmitted back to the East Coast and joined the First Escort Squadron, and by 1971 transferred to the Fifth Escort Squadron where she now serves.

Saguenay will be celebrating the silver Anniversary from the 12th to 15th December. All former shipmates are welcome to attend. For further details please contact Ex Chief Yeoman:

Jim Jamieson  
Apt 206  
6 Crystal Drive  
Halifax, N.S.

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# Winterize Now or Get The Winter Blues

Each year at about this time, we hear the same message from most motoring columnists, "Are you and your car ready for winter?" And every year, we seem too busy to heed the advice, until the morning after the first sub-zero night of winter, when we call the local garage to report that the car won't start. Hopefully, we have all learned from previous mistakes.

If you don't take advantage of the long balmy fall days get busy now before it's too late. You don't need last minute hassles with your garage mechanic with the high cost of servicing these days. Try some winterizing procedures yourself that can save you immediate dollars and maybe hundreds more in the long run.

You don't have to be an experienced mechanic to winterize your car; in fact, there are several fairly simple procedures that any motorist with limited mechanical knowledge can perform.

All too often, car-owners may think that putting snow tires on is a catch-all solution for winterization. Snow tires are essential to safe winter driving and they should not be overlooked. A great deal more is required, however, to safeguard your car for the tough months ahead.

#### Anti-freeze/coolant

One area that should be of vital concern to you is your car's cooling system. If it's weak or has been neglected, you're running the risk of rust and corrosion in your radiator. Even after only 9000 miles, you could end up with clogged passages and that could mean costly damage. A clogged or corroded radiator for example, will cost an estimated repair bill of \$150 - \$300, while burned valves and others range from \$500 - \$700 in repairs.

According to the people at Prestone, makers of Prestone II, an anti-freeze/coolant has two specific jobs, to keep the engine coolant from boiling over as a result of extremely high temperatures, and naturally, to keep the engine from freezing during those long, cold winter months.

The Prestone people also have a Do It Yourself Flush and Fill product on the market that lets drivers back flush their cooling system themselves, which can save money.

The Flush and Fill method has a big advantage because it flushes the entire cooling system, including the engine block, not just the radiator. All you need is a screwdriver, a knife and a common garden hose . . . and about 15 minutes.

#### Battery

The three most common signs of

winter car trouble are no-start, rough idle or lack of power and performance, and, in most cases, they can be directly attributed to neglected battery cables or a dirty ignition system. With a minimum amount of tools and experience, the battery can be easily cleaned.

Using a solution of baking soda and water and a clean cloth, remove the corrosive build-up around the battery posts and cables. When corrosion forms in this area, it can build up to the point where it insulates the battery cable from the post, and, as a result, the car receives no power.

After scrubbing the deposits away from the outside of the cable, carefully remove the cable from the posts without damaging or prying at the threads. If they are unusually difficult to remove, a special battery cable puller can be purchased.

Next, clean the inside surfaces of the posts down to the bare metal. Remove the caps on top of the battery and check the electrolyte level. If the fluid is down, use distilled water to bring the fluid back up to the proper level.

The distributor, rotor, ignition coil, dust covers and spark plugs are all components of the ignition system and should be kept free of dust and defects. Wash these components with a cleaning solvent and inspect them for cracks and other defects. If there is a hairline crack in the distributor cap, for example, the component should be replaced immediately. Spark plugs should be serviced and replaced regularly as specified by the manufacturer. Any auto parts specialist can tell you exactly what kind of plugs you need for your car and how much they should be "gapped" for maximum performance. There's no need for any confusion.

One of the easiest and least expensive things any motorist can do is put together a winter emergency traveler's kit. It can save both aggravation and money and could spell relief when a problem arises.

At the very least, here's what your emergency kit should include:

- a sturdy shovel,
- a 15 foot tow rope,
- a flashlight with fresh batteries,
- at least two roadside flares,
- a roll of vinyl or rubber electrical tape in case of emergency hose repairs,
- a set of jumper cables,
- and Prestone II

Even drivers who have no intention of ever leaving city streets could do well to carry such basics which can be stored easily in the trunk.

## New Arrivals

### Puzzled about Manitoba License Plates?

Fire Insurance  
-Contents? -Pleasure Items?  
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in Main Rec Centre



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"CAPT John Makichuk receives his Certificate of Service from Colonel A.D. Gauthier, Chief of Staff Prairie Militia Area, on his retirement from the Canadian Forces after twenty-eight years of service."

## Tires Important To Safety

KITCHENER, Ont., Nov. 6— The second annual nationwide tire safety program, 'Everything's Riding On Your Tires' conducted by the Canada Jaycees and B.F. Goodrich Canada Inc. revealed seven of ten passenger vehicles inspected have improperly inflated tires.

The program was operated in Winnipeg, June 13 by the Winnipeg Jaycees.

Industry studies show that improper inflation not only reduces tire life, but also affects driving safety and vehicle performance.

Vehicle inspections in cities across Canada revealed the following:

— one out of every ten cars had at least one tire with too little tread for safe use. Some were critical.

— one out of every 13 tires showed signs of unusual tread wear, mainly due to improper balance, alignment or similar problems.

— one in every 15 tires checked were in need of immediate replacement.

This was recommended only in cases where tires were determined to be in danger of imminent failure due to severe cuts, cracks, blisters or

other conditions.

This year's campaign statistics are similar to those in the 1980 program. Last year's results revealed eight of 10 vehicles inspected have improperly inflated tires; one of every nine cars had at least one tire with too little tread for safe use; one of every seven tires showed signs of unusual tread wear and one of every 18 tires checked were in need of immediate replacement.

The campaign's intent was to increase the public's awareness of tire safety, demonstrate the importance of tire maintenance and determine the extent of improper tire care.

"Tires checked were of all brands and had been used in almost every type of driving conditions faced by Canadian motorists," says Jack Cape, manager, customer services for BFG Canada.

"The results show many motorists neglect of one of the most important vehicle components. Yet from a safety and dollar standpoint it pays to take better care of them."

## Solar Energy At CFB Winnipeg

(by LT J.R.D. Gervais Base EngO)

If you have passed by buildings 72 and 74, the single officer's quarters, recently, you might have noticed a drastic change in the scenery; concrete piles supporting funny-looking windows on metal frames arranged in series on either side of both buildings. It looks more like a complicated jumble of pipes than an efficient, energy saving, solar domestic hot water heating system.

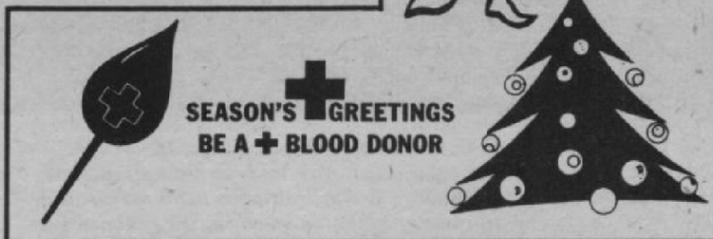
Solar energy is a very new industry in Canada and realizing its potential, the Federal Government has invested several millions of dollars in research and new construction of solar systems in an effort to promote this revolutionary industry. PUSH, the name of the program, expresses quite well the Government's intentions vis a vis solar energy.

