

# Voxair

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CFB/BFC Winnipeg

8 July 1987

## Northern Air Exercise tests Norad



CF-18. Un Exercice Aérien dans le Grand Nord Met à l'épreuve le réseau NORAD.

Six CF-18 aircraft based at Canadian Forces Base Bagotville, Qué., will deploy to Iqualuit (Frobisher Bay, NWT) today in the first test of Forward Operating Locations (FOLs) announced by Defence Minister Beatty in March.

During the Iqualuit deployment, 425 Squadron and 437 Squadron will practice air-to-air refueling in an Arctic environment and will take two CF-18s and a Boeing 707 tanker to the North Pole.

FOLs are airfields designed to increase the operational effectiveness of NORAD interceptors by reducing transit time from their home bases to far northern regions and by increasing the range at which intruders can be intercepted.

On Sunday June 14 the emphasis will shift from evaluation of FOL operations to participation in a major NORAD exercise called Amalgam Chief 87-2.

Amalgam Chief is conducted periodically to exercise personnel throughout the radar network, fighter interceptor squadrons, region operations control centers and missile-tracking sensors under the operational control of the North American Aerospace Defence Command.

Amalgam Chief 87-2 coincides with Global Shield 87, an annual major Strategic Air Command exercise. NORAD's defensive forces will intercept and identify target aircraft simulating a realistic bomber threat against the North American continent. All three NORAD regions will participate in the exercise: the Canadian NORAD region with headquarters at North Bay, Ontario; Alaska NORAD region at Elmendorf AFB; and Conus NORAD region at Langley AFB, VA. Elements of the Canadian Air Command as well as US forces with about 275 aircraft and

5,600 personnel will take part in the exercise.

Nine E3 sentry airborne early warning aircraft will operate within the three NORAD regions.

Six appareils CF-18 de la base des Forces canadiennes Bagotville (Qué.) se rendront aujourd'hui à Iqualuit (Frobisher Bay, T.N.-O.) afin de participer à des essais liés aux centres d'opérations avancés dont l'établissement a été annoncé par le ministre de la Défense nationale, M. Perrin Beatty, en mars dernier.

Pendant le déploiement à Iqualuit, les 425e et 437e Escadrons pratiqueront des manoeuvres de réapprovisionnement en vol en milieu arctique. Dans ce cadre, un avion citerne Boeing 707 et deux CF-18 se rendront au Pôle Nord.

Les centres d'opérations avancés sont des pistes d'atterrissage conçues afin d'améliorer l'efficacité opérationnelle des chasseurs-intercepteurs du NORAD, en réduisant le temps de déplacement des avions entre leurs bases d'appartenance et les régions septentrionales éloignées et en augmentant le rayon d'action dans lequel des interceptions peuvent être exécutées.

Le dimanche 14 juin, l'évaluation des opérations à partir des centres d'opérations avancés se terminera pour laisser place à la participation du personnel à l'important exercice du NORAD, Amalgam Chief 87-2.

L'exercice Amalgam Chief a lieu régulièrement dans le but de mettre à l'épreuve le personnel du réseau radar, des escadrons de chasseurs-intercepteurs, des centres de contrôle des opérations régionales et des capteurs de poursuite de missiles sous le contrôle opérationnel du Commandement de la défense aérospatiale de l'Amérique du Nord.

L'exercice Amalgam Chief 87-2 coïncide avec l'exercice annuel du Strategic Air Command, Global Shield. Durant l'exercice, la force défensive du NORAD aura pour mission d'intercepter et d'identifier des avions cibles qui simuleront la menace réelle que posent les bombardiers sur le continent nord-américain. Les trois régions du NORAD participeront à l'exercice: la Région canadienne, la Région de l'Alaska et la Région Conus

dont les quartiers généraux se trouvent respectivement à North Bay (Ont.) et aux bases aériennes Elmendorf (Alaska) et Langley (Virginie). Quelque 275 avions et 5 600 personnes du Commandement aérien canadien et des forces américaines participeront à l'exercice.

Neuf avions d'alerte lointaine E3 Sentry effectueront des opérations dans les trois régions du NORAD.

### RAdm Fox-Decent new Chief of Reserves



Rear Admiral Waldron Fox — Decent, Chief of Reserves.

A 33 year veteran of the Naval Reserve in Winnipeg, Waldron Fox-Decent, has been promoted to Rear Admiral and will be appointed Chief of Reserves for the Canadian Forces on July 1, 1987. He will be the first Manitoban appointed to this position.

His responsibilities will include advising the Chief of the Defence Staff on all matters related to the reserve components of the Armed Forces. The Reserves comprise some 24,000 people in 200 land, sea and air units across Canada.

Admiral Fox-Decent, in civilian life, is a Professor of Political Studies at the University of Manitoba. He is chairperson of the Advisory Council on Workplace Safety and Health, and the Construction Industry Wages Boards.

He will continue to reside in Winnipeg. He is married to Joan Fox-Decent, and they have two sons.

# LETTERS TO THE EDITOR

It is certainly a nice gesture to name the Air Command Building after an aviation hero. However, I wonder if any consideration was given to naming the building after Alan MacLeod of Stonewall, MB. He was one of three Canadian Flyers who received the Victoria Cross during the First World War. He had a very exciting but short career and died here at Deer Lodge at a very young age.

Considering the location of Air Command I feel it would have been more appropriate to have used his

name. This would be similar to naming Stevenson Park after a local flyer and bush pilot. Granted he has not the scores of Bishop and is not near as well known; however, there is some question about the accomplishments of Billy Bishop.

Unfortunately, this suggestion is like locking the door after the horse is out. Also, no matter what name was used, someone would come forward and suggest another. However everything considered it is felt that it would have been a better choice.  
R.A. Hay

**Editor's Comment:**

The following excerpts are indicative of Second Lieutenant MacLeod's herosim:

Second Lieutenant Alan Arnett McLeod of Stonewall, Man., joined 2 Squadron on 29 November 1917.

"On 18 December McLeod was flying an old Armstrong-Whitworth FK8 on artillery observation duty near Hurluch when a nearby Albatros Scout mistakenly dived to strafe the British line. 'We in turn dived on E.A. and drove it off by the fire of pilot and observer's guns,' recorded McLeod in his combat report. The next day, while engaged on the same mission at almost the same time and place, eight Albatrosses were there to attack them and the observer could fire only three rounds before his gun jammed. McLeod, however, dived on one of the enemy machines beneath him, fired into it, and watched it spin out of sight before fighting his way back over the British lines."

Again, on 27 March 1918, Second Lieutenant MacLeod, along with his observer, Lieutenant Arthur Hammond, demonstrated superb air supremacy.

With six other Armstrong-Whitworth FK8s of 2 Squadron, McLeod and Hammond took off that morning to bomb and strafe German troop concentrations, but limited visibility soon left them separated from their colleagues and unable to locate their targets. Hampered by low cloud, they eventually landed on 43 Squadron's field. After repairing damage to the machine's tail skid which had resulted on landing the heavily-laden machine, McLeod and Hammond took off again, determined to reach their target. Despite the poor weather, they finally located it and were about to bomb an artillery battery when they spotted a Fokker triplane below them.

