



HAPPY BIRTHDAY CANADA

O CANADA

*O Canada! Terre de nos aïeux,
Ton front est ceint de fleurons glorieux!
Car ton bras sait porter l'épée,
Il sait porter la croix!
Ton histoire est une épopée
Des plus brillants exploits.
Et ta valeur, de foi trempée,
Protégera nos foyers et nos droits,
Protégera nos foyers et nos droits.*

O CANADA

*O Canada! Our home and native land!
True patriot love in all thy sons com-
mand.
With glowing hearts we see thee rise,
The True North strong and free!
From far and wide, O Canada,
We stand on guard for thee.
God keep our land glorious and free!
O Canada, we stand on guard for thee.
O Canada, we stand on guard for thee.*

"O CANADA"

"O Canada", the hymne we all hum because we aren't sure of the words, was originally written for a picnic on the Plains of Abraham on St. Jean Baptiste Day in 1880.

The occasion was a visit by Louise, The Royal Princess who was touring Canadian possessions in the company of the Governor General, the Marquis of Lorne, and the anthem was commissioned especially for her visit to Canada.

The words were written as a 32-line poem by a pillar of respectability, Sir Adolphe-Basile Routhier, who later became the Chief Justice of Quebec; but the music was written by an adventurer named Calixa Lavallée, a blacksmith's son who ran away from home to join a band in the U.S. Civil War.

When the war was over, Lavallée established himself as conductor and artistic director of the Grand Opera House in New York, but he returned to Montreal in 1875 to promote opera in Canada where he was recommended to write the music for "O Canada".

The English lyrics - at least the version we now use: more than 20 different English adaptations have been popular at various times - were written by another judge, Robert Weir, to celebrate Quebec's tricentenary.

Weir's English were not officially adopted until July 1, 1927 and they were changed again slightly in 1972 by a parliamentary commission which considered 615 different proposals. The French lyrics remained unaltered. One hundred years after it was first sung, O Canada was proclaimed our national anthem on July 1, 1980.

Canada's Birthday committee wants us all to stop humming and start singing O Canada at 12 noon July 1st. Millions of copies of the new lyrics are being distributed, so we'll know the words and can join in the coast-to-coast sing-along.

MQ LIST TIGHTENS

There are 985 MQs in Winnipeg and all of them are filled. There are 122 families on the waiting list, thirty more with applications, and the (annual posting season) just starting; so if you are thinking of selling your house and moving into a PMQ, forget it!

Mr. Rick Diespecker, the Base Accommodation Officer, says that this is just the beginning of the crunch. Moreover, he said, rental housing is zip. "It is almost impossible to find a rental unless it includes an option to buy." The rentals that are available are row-type housing and apartments.

Nor is the situation any better for single living-in personnel. Not only will they not move into a PMQ, but privates and corporals will double up four to a room, and NCOs two to a room. That is, for those who get them. Increasing numbers of personnel posted in without dependants will be required to seek commercial accommodation.

"Things have really tightened up this APS," said Sgt Roger Leforge, who has worked in the Accommodation Centre for three years. The problem is increased by limited housing generally right across Canada. For instance, someone who continues to occupy a PMQ in Comox while waiting for one in Winnipeg may be blocking someone from Cold Lake, and so on.

The reason MQs have become more popular is that their cost is reasonable, approximately \$200.00 per month plus utilities, rentals are scarce and expensive, and buying and selling a house is not only out of the reach of most servicemen but given the current economic climate, too risky.

The fact that people are holding on to their PMQs longer this year makes forecasts of MQ turnovers difficult. Approximately 750 members will be

Continued on Page 11



Isabelle Gossolin gets ready to dig in.

HOT DOG DAY AT JAMESWOOD

The Jameswood School Parent Council sponsored their first hot dog lunch on Tuesday June 15, 1982. President Lynda McNabb announced that they raised close to \$200.00 to be presented to Jameswood School for the 82-83 school year field trips and activities.

Some 20 parents were involved in cooking and serving 450 hot dogs, pop and ice-cream. This event was a terrific success and much appreciation goes to the principal Mr. George Brown and staff for their assistance and co-operation and to the volunteers who fed the children.

Following the lunch the students participated in their annual tabbidi day.

The children were divided into teams from Kindergartens to grade six. Each team ran the course of such events as, sack race, accumulated long jump, bean bag toss, soccer dribble, relay race, obstacle course, tire roll, tug of war, and three legged race. At the end of the school day each student received a participation ribbon and those teams who came in 1st, 2nd, and 3rd received a special ribbon. Parents and teachers were in charge of the events and made sure everything ran smoothly.

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COLONEL B.L. SMITH

BASE COMMANDER CFB WINNIPEG



B.L. SMITH, COLONEL, BASE COMMANDER, CFB WINNIPEG is pleased to announce the appointment of CWO Hodgson as the new Base Chief Warrant Officer effective 3 Aug 82 on the retirement of Base Chief Warrant Officer Poltaruk.



CWO Poltaruk was born in Winnipeg and enlisted here in the RCAF in 1946. After completing his basic training in Portage la Prairie he went on to the Air Frame Trade School at RCAF Camp Borden. His first transfer as an AC1 was to RCAF Station Centralia, Ontario. In 1948 he was transferred to RCAF Station Gimli where he served as an AF Tech and FTTU Instructor on T33 aircraft for six years. After promotion to CPL in April of 1952 he was posted to Camp Borden in 1954, where he was an instructor and Senior NCO Supervisor for the Engine and Airframe section. In April of 1958 he was promoted to the rank of SGT and shortly thereafter he was transferred to 30 AMB Langar England as a Quality Control Supervisor. He returned to Canada in 1964 where he served as a swimming instructor during the summer and then as the Snag Recovery Supervisor at RCAF Station Portage la Prairie. While at Portage he was promoted to the rank of WO in 1970. He returned to Winnipeg in 1969 and served in Training Command HQ in the Air Frame/Engine cell as TCHQ Air Maintenance Project Manager.

In October of 1973 he received a promotion to the rank of Master Warrant Officer and was transferred to CFB Moose Jaw in December of the same year. While at Moose Jaw he was employed as Snag Recovery Officer and worked as a direct Liaison Officer with the Snow Bird demonstration team.

In 1977 he returned to CFB Winnipeg as the Deputy ASO in the BAMEO Organization and was promoted to the rank of Chief Warrant Officer in August of 1978. One year later he was appointed to the position of Base Chief Warrant Officer and was given the responsibilities of Group Chief Warrant Officer for 14 Training Group HQ this year.

