

Friday, Aug. 6, marks the 41st anniversary of the raid over Le Havre, France, by the RCAF's 405 Pathfinder Squadron, in 1944.

Wingair

"FOLLOWING THE CANADIAN FORCES"
CFB/BFC WINNIPEG

Next Deadline

Sept. 10
for
Sept. 18
Edition

4 September 1985

Air Command to mark first decade with air show and displays galore

There's one at every air show!



"Madam, the RCAF has been zapped, the air element has been reduced, but we'll be damned if we'll refer to ourselves as the 'flying noones.'"

The Air Command story - 76 years of history

By O Cdt Darach McDonnell

The history of military aviation in Canada goes back 76 years to the summer of 1909, when the first attempt was made to add a third dimension to Canada's defence forces. This occurred when J.A.D. McCurdy, of Silver Dart fame, sought to interest the government in the military possibilities of aircraft.

However, it was not until five years later, with the outbreak of the Great War in 1914, that the new air weapon was to come into prominence. In October of that year the Canadian Air Corps, comprising two officers and one aircraft, accompanied the first Canadian contingent of troops to Great Britain.

The Royal Canadian Air Force officially came into being April 1, 1924, 61 years ago, as a component of the Department of National Defence. During the Second World War, the RCAF expanded to become the fourth largest air force among the Allied powers. Its roll of honour contains the names of 17,100 men and women who lost their lives in operational theatres around the world. Almost 250,000 Canadians served in the RCAF between 1939-45.

Significant developments in Canada's military aviation since wartime, both in the RCAF and the air element of Canada's newly integrated unified armed forces, have included

contributions to the North Atlantic Treaty Organization (NATO); operations with the United Nations in Korea, Egypt, the Congo, New Guinea, Yemen, Cyprus and Indo-China; and as a partner with the U.S. in the North American Air Defence Command, (NORAD).

With the formation of Air Command, in September 1975, under Lieutenant-General William K. Carr, overall responsibility was vested in one senior air commander to provide operationally-ready regular and reserve air forces to meet Canada's national, continental and international commitments. The Commander, Air Command, is also Commander of Prairie Region, which takes in the province of Manitoba, Saskatchewan and Alberta as well as northwest Ontario.

Identity and focal point for airmen

Air Command is responsible for Canadian air power at home and abroad. It consolidates aviation functions formerly performed by Air Defence, Air Transport and Training Commands, unifying all air resources, regular and reserve, and coordinating their employment and deployment more effectively than was the case with the previous fragmented organization.

Air Command establishes a clear-cut identity and serves as a focal point

Base Commander speaks on Air Force Day

It has been some time since we have opened our gates to the general public of Winnipeg. The recognition of the 10th anniversary of the inauguration of Air Command has given us an excellent opportunity to do so.

This event is being called "Air Force Day" because it is just that. It is "Air Command on Display" and consists primarily of ground displays by the various groups. To round out the day, a solo CF-18 and the Snowbirds will perform.

A lot of effort has been expended by a number of people in order to stage Air Force Day. Sunday, 8 September, will virtually be a working day for most base personnel. However, I welcome all of our dependants and friends to come to the base to see what we have on display.

There will also be a large number of visiting participants from all across Air Command. We should treat them well, both professionally and socially. Good Luck.

Message du commandant de la base — journée des forces aériennes

Il a déjà quelque temps depuis que nous avons ouvert nos portes au grand public de Winnipeg. La reconnaissance du dixième anniversaire de la formation du Commandement aérien nous fournit une excellente occasion de le faire.

Cet événement est dénommé "Journée des Forces aériennes" car c'est en effet ce que cette journée représente. C'est le "Commandement aérien en Vedette" et divers groupes offriront une véritable fête aéronautique statique. Un spectacle aérien présenté par un CF-18 polisiste et par les Snowbirds constituera le clou de la fête.

Beaucoup de gens ont dépensé tous leurs efforts afin de mettre la Journée des Forces aériennes sur pied. Dimanche le 8 Septembre sera de fait une journée ouverte pour la plupart du personnel de la base. Cependant, j'invite cordialement toutes nos personnes à charge et tous nos amis à se rendre à la base et constater nos étalages.

Il y aura aussi bon nombre de participants nous visitant de par le Commandement aérien. Il nous incombe de les bien traiter, tant du côté professionnel que du côté social.

Bonne Chance!

Training activities

Air Command takes part in virtually all Canadian Forces training activities. Maritime Air Group squadrons, with Aurora, Tracker and Sea King Aircraft, consistently take part in Maritime Command's training exercises and operations. CF-5 fighters and a variety of tactical helicopters of 10 Tactical Air Group support the training activities of Mobile Command in Canada and abroad. Fighter Group continuously exercises its own air and ground crews with those of its U.S. partner. Electronic warfare training aircraft and high-performance fighters of Air Command also assist in the training of Maritime Command crews during multiple-threat exercises. Squadrons of the Air Reserve Group, flying either their own aircraft or those shared with regular force squadrons, render a wide variety of training assistance to other Commands and Groups.

Although Air Command comprises all air elements of the Canadian Forces, operational control of 10 Tactical Air Group, Maritime Air Group and 1 Canadian Air Group remains with the Commanders of Mobile and Maritime Commands and Canadian Forces Europe, respectively. Ensuring that the Air Groups are capable of fulfilling their assigned operational roles is the task of Air Command.

The strength of Air Command in 1985 is approximately 23,400 Regular Force personnel, 915 reservists and 8,830 civilian employees. Air Command consists of 17 bases, 20 stations of the Pine Tree Radar Line and four DEW line sites.

Continued on page 9

Voxair

Canada and the 1939-45 War in the air

Canadian achievements in the air in the Second World War were remarkable. The smallest of Canada's three services in 1939, with insufficient manpower and inadequate equipment, the RCAF expanded by 1945 to the fourth largest air force of the Allied powers.

RCAF units took part in every major air operation overseas, from the Battle of Britain to the bombing of Germany and, in addition, played an important role in air training and in the protection of shipping and transportation. They flew every kind of aircraft, from the workhorse Dakota to the Mosquito, Halifax, Liberator, Lancaster and the glamorous Spitfire.

In all, more than 232,500 men and 17,000 women served in the RCAF, both in home defence and farther afield. They flew into the German industrial heartland, with the Desert Air Force in the Middle East, on coastal patrol from Ceylon, over the Burma Road, the Norwegian fiords, and out over the Atlantic on U-boat patrol. In addition, thousands of Canadians served with the RAF overseas.

Canadian air personnel were involved in three major areas of service during the war: the British Commonwealth Air Training Plan; the threats of war overseas; and the Home War Establishment.

The British Commonwealth Air Training Plan

One of Canada's most distinctive contributions to the war effort was the British Commonwealth Air Training Plan. Under an agreement signed in December, 1939, Canada provided training facilities for airmen from all parts of the Commonwealth. Far away from actual fighting, and with excellent flying conditions, Canada was ideally suited to such a program. She also possessed a great deal of the necessary expertise and facilities. A large number of Canadians trained during the First World War were still active airmen and the opening up of the vast northland had created others.

This was a gigantic undertaking. An army of experts had to be assembled, airfields developed, and equipment, including airplanes, procured. Training began in the spring of 1940. By the end of 1943 more than 3,000 students were graduating each month. By the end of the war the BCATP has produced 131,553 aircrew, including pilots, wireless operators, air gunners and navigators. Of these, more than 55 per cent were Canadians.

Home Defence

In August, 1939, even before Canada's entry into the war, the Eastern and Western Air Commands of the RCAF were formed and had begun patrols in the northwest Atlantic and northeast Pacific. The commands were established to defend Canada from the air and to protect convoys carrying vital supplies to Europe. As the war continued, air force bases were opened all along Canada's eastern and western coasts.

Eastern Air Command provided

almost all of the air protection in the northwest Atlantic during the war. When long-range aircraft became available, this protection extended for hundreds of miles out over the ocean. Transport squadrons also were formed to provide, for the first time, regular heavy transport and mail services by air across the Atlantic.

The heaviest action came from 1942 to May, 1943, when enemy U-boat activity moved to the western Atlantic. The resources of the Command were fully extended in meeting the threat which reached into Canadian waters. Although by the summer of 1943 the worst was over, the danger remained until the last submarine in the area surrendered in May, 1945.

The statistics for the Eastern Air Command of six submarines sunk and three heavily damaged do not adequately portray the thousands of hours of flight from isolated air bases, the vast expanses of sea patrolled, often in foggy conditions, or the number of attacks on enemy submarines, all of which aided the supply convoys to travel unmolested.

Western Air Command saw little action until Japan's entry into the war in December, 1941. It had, however, been making preparations through intensive training and by modernizing its equipment. From the spring of 1942 until July, 1943, two fighter squadrons and one bomber reconnaissance squadron from the Command flew with the Americans on reconnaissance patrols and strafing missions to assist in expelling the Japanese from the Aleutian islands of Kiska and Attu. It was in the northeast Pacific that the only enemy plane destroyed by the Canadian home command, a Japanese Zero, was shot down.

Western Air Command also was responsible for the establishment of an air supply route to Alaska, the Aleutians and on to Russia. This service expanded to such a degree that the Northwest Air Command was created in June, 1944, to administer and maintain its airfields and facilities.

Overseas

In the early months of the war, the heavy commitments to Canadian air defence and to the development of the BCATP meant that only three RCAF squadrons could be spared for overseas service. This number was steadily increased so that by war's end there were 48 RCAF squadrons serving in the Western European, Mediterranean and Far Eastern theatres.

In addition to those who served in the RCAF, thousands of young Canadians crossed the Atlantic to join the Royal Air Force. In Coastal Command, Bomber Command, Fighter Command and other units of the RAF, they took part in all aspects of the air war over Europe. This Canadian contribution was recognized early in the war when the first all-Canadian unit with the RAF, the 242 (Canadian) Squadron, was set up. The squadron was in action from the very beginning, conducting patrols across the Channel to protect the evacuation of Dunkirk and participating in the

struggle for the survival of Britain.

RCAF squadrons were engaged extensively in both fighter and bomber operations. As we have seen No. 1 Fighter Squadron, after only a few weeks of training, had joined the Fighter Command in the Battle of Britain in 1940. Then, as the Luftwaffe was repulsed and the German invasion prevented, Fighter Command quickly moved to the offensive. Separately, or in conjunction with Bomber Command, fighters struck into Nazi-occupied France and Belgium to attack enemy troop movements, ammunition factories, airfields and gun positions.

At first the Canadian squadrons flew in formation with the RAF units, but as their numbers increased, all-Canadian wings were formed. By D-Day, 1944, there were three RCAF Spitfire wings, a wing flying dive-bombing Typhoons, and a reconnaissance wing of Spitfires and Mustangs. On August 19, 1942, eight of the 74 Allied squadrons which gave aerial support to the raid on Dieppe belonged to the RCAF.

By the spring of 1944, with the Luftwaffe virtually driven from the coastal area, preparations began for the Allied invasion of the continent. The Spitfires became fighter-bombers, carrying a 500-pound bomb under each wing and, together with a wing of Typhoons, engaged in bombing bridges, railways, radar posts and coastal defences. The RCAF Reconnaissance Wing, equipped for ground attack as well as for taking photographs, made regular sorties across the Channel.

The RCAF Fighters also were to work in close support of the invading armies when the Allies returned to the Continent. For the invasion of Europe, two complete groups of air support organizations were formed. The fighters, fighter-bombers, and reconnaissance squadrons would keep in constant touch with the front-line troops and help develop ground attack. It was hoped that the RCAF would support the Canadian ground forces when the time came to go into battle. In June, 1943, No. 83 Group, to which the RCAF reconnaissance and fighter squadrons were transferred, was assigned to the First Canadian Army. Six home-defence squadrons were also sent overseas to join it. While No. 83 Group was not an all-Canadian formation, 15 of its 29 squadrons and half its ground establishment of 10,000, were Canadian. The expectation that Canadian land and air forces would go into battle together came to a disappointing end when, on D-Day, the highly experienced No. 83 Group was transferred to support the Second British Army which had been designated to manage the actual landing. The (all-RAF) 84 Group was assigned to the Canadians.