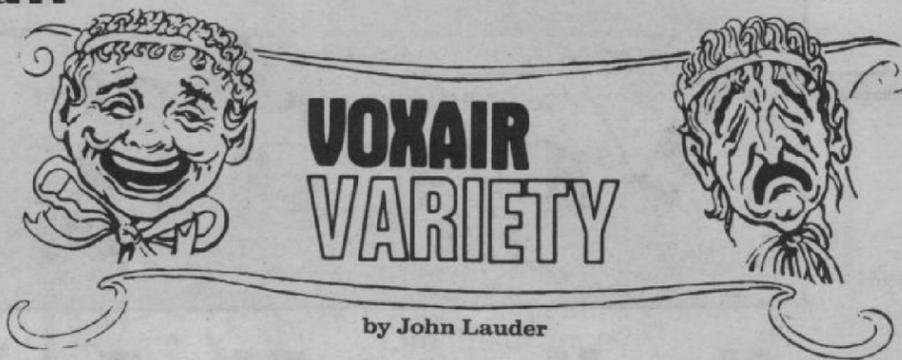
The FK8 was not designed as a fighter but it was a strong machine and easy to fly. Flying with another observer, McLeod had already used one to shoot down a German scout in January and now he turned on the triplane. Hammond promptly shot it down but, almost immediately, seven more fighters belonging to the Richthofen *Geschwader* dived on them. One was sent down in flames but then the British machine was raked by a burst from one of the Fok-

kers which came up from below and behind. Both McLeod and Hammond were hit and the gas tank punctured, setting the machine on fire. They were then at about 2000 feet and, as McLeod put the machine into a dive to try to reach the ground, the floor fell out of the rear cockpit and forced Hammond to climb out onto the cockpit coaming, where he continued firing as best he could. Flames then enveloped the pilot's cockpit and McLeod climbed out onto the lower left wing and worked the controls from there, putting the machine into a side-slip to draw the flames from himself and Hammond, who had by now been wounded several times. As McLeod struggled to maintain control they were followed down by a third enemy machine which continued to fire at them and wounded both McLeod and Hammond again. Somehow McLeod kept control, flattening out his dive just before hitting the ground in 'No Man's Land.'

The FK8, still bearing eight bombs and a thousand rounds of ammunition, was now blazing fiercely. Hammond had received six wounds and was badly burnt; he was virtually helpless but McLeod, despite his own five wounds, managed to drag him from the wreckage, receiving one more wound from an exploding bomb. Under heavy enemy machine-gun fire he then dragged Hammond towards the British line and, after again being wounded, collapsed only a short distance from the forward trenches. They were rescued by South African troops and sixty years later one of them recollected: "We attended their wounds but could not safely get them away until dusk. Both were burnt and in a bad way. Captain Ward and I cheered them as best we could until dark enough for our bearers to carry them back to a dressing station. In trying to cheer McLeod I said "You will be in Blighty (England) in a few days." He said, "That's just the trouble, I would like to have a crack at that so-and-so that brought me down." The observer was too bad to talk; both smelt terribly of burnt flesh.' Subsequently Hammond received a Bar to his MC and McLeod was awarded the Victoria Cross, the second Canadian airman to win it.



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## VOXAIR VARIETY

by John Lauder

Last night Rainbow Stage Theatre opened "My Fair Lady", that Granddaddy of a musical, to a normal cheering first night crowd. (If you are a feminist, you might want to call it a Grandmammy, but it is still a fine show.)

The story of the professor and his make-over of the Cockney flower girl is not new, but it does hold one's interest. Songs and dance numbers such as Get Me To The Church On time, Rain in Spain, On The Street Where You Live, I Could Have Danced All Night, and Wouldn't It Be Lovely, all add to the joy of the evening.

The show runs until July 25th, and will be followed by comic strip "Annie" in August. For people newly posted in, to get to Rainbow Stage, you go north on Main Street to Kildonan Park, on the right hand side about 3 kilometers from Portage Ave. It is a semi-outdoor unit, but with a roof to keep off the rain. The sound can get lost in thunderstorms, but the costumes are always wonderful, so the visual enjoyment is always there. Go for It!

\* \* \*

Later this week, opening on the 9th, and running until the 12th, is the Winnipeg Folk Festival at Bird's Hill Park. For those who do not know where the Park is, go out highway 59 to the NNE, and 19 miles or some 30 plus kilometers up the road you will find it. There are camp grounds, guaranteed to be peaceful and quiet, if you want to stay out for the whole event.

The Festival features an International Food Village with treats from all around the world, and this year there will be afternoon concerts on the Main Stage, in addition to the evening shows. Other attractions include workshops, a Kids Village, an Acoustic Stage, and a Special Events Tent. For those interested in arts and crafts, there is a Handmade Village where these items can be bought.

Nearly 100 different groups and artists are involved in the entertaining. Even a non-folkie such as I can recognize such names as Donovan, Murray McLauchlan, and Valdy as big time. But it is the groups with interesting names that catch the eye and ear — for example Aztec Two-step, Mr. B, Dead Reckoning, Junior Jug Band, Ladysmith Black Mambazo (from South Africa, I presume) Soupe de Jour, Trapezoid, and Wholesome Bluegrass.

Prices vary by full day, evening and for the entire weekend, and more information can be obtained by calling 453-2985.

\* \* \*

Looking farther down the road, the two big-time theatre companies in town are already flogging season tickets. The Manitoba Theatre Centre has already sold some 9,200 tickets, an increase of 14% over last year at this time. MTC has chosen a good mix of plays for both the Main Stage and the Warehouse, and will open in early October with "Royalty is Royalty" by Canadian W.O. Mitchell, which involves a royal visit to Crocus, Sask, and includes such well-known Mitchell characters as Jake and the Kid. The play-wright's earlier show, "The Black Bonspiel of Wullie Mac Crimmon", was a big hit here a few years ago, and this one should do as well.

Other shows planned are "The 101 Miracles of Hope Chance" by Allan Stratton; Agatha Christie's who-dunnit "Ten Little Indians", the classic comedy "You Never Can Tell" by George Bernard Shaw; "The Road to Mecca" by South African Athol Fugard; and "Morning's At Seven" by Paul Osborn.

Subscriptions are priced from \$32.00 to \$108.00 for this series of plays, and can be bought from the Box Office at 174 Market Avenue, or by calling 942-6537.

The Prairie Theatre Exchange, at 160 Princess Street, specializes in Canadian content. So far it has chosen as two of its four presentations "Bordertown Cafe" by playwright-in-Residence Kelly Rebar, and "Welcome to the NHL" by Alan Williams. Others under consideration include "Odd Jobs", "Don't Blame the Bedouins", "Elizabeth Smart" and a new play by Bruce McManus, author of the hit comedy "Schedules" in the 86-87 season.

Prices for the four plays range from \$28.00 to \$40.00, and are even available for non-smoking performances if desired. More info from 943-7291.

\* \* \*

Upcoming at the Centennial Concert Hall next week is "Loretta Lynn and the Coalminers" with two concerts on the 16th, first at 6:30 p.m. and again at 9:30 p.m.

## Blood Donor Clinic 20 Aug., Bldg. 21

Every six seconds a Canadian citizen requires a blood transfusion. Think about it. In the time it takes you to read this, how many Canadians will receive a blood donation from the Red Cross? But of course that Canadian who requires blood every six seconds is only a statistic, right? Well think about it. If you don't agree or if you

think that maybe it could be you who receives a blood transfusion, then do something about it. Be a Red Cross Blood Donor at the forthcoming Base Clinic. It will be held Thursday, 20 August 1987 from 0930 hrs. to 1130 hrs and 1300 hrs to 1600 hrs at the Drill Hall (Bldg 21) CFB Winnipeg.