An active community member, CWO Poltaruk and his wife, Helga, live in Winnipeg and have two married sons and three grandchildren living in Edmonton. CWO Poltaruk is a member in both Masonic and Shrine Lodges and enjoys swimming, golf and curling in his leisure time.

CWO W.L. Hodgson joined the RCAF auxilliary in June of 1950 and served with 442 (Reserve) Fighter Squadron and later 443 (Reserve) Fighter Squadron. In 1953 he became a member of the Regular Forces as an Electrical Tech and was transferred to North Luffenham, England and 1 Fighter Wing. In 1954 he was promoted to the rank of CPL and was transferred to 441 Sqn, 3 Fighter Wing in Zweibrücken. From there he moved to Marville until 1956 when he went to Bagotville for 2 years. He then served in RCAF Station Greenwood for 5 years. His next posting to 407 Squadron in Comox, saw him promoted to SGT in 1965 and then to WO in 1968. After a posting at the Canadian Forces Warrant Officer School in 1969 he was promoted to the rank of Master Warrant Officer in 1972. In August of 1973 he was posted to DAASE6 in Ottawa and remained there until his posting to CFB Winnipeg in August of 1979. While in Ottawa he was promoted to the rank of Chief Warrant Officer. Since his transfer to CFB Winnipeg he has worked as AMCRO Superintendent.

CWO Hodgson is a very active supporter of the Boy Scouts of Canada and his work with this organization and other work in the community earned him Ottawa "Citizen of the Year" award in 1978-79.

He and his wife Edith and their two children are residents of Winnipeg.

WEEK END ACCIDENTS

Reprinted From Driver. (USAF).

You used to hear the expression "Sunday driver" a lot. It meant someone who drove only on occasion and was therefore not very proficient and caused accidents. However, some statistics we came across indicate "Saturday drivers" and "Friday drivers" are equally bad, or worse.

National Safety Council figures show that Saturday is the worst day of the week, in terms of the number of fatal traffic accidents. Twenty-one percent of the nation's motor vehicle fatalities occur on Saturday. Friday is second with 17 percent, Sunday is third with 16, Wednesday and Thursday each have 12, and Monday and Tuesday each have 11 percent. So the weekends are the worst time for accidents, as might be expected. Despite all the negative things being said about Mondays, it seems you're safer then than at other times of the week.

Why is this? Perhaps it is because there are more people on the roads on weekends, whereas on the weekdays people are at work for eight hours and not in their cars.

The times of day that the accidents occur are also interesting. The most dangerous time on Saturday is between two and three in the morning (which might be considered part of Friday night). The safest time on the "good" days of the week is in the morning, especially between four and five when nobody but joggers and milkmen are on the road.

Another interesting thing in that same set of stats was the worst month for accidents: August. The monthly fatal accident figures rise from January through late summer and then they drop back off toward the end of the year, although not to the January level. Januarys show a significant decrease in fatal accidents over the previous holiday month of December.

So your chances of having a fatal accident increase as the week wears on and as the year wears on. Depending on the day of the week, early morning could be either the safest

PARK HOSTS CELEBRATION

Canada's biggest mobile, suspended from a hot air balloon over Assiniboine Park in Winnipeg, will be the most vivid symbol of Manitoba's celebrations on Canada's 115th birthday.

Multi-colored paper birds numbering 1,000 in all will make up the mobile, to provide a stunning backdrop for the dancers, singers, musicians and party goers in the park.

Official ceremonies take place on the ground of the Legislature buildings in Winnipeg, where Lieutenant Governor Pearl McGonigal will accept two unusual presentations.

One is a documentation by high school students of Manitoba history — as remembered by older residents the students interviewed. The other is an international quilt, squares of which were individually created by members of Winnipeg's International Centre.

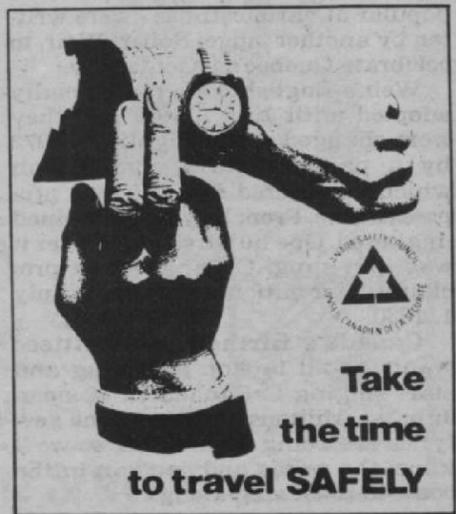
Manitoba's heritage is reflected in other events around the province as well. In St. Boniface, the 500-voice choir of the Centre Franco-Manitobain will sing O Canada at noon. Included in other activities is the performance of the winning one-act play in a school children's competition.

So many communities are doing fireworks that Sally MacDonald, president of the Manitoba Committee for Canada's Birthday says they had to package "do it yourself kits" of fireworks. "They're a small and safe show," she says, "but it gives more people a chance to share in the fun."

time or the most hazardous. Does this mean you're safest on a Monday or Tuesday in January at 4 a.m. and you run the greatest risk on a Saturday in August at two in the morning? Maybe.

In the summer and on the weekends there are more people on the roads. This means there are more of the occasional drivers — the possible bad drivers — out there. And, of course, weekends are the time when drunk drivers abound.

Continued on Page 11



TSD WHO ARE YOU?

This article will be an attempt to explain what 401 CFTSD is and more or less the work we do.

401 Canadian Forces Technical Services Detachment is a branch of the Dept of National Defence and consists of a mix of military and civilian employees. We come under the jurisdiction of the Director General Quality Assurance in Ottawa and as the title suggests, our primary reason for being is to ensure that materials procured for the Dept of National are up to the standards which are prescribed by the DND Design authorities.

Our detachment which is a Lodger unit at CFB Winnipeg, is responsible for the quality assurance on all articles produced for DND in a geographical location starting at Marathon Ontario encompassing all northern Manitoba and extending to Saskatoon, Saskatchewan.

We have many and varied types of inspections to perform, and on our staff we have aircraft inspectors, mechanical, electronic, clothing, textiles and special services inspectors. This detachment is responsible for assuring the quality of all military clothing which is manufactured in the Manitoba area. In this regard, if one day you go to Clothing Stores to procure a work dress uniform and find some frothy lace on the sleeves,

don't let it bother you as one of our clothing inspectors is Mrs. Bernice Mueller.