The Department of National Defence owns the most property and buildings of any government department and is therefore used as the main "guinea pig" of the PUSH (Purchase & Use of Solar Heating) program. Several bases across Canada have been selected as prime targets for solar systems; CFB Winnipeg is one of them.

The system installed at buildings 72 and 74 is only for heating the domestic hot water. Each building has its own setup of collectors, reservoirs and piping. The collectors are the panels set on the metal frames; they are set at a 45° angle to the ground and are facing south. The panels are connected to each other by copper tubing and each panel has small copper tubes running through it from top to bottom. The panels are filled with glycol that is continuously

water heating system to tie in automatically.

Solar energy is no longer a thing of the future but of the present and it is quite probable that you will be seeing more systems set up for other base buildings within a few years. The prime motivator for solar energy projects is of course SAVE ENERGY.



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### There's No Life Like It

by Terry Lawrence

#### N° 4. The Pilot.

I'm happy, I'm a pilot  
 With my 'chute strapped to my back.  
 I fly the little Tutor,  
 Sometimes the great big Dak.



let alone fix. Once the technicians have pinpointed the source they are pretty good at giving the estimated fix time. Until then, it's just an "indefinite delay due to technical problems". As for weather delays, talk to the Padre for an estimate on those. So why do we keep everyone in the terminal or on a short tether during indefinite delays? Well if we release the passengers for an hour or two and five minutes later the techs find the faulty gizmo and fix it, we have a further delay waiting for everyone to return. Not only does this extra delay inconvenience downline passengers awaiting the flight, it may cause the crew to run out of crew time before completing the flight,

write up a complaint.  
**Customs and Immigration**  
 Many people object to the "hassle" of having to go through customs and immigration on international flights. Now if all military people wore halos and never broke the law the Canada Customs Officers would probably become bored and look for violations elsewhere. Unfortunately, there is always some joker who wants the thrill of smuggling something past the guardians of the import tax. And they are caught. Then afterwards they wonder why they ruined their careers for the sake of a few bucks. So next time you meet a Canada Customs official doing his or her job, smile, present an accurate dec-

brows attempting to use di-butane lighters in flight;  
 d. a souvenir collector in the M-East shipped home live n-bombs, grenades and other o-sives in his barrack box. Wh-handling the box knew wh-inside until the Canada Cu-inspectors in Canada open (again whew! glad they o-blow in flight); and  
 e. a serviceman returning from seas crammed his barrack bc-of highly volatile and cor-household items and shippee-clothing. Some of the cor-spilled and leaked (sure gla-acid didn't eat through an-frame components!).

# BTSO's Corner

(by W.O. Morrow)

## Driving in Winter

There is no way of being completely safe from the hazards of winter road driving in this beautiful province of Manitoba unless you happen to be able to stay indoors until April or fly to the Bahamas for the winter. Unfortunately, most of us have to stay here and if we don't want to cut down on social activities as well as travelling back and forth to work, we will have to adapt to the special conditions of winter driving. In this article we will try to make your winter road travelling a little safer.

Winter driving requires a number of things:

### a. A well cared for vehicle:

- winterized - tune up
- heater in working order
- anti-freeze
- snow tires
- snow shovel

### b. Patience

- keep double the distance you maintain between your car and the one in front than you would in the summer.
- make sure you clean your car properly before starting a journey (clear vision).

### c. Start early or arrive late.

- that's your choice. You just cannot make up time on the road.

### d. Elbow room.

- allow more room around you because you can't be sure when you will be put in a dangerous situation.

### e. Personal Safety.

- make sure that you wear warm

clothing when travelling on long distances or when going to isolated locations. Too many people are fooled by the warmth of the car. Remember, if the engine goes so does the heat. It is recommended that you carry a blanket in your trunk. It will keep you warm while you wait for a tow truck.

### Skidding

Skids are normally caused by excessive speed or driving too fast for conditions. If you happen to go into a skid - first, ease off the accelerator. Slowing down will assist you. Secondly, turn into the skid, i.e. if your car's tailend slides to the left turn your steering wheel to the left; if your car slides to the right turn to the right. Pump your brakes, if necessary, don't lock them. When the vehicle begins to come out of the skid straighten the front wheels. Be careful not to oversteer or you will have a skid in the opposite direction.

### Front Wheel Drive

It will be the first experience with a front wheel driven car in the winter for many of us. We advise you to be careful because they handle differently. Follow your manufacturer's instructions about snow tires. Take four or none because if you put snow tires at the front and none at the back, the car will have a tendency to spin around when you try to stop in an emergency.

Always remember, a superior driver is one who uses his superior judgement to stay out of a situation where his superior skills will be required.



CFB CHILLIWACK...Sergeant Ron Verch, 28, of Winnipeg, Manitoba, a refrigeration instructor at the Canadian Forces School of Mechanical Engineering, CFB Chilliwack, B.C., makes adjustments to a refrigeration unit. SGT Verch is the son of Major and Mrs. Willis Verch, Canadian Base Winnipeg.

(Canadian Forces Photo by PO M.D. Johnson)

## Personal

Personnel interested in forming an Art Club are to contact WO Dale Dirks, local 509. Dale Dirks is a professional artist excelling in all concepts of the art field. He will be offering lessons to adult members of CFB Winnipeg, their dependants and DND employees.

JR Ranks Mixed Dart League require players. We meet every Tuesday night at Club 16. Out of town trips if everyone is interested. End of year banquet, trophies, prizes. Come on out and make a great dart season. Contact Barb Funk 837-6066 or come out any Tuesday at 8 pm.

## WESTWIN TEENAIRES DANCE

The next dance will be held on Friday 27 Nov at the Hercules Lounge from 8 to 12 PM. There will be a committee meeting at 7 PM. Music by Ted Stefanik.



**Angie Vernon  
is half-way  
to Hawaii  
and she hasn't even left  
for the airport!**

Angie has a dream. She dreams of getting away from it all. All the snow, all the ice, all those bone-chilling winds that scream down Portage Avenue on a Winnipeg winter day. Angie dreams of sun and sand and soft blue sea. Warm. Hawaii. And because Angie is one of your practical dreamers she's working on making that dream come true. She's got half the money for her Hawaiian holiday already. She talked to the money managers at ASTRA and opened a savings account. The money

managers and Angie share a good idea: It's easier to save if you have a goal. Angie's goal is Hawaii. And ASTRA's helping her on her way. She's got her savings account going for her. What have you got going for you? With ASTRA you'll have sound financial advice, expertise, and people who take a personal interest in you and your goals. At ASTRA you'll find they know the face that goes with the account number. Talk to the money managers at ASTRA today. You'll be glad you did. Ask Angie.

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## Travel By Service Air The Inside Story

(by Captain J.B. Wingert)  
Staff Officer Movements 2  
Air Command Headquarters.

Most of us have had occasion to moan and groan about some aspect of Service Air travel. Now we find that the people who look after Service Air passengers have a few complaints of their own. One of these is that many passengers are ignorant of their own responsibilities for Service Air travel (CFAO 20-20 refers). Another is that many moan and groan but few ask why the regulations are thus or why we suffer so many indefinite delays. So the experts in the business have put together a series of articles telling us the inside story. Read on.