### Following the Canadian Forces

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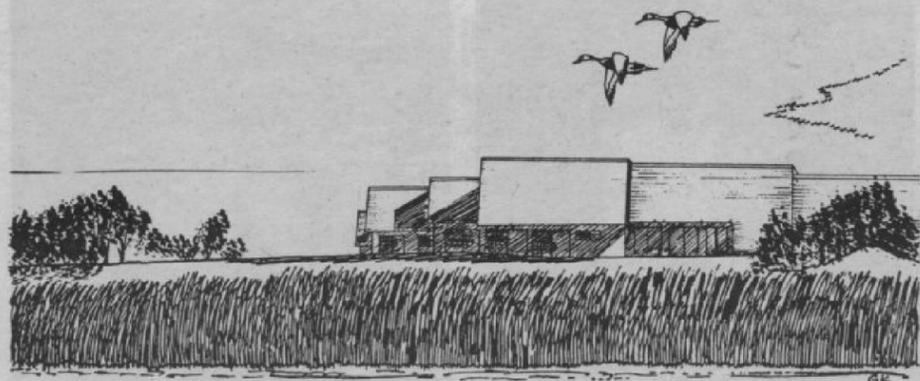
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## Next Voxair Deadline 27 Jul 87

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# Fort Whyte Centre for Environmental Education

Launch yourself into the wilds — within the City of Winnipeg! It's easy to do by visiting the Fort Whyte Centre for Environmental Education, 180 acres hidden away in the south-west corner of Winnipeg and operated as a private, non-profit educational project of the Wildlife Foundation of Manitoba.

Self-guiding trails lead visitors along the lakeshores, through the shaded aspen forest with its variety of small birds, by a meadow tinged with summer flowers, and into the interior of a marsh via a floating boardwalk. Most species of Manitoba's waterfowl are represented in our display flock, currently enjoying the luxury of the fenced ponds in the Waterfowl Gardens. Recently released Northern Pike are available for youths who are members of the Centre and who fish under our new Young Anglers Program. The Summer Nature Day Camp provides action-packed days for 6 to 10 year olds through July and August.

Within the building visitors may browse through the Book and Gift Shop, finger the items in the Kiwanis Touch Museum, or pay a visit to the newly-hatched ducklings who are scurrying around the brood pens in the Waterfowl Display Room.

In addition to 20,000 casual visitors, the Centre annually hosts approximately 15,000 school children who come to learn about their natural environment through the entertaining programs that are offered. These interpretive walks are delivered primarily by a dedicated group of Volunteer Interpreters who have an interest in nature and enjoy working with children. Another group of volunteers staffs the reception desk and looks after Book Shop sales on weekends.

The increasing numbers of French Immersion schools in the Winnipeg area has created a considerable demand for programs in the French

language. The Fort Whyte Centre has embarked on a new initiative to meet this demand and is now **actively seeking French-speaking volunteers** willing to give three consecutive hours per week during the school year. Complete biological and interpretive training is provided to all Volunteer Interpreters on an ongoing basis.

The Fort Whyte Centre is a great place to get away from the urban rush. Use the attached coupon to come out and visit. While you're here, ask about Volunteer opportunities at the Centre or call us at 895-7001.

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# Government of Canada Service Medal



Mr. P.G. Northover, Director General Audit presenting Mr. W.G. Barker of the Regional Audit Office Winnipeg with his 35 year Government of Canada service medal.

Mr. Barker had 31 years in the RCAF and CF and 10 years in the public service.

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# Base Commander's General Safety Award Presented to Base Cleaning Services



"For Best Performance in Reduction of Accidents", Base Cleaning Services has won the Base Commander's General Safety Award for the fourth quarter of FY 86/87, taking the award for the last two consecutive quarters.

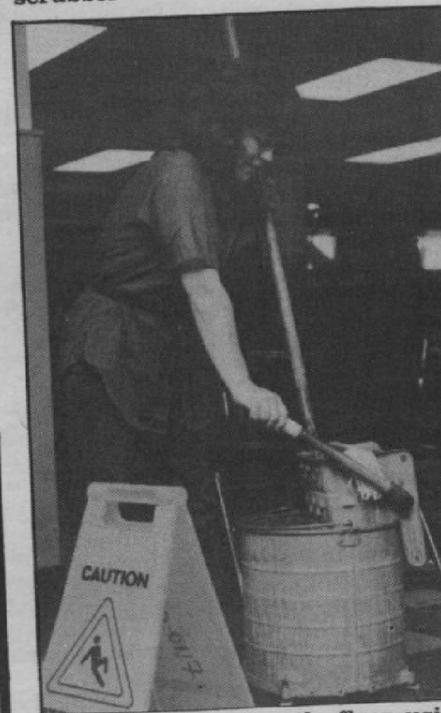
LCol K. Doerksen BAdmO presents the award to Frank Scaletta, Base Cleaning supervisor. Looking on are Lee Gawryluk, Maxine Boelke, Debbie McPhee, Betty Gagne, Jean Reeves. Second Row, Diana Gawryluk, Ann Staiuk, Morris Ewashko, Mike MacNeil, Marilyn Cathcart, and Joyce Johns.



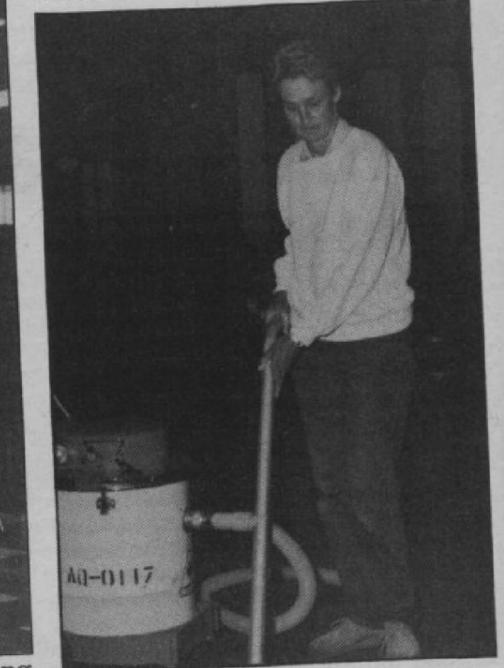
Betty Gagne operates a powered floor scrubber.



Maxine Boelke cheerfully assists Jean Reeves in removing heavy garbage.



Debbie McPhee mops the floor, using a caution sign to warn pedestrians of the slippery floor.



Linda Woodard vacuums rugs in the Jr. Ranks Mess.