Our detachment is broken down into two groups of inspectors, one group is known as resident because they work daily in a civilian contractor's plant. The other group is called itinerant and at times you might find them inspecting a navy (boat), excuse me, "ship" at Thunder Bay or inspecting the aircraft fuel handling and ground support equipment at Regina's Municipal Airport. (This is on behalf of CFB Moose Jaw). This detachment was given the responsibility for inspecting and certifying as airworthy our five Boeing 707 aircraft when they were overhauled, modified and painted at Air Canada's new hangar on the west side of the Base a year ago.

Another one of our duties is to go and evaluate a civilian contractor's plant when he receives or is about to receive a Dept of National Defence or related contract to supply goods or services to the military. This type of evaluation or inspection if you will, entails checking to see if the contractor has the necessary equipment, expertise and sufficient area to perform the required work.

Our detachment is set up to be reasonably self sufficient and consists of a Detachment Commander, a Quality Assurance Officer, five Contract Managers, Quality Assurance Supervisors, Quality Assurance Representatives, Logistics and Supply personnel, a Secretary and one Clerk.

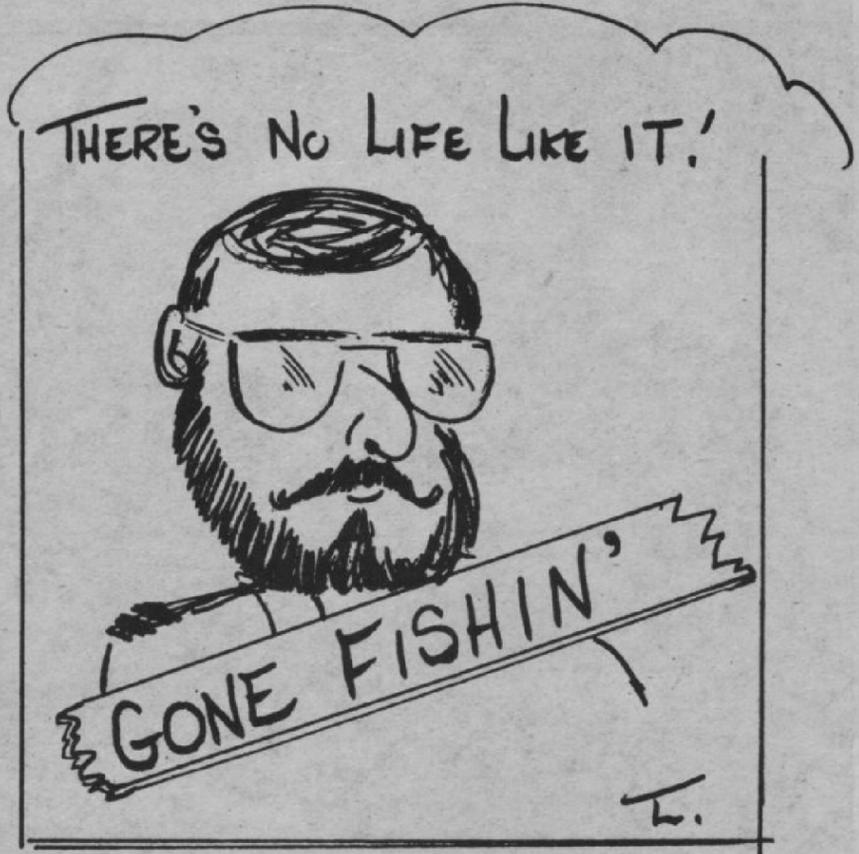
As stated before, we are a Lodger Unit at CFB Winnipeg and our immediate headquarters is #4 Canadian Forces Technical Services Agency which is located at Lancaster Park, Edmonton, Alberta. Our boss at 4CFTSA is LCOL Sachkiw and his area of responsibility extends from Marathon Ontario to the West coast of British Columbia.

Some of the local contractors who produce goods for the Dept of National Defence are Bristol Aerospace Ltd., Standard Aero Ltd., CAE Aircraft, Boeing of Canada Ltd., Freed and Freed Co. (clothing), Peerless Garments, Sperry Univac (electronics), Wes-T-Rans (vehicle transmissions), Canada Wire and Rockwood Propellant Plant, (rockets).

We also do inspections on behalf of the Post Office, Agriculture and other federal government agencies who request our services. It is not unusual on a given day to go and inspect a thousand pounds of coffee, a four by four truck transmission, fifty or so Herman Nelson heaters and cap it off with an inspection of military haversacks.

This type of job is interesting and after a few years you become quite versatile. One good example was the "hurry up" trip one of our Contract Managers, Rene Heyser, had to make to Malaysia to reinspect a product which had been delivered to their Ministry of Defense. He survived without too many scars but we got the distinct impression that Canada was a very fine place to come back to.

To sum up, if you ever need the services of a Dept of National Defence Quality Assurance Inspector, look no further than 401 CFTSD



SNOWBIRD STUFF

OTTAWA — They fly through the air with the greatest of ease - those magnificent men in their flying machines.

They're the Canadian Forces "Snowbirds" who entertain millions of spectators each year with their high precision flying displays.

In their 11th year of operation, the Snowbirds are demonstrating their aerobic skills in some 65 performances between the end of April and mid October this year in Canada and the United States.

The 11-pilot Snowbird team, designated 431 Air Demonstration Squadron from Canadian Forces Base Moose Jaw, Sask., flies the Canadian Forces' standard jet training aircraft - the Canadair-built Tutor. The team is assisted by a groundcrew of 10 who are specialists in aero-engines, airframes, instruments, communications and safety systems.

During the summer, the Snowbirds will participate in major airshows in Toronto, Ont., Abbotsford, B.C. and Shearwater, N.S. They will also be in the nation's capital July 1 to contribute to Canada Day festivities.

Returning this year as commanding officer of the squadron and team leader is Major Mike Murphy of Dartmouth, N.S., now in his fourth season with the team.

Tryouts and selections for aircrew and ground crew for the 1982 team were completed last November. A number of personnel are changed annually.

Coordinators of the Snowbirds this year are Captain Ron Carter of Saint John, N.B. and Major Wally Peters of Littlefield, N.S.

SAFETY NEWSBRIEF NEW ZEALAND

Licorice may be semi-addictive, according to two New Zealand researchers at the Otago Medical School, and may be implicated as the cause of fluid retention, hypertension, and abnormally low blood potassium. People with high blood pressure or cardiac disease are warned to eat licorice sparingly.