### Cancellations

There you are with your once-in-a-lifetime priority four trip all "teed-up" and some @#%\$&! cancels your flight the day before departure. Why my flight?! The awful truth is that those scheduled passenger flights we all rely on receive a low priority in the great scheme of things. Operations have first call on our aircraft. (This includes everything from fighting a war, to earthquake relief, to airlifting VIPs.) The next priority is to train the aircrews we will need to support emergency operations. Then we undertake exercises to build some experience onto the initial training. Next come those few flights which must go because there is no commercial alternative, for example, the weekly ration/personnel rotation flight to CFS Alert. Finally we reach our scheduled passenger flights. Now if we have accepted x number of tasks for x number of airplanes and one of those goes U/S (that's unserviceable in light blue jargon), guess which tasking we have to drop? After all, we can likely send you via commercial means, but Air Canada just cannot do air-to-air refuelling exercises for us.

### Delays

The biggest problem with delays is to try to answer the question "How long?". Most delays are the result of some mechanical fault which readily shows its symptoms but may take hours to diagnose and locate, let alone fix. Once the technicians have pinpointed the source they are pretty good at giving the estimated fix time. Until then, it's just an "indefinite delay due to technical problems". As for weather delays, talk to the Padre for an estimate on those. So why do we keep everyone in the terminal or on a short tether during indefinite delays? Well if we release the passengers for an hour or two and five minutes later the techs find the faulty gizmo and fix it, we have a further delay waiting for everyone to return. Not only does this extra delay inconvenience downline passengers awaiting the flight, it may cause the crew to run out of crew time before completing the flight,

thus delaying other flights and causing some passengers to miss connecting flights. Oh, by the way, delays are usually announced, but some people don't listen to PA announcements or aren't in the terminal at the time. If in doubt check with your Air Movements staff.

### Check-in Times

How come Air Canada can check you in 30 minutes before flight and we must be there an hour before departure? Well let's consider the things that we do that Air Canada doesn't do:

- check identity and travel documents;
- page confirmed passengers who haven't checked in;
- carefully calculate how many seats are available for pri 5s;
- call out a list of Pri 5 names and allow time for them to respond before continuing;
- collect money and stamp leave passes;
- calculate weight and balance for the aircraft manually (Air Canada uses a computer).

All things considered the Air Movements staff do a lot with that hour before flight departure including handling the incoming aircraft.

### Terminal Facilities

So now we have you sitting in the terminal for an hour or more — how come the facilities are so poor? Considering that most of our terminals were built back when the Dakota was a big airplane it is hardly surprising that a Boeing load places a strain on things. There are plans to improve most facilities but these have to be worked into the Base Development Plans and the limited money available. We are slowly making progress. Snack bars aren't an integral part of the terminal. They are run as Non-Public Fund activities and cannot be controlled to the extent we would like. Sometimes the employees make the sacrifice and put in a twelve hour day awaiting a delayed flight. At other times they have their own plans and must close at the advertised time. If the vending machines are empty and the snack bar is closed, by all means write up a complaint.

### Customs and Immigration

Many people object to the "hassle" of having to go through customs and immigration on international flights. Now if all military people wore halos and never broke the law the Canada Customs Officers would probably become bored and look for violations elsewhere. Unfortunately, there is always some joker who wants the thrill of smuggling something past the guardians of the import tax. And they are caught. Then afterwards they wonder why they ruined their careers for the sake of a few bucks. So next time you meet a Canada Customs official doing his or her job, smile, present an accurate dec-

laration, and have a list of your purchases handy.

### Excess Baggage

Believe it or not we would really love to let everyone take all the baggage they want. Then we wouldn't have to do all that work to control it. Unfortunately there is only so much space on an airplane. According to the regs, your CO can authorize you to take excess baggage providing he is willing to pay the cost of shipping it commercial if the Service Flight has no room. Next, when you get yourself booked on the flight you must also request a booking for your excess baggage. If there is still room on the flight, the request will be confirmed. If not, you have to ship commercial. The name of the game is to request early so you will have time to ship commercial if there is no room on the Service Flight.

### Barrack Boxes

Special authority must be requested to carry a barrack box with you.

The problem with barrack boxes is that if you fill them up, you exceed the 74 lbs/item limitation for baggage and then they must be tied down in the Boeing belly. It also causes back injury to the AMU type who has to lift it, heave it chest high, and push it into place. If you leave the thing half empty so it is lighter, you waste space. If you need a barrack box for secure storage at destination try to arrange to have one signed out on loan to you when you arrive.

### Forbidden Items

You may think some of the things we forbid in baggage are ridiculous, but consider these incidents:

- an aerosol can of deodorant burst in the CC 137 belly during flight. Every bag in the belly stank and the hold was full of explosive fumes until it was aired out;
- a couple of penny match books in baggage rubbed together in flight, the striker strip of one igniting the matches of the other. A hole was burned in the side of the bag (whew! glad it wasn't the airplane!);
- several pax have singed their eyebrows attempting to use disposal butane lighters in flight;
- a souvenir collector in the Middle East shipped home live mortar bombs, grenades and other explosives in his barrack box. No one handling the box knew what was inside until the Canada Customs inspectors in Canada opened it (again whew! glad they didn't blow in flight); and
- a serviceman returning from overseas crammed his barrack box full of highly volatile and corrosive household items and shipped it as clothing. Some of the contents spilled and leaked (sure glad the acid didn't eat through any airframe components!).

## Are You Aware?

One half of this article appeared in last issue — (Gremlins again) with apologies to A.T. Malcolm, here is the entire text.

(A.T. Malcolm, BDEC)

Tobacco continues to constitute one of the major health hazards to our society. The following article, written by Stanley R. Mohler, M.D. for "Aviation Medical Bulletin", describes the effects of nicotine on the human body and includes a forthright explanation of the addiction process.

The Surgeon General of the United States has stated that cigarette smoking is now the single most preventable cause of death. A two-pack-a-day cigarette smoker from the age of 30 will live 8½ years less than the non-smoker.

Cigarette smoking is an addiction. Cigarette smokers are addicted to nicotine and develop a life-style oriented around the availability of their next "fix". This is necessary in order that the developing withdrawal symptoms do not become too uncomfortable. For the addict's life — whether the addicting substance is alcohol, opium, morphine, codeine, heroin, demerol, barbituate, or any other addicting substance — becomes primarily accommodated to the availability of the next dose. All of an addict's activities are subordinated to this concern — the absence of that "essential" substance, without which life appears virtually unbearable.

The nicotine addict has virtually converted himself or herself into three different persons: First, there is the "high" person, chemically modified in mood, experiencing the subjective sensation of lessened fatigue. A degree of euphoria may also exist. Second, there is the chemically "withdrawing" person, moving toward ordinary feelings, but with the awareness that thought processes don't seem to form as easily as when he was high. There is also the consciousness of fatigue.

Third, there is the person whose withdrawal discomfort begins to become acutely unbearable. Irritability increases, and aggression begins to manifest itself in proportion to underlying hostility.

These three phases of addictions flow from one to another in approximately twenty minute periods. A typical cigarette smoker may smoke every forty minutes, more or less, to avert withdrawal symptoms. But, because increasing tolerance to the addicting substance is a characteristic of addiction, many smokers will find themselves smoking more frequently, some even becoming "chain" smokers.