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## Congratulations to Member of Military Police Section



Congratulations are extended to Lt Lorie HOLLAND from all members of the Military Police Section. Lt HOLLAND recently received her Commissioning Scroll and her CD from the Base Commander, Col REYNOLDS, CD. Lt HOLLAND is a recent graduate of the UTPW from the University of Manitoba and we offer a warm "Well done" for achievement. SECURITAS

## News Release Warning - Hazardous Convection Oven Recalled

Sunbeam Corporation (Canada) Limited and the Canadian Standards Association (CSA) are warning owners of some Sunbeam convection ovens that they should stop using them immediately because of the potential shock hazard. Both Sunbeam and CSA have found a manufacturing error which may result in melting of the insulation of the internal wiring which could lead to the outer surface becoming electrically alive. Approximately 1,000 units having this potential defect have been distributed

across Canada since March 1985. These convection ovens can be identified by the following markings: MODEL 4180 120 VAC 60 HZ 1500 WATTS SUNBEAM CORP. (CANADA) LTD LR 50607 (DATE CODE) DJ or DL

Anyone who has one of these convection ovens should stop using it immediately and take or send it to one of the Sunbeam Repair Depots for repair at no charge.

## 14 Training Group Headquarters Confusion Reigns Supreme

Notwithstanding, dear readers, the events which have been dominating national thought lately, such as labour problems, free trade and the demise of the Alouettes, the 120th anniversary of the Confederation of Canada falls on Wednesday, thus delaying 14 Trg Gp HQ's official weekly doughnut day by 24 hours. Sir John A. MacDonald et al are to be posthumously reprimanded for this example of poor scheduling.

Another zinger of a possibility for production as a video comedy has surfaced. Tentatively entitled, "The Adventures of Willi and Bob in the Distinct Society", the story line chronicles the romplings of our intrepid heroes in Quebec City as, while on TD in La Belle Province, they go looking for a gym in which to exercise their bronzed bodies and end up on the floor of the Parti Quebecois Annual Convention where they vote 'oui' for some resolution and narrowly miss being interviewed on TV.

Willi, always quick on the uptake, claimed he was the official observer from LaSalle, Manitoba.

Bet you a Looney Dollar this is Oscar stuff.

Last issue's official FIGMO list shamefully failed to mention the departure of Capt Clare Schoefer from the Training Department cell to become CFB Winnipeg's Personnel Selection Officer. For the uninitiated, members of the Personnel Selection Officer branch are highly trained car-

penters, being quite adept at fitting square pegs into round holes. To accomplish the sometimes monumental task of selecting the right service member for remuster or reclassification, PSOs employ aptitude tests. The following, although kicking around for a few years, is offered to Capt Schoefer with our collective best wishes and tongues in cheeks. It is applicable to any person, military or civilian, wishing to broaden their horizons. Navigators probably agree that it suits their pilot buddies and vice versa.

### PILOTS' APTITUDE TEST Time Limit: Three Weeks or to Wings Standard

1. What language is spoken by French Canadians?
2. Give the important characteristics of the ancient Babylonian Empire with particular reference to architecture, literature, law and social conditions, or give the first names of the Beatles.
3. What religion is the Pope: Jewish, Catholic, Hindu, Muslim or Anglican? (Check only one.)
4. Would you ask William Shakespeare to: build a bridge, sail the ocean, lead the army or WRITE A PLAY?
5. What is a silver dollar made of?
6. What time is it when the big hand is on the one and the little hand is on the five?

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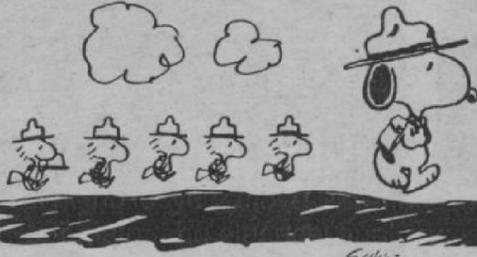
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# Bameo Banter

## A Tribute To An Old Man

I have noticed that everything is farther away than it used to be. It is even twice as far to the corner store and they have added a hill. I have given up running for the bus; it leaves earlier than it used to.

It seems to me they are making the stairs steeper than in the old days and have you noticed the smaller print they use in the newspapers? There is no sense in asking anyone to read aloud anymore, as everybody speaks in such a low voice I can hardly hear them.

The material they use in uniforms nowadays is so tight especially around

the hips and waist, that it is almost impossible to reach one's boot laces, and the sizes are not as they used to be; the 40's and 42's are so much smaller.

Even people are changing. Airmen are so much younger than they used to be when I was their age. On the other hand, Airmen my own age are so much older than I am. I ran into an old buddy the other day and he has aged so much that he didn't recognize me.

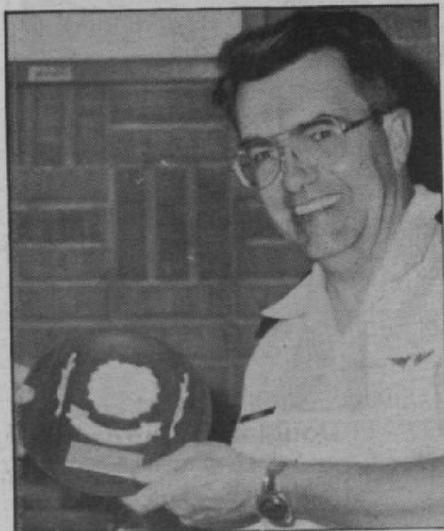
I got thinking about the poor guy while I was shaving this morning and in doing so I glanced at my own reflection. Really now! They don't even make good mirrors like they used to.



WO Harlow received a "Portrait in Blue" to commemorate his retirement in August after over 33 years of service.



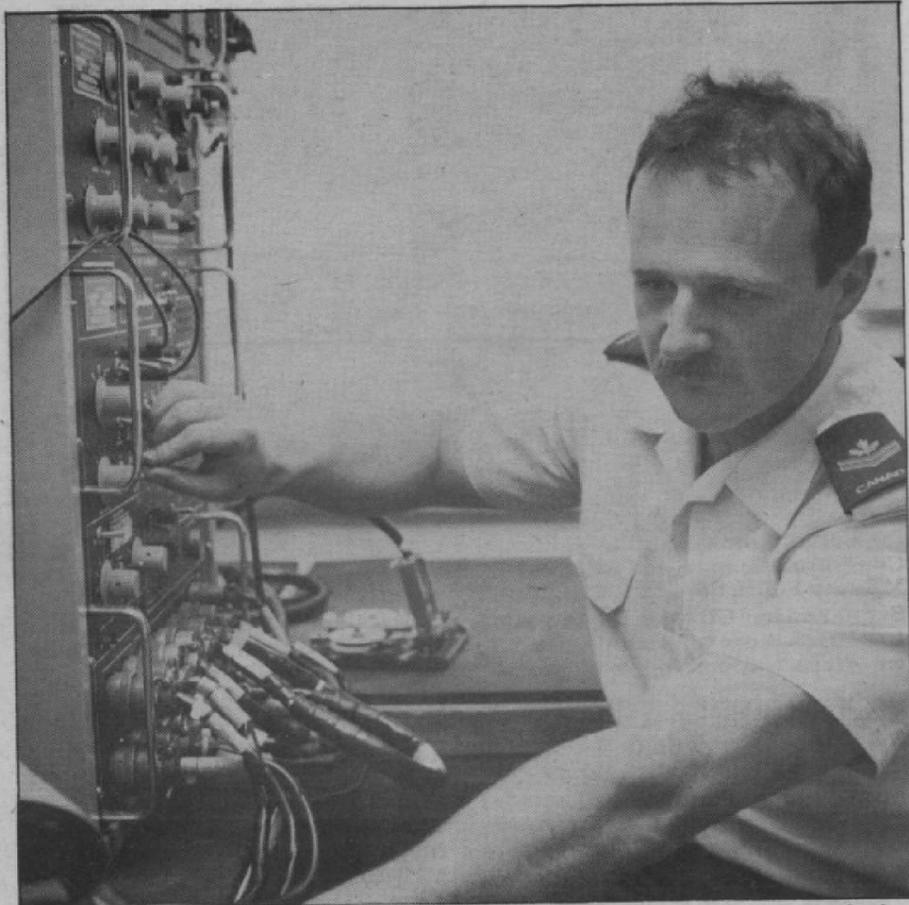
The Base Commander inspects the BAMEO section on parade 14 May 87. L. to R. Col Reynolds, Pte Sysma, Cpl Page, Cpl Reynolds, Pte Pilot and Cpl Richard.