Manufacturers disagree, and point out that licorice was used by the armies of Alexander the Great to allay thirst and hunger, by the ancient Chinese for strength and endurance, was a favourite of Egyptian Pharaohs, and was thought by ancient Hindus to increase sexual vigour. (Jrn. 1-4)



POLICE POINTERS

MCpl Dale

THE SAFETY OF OUR CHILDREN, OR ARE THEY?

Child safety week has come and gone and with it the horrifying statistics that we fail to acknowledge or just ignore with the old cliché, "that won't/can't happen to my family". The following stats from the Canada Safety Council reflect differently.

"459 children under 15 years of age died in accidents involving fire in Canada in the three year period from 1977 to 1979".

Children are fascinated by fire and may want to experiment with it. They should be taught that fire is a friend, but never a playmate and that it should be used sensibly.

In case of fire in the home children should know exactly what to do. Plan and show then escape routes and every person in the house should memorize the Fire departments phone number.

SGT Alexander and his staff are our resident fire prevention experts and I'm sure they would be more than willing to discuss fire safety measures with you.

Did you realize that every year, more than 75 children under 15 and

killed in bicycling accidents and thousands are injured.

The Base Security Officer and his staff would like to take this opportunity to point out a few bicycle safety rules;

- bicycles are subject to the same law as automobiles when in traffic,
- bicyclists should keep right, drive with traffic, not against it, and stay in a single file,
- children should be taught never to hitch a ride on a truck or other vehicle,
- appropriate hand signals should be used to indicate turning or stopping,
- remember "one person one bike", passengers or packages might interfere with vision or control,
- when cycling at night, the bike must be equipped with a headlight and a rear reflector. Retro-reflective walled tires, taping and clothing should be used.

Did you realize that 1979 traffic accounted for 545 accidental deaths among children under 15. Teaching children pedestrian safety will help avoid many deaths and injuries. Teach them to look all ways before crossing the road and to never be confident that a motor vehicle will stop.

Power lawn mowers, may cause serious injuries. Before mowing the lawn see that children are not in the immediate or adjacent area. Never allow youngsters to operate the mower.

Pesticides should be stored safely. They should be put someplace where children can't get to them, such as a locked cabinet or a high shelf. It may be handier to put pesticides under the kitchen sink but it can be dangerous. Remember: pesticides are harmful... some are deadly.

Remember child safety week - a week that should last ALL YEAR LONG... Think about it.

Flowers and Fruit Baskets



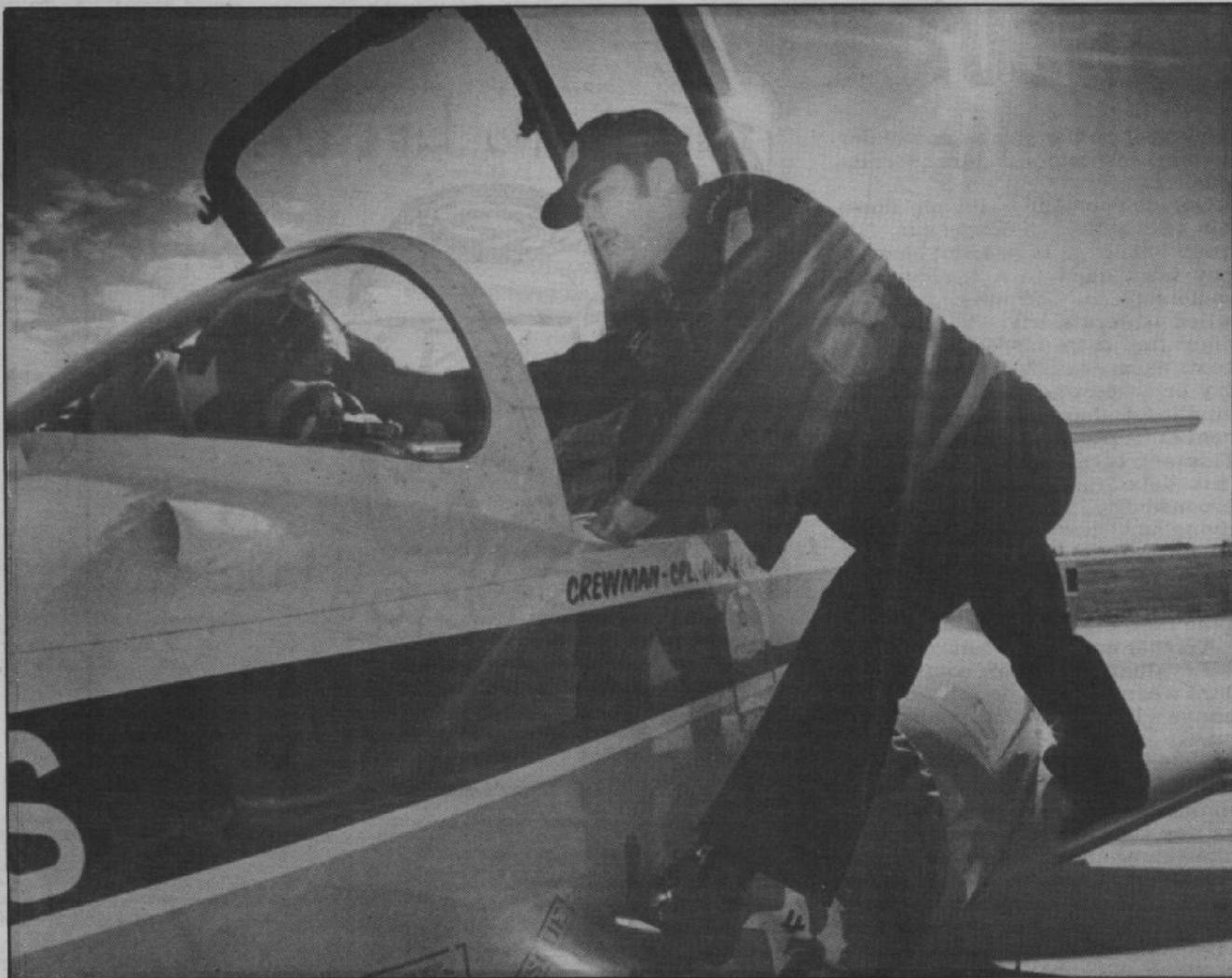
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01 Dec 82	15 Dec 82



BEFORE THE SHOW

Corporal R.S. (Dick) Bennett, an airframe technician with 431 Air Demonstration Squadron, the Snowbirds, carries out a pre-flight inspection prior to one of the team's shows. The Snowbirds will perform more than sixty times during this season before an audience of more than 5-million in Canada and the U.S. CPL Bennett, one of the 11 technicians on this year's team, joined the Snowbirds in November, 1980.