Nicotine, the addictive ingredient of tobacco smoke, is an alkaloid, which chemists refer to as a combination of pyridine and methylpyrrolidine. While nicotine has little odour in itself, when it burns it produces the characteristic aroma of tobacco smoke, turning dark brown as it decomposes.

In the body, this chemical acts directly on the central nervous system (brain and spinal cord), on the nerve endings in the skeletal muscle (voluntary) nervous system, and on the ganglia of the autonomic (involuntary) nervous system.

The actions of nicotine within the body are complex, resulting in a considerable number of side effects: When a nicotine addict runs short or out of tobacco, his or her world begins to unravel, things don't go right. Mental functions seem impaired. Problem solving is difficult. An agitated state develops and all thought becomes centered on finding a cigarette. The hands develop a tremor and getting to sleep is difficult.

Nicotine withdrawal, on the other hand, results in an intense craving, tension, irritability, restlessness, depression, difficulty in concentration, gastrointestinal changes, including constipation, sleep disturbances and impaired function.

We don't think the average passenger wants his airplane to blow up or burn up any more than the aircrew does, so we publish rules. But we still get incidents with serious accident potential.

### Aircraft Seating

We really would love to get families seated together and give you tall chaps seats with a little more leg room, but we just don't have a way of knowing if someone already on the aircraft already has claim to the seat (no everyone uses the "OCCUPIED" sign provided). If would take a computer to keep track of all assigned seating — we have the computer but we don't have the program (available only as part of a larger, much more costly package). Perhaps some day if money becomes available . . . meanwhile, if you are tall try asking the air movements staff

if they have any seats in row 30 at the front of the aircraft that have not been assigned to VIPs. These VIP seats are controlled, but the staff can only offer them one leg of the flight at a time since the next terminal may need them for VIPs.

### Smoking/No-Smoking Section On CC 137

Fresh air on the CC 137 enters through the overhead Passenger Service Units and stale air vents through exhaust ducts along the side of the aircraft. Air flow is mainly lateral, so it makes no difference if the smoking area is in the front or rear of the aircraft. If you want to know where the dividing line between smoking and non-smoking areas is, look for the headrest covers with the no-smoking symbol and for the little sign that hangs below the hat racks.

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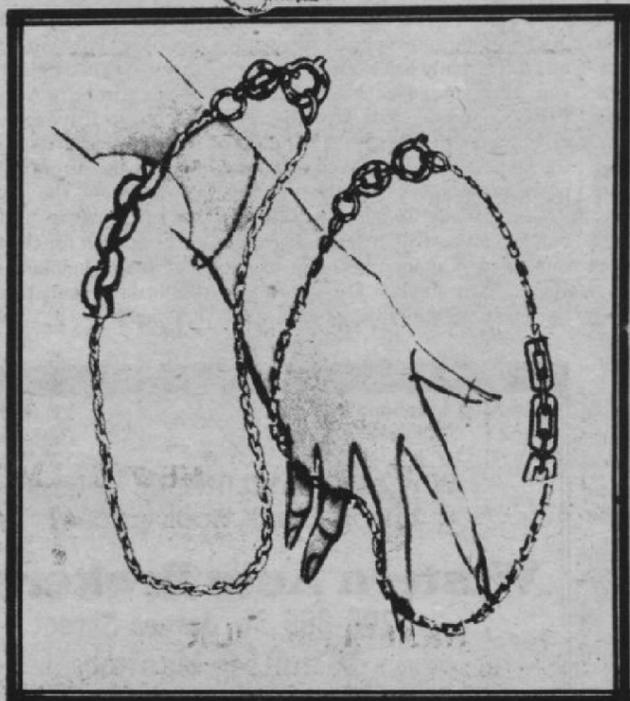
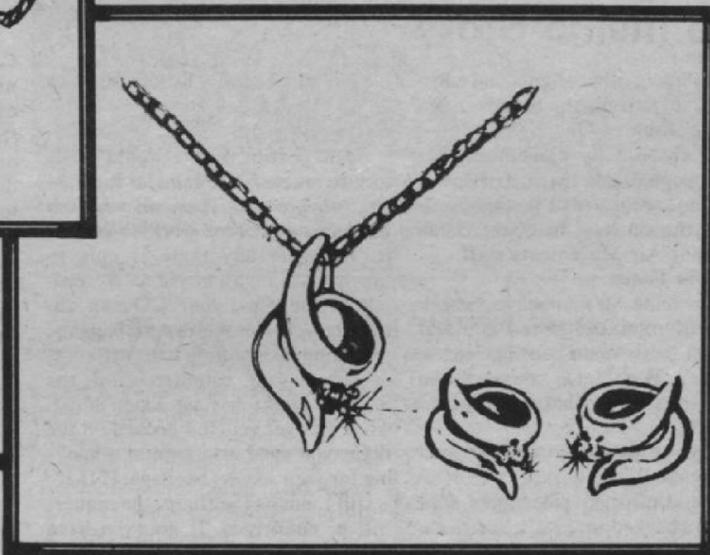
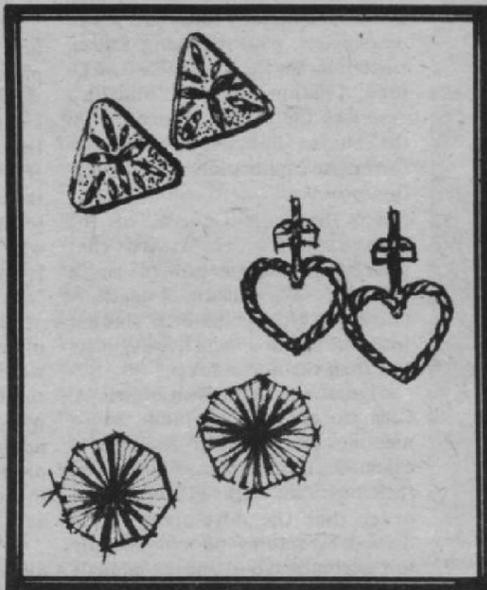
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Saturday, 28 Nov, 1000—1600



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(REG .85) **.69**



**BXO Column**  
**Profit!!!**

Did you know that at your Canex stores we make a profit? That's right, a profit!

I don't know how often I've heard the comment that Canex is ripping off the serviceman, or Canex is supposed to be a non-profit organization. Well, the truth of the matter is that Canex is supposed to make a profit for three reasons. First, we have to pay our staff, our suppliers, and other expenses. Second, we have to keep a reserve to bring in new products for you and improve the store for your shopping pleasure. Third, and most important, profits are turned over to your base fund to help provide you and your family with recreational facilities and free time amenities.

In managing a Canex one must carry out a very fine balancing act between providing goods and services at a price advantage which benefits the military community and producing a profit for Base Fund which also benefits the military community. At Canex we are expected to do both.

Where do your profits go? They help to pay the cost of publishing the Voxair; they help to pay the cost of running the Community library; they help to pay the wages of the people who supervise sports activities at the recreation centre; they buy new sports equipment which is provided without charge, and they go towards many other activities too numerous to list here.

So — although we do our best to give you the best prices through selective buying and minimum markup we do indeed make a profit. Without that profit all of the activities supported would have to cease or become vastly more expensive.



Chantal Ouellette is shown receiving her prize for the Canex 13th anniversary sale colouring contest from Mr. Art Chouinard — store manager and CAPT Dick Hanson - BXO.