Sgt Terry Turnbull, the Chief Clerk, received a plaque for his upcoming retirement in August. Congratulations, Terry!



Sgt Gord Bugden was awarded his CD 1 from the Base Commander. Gord is in charge of Air Frame Techs in the Dakota repair section.



Newly promoted MCpl Rick Hanes is shown performing one of his many duties in the Integral Systems Lab (Avionics Support). The many friends he has made during his lengthy (6 yrs!) stay in Winnipeg wish him and his family well on his posting to sunny Comox, B.C.



MWO Phil Foley, Sup Tech, was presented with the annual BAMEO "Greasy Paw" award for service beyond the call of duty.



MCpl Carl Henning was awarded his CD2 at the Base Commander's parade on 14 May 87. At present, Carl is in the midst of a move to Comox and is trying to figure out how to fit 40,000 lbs of F & E into a 20,000 lb slot. Good luck in your new home, Carl!



Major Tudor (centre) congratulates (L to R) MCpl Richard, MCpl Lavoie, Sgt Bekus and MCpl Sauvé on their promotions effective 1 Jul 87.

# 429 Squadron



429 (T) Squadron Personnel - 1987

## Bison Bits

As per usual, with the arrival of summer comes the barbeque, the picnic, the beach, and the extra taskings. This year is no exception. Quarterly airlift taskings have been kept to a minimum but with courses, maintenance meetings and the standard Navigation details things are getting busier.

Sgt Andre Gloutnez was away at Arnprior from 7-14 June attending the Basic D and A course and then to Trenton for OFT until the 20th. In the order of trips, Capt Yvan Choiniere, Lt Bruno Ares, Sgt Bill Spellman, MCpl Norm Caron and MCpl Ivan Guinchard were away on Arctic Ops from 10-21 June 87. Also on 25 June until 1 July Capts Mickey Garner and Dave Wigley, Lts Darcy Granley and Matt Finucan, Sgts Ross Miller, Earle Dawson and Bill Spellman, and MCpl Dave Stubbert will be enjoying a MILCON exercise. As mentioned before, these and other trips and duties along with summer leave will mean a busy time for those at work.

June 6 saw the Flight Engineer and Loadmaster section at their first annual NCO's BBQ. The event was held at Bill and Debbie Spellman's

palatial country estate. Sgts Chuck Johnston and Earle Dawson manned the BBQ's and a good time was had by all. One highlight of the day was an unexpected airborne visit by Norm Caron to the inside of Bill Spellman's dog run. He, of course, was aided by a hefty start over the fence from Dave Stubbert.

Before closing I have one other noteworthy news item. 429 Squadron, in conjunction with the nav instructors at the School have formed a slot pitch team. They played their fourth game on 18 June and came in with their first win of the season to put their standing at one win and three losses. The season is still early though, so get out and support the team. The three stars of the team as picked by the 429 Sports Reporter were LCol Barnes, Capt Mike Yarrow and Sgt Rick Cooke, all with home runs. Special mention goes to Sgt Rick Cooke for not expiring somewhere between second base and short stop while traversing the diamond at high speed.

Well that's all the news for now. Till next time.



C130 Hercules

### 429 (Transport) Squadron

No 16 Hangar on the west ramp of Winnipeg International Airport, is the home of 429 (Transport) Squadron. CFB Winnipeg maintains and repairs the four Hercules aircraft that the Squadron utilizes.

- 429 (Transport) Squadron has been tasked with the following roles:
- provide aircraft and crews as required by CFANS for navigation training;
  - provide collateral and residual CC130NT air transport effort to the Commander Air Transport Group (ATG) so as to augment the ATG capacity without unduly inhibiting the primary navigator training role; and
  - provide maximum air transport effort to the Commander ATG to meet contingencies, when directed by the Commander Aircom.



Sgt Maureen Young receives CD from CO 429 Sqn LCol R.M. Barnes.



429 Sqn members receive ATG and Lockheed scrolls. From L to R: Capt Yvan Choiniere, MCpl Ivan Guinchard, Capt Yves Charette, Capt Steve Strauss, LCol Barnes, Sgt Andre Gloutnez, Sgt Chuck Johnston, Sgt Bill Spellman, Sgt Ken Hill, Sgt Gilles Bertrand.



# Intersection Slow Pitch League

The Intersection Slow Pitch League is in full swing again this year with 15 teams competing. This is the 3rd year the league has been in operation and is obviously a big success judging by the number of people participating and how the caliber keeps improving. Part of the success is due to the excellent umpire staff, consisting of LCol

Dennis Gauthier, WO Gary Farrell (in their 3rd years), Lt Guy Parent, MCpl Pete Woodward and MCpl Jim Weatherby.

So far this year BTNO leads the way with CFANS and Base Foods close behind. League results and standings are as follows.

## Slow Pitch Standings

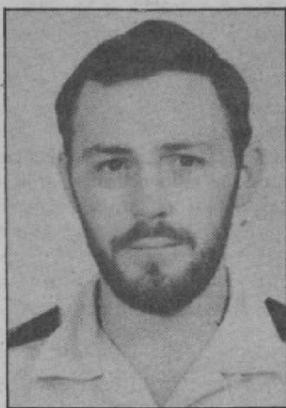
	GP	W	T	L	Pts	Place
Base Foods	7	5		2	10	3
DCOS Ops	7	3		4	6	8
733 Sqn	7	3		4	6	8
CFANS	8	6	1	1	13	2
BAMEO	10	3		7	6	8
MPs	8	1		7	2	14
B COMPT	6	3		3	6	8
DCOS Maint	6	2		4	4	13
B SUP	6	4		2	8	5
B Eng.	7	3	2	2	8	5
B Hosp.	7	1		6	2	14
BTNO	8	8			16	1
Base HQ	9	5		4	10	3
Roads & Grounds	7	2	1	4	5	12
429 Sqn.	7	4		3	8	5

### REGIONAL SOCCER CHAMPIONSHIPS

Hi, Sports Fans, CFB Portage will be hosting the Regional Soccer Championships, 10-14 Jul 87. They need some good soccer officials. Must be qualified.

For further info contact your Rec Staff Local 5514.

## Meet Your PERI Staff



MCpl Jim Weatherby.

MCPL Jim Weatherby was raised in "God's country", lower mainland BC, where he joined the CF in 1975. After recruit school in Cornwallis it was off

to Wainwright and Calgary as an infantryman. Highlights included a tour in Cyprus and participating in Lord Mountbatten's funeral parade in London, England.