(CANADIAN FORCES PHOTO by SGT V. Tunstead)

LORE BIRTHDAY CELEBRATIONS

The 28th of May 1982 saw the 14th Annual Land Ordinance Engineering birthday celebration and parade at Base Maintenance Land Section, although LORE's official birthday is 1 June. The 28th was chosen, wisely it would seem, to ensure the maximum participation of all concerned until the wee hours of Saturday morning.

The day's festivities began with a parade where Mr. Walter Kiziak was presented a plaque in recognition of 25 years of service in the Public Service of Canada and WO Larry Urquhart with the first clasp to his CD and his crown. SGT Dan Nobert was presented a trophy in recognition of his prowess with the 9mm pistol; and CPL Mike Daigle and CFN Rich McKinlay were presented a trophy as the "best rifle shots in BML".

Following the parade, the day was taken up with sports, a BBQ lunch and a baseball game. Festivities which were thoroughly enjoyed by all.

After a sports filled afternoon the festivities continued in the form of a dinner and dance, preceded by cocktails at 1839 hrs. BML was honoured by the presence of many distinguished guests and their wives, among them: the Base Commander, COL B.L. Smith, the BTSO, LCOL D.S. Poole, LCOL Alexander, and Mr. Gainby of the University of Manitoba, and BML's former Workshop Superintendent Jim Goatcher.

MAJ Gillis offered the traditional birthday speech followed by the playing of both the LORE and Air Forces march pasts. Plaques were presented to members of BML, who will be departing this year, by MAJ Gillis.

30 YEARS BETWEEN TRADE INS

ST-HUBERT—During a highly colourful ceremony held on 30 April at the Bombardier plant in Valcourt (Que.), Mr. Gilles Lamontagne, the Minister of National Defence, accepted delivery of the first 2.5-ton military truck of a series of 2,762 that Bombardier will be manufacturing over the next two years.

"This is an important day for us in National Defence", said Mr. Lamontagne in his remarks. "This long-awaited replacement of our 2.5-ton trucks will bring the Canadian Forces back to a truly modern capability."

While the Royal Canadian Artillery Band was providing the musical accompaniment and in front of many civilian and military guests, among which General Ramsey M. Withers, the Chief of Defence Staff, and Lieutenant-General Charles Belzile, the Commander of Mobile Command, Mr. Lamontagne drove the very first truck, accompanied by Mr. Laurent Beaudoin, Bombardier's President and Chief Executive Office.

This truck, especially designed to meet logistic needs, is equipped with an 8-cylinder diesel engine, automatic transmission, power steering, and a noise reduction kit. It can be converted into 70 different models and serve for medical, supply, and troop transport purposes.

The Minister of National Defence took this opportunity to donate one of the old 2.5-ton trucks, still in service within the Canadian Forces, to the J. Armand Bombardier Museum. About these old trucks, manufactured in 1953, General Withers made the following remark: "If they are still running today, it is surely due to our military technicians who maintained them with great patience during all those years."

The new 2.5-ton trucks will be gradually replacing the old, worn-out and tired vehicles so familiar to us. Before these modern trucks can be delivered to the units, however, a team of 75 servicemen will be carrying out tests on five of them throughout the summer. Major Fred Parsons of the Directorate of General Land Engineering and Maintenance, at National Defence Headquarters in Ottawa, will be responsible for these tests which will be conducted at CFB Valcartier.

Canada's Birthday

Don't just run it up the flagpole.

Run it around the block.



"This is the first time that the Canadian Forces are carrying out tests on new vehicles", stated Major Parsons. "During the 90 day test, each of the five trucks will cover a distance of 30,000 km under driving and road conditions as realistic as possible. We also wish to determine the reliability and maintenance requirements of the new trucks. If there are technical problems, we want them to be identified and solved before the main lot of trucks is delivered to the troops."



Mr. Walter Kiziak is presented a plaque by LCOL A.S. Poole in recognition of 25 years of service.



CHQ READIES FOR COLOURS CEREMONY

WINNIPEG — An ancient ritual with roots dating back to Roman times will be enacted at CFB Winnipeg Saturday, July 31, when Governor-General Edward Schreyer formally presents the first Queen's and Command Colors (flags) to Canada's military air element, Air Command.

The prestigious ceremony, one of the most reverential in military symbolism, will see more than 400 personnel performing the intricate and traditional drill of a colors ceremony. They will be accompanied by the Air Command Band and the Pipes and Drums of 402 Air Reserve Squadron.

Also featured will be a 25-minute performance by the Snowbirds, the Forces' celebrated aerial demonstration team.

The program, open to the public, begins at 9:45 a.m. with a pipes and drums concert, prior to the official ceremony at 10:30 a.m.

Described as a solemn and historic milestone in Canadian military aviation, "it will be the most significant event since Air Command was formed in early Sept., 1975," says Canada's senior airman, LGEN Kenneth E. Lewis, who heads the command, successor to the Royal Canadian Air Force.

Forerunners of colors in early times were flags and banners flown by lords and barons as rallying points for their followers in battle. Each was of a different and unmistakable hue and gained the name "colours" as a consequence.

Part of nation's history

Preceding battle in ancient times, colors were blessed by chaplains on an improvised altar of piled drums. Today's complex ceremonial drill evolves from this medieval practice.

Colors are considered as historical artifacts which are part of the living history of a nation, having within themselves a record of even earlier history.

Up until the Crimean War in the mid-1800s, these silken, fringed and tasseled banners were carried into battle, emblazoned with the names of places where fighting forces had won honours.

One of the best known military ceremonies today is the "trooping the color," when it is formally paraded through the ranks with all due reverence, pomp and circumstance.

The Queen's Color held by a formation or unit is a symbol which signifies loyalty to the nation. Authorization to possess one can be granted only by the reigning sovereign.

The Command or unit color is the shrine of an organization's tradition, as well as a memorial to the devotion and sacrifice of men of years gone by

and an inspiration to those currently in military service.

Historians say that there is a mystique about colors which constantly reminds all ranks of their dependency on each other, as well as make it extremely difficult to fail in their duties. Colors also have been known to inspire undreamed-of exploits of valor in battle.