Marton Lavoie is shown receiving his prize for the 8 yrs. and under category. There were many excellent entries and the Canex staff would like to thank all those children who submitted entries. Unfortunately there could only be two winners.

Canex is in effect a co-op, where the profits you help generate are used for your benefit. (Note) With regard to prices we stand by the CANEX pledge that if

you buy an item from us and find it regularly priced lower elsewhere within ten (10) days we will refund the difference and reduce our merchandise on the shelf.

**Imasco Scholarship Fund**

MONTREAL, November 12, 1981—Disabled students wishing to pursue university studies received a boost today with the announcement of the establishment of the Imasco Scholarship Fund for Disabled Students.

The announcement was made today by Paul Paré, Chairman and Chief Executive Officer for Imasco Limited, who presented a cheque for \$100,000 to the Association of Universities and Colleges of Canada for the endowment of the scholarship program.

The Imasco Scholarship Fund will provide financial assistance in the form of scholarships of \$1,500 each to disabled students who wish to attend university with a view to ultimately obtaining a degree, and who may not be able to do so because of the additional expenses they may incur due to their physical disability. For the first year (1982), it is expected that a minimum of five scholarships will be available.

The Fund will be established and administered by The Association of Universities and Colleges of Canada, which is a national organization administering some 71 scholarship programs at present. A Selection Committee composed of 13 university representatives will select candidates for the scholarships.

To be eligible for an Imasco Scholarship, the student must be a disabled Canadian citizen, and must be either a full-time undergraduate student attending a Canadian university which is a member or affiliated with a member of the Association of Universities and Colleges of Canada, or must have completed the schooling requirements for admission to such a university.

The Selection Committee will take into account each student's academic marks, motivation, and maturity. Those applying will be required to provide a letter of reference from a medical doctor describing the type and extent of their disability, along with other application material.

"With the institution of the Year of Disabled Persons, the thoughts of people from around the world have been focused on the disabled, and we are pleased that Imasco has been given the opportunity to contribute to the development of Canadian disabled students by means of the Scholarship Fund," said Mr. Paré. "We sincerely hope that the establishment of this fund will help alleviate the financial burden for many of those wishing to attend university."

Those students wishing to apply for the Imasco Scholarship Fund should contact The Awards Officer, The Association of Universities and Colleges of Canada, 151 Slater Street, Ottawa, Ontario K1P 5N1; telephone (613) 563-3527.



by Barb Miller

I won't dwell too much on past events this column as I know everyone has been kept up to date via our Community Bulletin. October's events were well attended and enjoyed by all. Our thanks to all those who helped out with the Flea Market, Fall Fair and Halloween Party. November seems to be a dry month activity wise but by the time this is delivered we'll be all geared up for our Christmas Events. So on to December.

**Children's Christmas Party**

This one is definitely going to be the affair of the season; so be sure to reserve December 19 now. We've planned a decidedly different affair this year so we hope everyone young and old will feel free to attend. Programme of events sounds like this:

\*Welcome Wishes\*

**\*CHRISTMAS PLAY**

"No Snow For Christmas" — an original production written and acted by your ever present community councillors.

\*Awarding of Christmas Colouring Contest Prizes\*

— see December BULLETIN for contest page and rules.

\*Christmas sing along\*

\*Refreshments\*

There is no age limit in either direction; everyone welcome. Be forewarned however that, while a few chairs will be provided for those parents who no longer fold easily or for Moms with tiny infants, we would like to have the children and as many parents as possible cuddle on the floor. This is partly due to space restrictions in Lipsett Hall Lounge but we also feel it creates a special intimacy between audience and actors. Watch the December BULLETIN for all the fine details.

**Skating Rink**

If the weather ever decides to cooperate we will have a rink again this year. Rink maintenance is one necessary job we have to contend with each year. If you feel you can spare a bit of time now and again to help keep the rink clear please call Jan Armstrong at 489-3437. With enough volunteers on the list no one person will have an excessive amount of work to do.

**Garden Plot Refunds**

No, we haven't forgotten you. Due to scheduling of Council Meetings the preparation of your 10 dollar refunds has only been delayed. We should have our bookkeeping up to date very shortly now.

**Catholic Women's League Of Canada**

Greetings from the CWL of Our Lady of the Airways. We welcome our members — old and new, to our very active Council. Some ladies who have never been a member of the CWL may wonder what we are about these days. Some will conjure up pictures of ladies of the Parish visiting the shut-ins, knitting needles busy with bazaar crafts, and prayers for the missions. Well, we do participate in all those activities plus much more.

Our present membership of 43 ladies meet monthly at the Chapel Annex. Our evening begins with a Mass followed by a well-run meeting, an educational time with a guest speaker or film on a topic of interest to all ranging from the importance of a Will to Cardio-Pulmonary Resuscitation to African Missions.

The CWL to-day is a very social-minded organization concerned with social issues and human rights. Resolutions passed at the recent National Convention concerned matters from the rights of the unborn and of the disabled persons, to better labelling of food products and resolutions which urged the federal government to increase foreign aid and to combat acid rain.

Our Council is very active in our community and our members volunteer to work at Oakview Place for Senior Citizens, assist at Base Blood

Donor Clinics, and staff the Thrift Shop.

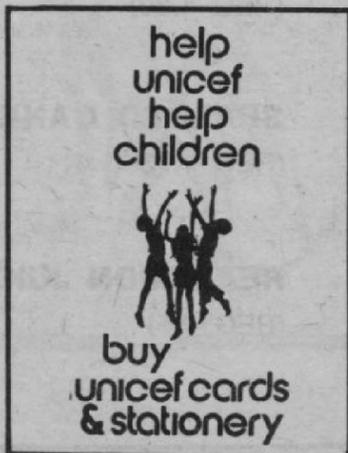
Our major project for the fall is our Rock-a-thon (as in rocking chairs not music!). This event in the past two years has helped to refurbish a room in the Base hospital for long term patients. This year the Rock-a-thon will be held in our Chapel Annex on Nov 29. The proceeds will be donated to the Society for Crippled Children and Adults to provide special seat-belts for the buses used to transport disabled children to the Centre for treatment. When the "Rocking

Ladies" approach you with their sponsor sheets we hope you will be generous in your support of this very worthwhile project.

Remember ladies, it is never too late to join the CWL. If you have any questions, please contact any of the ladies at the religious article table after Sunday Mass.

**25TH ANNIVERSARY ST. ANDREWS PROTESTANT CHAPEL**

St. Andrew's Protestant Chapel of CFB Winnipeg will be celebrating its 25th Anniversary on Sunday 6 Dec 81. A special church service will be held in the Chapel at 1030 hours, followed by a luncheon in the Lipsett Hall Lounge. All are cordially invited to join St. Andrew's for this memorable occasion. St. Andrew's is located at the corner of Kenaston Blvd (Route 90) and Grant Ave (Route 105).



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# 402 Squadron Has New Commanding Officer

Command of 402 "City of Winnipeg" Air Reserve Squadron was handed over to Lieutenant-Colonel Malcolm S. Joyce, CD, by retiring Commanding Officer Lieutenant Colonel R.W. (Bill) Slaughter, CD,

Sunday, November 1 at Canadian Forces Base Winnipeg. In attendance for the occasion were Her Honour, Pearl S. McGonigal, Lieutenant-Governor of Manitoba, Brigadier-General R.L.