The biggest and costliest Canadian air commitment was in Bomber Command. In 1940, as hundreds of Nazi bombers ravaged Britain, the RAF had only limited aircraft with which to fight back. The situation was desperate. However, during the winter of 1940-41, the RAF bomber force was reinforced with young fliers

from the air-training schools of Canada and by new aircraft from British and Canadian factories. These aircraft included the large four-engined bombers — Stirlings, Halifaxes and Lancasters — each capable of carrying from five to seven tons of bombs.

Throughout 1941 and 1942, raids of steadily mounting intensity battered the industrial cities of Germany and struck U-boat bases, docks and railway centres, from Norway to France. By the end of 1942, new radar devices enabled "Pathfinder" bombers with fire bombs and brilliant flares to guide the heavy bombers to their targets at night. In 1943, "saturation" bombing reached an appalling new level as German cities were subjected to massive bombing attacks.

Canada's responsibility in bomber operations also expanded dramatically. The first Canadian bomber mission was carried out on the night of June 12, 1941. A year later, 68 RCAF aircraft took part in the first 1,000-bomber raid, and by the end of the war, Canadian squadrons were sending out more than 200 heavy bombers in single raids, carrying 900 tons of bombs.

At the beginning of 1943, 11 Canadian bomber squadrons were brought together to form an all-Canadian Bomber Group, No. 6, under the command of Air Vice-Marshal G.E. Brooks, who was succeeded a year later by Air Vice-Marshal C.M. McEwen. In the beginning, No. 6 Group suffered a grim casualty rate. Between March 5 and June 24, 1943, the group lost 100 aircraft, seven per cent of its strength. However, by mid-1944, with better equipment and training, more experience, a reprieve from bombing missions into Germany, and fighter protection up to the targets, the situation was reversed. At the end of 1944, No. 6 Group could boast the lowest casualties of any group in Bomber Command.

The value of the Bomber offensive against Germany remains bitterly controversial. The aim was to destroy military and industrial installations and, by destroying the means to make war, to force Germany to surrender. However, war production was only minimally reduced in the bombing raids, while thousands of civilians died, and great cultural centres were ruined. This was a terrible example of total war. Yet, as democracies were fighting for survival, the mass bombing of civilians, rightly or wrongly, appeared justified.

As well, the death toll in Bomber Command was tragically high. It took a special kind of courage to fly night after night across enemy territory in the face of German defences. Many of the big planes failed to return. Enemy night fighters and dense "flak" (anti-aircraft ground-fire) often inflicted heavy losses. A total of 9,980 Canadians lost their lives in Bomber Command.

When the Allies finally returned to the European Continent on June 6, 1944, the RCAF was there to provide support. Bombers of No. 6 Group

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Following the
Canadian Forces



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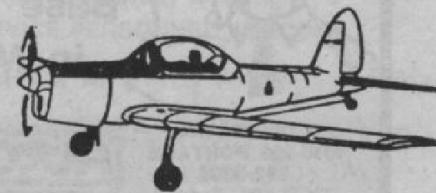
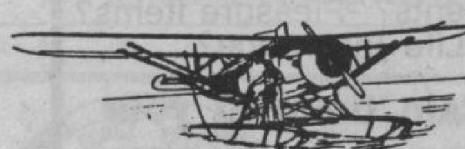
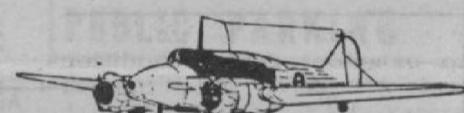
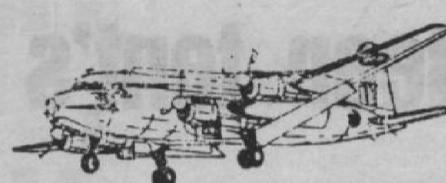
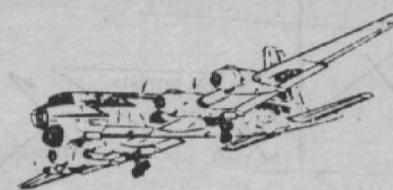
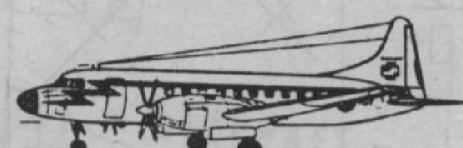
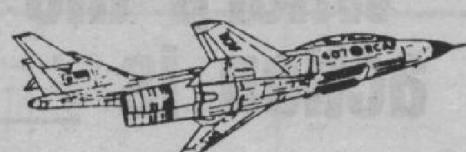
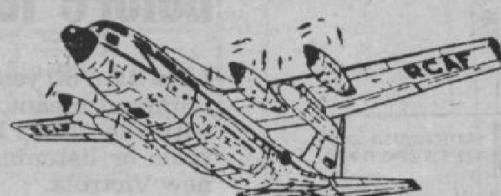
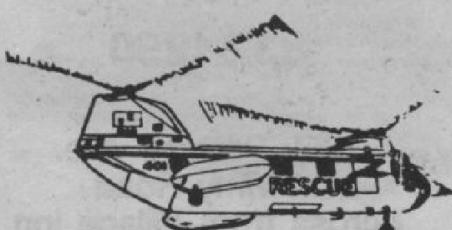
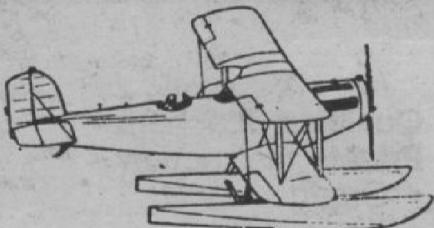
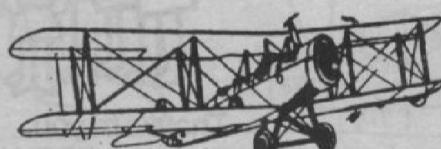
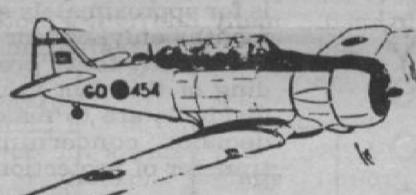
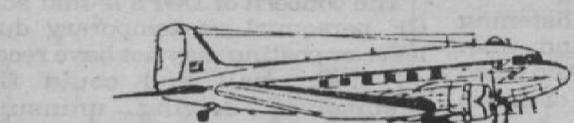
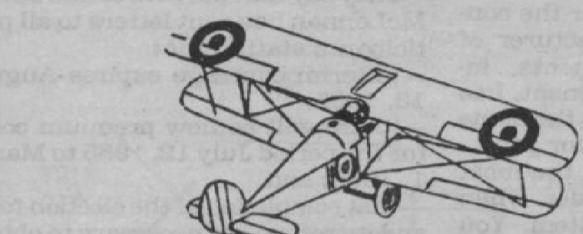
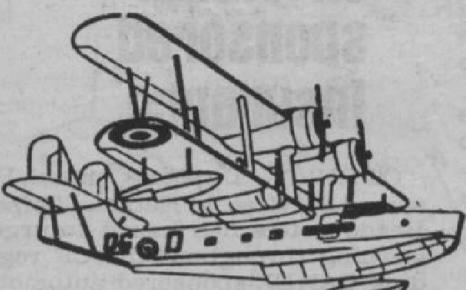
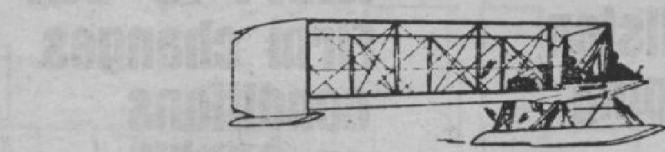
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THE BEGINNING

The fragile aircraft Silver Dart shook loose the frozen bonds of Nova Scotia's Bras d'or Lake in 1909 to usher in this fledgling nation's age of flight.

And five years later, Britain's need called forth a pride of young Canadians to serve as airmen . . . all so brave and many fallen dead from alien skies.

They served until the "war to end all wars" was won and then a few employed their airborne skills to probe a land that time forgot, which lay beyond the furthest cloud. In puny, flying craft they snarled above a million miles of awesome, brooding loneliness . . . and vaulted battlements of wind-swept mountain ranges yet unnamed . . . tracked faultlessly the twisting turns of brawling waterways that fed the Arctic sea . . . enroute to which some stayed in unmarked graves.

As to the south our patchworked, friendly land was being linked more personally by leather-suited, goggled men who strode the earth below in flying mail vans (day and night) and slept beneath a wing to ward off sun or dew . . . while passengers were being coaxed by other airborne crews (in classy uniforms) to arch with them across the sky and beat the train.

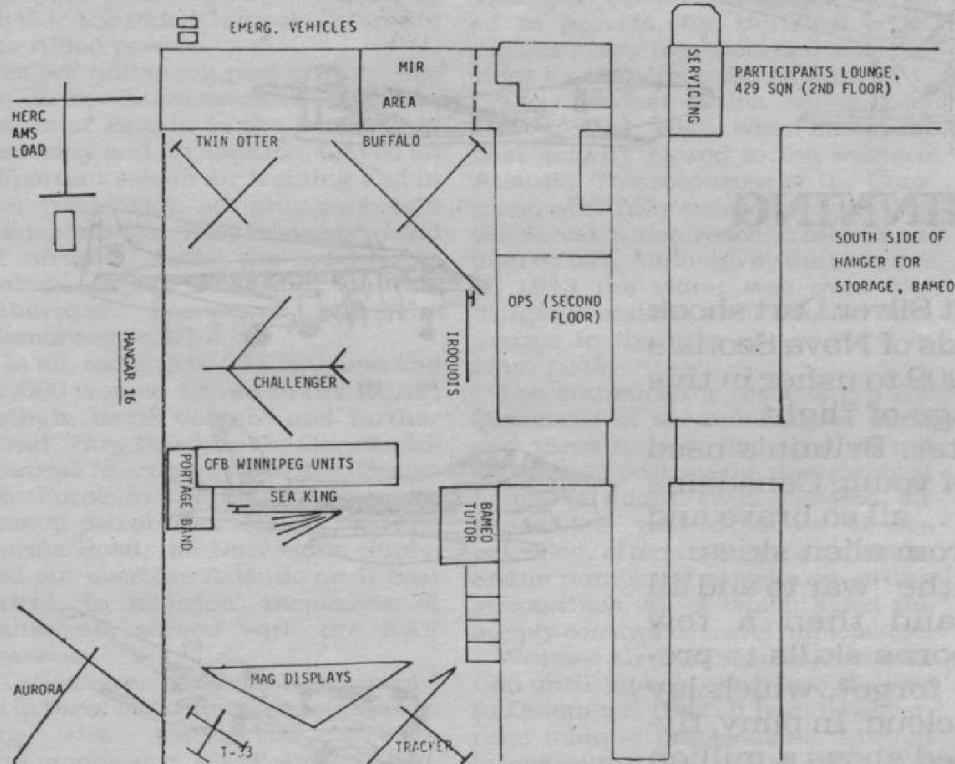
And when this nation's way of life was challenged yet again in 1939, a thousand score and more Canadians donned airforce blue and served within an angry world to weave a legacy of valour . . . laurel wreaths for those who sleep in foreign graves.

To honour those who gave the best they had, unselfishly improving flight throughout our land, a token group of aviation veterans was chosen by their peers to represent that whole community.