The July 31 ceremony will mark the second time in history in which the Canadian air force has been presented with sovereign's and formation colors. The RCAF, organized in 1924, was presented with its first colors on Parliament Hill in Ottawa, June 5, 1950, by the then governor-general, Field Marshall, the Viscount Alexander of Tunis.

This year's majestic ritual begins at 10:30 a.m. with a general salute on the arrival of the visiting chief of defence staff from Ottawa, General R.M. Withers.

Minutes later this will be followed by the Governor-General's arrival, when he will be accorded a royal salute, including a low-level fly past of four CF-101 Voodoo jet fighter aircraft.

Aircraft backdrop to ritual

On static display at the ceremonial scene, as a backdrop to the parade, will be CF-104 Starfighter jets, Voodoos, a CP-140 Aurora longrange aircraft, Hercules transports and Jet Ranger helicopters.

After His Excellency inspects the parade, participants will form a hollow square and the drums will be piled to simulate an altar. The Queen's and Command Colors then will be unsheathed and consecrated in a ceremony by chaplains.

The colors then will be formally presented by the Governor-General, after which they will be trooped through the ranks. His Excellency then will address the assembly.

A march past and royal salute follow before the colors are marched off for placement and safekeeping in the CFB Winnipeg officers' mess.

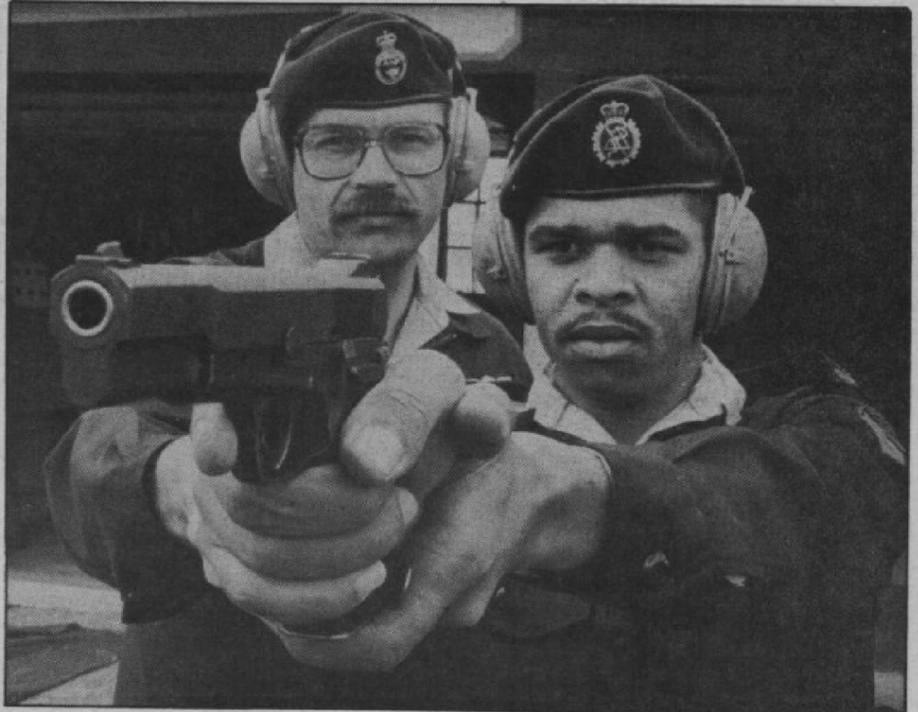
At 11:35 a.m. the Snowbirds will perform their aerial tribute, ending at noon.

Attending the ceremony will be representatives of Winnipeg's business and professional community, federal, provincial and municipal officials, members of the consular corps and a number of senior serving and retired air force officers.

In the event of inclement weather, the ceremony will take place in an aircraft hangar on the base.

Public access to the air base ceremony will be available from 9 a.m., via gates off Whyteford Road and Saskatchewan Ave., just east of the Air Canada maintenance hangar.

Parking is available for spectators' cars.



RITE OF SPRING, SUMMER, FALL AND WINTER — Small arms proficiency training is an on-going process for all members of the Canadian Forces. Sergeant Joe Iglencic, a member of CFB Winnipeg's base defence planning section, instructs Corporal A.J. Bright on some of the finer points of pistol handling during annual weapon's qualifications held on the base. (CANADIAN FORCES PHOTO by SGT. V. Tunstead)

TAX TIPS

What happens when taxpayers don't see eye-to-eye with the tax department? While the majority of taxpayers do arrive at the same figures as the taxation computers in calculating their tax due, there are times when a disagreement arises and taxpayers want to make a formal objection to their notice of assessment.

Taxpayers have 90 days after the mailing date on their assessment notice to lodge a Notice of Objection with the department. They may file the objection either at the time of their original assessment or if they receive a reassessment, which the Department can issue within four years.

Taxpayers should not delay if they want to respond to a notice of assessment or reassessment. There are a number of steps that can be taken before a formal objection reaches the courts, steps that could save both the taxpayer and the tax department a lot of time and trouble.

The first step is for the taxpayer to contact the local district taxation office for an explanation. Since most disputes arise over a misunderstanding of the facts, it is usually in the taxpayer's interest to sit down with a tax official and clarify all the details. Most disagreements between the taxpayer and the tax department are ironed out at this stage, with the presentation of additional documentation by the taxpayer or additional explanation by a tax official.

If agreement is not reached at this point, taxpayers can then file a formal notice of objection on a form provided by the district office. All notices of objection must be sent by registered mail in duplicate to the Deputy Minister of Revenue Canada, Taxation within 90 days of the mailing date of the assessment notice. This initiates an independent review of the case by an appeals officer in the district office. Approximately 81 percent of all objections are settled through the district office to the taxpayer's satisfaction.

If the taxpayer is still not satisfied or if no response has been received within 180 days of filing a notice, the taxpayer may then appeal to the Tax Review Board, an independent body which holds hearings in larger centres across Canada. Or a taxpayer may choose to bypass the Review Board and appeal directly to the Trial Division of the Federal Court of Canada.

Last year, among 15 million individual and corporate taxpayers, 26,966 notices of objection were filed. Of these, 93 percent were settled without going to the courts.

CMU AND ICEU REUNION

(by Marg MacWilliam)

The weekend of June 4-6 1982 at Winnipeg, Manitoba was a time to reminisce. It will be a weekend long remembered by those who came from across Canada to join in the CONSTRUCTION MAINTENANCE UNIT, and ONE CONSTRUCTION ENGINEERING UNIT REUNION hosted in Winnipeg, at Lipsett Hall.