Hughes, Commander of Air Reserve Group, and many other associated unit commanding officers from across Canada. LCOL Slaughter and LCOL Joyce both reside in St. James.



(by John Lauder)

Oldies but goodies seem to be the rule these days world wide in the theatre, and the Manitoba Theatre Centre is going along with this trend. Last week they offered on the Main Stage Bernard Shaw's *Candida* — first shown in 1895 — and on Monday of this week they began a three week run of Shakespeare's *The Tempest* at the Warehouse Theatre.

*Candida* is a bright comedy recounting a young man's infatuation with a parson's wife, which gives Shaw a chance to poke fun at some of his favourite targets — love, organized society and the religious establishment. The cast has largely been drawn from Canadian actors who have spent the past summer at the Shaw festival in Ontario, with the addition of such stalwarts as Lorne Kennedy, who played so well here last winter in *The Elephant Man*, *Bent*, and *As You Like It*.

While the dancers of the Royal Winnipeg Ballet are off touring the hinterlands of B.C. and Alberta, the Ballet is presenting a very unique group here on the 23rd and 25th. This is the Tianjin Peking Opera Troupe, considered to be one of the best of its kind in China, now on its first tour of major North American cities. Peking Opera is one of the world's most exotic and extravagant art forms. With stories derived from ancient Chinese mythology and modern folk-lore, it combines breathtaking acrobatics and dancing with martial arts, drama and song.

The spectacular costumes of the group are central to its visual appeal. Made of brilliantly coloured silks, many of the costumes are elaborately embroidered with dragons and/or monsters. Emperor, empress, aristocrat, peasant, scholar, young girl and errand boy all wear distinctive costumes which easily identify the character or role. Sixteen of these costumes will be on display in the downtown Eaton's store earlier in the month.

Your humble correspondent has recently returned from some 10 days (and nights) of concentrated London theatre. The Brits are now claiming that "London is the world centre of the theatre" and I am inclined to agree with them. However, the London stage is at times close to Rainbow Stage, in that the number of musicals running, is some 20% of the shows. Standards such as "My Fair Lady" and "The Sound of Music" are enjoying long runs, together with the 5 to 10 year olds — "Annie", "Evita", "Barnum", "The Witford Girls" and the New Orleans musical "One Mo' Time".

Like MTC, the producers are offering plays by Shaw, Shakespeare and Noel Coward, many for the fourth or fifth time in the past twenty years. But there are good new plays also. Two that we thought outstanding were the Mozart spin-off "Amadeus", and the more recent "Quartermaine's Terms" which features the Jackal, Edward Fox, in a totally different role.

Upcoming events at the Centennial Concert Hall include the Peking Opera to-night, and again on the 25th, performing the "adventures of the Monkey King", and doing "Famous Highlights" on the 24th. On November 30th the travelogue film "Pageant of India" with Lee Cavanagh will be shown at 5:45 and again at 8:00 p.m.



LIEUTENANT-COLONEL MALCOLM S. JOYCE, C.D.

LCOL Joyce joined the RCAF University Reserve Training Plan (URTP) in 1954 as a student at Mount Allison University, Sackville, N.B. He began pilot training and joined the Regular Officer Training Plan (ROTP). After graduating with a Bachelor of Commerce degree in 1958, he completed his pilot training and was posted to 4 (F) Wing, Baden Söllingen, where he flew the F86-Sabre from 1959-1963. On his return to Canada, LCOL Joyce was posted to the RCAF Recruiting Unit, Saint John, New Brunswick, as a career counsellor. In 1965, he began instructional duties on the Canadair Tutor at Gimli, Manitoba, where he also spent a year as Base Flight Safety Officer.

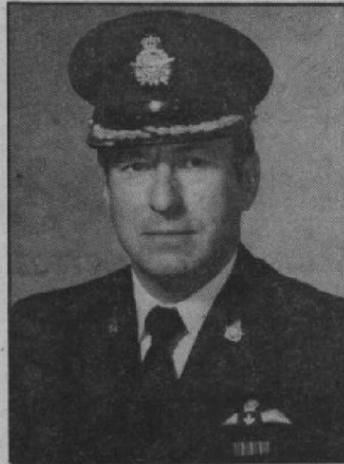
In 1969, LCOL Joyce was posted to Randolph AFB, San Antonio, Texas, where he instructed USAF student pilots on the supersonic T-38 Talon aircraft. He returned to Winnipeg in 1971 as a Staff Officer in Flight Safety at Training Command Headquarters.

In 1973, he transferred to the 402 Air Reserve Squadron. With the Air Reserve, he has held the positions of Aircrew Training Officer, Chief Check Pilot, Wing Operations Officer and Deputy Commanding Officer. He was promoted to his present rank of LCOL 1 December 1979.

LCOL Joyce is a graduate of the Canadian Forces (CF) Staff School, CF Staff Training Reserves (STAR II) 1980, and returned to CF Command and Staff College as a member of the Directing Staff for the 1981 STAR II course. He received a post-graduate diploma in Advanced Safety Program Management in 1973 at the University of Southern California (USC) and in the spring of 1981, he returned to USC for further studies in Aviation Safety.

LCOL Joyce's civilian appointment is with Transport Canada as Regional Aviation Safety Officer, Central Region.

LCOL Joyce is married to the former Jessie Bingham of Summerside, P.E.I., and they and their four children, Michael, Karen, Robert, and Judith reside in St. James.



LIEUTENANT-COLONEL R. W. SLAUGHTER, C.D.

LCOL R.W. Bill Slaughter was born and raised in Winnipeg, Manitoba. He was a member of 176 Winnipeg Optimist Air Cadet Squadron for four years before joining the RCAF.

LCOL Slaughter joined the RCAF in September 1957 and received his Wings in 1959. After completing the Sabre Operational Training Unit, he joined 421 Fighter Squadron at Grostenquin, France, flying the F86, Mark 6 Sabre. He returned to Canada in November 1962 and became an Advanced Flying Instructor on the T33 aircraft at RCAF Station Portage la Prairie.

In August 1963, LCOL Slaughter was selected to be the RCAF "Red Knight" performing solo aerobatic displays in the bright red T33 jet aircraft. Throughout 1964 he performed at air shows across Canada. After completing his "Red Knight" tour, LCOL Slaughter became test pilot at RCAF Station Moose Jaw, test flying T33 and Tutor aircraft.

In 1966, he was selected to join the Canadian Armed Forces Centennial Aerobatic display team, the "Golden Centennaires". The Golden Centennial Aerobatic display team, the "Golden Centennaires". The Golden Centennaires were formed at CFB Portage la Prairie in honour of Canada's Centennial year and he flew the Canadian designed and

built CT114 Tutor aircraft. During 1967, LCOL Slaughter was lead solo with the team and performed opposing solo aerobatics in addition to formation flying. The team was disbanded in January 1968 and he was assigned as an instructor to the Tutor Flying Instructors School at CFB Portage la Prairie. He was awarded an A-1 Flying Instructor category while at the FIS.

In 1969, LCOL Slaughter joined the Flight Safety staff at Training Command Headquarters in Winnipeg. In 1972, he was promoted to the rank of Major, and assumed the Staff Officer Flight Safety position. In June of 1973, he took a voluntary release from the Regular Force to pursue a civilian career.