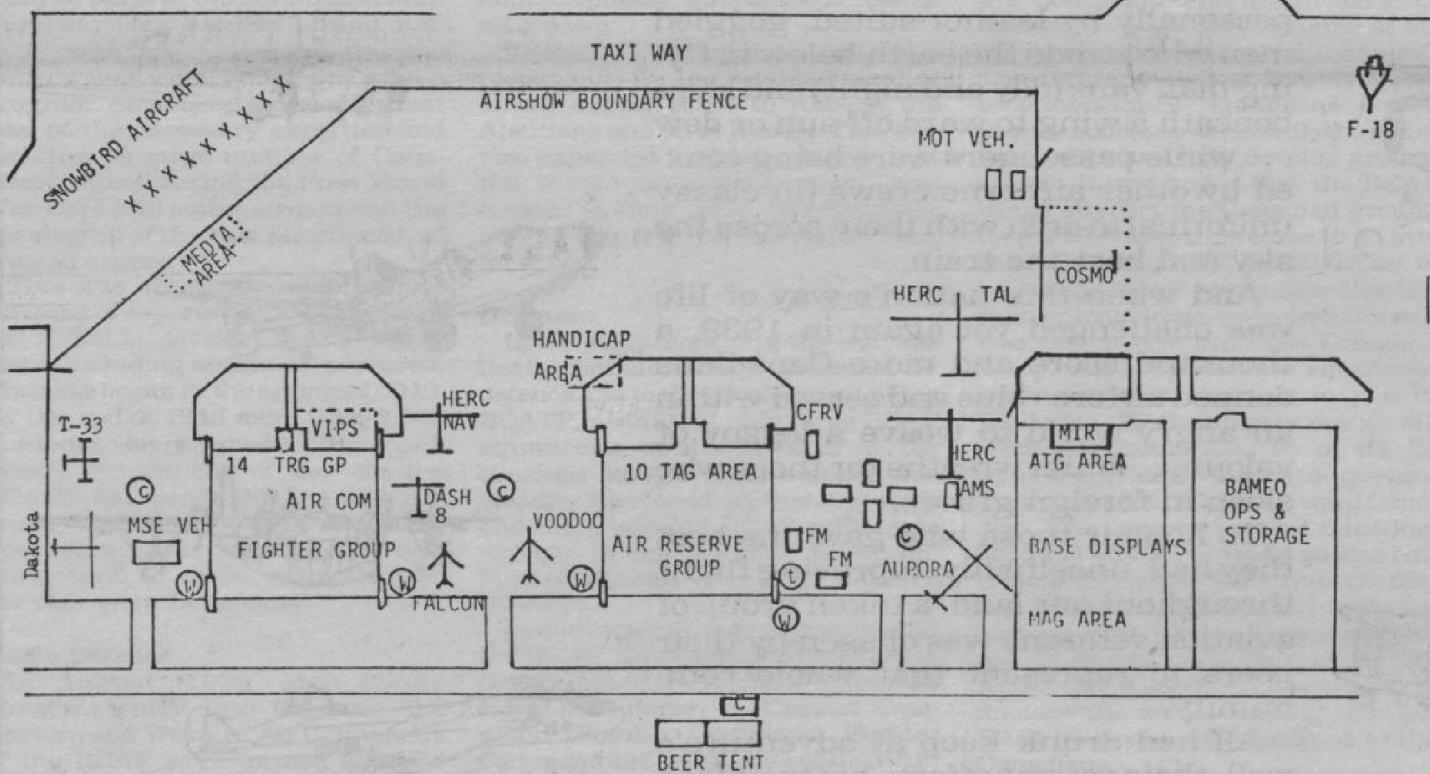
All had drunk deep at adventure's well, their valiant efforts having stood the test of time . . . but knowing others to have given more, reserved the hallowed ground for those as yet unnamed.

Ray Munro

Where the display action is



Beer tent's here!



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Home audio systems?

Look and listen before leaping

Less than 50 years ago, home entertainment meant a Saturday evening with the family huddled around the radio or listening in wonder to the new Victrola.

Advances in technology are transforming the conventional stereo hi-fi into a complete home entertainment centre, linking components such as compact and laser disc players, stereo televisions, and TV satellite receivers.

This hi-tech home entertainment world includes new products and terminology that can bewilder the consumer. A leading manufacturer of audio electronics components, including home audio equipment, has some tips to help you select the home audio system that's right for you.

Use your ears: Ears are the most important thing to consider when buying a home audio system. You should shop for the kind of sound you want to hear.

Rock aficionados will be listening for a very different sound than devotees of classical music. And audio systems will play each type of music differently.

As well, individuals respond to sound in distinct ways — according to their musical tastes, culture, and sex.

The best advice is to listen, very carefully, and buy a system that suits your ears.

Alert is out Firm changes conditions on CANEX — sponsored insurance

OTTAWA — Director-General, Personnel Services, at National Defence Headquarters has issued an urgent warning throughout the CF regarding CANEX-sponsored automobile and property insurance coverage.

They say that the firm of Marsh and McLennan has sent letters to all participants stating that:

- interim coverage expires August 15, 1985;
- there will be new premium costs for the period July 12, 1985 to March 1, 1986; and
- that completion of the election form and its return are necessary to obtain coverage after August 15.

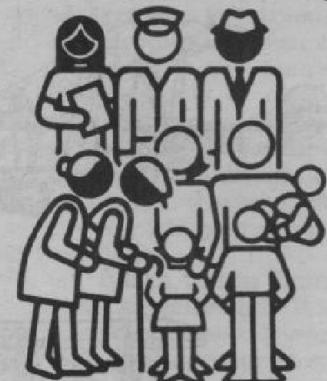
The concern of DGPS is that some CF personnel on temporary duty, leave or posting may not have received their mail and could find themselves driving uninsured vehicles and/or having no personal or property protection.

They are taking all possible steps to ensure that as many as possible are made aware of the circumstances. They hope that this information will motivate neighbors and others to contact people on leave or in transit to alert them to the problem.

Also of concern is the possibility of personnel misinterpreting cost information in correspondence of Marsh and McLennan. The premium quoted is for approximately seven-and-a-half months only, not for a full year.

They say that "proper understanding of this fact is necessary if individuals are to make a reasonable decision concerning renewal or transfer of protection."

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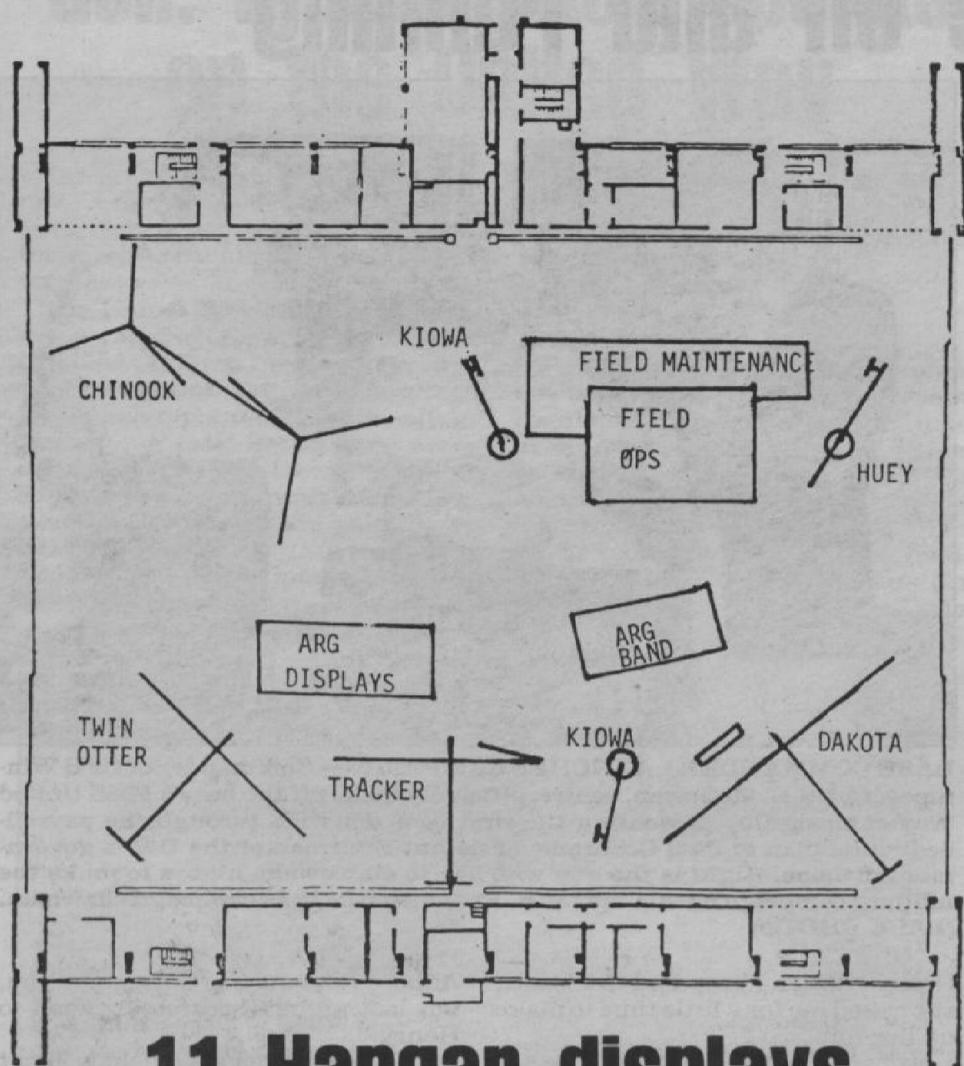
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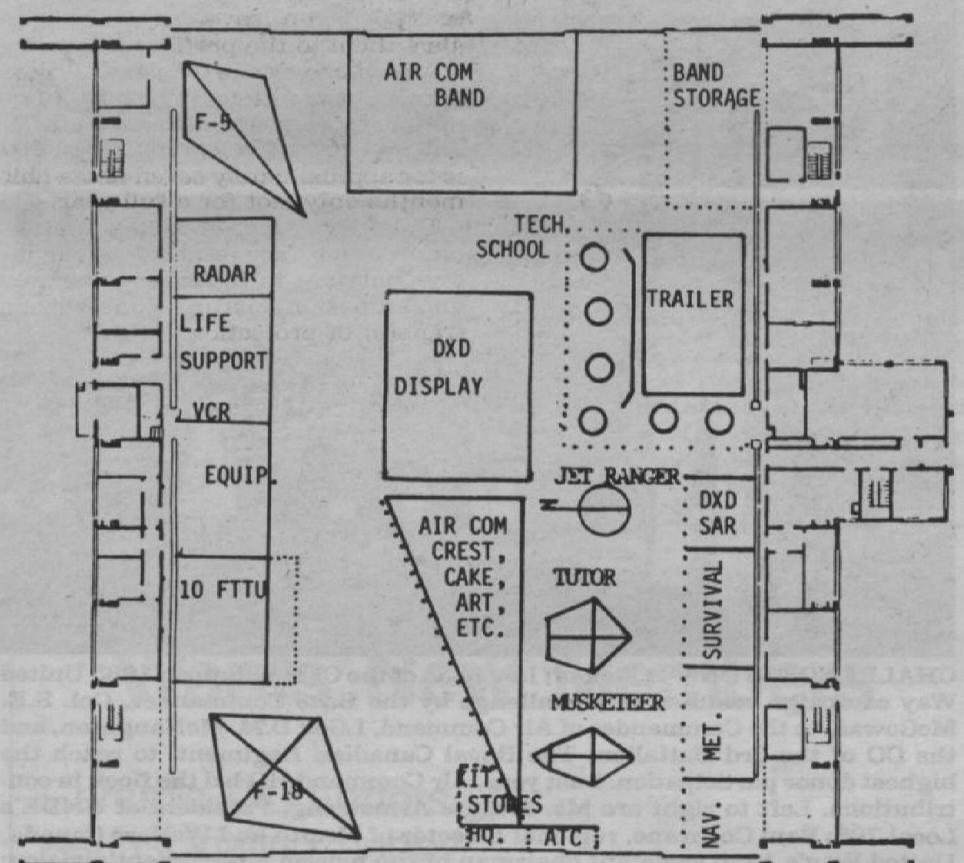
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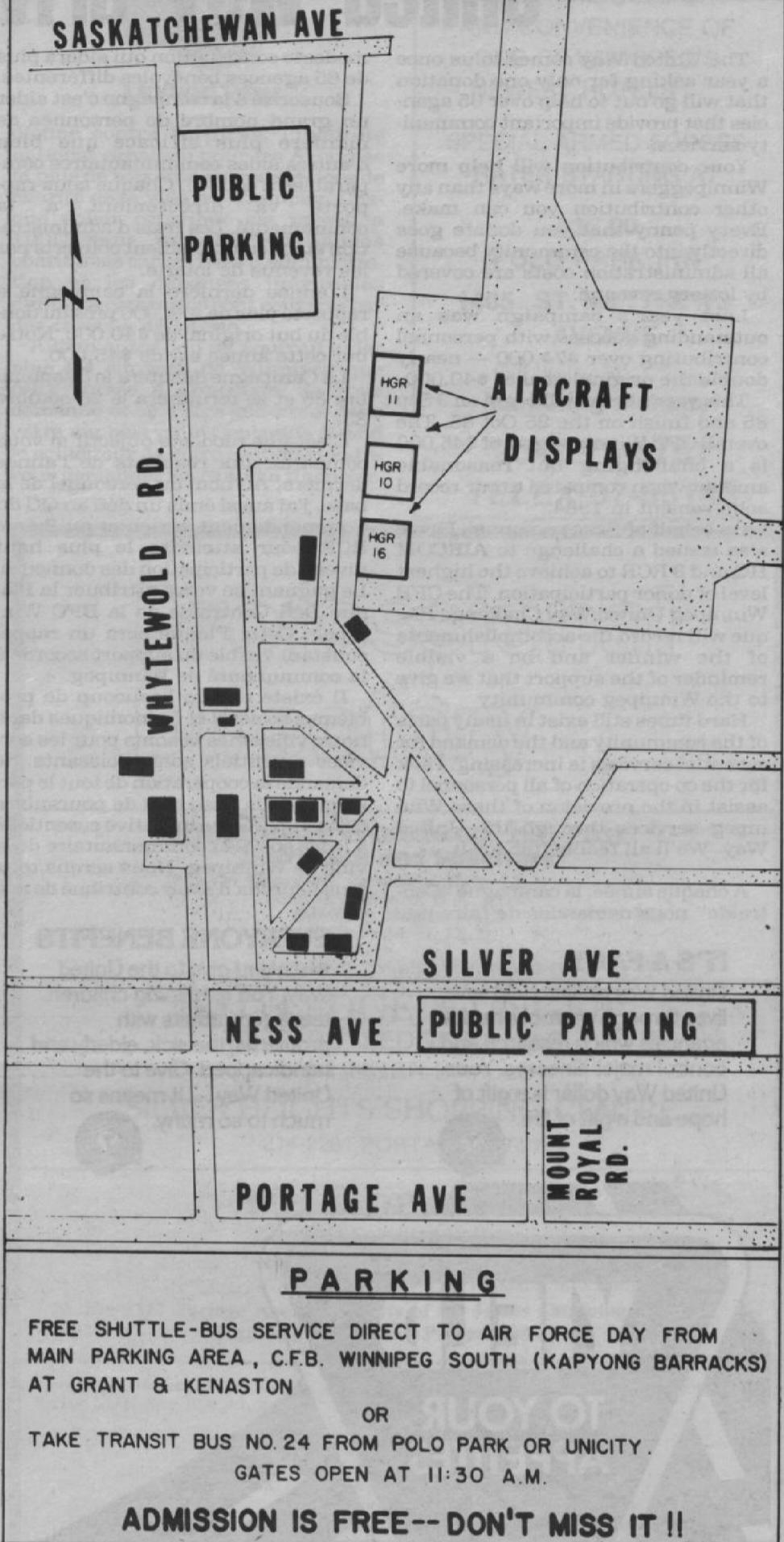
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Base Commander's Message