Having been active in sports since high school he "saw the light" and remustered to PERI in 1981 and was posted to Esquimalt, where he met and married his wife Marie. 1985 saw them posted to Winnipeg with memorable events being the births of their two sons.

Jim prides himself on being knowledgeable and proficient at his job and in sports, having been involved in the CF National Level. At present his main project is the intersection Slow Pitch League. Drop into Bldg 90 sometime if you have any questions about sports, physical fitness or want a good game of squash.

# FIRE PREVENTION NEWS

## Planning Your Escape

The Fire Department is pleased to present this article to help hotel guests prepare themselves for the possibility of a fire. Fires are always a traumatic experience and can be especially so in a hotel because most of the guests are not familiar with the building.

Some recent fires in hotels have aroused public interest in fire safety. For this reason, this article has been developed for use as a guide by all those persons who are staying in a hotel for one night or for an extended period of time before a fire emergency arises.

This article outlines a course of action that should be taken at the time of a fire emergency to help save lives — possibly your own. Also outlined is what hotel guests can do to prepare themselves for fire.

It is important to understand that a fire in a public building is no cause for panic. The fire department will answer all fire alarms with a complement of highly trained firefighters and modern equipment, experienced in rescue and fire control procedures. Upon the arrival at the scene, they will effect necessary rescues, confine and control the fire and ventilate smoke and fumes from the building.

But do not be unprepared! Learn now what you can do should there be a fire in your hotel!

### WHEN YOU REGISTER

- Always ask for hotel fire safety information when you register.
- Read the supplied information and the fire safety instructions posted in your room. Particularly note the Fire Department emergency telephone number.
- Check the location of all stairways, exits and fire alarm stations. If the reliability of any fire safety equipment is questionable, report your concern to the management.

### IF YOU DISCOVER OR SUSPECT A FIRE CONDITION

- Do not use an elevator.
- Leave the fire area.
- Activate the fire alarm system.
- Notify the Fire Department.
- If possible, proceed to the street level via a stairwell, closing all doors behind you.
- Advise the hotel management or the arriving Fire Fighters regarding the fire location.

### IF YOU HEAR THE FIRE ALARM

- Plan A:**
- Do not use an elevator.
  - Prepare to evacuate. Take your room key with you.
  - Before opening your room door, feel the door knob and the top of the door

to ascertain if they are hot. If the door is hot, refer to Plan B. If the door is not hot, open it cautiously. If the hallway is clear, proceed to leave the building via the closest exit.

- Close, but do not lock, all doors behind you.
- If you encounter unbearable conditions during your egress, take refuge in an uncontaminated area or return to your room and refer to Plan B.
- KNOW where exits are located. Learn how doors swing and where stairs lead.
- KNOW corridors that are "dead end". Avoid them in case of fire.
- Areas of Refuge are temporary places of shelter from fire. Certain floors or portions thereof may be refuge areas. Check to know such areas. Exit stairways are suitable areas of refuge since they are enclosed by solid walls.

### Plan B:

- Do not use an elevator.
- If the hallway or exits are contaminated by smoke, taking refuge in your suite may be your only alternative. Unlock your room door — turn off air conditioning unit.
- A closed suite door will provide reasonable protection against fire and smoke. If smoke does seep into your suite, seal the cracks around the door with tape or wet cloths.
- If smoke enters your suite through ventilation ducts, block the vent openings to inhibit smoke migration.
- If possible, notify the switchboard of your location.
- Move to the least contaminated area of your suite, open a window and signal your location with a flashlight or by waving a sheet.
- Wait to be rescued. Panic will only lessen your chances for survival.
- Remember, heat and fire gases rise. In a densely contaminated atmosphere, the air closest to the floor may still provide sufficient oxygen for survival. In smoke or heat, crouch or crawl close to the floor.

Useful equipment to have when travelling should include:

- a battery operated smoke alarm;
- flashlight and fresh batteries; and
- roll of wide masking tape.

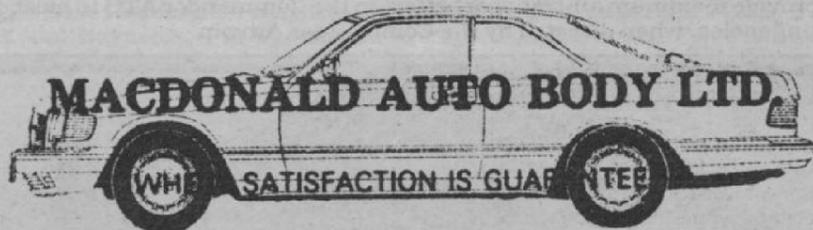
Precise instructions cannot be prepared to cover every eventuality. A well informed person is more capable of making rational decisions. Take advantage of fire safety courses and lectures provided by your local Fire Department.

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# Prince Philip Presents Awards

REGINA: Prince Phillip personally presented the Gold Duke of Edinburgh Achievement Awards to 45 young Canadians from Ontario, Manitoba, and Saskatchewan. Of that number, 24 were from Manitoba, and from that contingent, eight earned the award while members of No. 177 "Air Canada" Royal Canadian Air Cadet Squadron. This squadron is sponsored in Winnipeg by the employees of Air Canada. And within that group, three were triplets, sons of Sandy Gandier, now with Office Services in Toronto.

"It was one of the proudest moments of my life," admitted Sandy following the ceremonies in Regina's Museum of Natural History. "The kids certainly earned the right to be up there."

The awards are given to members of cadet corps, members of youth groups such as Scouts and Guides, and in some cases to individuals who have pursued excellence on their own. All recipients, whether in Canada or other Commonwealth countries throughout the world, have developed personal skills, done public service work on a continuing basis, and undertaken a wilderness adventure experience.

For Andrew, Colin, and Bruce, the wilderness experience was camping out in northwestern Ontario in March of this year and contending with a late blizzard that had them wallowing hip-deep in snow. The adventure was in setting up a base camp and, as a team, setting out on exploration trips in various directions over a four day period, returning to the camp each night. Public service involved regularly going to the Deer Lodge, a veterans and geriatric hospital, walking and talking with the residents, and assisting with their recreational programs. Both Colin and Andrew represented the squadron at the Dominion of Canada Rifle Association Competition, and the Air Canada Squadron placed amongst the top ten teams in the Air Cadet division.

Commanding Officer Captain Peter Darcel, an Air Canada pilot, had words of praise for the program. "The Duke of Edinburgh Awards have opened additional fields of interest to all our cadets," he said, "and the rewarding fact is that the cadets themselves have sought out the new endeavors. It helps them develop a deeper sense of self-worth."



A post ceremony of recipients of the Duke of Edinburgh Award for achievement was joined by the Commanding Officer of 177 "Air Canada" Squadron of the Royal Canadian Air Cadets. LEFT Captain Peter Darcel, Commanding Officer, Flight Sergeant Colin Gandier, WO2 Andrew Dunlop, Flight Sergeant Andrew Gandier, Roland Fischer, Flight Sergeant Sandy Henderson, Corporal Bruce Gandier, Leslie Cannell, Lieutenant David Ramesar.

focused narrowly on Arctic applications. But the capability represented by the SSN is necessary to defend our seaward approaches in all three oceans.