LCOL Slaughter joined 402 Air Reserve Squadron in January 1974, and he became Commanding Officer of 402 Air Reserve Squadron on 11 December 1977. For the past five years, he has served as an Aide-de-Camp to the Lieutenant-Governor of Manitoba and recently he was reappointed to that position.

In his civilian career, he is the Regional Superintendent of Air Regulations for Transport Canada in Winnipeg. He, his wife Judy, and their three children, Corinne, Colette and Rod, reside in St. James.

**NOTICE**

The Canadian Music Competitions, Manitoba Chapter, has issued a province wide invitation to music teachers and students wishing to participate in this years events. The provincial finals will be held May 13, 14 & 15 of 1982 but as the competitors require considerable preparation, any interested student or teacher is asked to write or call for syllabus and entry form as soon as possible. Inquiries should be directed to: Canadian Music Competitions c/o Mrs. D. Richards 1330 Portage Avenue Winnipeg Manitoba R3G 0V6 Phone: 786-2461 Competitions are open to all voice and instrumental students in Manitoba. For further information contact the above.

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### Help Wanted

Part Time Help Required In Canex Snack Bars. 15-20 Hours Per Week. Phone Capt. Hanson Local 580

SANTA SUIT RENTALS - \$15.00. Call 889-8344 between 4 and 6 p.m. Sponsored by the Protestant Chapel, CFB Winnipeg, North Site.

## PRE-CHRISTMAS SPECIAL.



FRIDAYS AFTER 12.00 NOON NOV. THRU' DEC.

HAIRCUT, BLOW DRY, CONDITIONER

FOR ONLY \$12.50

(REG. \$17.00)

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MARIAN'S BEAUTY SALON

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# SPORTS AND RECREATION



## SERVICEWOMENS BROOMBALL CHAMPIONSHIP — OFFICIALS

CFB Cold Lake will be hosting this championship 29 March to 2 April 1981. Individuals who are interested in officiating are to contact Sergeant AJ Bennett or Corporal Michaud local 511.

## BASKETBALL CHAMPIONSHIP

CFB Edmonton will be hosting the Prairie Region Basketball Championship 13 - 15 January 1982.

Those who are interested on playing on the Base team are to contact Sergeant AJ Bennett or Corporal D Michaud local 511.

## CROSS COUNTRY SKI CHAMPIONSHIP

CFS Sioux Lookout will be hosting the Prairie Region Cross Country Ski Championship from 2 - 5 February 1982.

Those military individuals interested in competing are to contact Sergeant AJ Bennett or Corporal D Michaud local 511 no later than 15 December 1981.

## SMALL BASE VOLLEYBALL CHAMPIONSHIP

CFS Yorkton will be hosting the Prairie Region Small Base Volleyball Championship from 20 to 22 January 1982. Any officials interested in officiating at this championship are requested to contact the Rec Centre at local 511.

## TERRY FOX RUN

On the 13th of September 1981 the Roadrunners Club and PERI staff sponsored a Base Terry Run. To date \$1,523.05 has been raised and turned into the Terry Fox Cancer Fund. Many thanks to all those who participated and contributed.

## RED CROSS/ROYAL LIFE INSTRUCTOR COURSE

The above course will be held at Lipsett Hall Pool from 19 - 23 December 1981. Classroom time from 9:00 to 11:00 a.m., and 1:30 to 3:30 p.m. Pool time 11:00 to 1:00 p.m. and 3:30 to 5:30 p.m. daily. For more information please call Corporal Michaud at local 511. Prerequisite must be a Bronze Medallion and a minimum of 16 years. Cost for this course is \$10.00 for military and dependants compared to \$60.00 offered elsewhere.

## NORDIC SKI INSTRUCTOR'S COURSE

The above mentioned course will be offered at Canadian Forces School Physical Education and Recreation in Borden. The first course commences 12 January to 21 January 1982 and the next course from 8 February to 17 February 1982. Those military personnel who are interested in taking this course or require more information are to contact the Base Physical Education and Recreation Officer at local 509.

## ICE SKATES NEEDED

The Recreation Centre is collecting old, new, used ice skates, all sizes from 1 to 12. It does not matter what condition they are in as long as they are usable.

The ice skates that are donated will be given to the children of Cambridge Bay. Ice skates there are an absolute luxury with very few children owning a pair.

Just drop the ice skates off at either the Lipsett Hall Gym or Westwin Gym.

Your donations will be greatly appreciated by these kids.

## Swim Registration Procedures

Registration will be taken any time during normal working hours, but only at the Recreation Centres where those swim classes are being held. At Lipsett Hall, swim registration will also be taken during casual swim hours from the front office. Westwin Pool will also take registration during casual swim hours from the lifeguard.

On Saturday, 9 January 1982 swim registration will take place at

both Westwin and Lipsett Hall Recreation Centres from 1100 to 1300 hours for all swim classes.

All swim classes are \$10.00 per student unless otherwise stated.

**NOTE:** All fees, hours and programmes are subject to change or be cancelled without notice.

For any further information, please call Corporal Debbie Michaud at 832-1311 local 511.

## Westwin & Lipsett Hall Swimming Pools Red Cross Swimming Lessons Both Pools

### 1ST SESSION

11 JAN - 11 FEB 82

MON & WED

Orange Level  
Blue Level

4:30 - 5:00 p.m.  
5:15 - 6:00 p.m.

12 JAN - 12 FEB 82

TUE AND THU

Grey Level  
White Level

4:15 - 5:00 p.m.  
5:15 - 6:00 p.m.

### 2ND SESSION

22 FEB - 25 MAR 82

MON & WED

Yellow Level  
Maroon Level

4:30 - 5:00 p.m.  
5:15 - 6:00 p.m.

TUE & THU

Red Level  
Green Level

4:30 - 5:00 p.m.  
5:15 - 6:00 p.m.

### 3RD SESSION

5 APR - 6 MAY 82

MON & WED

Orange Level  
Blue Level

4:30 - 5:00 p.m.  
5:15 - 6:00 p.m.

TUE & THU

Grey Level  
White Level

4:30 - 5:00 p.m.  
5:15 - 6:00 p.m.

**NOTE:** Tots are pre-schoolers and not younger than six months. The limit is two children per mother.

### LIPSETT HALL POOL

Ladies Slim and Trim Swim Classes

16 Jan - 13 Feb 82

Cost — \$5.00 per person

Saturdays 10:00 - 11:00

Also 19 Jan - 18 Feb 82

Cost — \$10.00 per person

Tuesdays and Thursday evenings

8:00 - 9:00

### ADULT LEARN TO SWIM

Adult Learn To Swim classes will be offered at both Westwin and Lipsett Hall Pools, Monday evenings from 8 - 9 p.m. from 18 January to 22 March 1982.

### SERVICEWOMAN'S NOON HOUR BOWLING LEAGUE

Those servicewoman who are interested in participating in a noon hour bowling league are to contact the Recreation Centre, Corporal Michaud, local 511. The aim of this league is to prepare a Base team for the Regionals.

### BASE CERAMICS

Base Ceramics Club will start operations on 02 Nov 81 and will be open every Monday and Thursday evenings from 1900 to 2000 hours. Anyone wishing to join, please show up at the Club, Bldg 18, any night we are open.