United Way drive off and running

The United Way comes to us once a year asking for only one donation that will go out to help over 65 agencies that provide important community services.

Your contribution will help more Winnipeggers in more ways than any other contribution you can make. Every penny that you donate goes directly into the community because all administration costs are covered by lottery revenue.

Last year's campaign was an outstanding success with personnel contributing over \$74,000 — nearly double the original goal of \$40,000.

This year's drive will begin on 3 Sep 85 and finish on the 25 Oct 85. The overall CFB Winnipeg goal of \$45,000 is a challenging but reasonable amount when compared to our record achievement in 1984.

On behalf of Base personnel, I have also issued a challenge to AIRCOM HQ and 3 RCR to achieve the highest level of donor participation. The CFB Winnipeg United Way Challenge Plaque will record the accomplishments of the winner and be a visible reminder of the support that we give to the Winnipeg community.

Hard times still exist in many parts of the community and the demand for essential services is increasing. I ask for the co-operation of all personnel to assist in the provision of these Winnipeg services through the United Way. We'll all feel better for it.

A chaque année, la campagne "Centraide" nous demande de faire une

IT'S A FACT

United Way dollars help save lives through member health agencies which research and control major illnesses. Your United Way dollar is a gift of hope and a gift of life.



modeste contribution qui aidera plus de 65 agences bénévoles différentes.

Souscrire à la campagne c'est aider un grand nombre de personnes de manière plus efficace que bien d'autres aides communautaires comparables à celle-ci. Chaque sous rapporté va directement à la communauté. Les frais d'administration étant complètement couverts par les revenus de loterie.

L'année dernière la campagne a rapporté plus de \$74,000 près du double du but original de \$40,000. Notre but cette année est de \$45,000.

La Campagne débutera le 3 septembre 85 et se terminera le 25 octobre 85.

C'est une modeste objectif si vous comparez aux résultats de l'année dernière. Au nom du personnel de la base, j'ai aussi émis un défi au QG du Commandement aérien et au 3 ème RCR pour atteindre le plus haut niveau de participation des donneurs. Le gagnant se verra attribuer la Plaque Défi Centraide de la BFC Winnipeg. Cette Plaque sera un rappel constant visible du support accordé à la communauté de Winnipeg.

Il existe encore beaucoup de problèmes sociaux et économiques dans notre ville et les besoins pour les services essentiels sont croissants. Je demande la coopération de tout le personnel de la base afin de poursuivre cette importante initiative essentielle à la vie sociale et communautaire de la ville de Winnipeg. Nous serons tous plus heureux d'avoir contribué de nos efforts.

EVERYONE BENEFITS

when you give to the United Way. You're helping children, teenagers, adults with problems, the sick, elderly and handicapped. Give to the United Way ... it means so much to so many.



BASE COMMANDER LAUNCHES CAMPAIGN — Commander of CFB Winnipeg, Col. S.E. McGowan, centre, officially kicks off the base's 1985 United Way campaign by presenting the first base donation through the payroll deduction plan to Paul Cochrane, assistant chairman of the U-W's government division. Right is the guy who has to stay awake nights to make the military campaign click, Capt. M.R. Broscheit, the base campaign chairman. (BASE PHOTO)

Henry: "When I proposed to Flossie, she asked me for a little time to make up her mind."

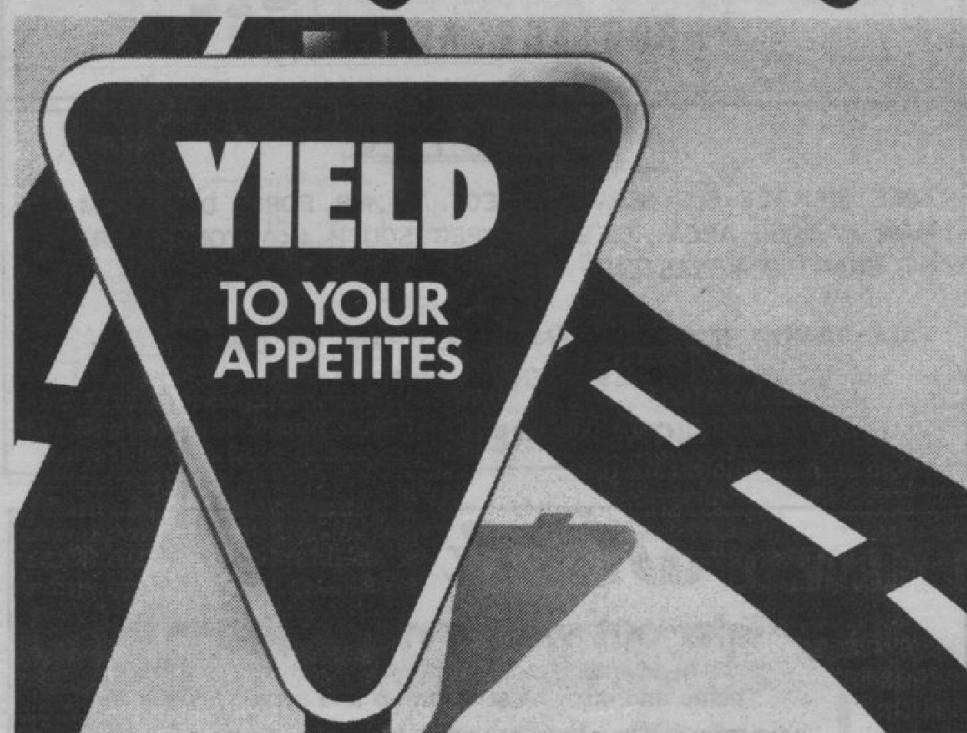
Hattie: (A rival.) "Oh! so, she makes that up, too, does she?"

Anne: "I'm sorry to disappoint you, but last night I became engaged to Henry."

Art: (Knowing her) "Well, how about next week?"



CHALLENGE IS ON — A kick-off luncheon of the CFB Winnipeg 1985 United Way campaign resulted in a challenge by the Base Commander, Col. S.E. McGowan, to the Commander of Air Command, LGen D.M. McNaughton, and the CO of the 3rd Battalion, The Royal Canadian Regiment, to reach the highest donor participation. Last year, Air Command HQ led the flock in contributions. Left to right are Ms. Maggie Armstrong, President of UNDE's Local 705; Paul Cochrane, regional Director of Health and Welfare Canada, United Way's 1985 assistant chairman of the federal government division; LGen. McNaughton; Col. McGowan; LCol. Cox, CO, 3 RCR; and Capt. Mark Broscheit, Winnipeg's Canadian Forces' 1985 campaign chairman. (BASE PHOTO).

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Gen. McNaughton speaks on the United Way

Those of us who are in good health, have a regular income and a secure job now have an opportunity to help those in our community who are less fortunate.

The United Way of Winnipeg provides funding for the Red Cross, Crippled Children, Arthritis Society, CNIB, Mental Health, Big Sisters and more than 60 other agencies within our city. A total of 100% of every dollar donated goes where it is intended, because all administration and campaign expenses are paid for by lottery revenue.

No other donation helps more Winnipeggers in more ways than the

United Way. I urge you to be generous when your section canvasser approaches you to support this very worthy organization.

1985 Centraide Un message du Commandant

Pour ceux d'entre nous qui sommes en bonne santé, qui ont revenu régulier et un emploi assuré, nous avons maintenant une chance d'aider ceux dans notre communauté qui sont moins fortunés.

L'organisme Centraide de Winnipeg recueille et donne des fonds pour la Croix-Rouge, l'aide aux Enfants handicapés, la Société Cana-

dienne contre l'arthrite, l'Institut national canadien pour les Aveugles et plus de soixante autres agences de charité de la ville de Winnipeg. Chaque dollar contribué est investi à 100% dans une de ces causes charitables car les frais d'administration et les dépenses inévitables durant la campagne sont couverts par des revenus de loterie.