In looking to the turn of the century and well beyond, nuclear-powered submarines offer the best choice for Canada in response to evolving long-term strategic trends. Such submarines would complement surface ships and maritime aircraft and are the most cost-effective means of achieving an effective operating capability in the three oceans that border Canada.

A fleet of 16 modern frigates and 10 to 12 SSNs will provide Canada with a far more capable and more effective Navy than would have been the case had we simply continued to clone the existing balance. It will be a Navy more sensitive to Canadian security requirements and better able to protect Canadian interests.

«Notre pays est bordé par trois océans mais nous ne possédons qu'une Marine d'un océan et demi.» C'est ainsi que s'est exprimé M. Perrin Beatty, le ministre de la Défense nationale, lors d'une récente conférence de presse, tenue à Ottawa, concernant la politique de défense.

Mais selon le nouveau Livre blanc sur la défense, une Marine inadéquatement équipée sera chose du passé dans les années à venir.

«Le premier élément de notre nouvelle stratégie de défense est la création d'une Marine capable de manoeuvrer dans les trois océans qui baignent nos côtes afin de défendre notre pays,» a dit le ministre lors du dépôt du Livre blanc.

Le Livre blanc affirme que le gouvernement appliquera un vigoureux programme de modernisation de la Marine. Ce programme aura pour but de donner aux Forces une plus grande souplesse, d'établir un meilleur équilibre entre les aéronefs, les navires et les sous-marins et de faire mener aux forces navales canadiennes des opérations dans les océans Atlantique, Pacifique et Arctique.

Pour arriver à constituer une telle flotte, nous poursuivons les programmes en cours et en entreprendrons de nouveaux. Nos quatre destroyers les plus modernes, soit ceux de classe Tribal (dont l'acquisition date tout de même d'une quinzaine d'années en moyenne), font maintenant l'objet d'une modernisation dans le cadre d'un programme annoncé en juin 1985. Grâce aux programmes de modernisation, nos groupes opérationnels de guerre anti-sous-marine auront une capacité de défense aérienne de zone et des moyens de commandement et de contrôle à la fine pointe du progrès, et nos destroyers (Algonquin, Athabaskan, Huron et Iroquois) conserveront leur efficacité opérationnelle jusqu'après la fin du siècle.

Pour que soit renforcé notre potentiel maritime dans l'Atlantique et dans le Pacifique, le programme de remplacement des navires de guerre de surface sera prolongé; ainsi, six autres frégates viendront s'ajouter aux six frégates canadiennes de patrouille dont la construction est en cours. Ces bâtiments seront dotés d'hélicoptères modernes, ce qui leur permettra de poursuivre les sous-marins plus rapidement et sur une plus grande distance. Comme les hélicoptères Sea King actuellement en service arrivent à la fin de leur vie utile, le processus de sélection d'un nouvel aéronef embarqué devant être fabriqué au Canada a été entrepris. Enfin, pour nous assurer que nos ports et nos voies de navigation demeurent ouverts, nous ferons l'acquisition de bâtiments et de matériel de lutte contre les mines.

Il est essentiel d'assurer une surveillance sous-marine dans les trois océans pour observer les mouvements de sous-marins qui pourraient se montrer hostiles. On accordera donc une importance accrue à la détection sous-marine; on poursuivra la mise au point de systèmes sonar canadiens, on fera l'acquisition de remorqueurs de réseaux destinés à fournir une capacité de surveillance de zone dans le nord-est du Pacifique et dans le nord-ouest de l'Atlantique et l'on installera des systèmes sonar fixes dans l'Arctique canadien.

Les sous-marins nous sont indispensables pour satisfaire nos besoins actuels et prévisibles en matière de surveillance et de contrôle, tant dans l'Atlantique et le Pacifique que dans l'Arctique. Les sous-marins à propulsion nucléaire constituent le meilleur choix pour le Canada.

Des sous-marins capables de naviguer à grande vitesse durant de longues périodes sont nécessaires pour que les forces maritimes du Canada puissent s'acquitter de leurs rôles. Avec trois océans à patrouiller le long des plus longues côtes au monde, pouvoir mettre en place rapidement une petite force sous-marine revêt une grande importance stratégique.

Un sous-marin à propulsion nucléaire (SSN), grâce à sa grande vitesse et à son endurance illimitée, est opérationnellement trois fois plus efficace qu'un sous-marin diesel. Du point de vue tactique, la vitesse est aussi importante lorsqu'il s'agit de poursuivre un opposant ou de lui échapper. Quant à eux, les sous-marins diesel sont capables de grandes vitesses mais durant de courtes périodes seulement (environ une heure). Un autre désavantage majeur auquel doivent faire face les sous-marins diesel c'est qu'ils doivent exposer leur mâât lors de la recharge des batteries qui a lieu au moins une fois par jour. Ceci l'empêche donc de manoeuvrer librement sous les glaces tout en rendant beaucoup plus vulnérable qu'un SSN.

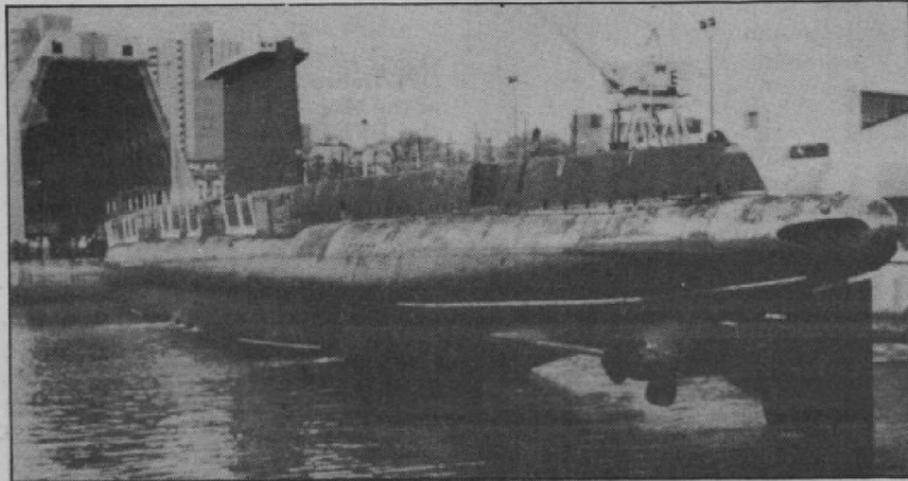
Très bruyants à haute vitesse à leurs débuts, les systèmes de propulsion nucléaire d'aujourd'hui sont aussi silencieux que les systèmes de propulsion électrique modernes. Le prix unitaire du type de SSN qui serait adapté aux besoins du Canada est de 1,6 fois celui d'un sous-marin diesel ou comparable à celui d'une frégate anti-aérienne.

Les discussions publiques sur le choix du SSN pour le Canada se résument à leurs applications dans l'Arctique. Mais la possibilité représentée par le SSN est nécessaire pour défendre nos voies de navigation dans les trois océans.

Les sous-marins à propulsion nucléaire s'avèrent, pour le Canada, le meilleur choix pour répondre aux tendances stratégiques à long terme. L'ajout de tels sous-marins à nos navires de surface et à nos aéronefs maritimes est considéré comme le moyen le plus avantageux pour redonner à la Marine l'efficacité voulue pour répondre aux besoins maritimes du Canada bien au-delà du tournant du siècle.