The festivities started early Friday evening, at a Meet and Greet where more than 250 gathered around the punch bowl to exchange greetings, and renew old friendships of bygone years. CM UNITS were formed regionally across Canada in 1942. And as one circulated amongst the group on this particular June evening the warmth, and closeness still existed after all those years. But, as one Warrant Officer put it, "we had respect for each other, and dedication to duty, and we worked as a team, this held us together".

Saturday morning the scene changed to TEULON Golf and Country Club. Here a tournament was held. Even the weather was on the right side, the rain held off until the last foursome came into the club house.

On Saturday night 303 people filled the large dining-room of Lipsett Hall to join in the buffet dinner. Seated at the head table were Commanding Officers from CMU days, and more recently 1 CEU. When former Commanding Officer, Wing Commander Bert Border was introduced he received a standing ovation.

There were various speakers from the head table. Colonel Jack Lines spoke of some of his experiences in CMU and read letters from those unable to attend. He also spoke of the two years of planning for this reunion.

Wing Command Lloyd Pond paid tribute with a toast to the wives of CMU and 1 CEU who had manned the home in the absence of their men. In closing Wing Commander Pond made mention of the great men who are no longer with us.

The after-dinner special feature was a group with guitar and song. They sang of the days on the road — Watson Lake, Beaton River, Whitehorse — stations they had helped to build, but no longer exist.

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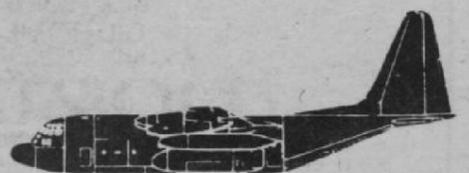


Al Thumblar & Guest Artists from 3-6:30 P.M.



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BXO COLUMN

T.V. Rental and Other Subjects

Canex has been in the T.V. rental business for just over one month now, and all indications are that it will be a very successful venture. In the first month, sixteen televisions were rented out with the 14" and 20" colour sets proving to be popular. In fact, success exceeded our expectations and we got caught short on one set. To that customer I humbly apologize and thank him for his forbearance. It will not happen again — we have ample sets in stock. So if you're fed up with the hassles of ownership, looking for an extra set for the kids or in Winnipeg on T.D. without a T.V. come and see us at the Canex Retail Store — we have the best rates in town.

Our next venture will be dry-cleaning. A letter has gone out to

twenty-five local dry-cleaning firms inviting them to tender. The purpose is to establish dry-cleaning drop-off and pick-up points on the Base at the Canex Retail Store outlets with a favourable discount for Canex customers. This venture will be pursued only if a worthwhile discount can be negotiated. With any luck, by the end of August, you should be able to have your dry-cleaning done through Canex and save money.

In case you think I've forgotten, the conversion of the Service Station to self-serve is still going to happen ... sometime, but obviously not in June. The red tape is taking longer than anticipated and would you believe, its not even government red tape. Keep watching for it to happen, but don't hold your breath.

The Canex 180-day interest free credit plan has proven to be very popular. Sales on the plan have grown by leaps and bounds since its extension to 180 days. There is no intention to encourage customers to buy items they can't afford, however, if you can, its a great opportunity to make a little money by investing some of Canex's money.

Before closing just a few reminders — we are in the middle of our Summer Roundup Sale at the Store. Check our flyer for some fantastic values. Next Double Bonus Buck Days are July 7 and 21.



AMENDMENT TO PUBLIC SERVICE PENSION PLANS

Treasury Board President Donald Johnston today introduced legislation to amend the Supplementary Retirement Benefits Act so that public servants who retire during a given year receive a cost-of-living adjustment the following January that is pro-rated to their date of retirement. This will apply to those who have or will retire in 1982, or later.

The amendment is designed to correct an anomaly in existing legislation which permits employees who retire any time during the year to receive a full increase in their pensions the following January based on the past year's increase in the cost of living, even though they may have retired just weeks before year end. In the majority of cases, this cost-of-living adjustment is higher than the increase in the basic pension that the

employee would have received as a result of additional employment.

"I announced my intention to introduce legislation to this effect in 1981," Mr. Johnston said, "so Public Service employees certainly have received fair notice. Our pensions are indexed to protect pensioners from inflation. But it makes no sense to provide an immediate increase in pension to those who have enjoyed a full salary over much of the year. A much fairer approach is the one being proposed, which would provide an increase that is pro-rated to the length of time that the employees have actually been retired."

Further amendments to Public Service pension plans now are under study in conjunction with the national pension review.

PPCLI CHANGE OF COMMAND

LIEUTENANT-COLONEL B.W. ASHTON, CD

Lieutenant-Colonel Ashton began his military career in 1961 with 25 Field Squadron, RCE (Militia) in Edmonton. In 1963 he joined the Regular Army under the Officer Candidate Programme. Following his commissioning in 1964 he joined Second Battalion, The Queen's Own Rifles of Canada where he served as a platoon commander and intelligence officer in Calgary and Cyprus. From 1968 to 1970 he was employed as a staff officer in the Personnel Branch of Canadian Forces Headquarters in Ottawa. Joining Third Battalion, Princess Patricia's Canadian Light Infantry in 1970, he served as a company second-in-command and company commander in Victoria and Cyprus before attending the Canadian Land Forces Command and Staff College in 1971. Following graduation in 1972 he was posted to First Battalion, Princess Patricia's Canadian Light Infantry in Calgary where he served as operations officer until his posting to headquarters, 1 Combat Group as GSO 3 Operations in 1973. After his promotion to major in 1974 he returned to First Battalion as a company commander. In 1976 he attended College Militaire Royal de Saint-Jean, Quebec from which he graduated in 1978 having completed a degree in administration. Following graduation he rejoined First Battalion as Deputy Commanding Officer serving in Cyprus and Calgary. In early 1980 he moved to Headquarters, 1st British Corps in Bielefeld, Federal Republic of Germany where he was employed in an exchange appointment as the GSO 2 Operations. Promoted to lieutenant-colonel in 1981 he was posted to National Defence Headquarters in

LIEUTENANT-COLONEL J.S. BREMNER, CD

LCOL Bremner joined Princess Patricia's Canadian Light Infantry in 1961, serving with the Second Battalion at the Home Station in Edmonton until 1963. He was commissioned at the Royal Canadian School of Infantry in June 1964 and rejoined the regiment.