Aucun autre don ne pourrait aider plus les citoyens de Winnipeg que ceux versés à Centraide. Je vous demande donc d'être généreux dans votre soutien pour Centraide quand le solliciteur de votre section viendra vous demander votre appui financier.



COMMANDER "KICKS OFF" — LGen. Donald M. McNaughton, right, presents the first Air Command Headquarters donation to the 1985 United Way campaign to Paul Cochrane, assistant chairman of the 'Way's government division. Cochrane is the regional director of Health and Welfare Canada. (BASE PHOTO)

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The all-Canadian team

We all understand the importance of uniting to reach a common goal and have seen that teamwork can help us achieve what wouldn't be possible individually.

But, have you ever thought of yourself as part of an all-Canadian team striving to maintain a good standard of living and develop each member's potential?

When one of the players has a bad season or sustains an injury, the coach may put him on the second string or the injured roster, but, most important, the player stays with the team because you're betting that he'll become a productive player again.

It's obvious during these difficult times that a lot of our Canadian team can't contribute the way that they would like to. Nonetheless, these members are still part of the team and the helping hand that we offer now will help the whole team effort in the future.

The United Way can offer this helping hand on your behalf. How can your contribution to the United Way help? Here are a few ways.

Arthritis Society
Canadian Red Cross
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And there are many more. A total of 65 agencies providing over 80 community services!

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Each dollar that you contribute to the United Way is guaranteed to go to work in your community, because all operating costs are picked up by the Western Canada Lottery Fund. In addition, you can reduce your taxable income by claiming your donation on the tax return. What better way to help your neighbour and yourself at the same time!

Centraide 85

Bonjour, encore une fois cette année avec le retour de l'automne la campagne de financement de Centraide reprend son essor.

Les responsables cette année au niveau de la base sont les capitaines Mark Broscheit de la section Adam au Quartier général du Commandement aérien et Jean Pierre Charbonneau instructeur à l'école de navigation.

Ils sont chargés de coordonner les efforts des solliciteurs de fonds de chaque section sur la base et de maintenir leur enthousiasme tout au long de la campagne.

La campagne de Centraide à Winnipeg n'est pas récente puisqu'il y a eu des efforts de coordination des différents organismes de charité dès 1921. A cette époque, un groupe de citoyens avec l'appui du "Central Council of Social Agencies", du "Winnipeg and District Labour Council", et de quelques représentants du "Winnipeg board of trade" ont organisé un système fédéré de

financement des agences de bienfaisances. La première campagne de cet organisme a eu lieu en novembre 1922. La structure a été maintenue jusqu'en 1932 date à laquelle le "Federated Budget Board" fut incorporé à la caisse commune du grand Winnipeg.

Ces efforts ont continué d'évoluer au cours des années pour donner en 1964 l'organisation de Centraide telle que nous la connaissons aujourd'hui.

Le but évident de ce regroupement des campagnes de charité est d'éviter le dédoublement des frais d'administration et aussi d'enrayer le nombre croissant de journées consacrées à des causes charitables et des inévitables collecteurs de fonds nécessaires à de telles entreprises. Ici à Winnipeg nous sommes particulièrement fortunés de pouvoir compter sur les revenus de la loterie provinciale pour assumer la TOTALITE des dépenses encourues. Ceci veut dire qu'une personne qui donne \$10.00 à Centraide a la garantie que ses \$10.00 seront utilisés à des fins utiles comme des repas pour les personnes âgées qui ne peuvent se les préparer et l'aide aux handicapés par exemple.

Il y a plusieurs façons de donner, vous pouvez écrire un chèque, donner de l'argent comptant ou faire une délégation de soldes. Le montant importe peu ce qui compte c'est de donner pour aider à soulager la misère et aider la communauté.

have taken this course, and several have gone on to become Employee Assistance Program (EAP) referral agents.

These members have access to the many community agencies and can direct people to the service which can help most. You may have had, either directly or indirectly, the benefit of one of the United Way supported services yourself.

Your donation to the United Way will maintain these services and help this community be an even better place in which to live.

Maggie Armstrong
President, UNDE Local 705

The United Way Campaign will get underway again in early September, and I would like to take this opportunity to commend this worthy cause to you.

The slogan 'Only people can help people' is appropriate, not only for an organization that funds and supports more than 65 human-care agencies in our community, but also for trade unionists.

As a union local, UNDE 705 has benefitted from this organization, along with other unions in Winnipeg, through the union counsellor training program. A number of our members

Mark 100 years of progress CF trucks have postal cover

By Cpl. Brad Eadie

Preliminary competitions in preparation for the 5th annual Canadian Forces Roadeo are well underway. Roadeos historically have been conducted throughout the CF, however only in the past few years have they become recognized at a national level.

A roadeo measures a driver's capability and expertise in performing his day-to-day duties. Competitors are MSE Op 935 of the rank of Cpl or Pte. There are three different classes in which a driver may compete: 3-ton truck, bus and tractor-trailer. Competitions start at the base or station level with winners moving onto Regionals. Winning Regions, of course, then earn a driver the right to represent home unit against others of their trade in the National Roadeo.

This year the Nationals are being held at CFB Borden from 16-18 Sep

85. To help fund this year's activities, a commemorative postal cover has been created. The cover depicts 100 years of progress for transportation, from a one-horse power vehicle to a modern day stake truck.

Release date of this commemorative cover will be 16 Sep 85, to coincide with the beginning of the National Roadeo. To order copies, contact Cpl Eadie at Base Transportation, local 5767. Cost is \$2.00 per copy.

Mail orders may be forwarded to: National Defence Headquarters, Ottawa, Canada, K1A 0K2 Attention: CF National Roadeo (DTRP 3-5). Send cheque or money order only and include 50¢ extra with each order for postage and handling. For further information contact DTRP 3-5 at (613) 995-0823.

Write to get it Holberg's anniversary book

The 1954-84 30th anniversary book for CFS Holberg still is available, station sources say.

It is hard bound with "many interesting items about the station and surrounding area." Cost is \$15.00, pre-paid.

Write to 30th Anniversary Book, attention Lt. D.P. Mulders, P.O. Box 62, San Josef, B.C. Books will be mailed on receipt of payment.

Fire sweeps through CF curling club

WINNIPEG — Fire of an unknown origin caused an estimated \$100,000 damage to the CFB Winnipeg Curling Club on Whytewold Road early Saturday morning, August 24.

Firemen responded to a 4:26 a.m. alarm, but by that time the fire had swept through the east end of the building, destroying a change room, cafeteria and bar. The structure's roof also was badly damaged.

The blaze quickly was brought under control after the arrival of firefighters.

An investigation is in progress.

The incident means an uncertain future for the 1985-86 curling season, unless ice space can be found elsewhere.

The club has been a popular spot for off-duty military and civilian employees on the base.

Inuvik plans "wing ding" before closing in '86

CFS INUVIK — The year 1986 marks a milestone in the history of this station. Not only will it be the station's 25th anniversary, but its final year of operation.

Sources there say that "to properly commemorate this event, the station has formed a 25th anniversary closure book committee."

They're calling on all past members of NRS, HMCS or CFS Inuvik to contribute pictures, memorabilia, paraphernalia and anecdotes towards the project.

They say that all materials will be copied professionally and returned promptly to contributors. Also, contributors will receive recognition in the text.

Material may be sent to the Anniversary Book Committee, CFS Inuvik, Box 1450, Inuvik, N.W.T., XOE OTO.

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Continued from page 1

Air Command Story

Command exercises and operations in Canada and abroad. Boeing tankers are used for in-flight refuelling of CF-18 and CF-5 fighters during cross-Canada, trans-Atlantic and northern training flights. The Group also provides transportation support for other elements of Air Command, as well as for Maritime Command training deployment to the Caribbean and elsewhere.

Search and rescue

The Canadian Forces are responsible for coordination of all search and rescue activities in Canada and in adjacent ocean areas for which Canada has accepted responsibility under international agreements. In this vast area of approximately 5.5 million square miles, the SAR crews and aircraft react to emergencies such as downed or lost aircraft; lost or distressed ships and fishing boats; electronic locator transmissions (ELT); medical evacuations from remote areas (Medevacs) and other humanitarian requirements.

SARSAT

Canada participates in an international Search and Rescue Satellite-Aided Tracking Program (SARSAT) in partnership with the U.S., France and U.S.S.R. (where the program is known as COSPAS). SARSAT employs satellites to detect and locate low power radio beacons, emergency locator transmitters used in aircraft and emergency position-indicating radio beacons used in ships.

Currently, three Soviet satellites and one American satellite, launched in December, are providing SARSAT coverage. Canada is in the process of expanding from one to three ground-receiving stations or local user terminals, to provide optimum coverage of the Canadian area of responsibility by the end of 1985. DND has overall responsibility for the Canadian portion of the program.

Search and rescue activities are coordinated from four centres, located at Esquimalt, B.C., Edmonton, Alta., Trenton, Ont. and Halifax, N.S. Rescue Coordination Centres (RCC) are manned by Canadian Forces personnel with Canadian Coast Guard officers attached on liaison duties in all centres except Edmonton.

The RCCs have at their disposal specially equipped CF fixed-wing aircraft and helicopters, ground search parties at specified CF bases and Canadian Coast Guard surface vessels and hovercraft. As well, non-dedicated resources can be tasked by the RCCs. These include Regular and Reserve squadron aircraft and ships of the CF, as well as vessels belonging to the Department of Fisheries and Oceans.

SAR incidents in 1984

In 1984 the RCCs handled 9,307 incidents, a decrease of 2,269 from the 1983 total. During 1984, there were 1,320 air incidents, 7,272 marine-related incidents and 715 cases of humanitarian assistance involving air evacuations and assistance to civilian authorities.

Air Reserve Group

Air Reserve Group (ARG), with headquarters at CFB Winnipeg, provides support to Air Command by the provision of operational units and individual augmentees.

The Air Reserve consists of ARGHQ, the Air Command Primary Reserve List, two wings with a headquarters and two squadrons each, three additional stand-alone squadrons and nine Air Reserve Augmentation Flights (ARAFs). Approximately 950 personnel serve in these units, located coast to coast.

Units across Canada are as follows: 1 ARW in Montreal and 2 ARW in Toronto, operating Kiowa helicopters in a tactical helicopter role; 402 (AR) Squadron, Winnipeg, flying Dakota aircraft in SAR, VIP and medium transport roles; 418 (AR) Squadron,

Edmonton, operating Twin Otter aircraft in SAR and light transport roles; and 420 (AR) Squadron, Summerside, operating Tracker aircraft to conduct sovereignty flights and coastal fisheries patrols.

ARAFs are established at Greenwood, Nova Scotia; Bagotville, Quebec; Trenton, Ontario; Winnipeg, Manitoba; Moose Jaw, Saskatchewan; Cold Lake, Alberta and Comox, British Columbia. These flights consist of all trades, including aircrew, and are able to augment Base personnel as requirements dictate.

Prairie Region Operations

The Commander, AIRCOM, is also the Commander, Prairie Region, which encompasses the three Prairie provinces. Region operations staff at AIRCOM HQ in Winnipeg and AIRCOM detachment commanders in Edmonton and Regina maintain close liaison with federal, provincial and municipal authorities in each province.

In February, 1984, the region operations staff had an opportunity to try out regional plans and operational procedures during the mobilization exercise Bold Step 84. CF resources in Prairie Region were also called upon to assist in a wide variety of operations throughout the year. They included:

- assistance to Canadian National Railways in recovering spilled ammunition following a train derailment in northwestern Ontario;
- recovery of a civilian Canso water bomber by a 447 (Edmonton) Sqn Chinook. The bomber had become stuck in the mud on Acaster Lake, near Buffalo Narrows, Sask.;
- support during the Papal visit to Winnipeg and Edmonton, including the provision of security, communications and helicopters; and
- support to the Queen's visit to Manitoba in October.