Une flotte comprenant 16 nouvelles frégates et 10 à 12 SSN donnera au Canada une Marine bien plus capable et efficace que si on s'était simplement contenté de copier ce que l'on a déjà. Nous aurons ainsi une Marine plus appropriée aux besoins canadiens de sécurité et plus en mesure de protéger les intérêts du Canada.

VOXAIR STAFF WISHING YOU A HAPPY AND SAFE VACATION.



Les trois sous-marins de la classe Oberon seront remplacés par des sous-marins à propulsion nucléaire. The three aging Oberon Class submarines will be replaced by nuclear-powered submarines.

## A Navy in the Making Une Marine Forte

"We are a three-ocean country with a one-and-a-half ocean navy on the verge of rust-out." That's what Perrin Beatty, Minister of National Defence, said at a recent Ottawa news conference on defence policy.

But according to Beatty's new defence White Paper, an inadequately equipped Navy will be a thing of the past in the coming years.

"The first key role in our new defence strategy is the creation of a three-ocean Navy to protect our three ocean country," said the Minister when tabling the White Paper.

The White Paper affirms that the Government will pursue a vigorous naval modernization program. The goal will be greater flexibility, a better balance among aircraft, surface ships and submarines and a re-orientation of Canadian naval forces towards an effective capability in the Atlantic, Pacific and the Arctic oceans.

Such a fleet will be created by continuing current programs and initiating others. The four newest destroyers now in service, the TRIBAL class (on average, 15 years old), are being modernized under a program announced in June, 1985. They will provide an area air defence capability and command and control for our anti-submarine warfare task groups. This modernization will enable these destroyers, the Algonquin, Athabaskan, Huron and Iroquois, to remain effective beyond the turn of the century.

To strengthen naval capabilities in the Atlantic and Pacific, the program to replace obsolete surface warships will continue beyond the six Canadian patrol frigates currently under construction with a second batch of six frigates. These ships will carry modern helicopters to extend the distance and speed at which they can seek out and engage submarines. The Sea King helicopters now in service are rapidly approaching the end of their useful life and a process to select a new shipborne aircraft is currently underway. To ensure our ports and waterways remain open,

mine countermeasures vessels and equipment will also be acquired.

In all three oceans, underwater surveillance is essential to monitor the activities of potentially hostile submarines. Greater emphasis will be placed on underwater detection by continuing to develop Canadian sonar systems, by acquiring array-towing vessels to provide an area surveillance capability in the northeast Pacific and northwest Atlantic, and by deploying fixed sonar systems in the Canadian Arctic.

Submarines are needed to complement these surveillance systems and to meet current and evolving control requirements in the Atlantic and Pacific as well as in the Arctic. Nuclear-propelled submarines provide the best option for Canada.

For Canadian maritime roles, submarines capable of operating at sustained high speed are essential. With three oceans to patrol along the world's longest coastline, the ability to position a small submarine force rapidly is of great strategic importance.

A nuclear-powered submarine (SSN) is operationally three times as effective as a diesel-electric submarine, because of its combination of high submerged speed and unlimited endurance. Speed is also important tactically in closing or evading an opponent. Diesel-electric submarines are capable of high submerged speeds only for very short periods — approximately an hour. Also, a major disadvantage faced by a diesel-electric submarine is that it must expose its mast to recharge its batteries, at least once a day. That precludes operating freely under the ice and makes it much more vulnerable than a SSN.

Once very noisy at high speed, today's nuclear propulsion systems are as quiet as modern electric propulsion plants. The type of SSN suitable for Canadian roles will cost roughly 1.6 times that of a diesel-electric submarine, or approximately the same as a modern anti-aircraft frigate.

Public discussion of SSNs for Canada has

# Base Transport



The BTSO, LCol Ross, presents Sgt Wilson his retirement letter from Base Tn. Wondering what the comments are that are written along the outside? Ask John. Sgt Wilson also received his Certificate of Service and Retirement Pin.



MCpl Arel from Base Tn receives his CD1 from BTSO, Lcol Ross. After almost 9 years in Winnipeg, MCpl Arel is off this summer to CFSAL in Borden.



CPL Debra Broad receives the Driver of the Month Award for May 87 from the BTNO, Maj D.J. Crichton. Cpl Broad enrolled as a MSE OP in Winnipeg on 27 Aug 81. She has been at Base Transportation, CFB Winnipeg since Mar 82.

## CHURCH SERVICES

### Protestant Chapels

**The Chapel of the Good Shepherd (North):**

- Holy Eucharist (Anglican Rite) 0900 Sundays
- Divine Worship 1100 Sundays

**The Chapel of Saint Andrew (South):**

- Divine Worship 1030 Sundays

For information regarding Baptismal Preparation, Baptism, Church Membership Classes, Marriage Preparation, Marriage, Sunday School and Nursery, Young Peoples, and Bible Studies, please contact a Chaplain.

- Chaplains:**
- Padre R. Baker, BChap(P) — 895-5417
  - Padre J. Jolliffe, Chap(P) (North) — 895-5075
  - Padre E. Wiley, Chap(P) (South) — 895-6022

### R. C. Chapels

	NORTH	SOUTH
TÉLÉPHONE:	895-5087	
MASSES MESSES:	Sat: 1700 hrs (Eng.) Sam: 1900 hrs (Fr.) Sun: 1115 hrs	Sun: 1000 hrs
MARRIAGE: MARIAGE:	Please give the Chaplain a six month notice. Parlez à l'Aumônier au moins six mois à l'avance.	
BAPTISM:	Baptism Preparation Meeting is mandatory. Please make an appointment at 895-5087.	
BAPTÊME:	Une réunion préparatoire au baptême est exigée. Il faut nous parler aussitôt que possible.	
CHAPLAINS:	Father Gaston Gagnon, - 895-5272 - Home, 888-8804 BChap(RC) Father Lindo Molon - 895-6023 - Home, 489-5654	
SECRETARY (NORTH SIDE):	Francine	- 895-5087
SECRETARY (SOUTH SIDE):	Denise	895-6024

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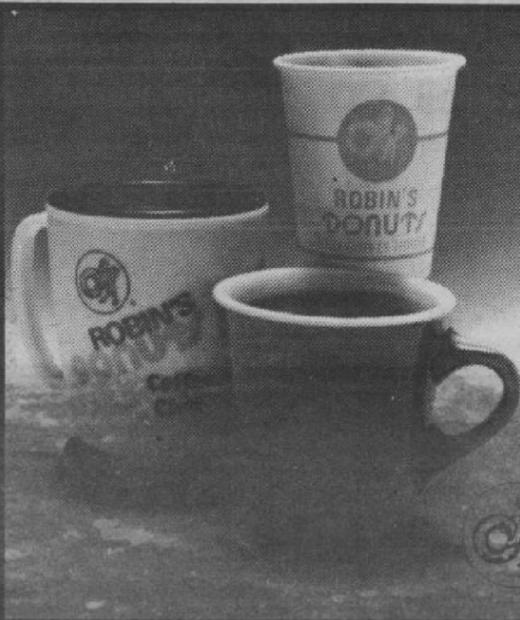
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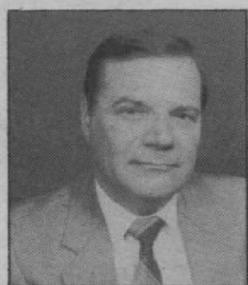
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