### GIRL GUIDE LEADERS NEEDED FOR WINNIPEG AREA

IF YOU ARE LOOKING FOR AN outside activity that is interesting, informative and self-expanding come and join the sisterhood of Girl Guides, a world-wide organization whose benefits are far reaching.

If you enjoy children, have some time on your hands and would like the fellowship of other women with the same ideals and interests come and explore with the Guides. Having a child in the movement is not a requirement. Free training is offered.

For more information please call the Winnipeg Area Girl Guide office at 942-2458.

### LIPSETT HALL POOL ONLY

16 Jan - 13 Feb 82

Sat mornings — 9:00 - 10:00

or

Moms, Dads & Tots

11:00 - 12:00

COST \$5.00 per mother or dad

### WESTWIN POOL ONLY

16 Jan - 13 Feb 82

Sat mornings — 12:00 - 1:00

COST \$5.00 per mother or dad

### 2ND SESSION

LIPSETT HALL POOL ONLY

Moms, Dads & Tots

Sat mornings — 9:00 - 10:00

or

11:00 - 12:00

20 Feb - 20 Mar 82

### WESTWIN POOL ONLY

Moms, Dads & Tots

Sat mornings — 12:00 - 1:00

20 Feb - 20 Mar 82

### BRONZE MEDALLION

Bronze Medallion Classes will be given at the Lipsett Hall Pool only, Wednesday evenings, from 8 p.m. to 9 p.m. from 20 January to 24 March 1982. Minimum age is 16 years.

### WESTWIN POOL

Basic Canoe Lessons

16 Jan - 20 Feb 82 (Six Weeks)

Saturday Mornings

10:00 to 11:00

Limited Space

\$10.00 per person \$25.00 per family

## BTSO Volleyball League

Through seven weeks of volleyball BML Huskies are still holding on to first place. The Huskies only loss coming at the hands of the Supply Spikers who (as expected), are solidly locked into second place.

The most recent surprise in the league is the emergence of the Marauders as a power. Jumping up one position to fourth, by sweeping a match from BTN, the Marauders are still to be considered the darkhorse team.

The next issue should contain the final standings and the playoff scene. **BLOCKSHOTS:** With the BCOMD's V-ball tourney coming up on the 27th, the BTSO organization should fair quite well having about nine weeks of practise under their belts.

### FUTURE GAMES

30 Nov BML vs BCE  
BAMEO vs BSup  
7 Dec BML vs BSup  
BCE vs BTN

### RECENT RESULTS

	1	2	3
16 Nov BAMEO	15	15	15
BTN	3	8	6
BSup	15	15	15
BCE	1	9	8

### LEAGUE STANDINGS

	G	W	L	P
BML Huskies	12	9	3	9
BSup	12	8	4	8
BTN	12	6	6	6
Meindl's Marauders	12	4	8	4
BCE	12	3	9	3

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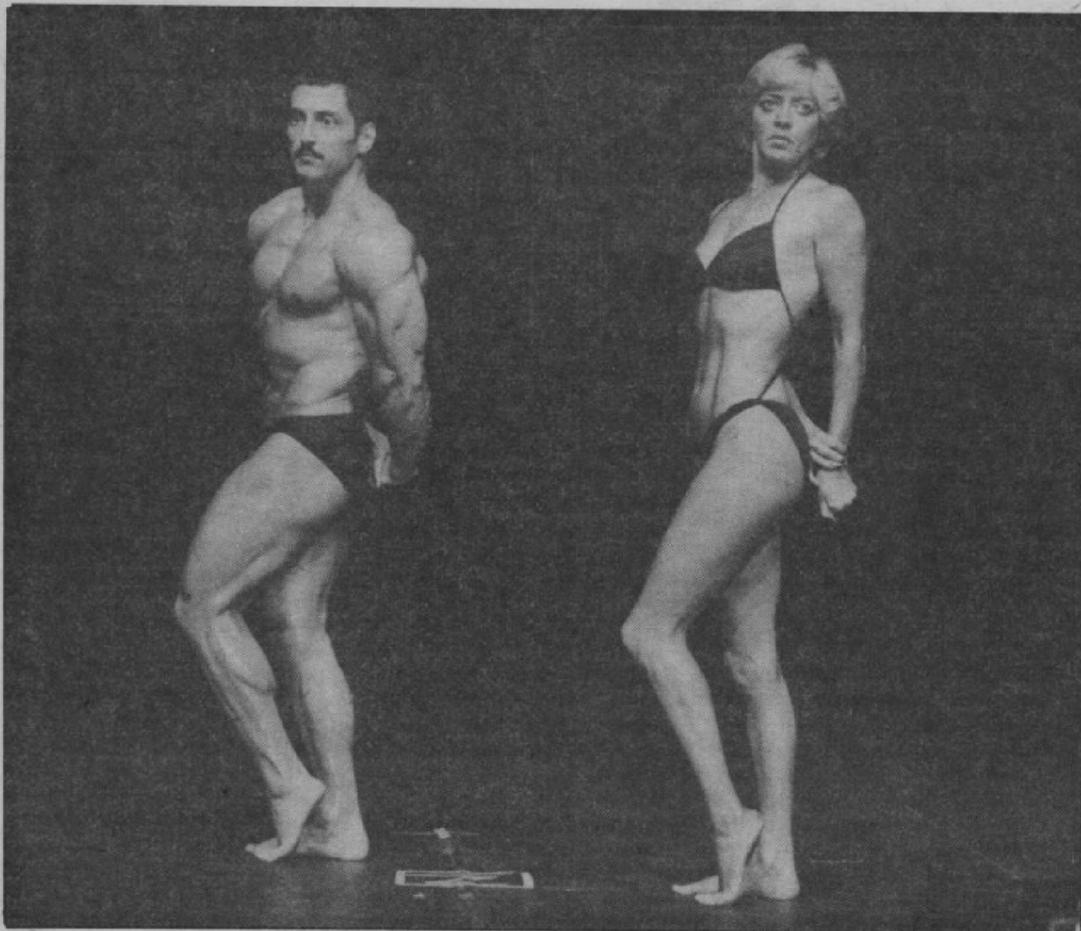
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**CATHY SAUER**

Born in New York USA. Immigrated to Canada and joined the Canadian Forces in October 1975. Corporal Cathy Sauer is a postal clerk working out of Headquarters in Central Registry. Began body building September 1979 here at the Base Weight Room under the guidance of Mr Canada — Les Berthelette. Cathy guest posed at the Mr Manitoba 1980 with Les. Prior to that Cathy posed with the Winnipeg Camera Club, Hudson Bay Company and judged at the Western Body Building Competition in Vancouver, B.C.

Cathy, a dedicated athlete hopes to win the Title of Miss Western Canada 1982 to be held in Winnipeg and Miss Canadian of the future. Our spirit of competition goes with Cathy.



Members of the Canadian Forces Base Winnipeg Photographic Section, Air Command Graphics, and visitors from the Westwin Photo Club, 2PPCLI, and C.F.B. Shilo, attended a two day seminar on photographic portrait techniques given by SGT Andre Cabuche, a photographic technician from C.F.B. Edmonton.

SGT Cabuche is recognized as an expert in his field and is shown here posing with W.O. Vaillancourt, Section Head Base Photo.

Photo by CPL E.A. Dean  
Article by CPL E.A. Dean



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