Operations update

NATO Airborne Early Warning System

The NATO Airborne Early Warning (NAEW) System is the first major common capital acquisition program undertaken by NATO. Canada's contribution to the acquisition cost of the NAEW System and to the military personnel requirements of the force is the third largest after the U.S. and the Federal Republic of Germany. In addition to its financial contributions for acquisition, operations and maintenance, Canada is providing up to 160 military personnel for duties in the NAEW Headquarters, based at Geilenkirchen, West Germany, and the airborne component of the system.

CF-18 fighter project

The year 1984 marked the second full year of CF-18 operations. By year's end, 40 of the planes had been delivered to CFB Cold Lake, Alberta, as planned. Deliveries were delayed in the fall while structural modifications were made to the vertical tail. Aircraft deliveries will continue at a rate of two per month until September, 1988, when all 138 of the McDonnell Douglas-built aircraft will have been delivered.

The CF-18 replaces the CF-101 Voodoo, the CF-104 Starfighter and the CF-5 Freedom Fighter.

Search and rescue helicopters

Under the Search and Rescue Capabilities Update Project (SAR-CUP), "Voyageur" helicopters were modified in the Boeing of Canada plant at Arnprior, Ontario. The last one entered the plant in February, 1985, making a total of 14 Voyageur and Labrador helicopters to receive long-distance fuel tanks and improved communications and navigation equipment.

"H" model Hercules

A contract was awarded to Lockheed-Georgia in September, 1984, for delivery of two CC-130 "H" model Hercules aircraft in March, 1985. The new aircraft were received

on schedule and now are in service. The "H" model is the latest version of the aircraft, which has been in continuous production since 1955.

Vehicle safety program

DND operates the largest vehicle fleet in Canada. Air Command represents approximately one-third of this fleet and continues to conduct an active vehicle-safety program to combat traffic accidents. Because off-duty accidents involving privately-owned motor vehicles are of equal concern, DND offers defensive driving courses to all CF personnel, their dependents and civilian employees. The department's vehicle-safety program also includes an annual "rodeo," which tests the skills of both military and civilian DND-employed professional drivers.

Transportation of material

The DND material-movement system utilizes all modes of transportation, both military and civilian, to meet the CF's operational requirements. Approximately 10 million kg of priority freight are moved annually by service aircraft.

In meeting this requirement, more than 2,000 flying hours by Hercules and Boeing 707 aircraft were allocated to logistic support. More than 12,000 flying hours were used to maintain scheduled overseas and domestic passenger flights, which also carry high-priority freight on a space-available basis.

Transporting personnel

Although CF members are moved by all modes of transport, CF aircraft provide the primary means. Personnel transport figures for the period from September 1, 1983, to September 1, 1984, show 277,448 passengers were carried aboard regularly-scheduled and special flights. This number includes 43,246 trans-atlantic passengers en route to CF locations in Europe, Cyprus, the Middle East and major exercise deployments to Norway.

Rocking grand-folk become rollers

The '80s is the decade of the grandparents boom. Parenting is in vogue, and as women pause in their careers to begin their families, more and more grandparents are also being born.

Grandparents Day, a holiday barely out of nursery school itself, will be six years old on Sunday, September 18. But yesteryear's grandparents, stereotyped sitting on the front porch in rocking chairs, are a far cry from today's older generation.

Time was when Sunday dinner at Grandma's house was a family tradition. However, in the shadow of the women's liberation movement there existed a quiet revolution among retired people.

Some called themselves the "gray panthers," some rebelled at words like "old" and "elderly," and preferred instead to be called "senior citizens." Just as in the women's movement, a new language of terms emerged to respond to the need for greater sensitivity for this group.

Started in Georgia

The first grandparents Day, which was celebrated in 1979, was conceptualized by a man called Goldgar of Georgia. He had been visiting an aunt in an Atlanta nursing home, and wondered what could be done to alleviate the lonely atmosphere. Many of the residents were grandparents, he observed. Why not a national holiday

Continued on page 14

"ATTENTION CURLERS"

Due to the unfortunate fire damage of the Westwin Curling Rink, the General Meeting has been moved to 1900 hrs, 18 Sep 85 at the Fort Osborne Curling Rink.

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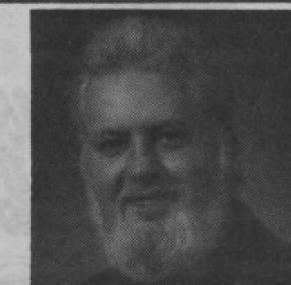


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Air War - 1939-45

dropped more than 870 tons of bombs on gun positions overlooking the beaches of Normandy, and fighter wings dive-bombed enemy strongholds and guarded the Allied landings. During the bitter fighting which followed around Caen, the RCAF gave air support to the Canadian and British forces, and when enemy troops were caught in the Falaise pocket, Spitfires and Typhoons attacked the long columns of vehicles with deadly machine-gun fire. The RCAF then helped cover the advance of the armies across northern France and Belgium, into the Netherlands, and finally across the Rhine and into Germany itself.

Outstanding exploits were performed by RCAF pilots as they drove the German Air Force from the sky and prepared the way for advancing armies. The Reconnaissance Wing carried out photographic and tactical reconnaissance to gather information, first for planning the operation itself, and then in aid of the advance. This wing was to end the war deeper in Germany than any other RCAF unit. Canada also supplied a transport squadron for duties in northwestern Europe. Formed in the late summer of 1944, it towed gliders for the airborne landing at Arnhem in September and for the crossing of the Rhine at Wesel in March, 1945. Its Dakotas dropped supplies and transported troops, equipment and ammunition, returning loaded with casualties.

Elsewhere

Canadian airmen also took part in other air operations in other parts of the world. At one time or another, seven RCAF units served in Coastal Command, where they were continuously employed in the campaign against the U-boats, escorting convoys and searching the seas from Iceland to Gibraltar. One squadron stationed in northern Scotland and the Shetland Isles served as a coastal fighter unit. It carried out reconnaissance and escort missions across the North Sea to the coast of Norway. Later it became a strike unit attacking enemy shipping from the coast of Norway to the ports of southern France. Another squadron made daring attacks on enemy shipping off the Frisian Islands and the Dutch coast.

In the Mediterranean theatre, Canadians assisted in the vital task of keeping Malta out of enemy hands and preventing the whole Mediterranean from falling under Axis domination. One out of every four Allied pilots who flew in the Battle of Malta was Canadian, including Air Command's first commander, LGen. William K. Carr, DFC.

An RCAF squadron flying with the Desert Air Force from Egypt took part in the bombing of northern Italy, protected Alexandria and covered the Allied invasion of Sicily and Italy. Three other RCAF squadrons were sent to the Mediterranean to assist in the invasion of Italy and Sicily in June, 1943. Based in Tunisia, they made almost nightly attacks on harbours, freight yards and rail junctions.

tions in preparation for the invasion.

A squadron of the RCAF was part of the Southeast Asia Air Command, which patrolled the Indian Ocean and Persian Gulf from late 1941 until late 1944. It was, in fact, a Canadian aircraft which noticed a Japanese fleet approaching Ceylon and, although shot down, sent a warning message which enabled the island's defences to be manned in time.

Two RCAF transport squadrons also were sent to Southeast Asia in 1944 to drop supplies by parachute into dense jungle and carry freight, casualties and other passengers. These unarmed squadrons encountered intense Japanese ground fire, and were, on one occasion, attacked by enemy fighters.

The air force that had started the war 3,100 strong, ended it with a roll call of 249,624. A total of 17,100 gave their lives in the service of their country.

(Credit: Veterans Affairs, Canada)

IT COULD HAPPEN TO YOU

A fire or tornado, sickness or injury, marital troubles or any number of other problems can happen to anyone. By giving to United Way, you're making sure that help will be there if you need it.



CFB NORTH BAY — Two CF-18's from 425 Squadron at CFB Bagotville, Quebec, intercepted two Soviet TU-95 Bear H aircraft about 260 kilometers north-east of St John's, Nfld., at approximately 10:48 a.m. E.D.T. on 20 Aug.

Canadian NORAD Region air weapons controllers at CFB North Bay ordered the scramble of the interceptors and then directed them to the Soviet aircraft. The pilots, Capt. Eric Matheson and Capt. Chuck Caron, visually identified the Soviet aircraft as TU-95 Bears. After being intercepted and identified, the Soviet aircraft continued flying away from the Canadian Air Defence Identification Zone.

425 Squadron is an interceptor squadron assigned to the Canadian NORAD Region, part of the joint Canadian-U.S. North American Aerospace Defence Command. A responsibility of the Canadian Region is to ensure the sovereignty of Canadian airspace.

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Voxair



VOXAIR VARIETY

by John Lauder



This is the quiet time just before all the performing arts groups go into high gear, and push their big openings for the new season this winter. Thus, the press releases deal with such mundane things as personnel changes, building construction and how little the new government is going to pass out free.

So the Royal Winnipeg Ballet is getting a new home, has announced a bunch of promotions and opens its new term of dance classes. The Winnipeg Symphony Orchestra has lost its executive director, and Rainbow Stage is busy building a new stage and back-stage area. Not the stuff great performances are made of, but without this kind of thing there would be no arts at all.

The Ballet has been hoping for a permanent home for some years, and at long last has acquired property downtown at Edmonton Street and Graham Avenue to begin building. Space for studios, school and offices is required, and it seems that the cash is coming from you and I, through the Dept of Communications (Federal) and the Jobs Fund (Manitoba).

If you happen to be in the category age, three to adult, and are interested in learning dance, then the RWB School - General Division, is the place for you. Ballet, jazz, tap, character, musical theatre, creative movement and even tonner classes are available. Call 956-0813 for information. Classes begin on September 9th.

RWB people seem to speak in paragraphs. My sheet tells me that Gordon Wright, vice-principal of the General Division, says "Our dance programmes for children and teens provide performance opportunities, examinations, awards and RWB performances and all programmes are taught by professional teachers who maintain the highest standards of excellence." Beat that, you Recruiting types.

Jack Mills, who came here in 1980 to manage the Winnipeg Symphony Orchestra, is moving on to higher things with the Denver Symphony. When he arrived, the local organization had a deficit of \$728,000, the potential for more than \$1-million in the hole the next year, and not even a music director to look after the symphonic side. He leaves with a balanced budget and Kazuhiko Koizumi in charge as conductor. He's the kind of man we all need to run our household budgets. You are really all right, Jack.

If you go to either of the fine shows that Rainbow Stage gave us this summer, you will be happy to learn that they are going to spend some \$1,500,000 on renovations to the stage facility — and hopefully to the sound system as well. New dressing rooms, showers, and a better facility for changing sets will be installed. Remember again that you have stake in this, as the cash comes from the City of Winnipeg and the Province of Manitoba.

Upcoming events in the Centennial Concert Hall include Kim Mitchell in concert on Sept. 8th, the World Adventure Tour film "England" on the 9th, and Nana Mouskouri for four evenings from the 10th to the 13th. On the 14th and 15th the Rusalka Dancers bring a lively Ukrainian Dance show to the hall. Later in the month the Symphony will give concerts on the 21st, 27th, 28th and 29th.

Could YOU stop

to save a child's life?
Check your brakes...
Watch your speed...
AND STAY ALERT!



Isn't it ridiculous how close some motorists will drive in front of you?

C.W.L. Meet Sept. 9

Our Lady of the Airways Catholic Women's League will hold their first meeting of the fall season on Sept. 9, 1985, beginning with Mass at the Chapel at 7:15 pm. The meeting will follow in the Chapel Annex.

We invite all former members, present members and those ladies who like to involve themselves to —

- achieve individual and collective spiritual development;
- promote the teachings of the Catholic Church;
- exemplify the Christian ideal in home and family life;
- protect the sanctity of human life;
- enhance the role of women in church and society;
- recognize the human dignity of all people everywhere;
- uphold and defend Christian education and values in the modern world; and
- contribute to the understanding and growth of religious freedom, social justice, peace and harmony.

JOIN US AND EXPERIENCE THE BENEFITS!

For more information call Georgina Mills, 889-4606,
or Helen McKinnon, 832-3348.
There is a place for you in the C.W.L.

This Voxair edition almost bit the dust

WINNIPEG — A mid-afternoon bomb threat at CFB Winnipeg, Monday, August 26, almost scuppered this edition of Voxair when the editor, a few hours away from deadline time, had to dash across the base to transact some business at the Westwin post office.

On re-entering the Whytewold gate, a steely-eyed commissioner refused access, saying that the inter-site road between the Base and Air Command HQ sites was closed to traffic.

An appeal to another, equally steely-eyed commissioner at the gate house evoked a similar response.

"It'll be at least two hours before this thing is sorted out," he said.

The editor mumbled something like "#±@c!X@ZO," because a special supplement had to be prepared for Air Command's 10th anniversary. Besides, the editor was supposed to attend another meeting elsewhere later that evening.

Having had similar experiences with brick walls, the editor hopped in

to his car and sped home for some solace, in a glass.

The later meeting was scrapped, because the intrepid editor decided that this edition had to come out, come hell or &*\$@*#\$% stupid bomb threats!

After a few cooling sips in his basement, somewhere between the laundry tub and the cat litter, some measure of sane reflection descended on the editor.

"What," he wondered, "if it had been the real thing and some disgruntled reader had stashed some explosive device behind his vintage typewriter, between the 'q' that doesn't work and the 'k' that disappeared sometime in the distant past?"

Not wanting to follow the "q-k" twins into oblivion, the editor cooled off some more, relaxed for a couple of hours and then headed back to Building 10 to start again. Thanks, Commiss!

And how was your day?



LATE CLASSIFIED ADS:

1975 AMC Hornet, six cylinders, power steering, steel-belted tires, asking \$400. Call Paul at 895-5354 or 837-7165.

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MQ RESIDENTS

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DEPENDS ON

THEIR BUSINESS

CANEX CORNER**Curling Club
snack and
wet bars
move to
new sites**

The big news is CANEX is a reflection of the big event on the base, the Curling Club fire. Aside from the obvious loss to the curlers of the base, the lunch set also lost a favorite eating area.

Mr. Irvine, the snack bar concessionaire from the Curling Club, has agreed to move his operation to the CANEX facility in building 90.

In conjunction with this move, the bar hours in the adjacent Hercules Lounge will be expanded to include the noon period.

All this, we hope, will be accomplished by Sept. 5, 1985, our tentative opening date. The Hercules lounge also is planning new attractions which will be featured in ads in upcoming issues of the VOXAIR.

The CANEX retail store is getting geared up for the annual birthday sale from September 27 through October 6. A tab of \$399.97 seems to be the magic number for this sale. Featured at that price will be VCR's, either BETA or VHS (the BETA gas a wireless remote) or a MONA 20" remote color T.V. Other items which caught my eye were Sharp microwave ovens, on sale for \$499.97 or, if you want to go all out, a Sharp Convection/Microwave for \$999.97 regularly \$1149.00.

The CANEX catering service is heavily booked for the month of September, however some openings are available. The catering service takes bookings for both the Hercules lounge and Lipsett Hall. Full bar and meal services are provided. The available menu ranges from sandwich trays to hip of beef and turkey dinners, all at reasonable prices.

The CANEX service station is offering a special promotion. With every fill-up of 25 litres or more you will receive a free old fashion coke glass, while quantities last. There are only a few of these glasses available, so if you are particularly interested, please hurry!

"Gremlins" get into print often, resulting in typographical errors. Here's the way one story headline read: "Lineman touches high voltage wife — breaks leg in fall".

LET'S
SEE YOU
DO IT...
OUTDOORS!



As a final word, Paul Quinn, manager of the service station, asked me to tell you what he and everyone else at the garage think of you, the customer:

The twelve commandments of a Canex service station customer:

1. A CANEX SERVICE STATION CUSTOMER is the MOST important person in our business.
2. A CANEX SERVICE STATION CUSTOMER is NOT dependent on us, we are dependent on him.
3. A CANEX SERVICE STATION CUSTOMER is NOT an interruption of our work — he is the purpose of it.
4. A CANEX SERVICE STATION CUSTOMER does US a favor when he calls or comes into our shop — we are not doing him a favor by serving him.
5. A CANEX SERVICE STATION CUSTOMER is NOT a stranger — he is a complete part of our business.
6. A CANEX SERVICE STATION CUSTOMER is NOT a cold statistic — he is a flesh-and-blood human being with feelings and emotions.
7. A CANEX SERVICE STATION CUSTOMER is an individual who comes to us with his needs or his wants. It is our job to fill them.
8. A CANEX SERVICE STATION CUSTOMER is NOT someone to match wits with or to argue with.
9. A CANEX SERVICE STATION CUSTOMER is deserving of the MOST courteous and attentive treatment we can possibly give him.
10. A CANEX SERVICE STATION CUSTOMER is the person who makes it possible to pay our salaries — whether we are an installer, parts man, shop foreman, office employee or manager.
11. A CANEX SERVICE STATION CUSTOMER is the life-blood of our business.
12. A CANEX SERVICE STATION CUSTOMER is a consumer that, with out him, we would have to close our doors — let us NEVER forget it.

Mrs. Lypshitz: "I have such an indulgent husband."

Mrs. Lyyke: "Indulges too much sometimes, does he?"

**Base divers splash
in Hullock Lake**

Members of the Base Scuba Club Goldeyes ventured down to Hullock Lake on the long week-end to partake in a super dive event sponsored by the Manitoba Underwater Association.

Each club planned and conducted an event, with the Goldeyes hosting the Chariot Race, which consisted of four skin divers pulling a small inflatable with a drive in it — we placed 4th.

Other events were games such as underwater basketball, underwater navigation. Most exciting event was the treasure hunt, which consisted of gold coins placed in crevices along a rock wall running approximately 400 yards. The coins were placed anywhere from 20 to 40 feet deep. One member of the Goldeyes did manage to find a marble, alas, last year's booty.



Captain Cooper, president of the Seuba Club, sets up the course for the chariot race.

**Thanks to you
it works...**

FOR ALL OF US



United Way

Meeting
The Huntington Society of Canada,
Manitoba Chapter,
meets at 7:30 p.m.
Monday, September 16, 1985 at the
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for the Terry Fox Certificate.

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DATE: 15 SEPTEMBER 1985

ROUTE OPENS: 10:00am

REGISTRATION CLOSES: 12:00 noon

ROUTE CLOSES: 5:00pm

ROUTE: Kapyong Barracks through
Assiniboine Park and return

PARKING: Kapyong Barracks

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Address for Pre-Registration:

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R3N 1V9

or Telephone: 895-6001

United Way case histories

Camp Stephens

He's 8 years old and can't remember what his parents look like. Foster homes are okay, but he really feels that he doesn't belong. He was one scared, hostile kid when he met the counsellor at Camp Stephens. Two weeks later he doesn't want to leave — he's found a place where he does belong.

Rossbrook House

A former houser of Rossbrook House, now a staff member, says, "The kids like coming to Rossbrook because there is recreation, or just to get away. They come in all depressed or scared. You can see the hunger in their eyes; hunger for attention, love, food, friends. If I can even make them laugh, I know that their troubles are gone for at least a moment."

Meals on Wheels

"Since I got laid up I haven't been able to make a proper meal. And I can't go out to eat, even if I could afford it. So these Meals on Wheels have been a God send. At least I know I'm getting one good hot meal a day."

The Manitoba Stroke Club Inc.

Ten years ago I had a stroke. It couldn't have happened at a worse time. I was a career woman, a vigorous real estate agent, and more than busy, juggling a job and raising a young family. The stroke, to say the least, was a major setback. It left me brooding, reflecting upon how I used to be but . . . one day I heard about The Manitoba Stroke Club Inc., and for me that day was a turning point in my life.

Through Chapter meetings I found others like myself . . . shared some sentiments and experiences. The meetings were a great outlet for me. Suddenly all that was negative and destructive within me, all that self doubt and hesitation was transformed into positive action attitudes.

Something touched me deep down — a little thing — a motto. "If it's to be, it is up to me," and this became my cross to bear. Everytime I felt like giving up I would say silently, "If it's to be, It is up to me."

I know that The Manitoba Stroke Club Inc. was my greatest rehabilitator.

Continued from page 9

Grandfolk rolling

to encourage visits on at least one symbolic day a year?

This year millions of cards will be sent for Grandparents Day, the most popular directed to Grandmother and Grandfather, as a couple.

The bond between children and grandparents is an important one. Who else can tell first-hand stories about your parents when they were your age? Grandparents are a storehouse of tales about family history, and give children a sense of their roots.

Grandparents also treat their vast knowledge of flowers and trees as an adventure into a new land. They read — and re-read story books until children drop off to sleep, and they teach prayer with dignity and grace.

We see a strengthening of family ties in our research. The baby boom generation hungers to express feelings, and we look forward to a rekindling of multi-generational families in the years ahead.

Canadian society has become so mobile — career paths are taking children hundreds of miles from their home towns — and these trends support the growth of cards to enhance communications in families.

**CFB Winnipeg
always has
and always
will**



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OFFICERS' WIVES CLUB

Meet & Greet

On behalf of the C.F.B. Winnipeg O.W.C. we would like to extend a welcome hello to all of you who are new to our city, and invite you to our first Wives Club meeting on Sept. 18 at 7:30 p.m. at the Officers Mess. We hope you will join us for a wine and cheese get-together.

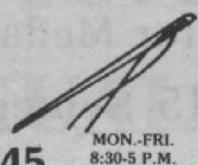
Yearly membership fees are \$5.00 and monthly fees will be \$2.00 for members and \$3.00 for non-members. Please reserve (if possible) by Sept. 11 with any of the following people.

Terry 889-3407, Wanda 489-3177, or Carolyn 832-0822. Hope to see you on the 18th!

O.W.C. Executive

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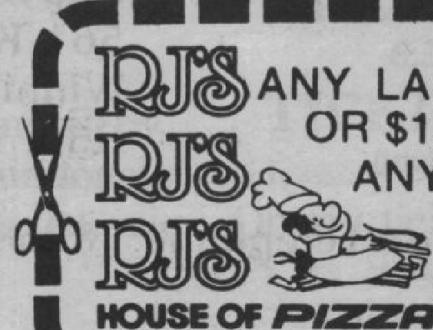
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Fridge, stove, bedroom suite, diningroom suite, leather love seat, chair and ottoman and teak coffee table. Call 489-3657.

Roth trombone, ideal for school band program beginners, \$125. Call 895-4502 (work) or 837-7726.

Coffee table and end table, both large, glass tops, matching low-back armchair with velvet seat, all in perfect condition, used very little. All for \$350. Call 888-9253.

Metal shed, good condition, 7' x 10', has floor. May be seen at 1920 Corydon Ave., \$250. Call 489-6383.

Arborite dining room table with extra leaf and four swivel chairs, \$150. OBO; Arborite kitchen table, \$25. OBO; aluminum canoe, unsinkable, double tee riveted keel, \$475. OBO; Hirsch saw table for circular saw, skill saw or router, \$40. Call 489-6178.

Maytag automatic washer, good condition, \$100. Portable electric typewriter, \$40. Gordon Swall, 889-2501.

One set of flush-mounted rear speakers, \$20; Kraco five-band equalizer, \$30; nine-band equalizer, \$50; FM eight-track Realistic tape player, \$20; AM/FM Tenco cassette player, \$30; Delco AM radio, \$20; Four-person tent with equipment, \$100; Durell child car seat, \$30; baby's super swing, \$30; car roof rack, \$20; tea caddy, \$15; Bellevue tent trailer, \$1,000 OBO, with kitchenette; Eight ft. picnic table, \$50; Four X four' playpen, \$15. Call 888-1503.

Air conditioner & some carpets. 895-6151. Take out.

One pair of brand new rubber fins, size 43-45; four pressed-back chairs, \$30. each. Call 489-8761 after 5 p.m.

One child's car seat, used, \$20. OBO. Call 885-3085.

Hid-a-bed, used one year, \$150; two end tables and one coffee table, \$40; green shag rug, 12' x 9', \$30; two Bass-48 car speakers, \$30. Call 832-2321.

One PL-5 Pioneer direct-drive turntable, like new, still in original packing box, \$200. A pair of solid pine night stands, like new, suitable for use as end tables, \$250. Call 885-2265 after 5 p.m., or 895-5387.

Baby bassinet - exc. cond. - \$75.00; dark pine coffee table - \$75.00; King-size velvet dark maroon bedspread with matching drapes - \$75.00; Swing-O-Matic (child's swing) - \$15.00; 20-lb. propane tank - \$8.00; Lloyd's AM/FM, 8-track stereo recorder with turntable - \$100.00; Man's 26-inch 5-speed bike - \$50.00; Aast. house plants - ass'td prices. All of the above items are open to best offer. Contact: Mrs. Bonneville - 888-1347.

WHEELS

Must sell 1978 Volvo 265 GL station wagon, six cylinders, automatic, air, cruise, power windows, extra rear seat, AM/FM cassette. Motor rebuilt in May 85 (still on warranty). Excellent condition, in and out. \$7995 OBO. Call 895-5747 (days) or 885-2873 (evenings).

Car-top carrier, ideal for small car, \$50. OBO. Call 888-8240.

Two BMX bikes, one Kuwahara, all chro-moly, excellent condition Z rims and tuffs, asking \$300 OBO; Leader blue-chrome as king, \$90; diningroom set with four swivel chairs, with one leaf dining table, \$100; two winter tires Uniroyal, excellent condition, super winter-ride, size F78-14, four-ply, \$50. for the pair. Call 895-5191 or 837-7232 after 5 p.m.

1979 Honda 250 XL Street-legal. Asking \$900. OBO. Call 895-5905.

1980 Layton 16 foot trailer. Sleeps 6, 3-burner stove with exhaust fan, oven, 3 way fridge, hot water heater, thermostatically controlled furnace, shower, toilet, sink, add-a-room, battery and 2 propane tanks, electric brakes, trailer is totally self-contained, low mileage, mint condition, \$8,000, OBO. Call Local 5940 or 253-0614 after 5:00.

1978 Corvette, loaded, lady-driven, only 25,000 original miles, fire-engine red, immaculate condition. Asking \$13,800. Call Bud Williams, 895-5155, days.

Nineteen-inch boys' 10-speed bike. Call 885-2456.

SEPT. Program

Eves: Mon. thru Sat. 20:00 hrs.
Sat. Matinee 14:00 hrs.
Sun. Evening 20:00 hrs.

Cinema Theatre CANADIAN FORCES BASE

SUN	MON	TUE	WED	THU	FRI	SAT(mat)	SAT(eve)
Sat. 1	Mon. 2	Tue. 3	Wed. 4	Thur. 5	Fri. 6	Sat. 7	Sat. 7
			NO SHOW			NO SHOW	
Sun. 8	Mon. 9	Tue. 10	Wed. 11	Thur. 12	Fri. 13	Sat. 14	Sat. 14
			NO SHOW				
Sun. 15	Mon. 16	Tue. 17	Wed. 18	Thur. 19	Fri. 20	Sat. 21	Sat. 21
			NO SHOW		NO SHOW		
Sun. 22	Mon. 23	Tue. 24	Wed. 25	Thur. 26	Fri. 27	Sat. 28	Sat. 28
			NO SHOW				
Sun. 29	Mon. 30						

COMING ATTRACTIONS

SUBJECT TO UNAVOIDABLE CHANGE WITHOUT NOTIFICATION



PROMOTED — Newly-promoted Sergeant A.N. MacLeod, a safety Systems Technician with BAMEO, is collecting handshakes these days on promotion to his new rank. (BASE PHOTO)

Militaria show opens Sept. 7

The 11th Annual Winnipeg Gun and Militaria Show will be held on Saturday, September 7th, and Sunday, September 8th, 1985, at the Fort Rouge Recreation & Leisure Centre, 625 Osborne St., Winnipeg.

The show is sponsored jointly by the Manitoba Muzzle Loaders and the Military Collectors' Club. The exhibits, which will be in competition for prizes, will include antique and black powder firearms, modern firearms, and a variety of military artifacts, including medals, badges, swords and uniforms.

The show will be open to the public from 10:00 a.m. to 9:00 p.m. Saturday

and 10:00 a.m. to 4:00 p.m. Sunday. Admission is \$2.00, with children under twelve accompanied by an adult admitted free.

In addition to competitive exhibits, the show will feature a section in which professional and part-time dealers will be available to buy, sell and trade material.

The show is an annual feature of particular interest to members of the sporting and collecting communities, as well as the public at large.

For further information, contact: Charles Fred, 633-5650 (office) 888-6731 (residence)

Protestant Chapels

The Chapel of The Good Shepherd

— Holy Communion	0900 Sundays
— Church School	1000 Sundays
— Divine Worship	1100 Sundays
— Bible Studies	1030 Fridays

The Chapel of Saint Andrew

— Divine Worship	1030 Sundays
— Bible Studies	1930 Tuesdays

Marriages — 30 Days notice required, 90 days appreciated

Baptisms, Marriage Enrichment, Sunday School, Young Peoples, Couples Club — contact a chaplain for information.

Chaplains: Padre G.E. Tonks BChap P 895-5272
Padre E. Wiley Chap P (South) 895-6022
Padre J. Jolliffe Chap P (North) 895-5075

R. C. Chapels

NORTH

895-5076

Sat: 1800 hrs

Sun: 1115 hrs

Please give the Chaplain a six month notice.
Parlez à l'aumônier au moins six mois à l'avance.

Please make an appointment at 895-5087.
Il faut nous parler aussitôt que possible.

Every Sunday at

Air Nav. School
from 0930-1030 hrs.

SOUTH

895-6181

Sun: 1000 hrs

Every Sunday at
the Chapel from
0900-1000 hrs

SOME CONTACT NUMBERS

NORTH: Chaplain G. Gagnon 895-5272
Deacon R. McLellan 895-5479
Ken McLeod 895-5473

SOUTH: J.P. Deschênes 895-5722

The fifth wheel

By Capt. C.A. Cheffins

On the 26 Jul 85, the Base Transportation Section held their Annual "Truck Roadeo" to select the finest operators within the section to represent CFB Winnipeg at the Regionals held this year in CFB Edmonton.

"Roadeos" are held yearly to promote safety and encourage both MSE Ops and MDO tradesmen to develop and perfect professional calibre trade skills, and to provide an arena in which to demonstrate these skills in a challenging competition.

Contestants were numerous and consisted of both MDO tradesmen and MSE Ops. In order to provide an arena the "Roadeo" was combined with the "Base Transportation Annual Picnic." Winners of the trip to Edmonton were Cpl Gary Harochaw

and Cpl Ed Gallant for the bus category; Cpl Dave Misener and Pte Kim Reach were victorious in the straight truck category.

All the vehicles then were corralled to let everyone's attention turn towards consuming vast amounts of hamburgers, hot dogs, etc.

Focal point of the day, however, had to be when our new BTnO, Maj Crichton, assumed his new high (and eventually wet) position of authority in the dunk tank. Children played numerous games and presentations were made to all contestants before the crowd of some 100 people finally dispersed for the day.

To all new personnel that have arrived in the last few months, welcome and lets see all you out here next year. Keep on truckin'.



Notice

When submitting material to Voxair:

Please

- type copy, double spaced
- include name and phone number

When submitting photos:

Please

- if possible, provide black and white photos (color polaroids may be acceptable, depending on quality)
- on a separate sheet of paper, describe the action depicted in the photo, identify people, left to right, with first name, middle initial and surname. Attach photo caption to the bottom of the photo, using transparent tape.

ATHLETIC THERAPY CLINIC LEVEL 1

Saturday, September 28, 1985

1700 Ellice Avenue

9:00 a.m. - 5:00 p.m.

A repeat of a successful clinic held last year.

The 12 people who attended last year found this clinic a very valuable hands-on clinic for the prevention, recognition and care of athletic injuries.

Knowledge acquired at this clinic has immediate and positive application for all sports.

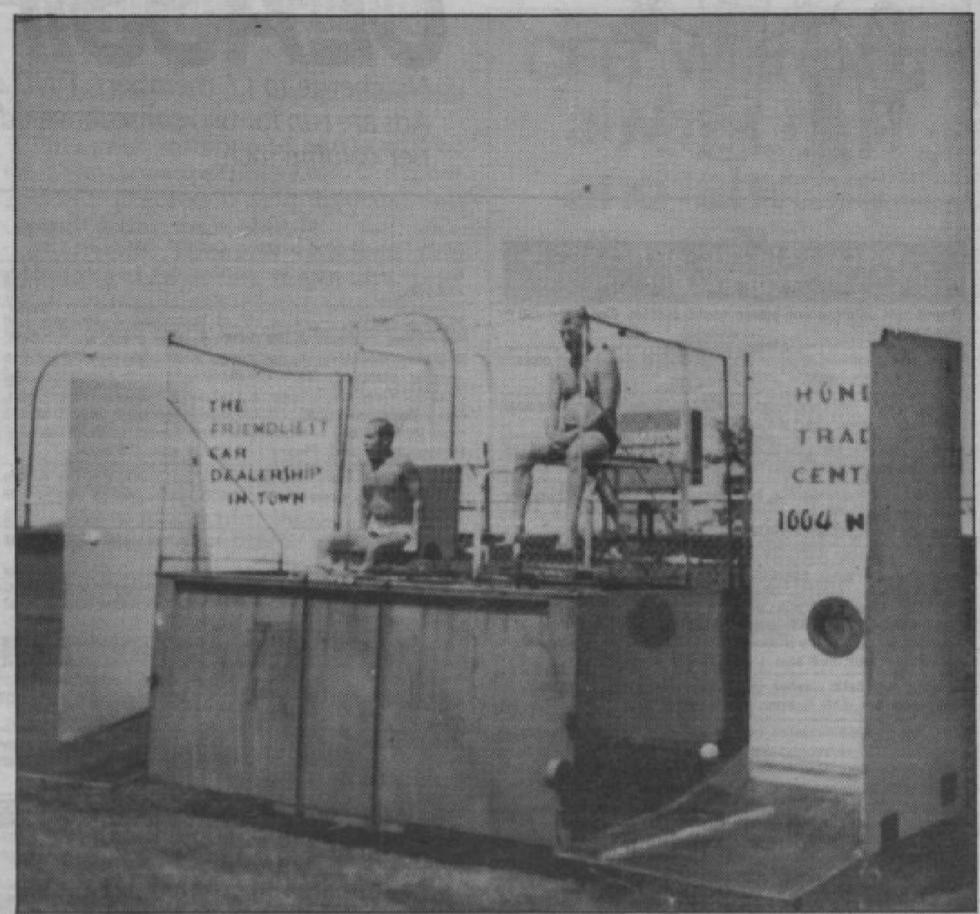
Cost — \$15.00

BROOMBALL COACHING LEVEL 1 CLINICS

Technical Coaching Level 1 clinics will be offered this year to any team/league/regional association who is interested in upgrading and helping their Broomball coaches improve.

FIRST COME FIRST SERVED.

For further information, contact MCpl. Woodward
Bldg. 90 — Local 5511



Major Crichton, left, and MWO Cox take a breather after a refreshing dip in the dunk tank.



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