LCOL Bremner accompanied the Second Battalion to Germany in 1966 for a three year tour during which he was promoted to captain. On return from Europe in 1969 he joined the staff of the Combat Arms School as an instructor, later serving as the school adjutant. In 1972-73 he attended Staff College in Kingston where he was promoted to major and posted to the First Battalion as a company commander. He completed a tour with UNEF in Cairo and Ismailia in 1974 and then rejoined the First Battalion until returning to Germany to serve as a staff officer in HQ Canadian Forces Europe. In 1979 he was promoted to lieutenant-colonel and was posted to NDHQ for one year before assuming command for the Second Battalion. Having commanded the Second Battalion for two years, LCOL Bremner hands over command to LCOL B.W. Ashton on 30 June 1982. LCOL Bremner is posted to the staff of the Canadian Forces Command and Staff College, Toronto.

Ottawa as a section head in the Military Plans and Operations Division. Lieutenant-Colonel Ashton assumes command of the Second Battalion, Princess Patricia's Canadian Light Infantry on 30 June 1982.

Lieutenant-Colonel Ashton married Carol (nee Kneeland), a native of Montreal, in 1965 and they have two children, Philip 14 and Susan 12.

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HIGH FRIGHT

(Photo story by PTE Steve Sauve, Base Photo)

The sun rose on a crisp and clear Winnipeg Monday morning. All was quiet in the hangar except for the muffled sobs coming from the Photo Section as our intrepid airman, CPL Rob "I should have stayed in the Infantry" Schwartz, suited up for his first air-to-air photo job. After several setbacks due to the weather MAJ Tulloch, the pilot, showed up with the announcement of "it's a go for today". Enthusiasm was not the word to describe Rob's reaction as several ground-bound members of the Photo Shop pummelled him to the floor and physically persuaded him to don flying gear. Carrying his camera and prayer beads, Rob did a rain dance

on the way to the Tutor, hoping for a sudden change in the weather. Realizing that he would have no choice but to go up, professionalism took over as he called out "a 500th at f8" with Major Tulloch strapping him in. Major Tulloch was quite understanding of Rob's reluctance to "dance on laughter-silver wings", but drew the line at the St. Christopher medal he had glued to the instrument shroud. Undaunted, the dynamic duo took to the air and during the flight Rob produced some first class photos of a CF-101 Voodoo piloted by CAPT Cushman of Bristol Aerospace.

Asked if he enjoyed the flight, Rob realized "It's a good thing I only had Corn Flakes for breakfast."



"I knew there was one more zipper on this flight suit."



"Not much room for a tripod in here."



"Bad news, Rob, we're going up today."



"And if you say anything after the third 'XXXX' you'll be talking to yourself."



"We're ready to take off eh!"

CANADIANS TO JAMAICA

OTTAWA(CFP)—Over the next six months, 25 Canadian Forces personnel will be in Jamaica to assist the Jamaican Defence Force (JDF) Air Wing in upgrading its helicopter technical maintenance staff.

The aid is provided under Canada's military training assistance program and will involve two-month rotations of personnel from Forces' units across Canada.

The first Canadian team of helicopter technicians, headed by MAJ Ryan Campbell of Air Command Headquarters in Winnipeg, arrived in Jamaica at the end of March. Assistant team commander is WO Albert Walker of 408 Tactical Helicopter Squadron in Edmonton, Alta. Other team members are: aero-engine technicians SGT John Faulkner of the base aircraft maintenance engineering section at CFB Edmonton, MCPL Dan Hoodicoff, 408 Squadron, and MCPL Gilbert Marquis of 430 Tactical Helicopter Squadron in Valcartier, Que.; and airframe technicians SGT Winston Babin, 3 Field Technical Training Unit at Chatham, N.B. and MCPL Norman Fournier, 430 Squadron.

This is the first time that Canadian on-site ground support training assistance, including technical help in the areas of aircraft management, hands-on flight line instruction and formal course instruction, has been given.

Help was requested by the JDF when a survey of its air wing last October by a three-member Canadian evaluation team revealed a deficiency of trained technicians there.

To partially offset the deficiency, nine Jamaican technicians trained for five weeks at CFB Chatham, N.B. during February and March.

In another aspect of training assistance, four Canadian Forces flying instructors visited Jamaica in April to conduct evaluations of the flying standards of the Jamaican air wing.

All Jamaican pilots are trained at CFB Portage, Man. on the Musketeer and Jet Ranger helicopters as part of the in-Canada portion of the assistance program. To maintain their flight standards, the pilots undergo yearly operational evaluations in Jamaica by an advisory team of Canadian pilots. This system was established in 1970.

Team leader this year was MAJ Jerry Elias, command instrument check pilot at Air Command Headquarters. He was joined by MAJ "Kip" Kippel, group instrument check pilot with 14 Training Group Headquarters at Winnipeg; CAPT Al Moore, standards officer, 403 Helicopter Operational Training Squadron, Gagetown, N.B.; and CAPT Ed Ukrainetz, check pilot at Central Flying School in Winnipeg.

Jamaica is one of a number of developing countries which have been assisted over the years under the auspices of the interdepartmental Military Assistance Committee.

The committee is comprised of representatives of the Departments of External Affairs; Finance; Industry, Trade and Commerce; and National Defence.

OLD LOOK FOR TATTOO

Parks Canada will provide some \$120,000 to re-equip the Signal Hill Tattoo Guard over the next two years.

The 58-man Guard will then be turned-out with uniforms, guns and other accoutrements just like those worn and used by the Royal Newfoundland Companies in 1862.

The 1853-design Enfield percussion-cap rifled muskets will be ready in time for this summer's performances. The Newfoundland Historic Trust, a non-profit organization, has agreed to assume overall responsibility for the Tattoo, staged annually by the Newfoundland Army Cadet League.

Further information:
Edna Hall
Historic Sites, Nfld.
(709) 737-5364

YOUTH BOWLING

(by Jackie Gallagher)

After a very successful bowling year, the Youth Bowling League had its wind-up get-together in the Herc Lounge on 9 May 82. At this time, many presentations were made with every bowler receiving either a trophy, pin or merit certificate. After the presentations, a lunch was provided for the bowlers.

Following is a list of trophy winners in each division. The winners of the Family Twosome Tournament were announced in a previous issue so I need not mention them again.

PEE WEE DIVISION (age 5-7)

Average

Girl — Christine Sokoluk - 92
Boy — Scott Young - 91

Single

Girl — Tammy Kokocki
Boy — Scott Young

Double

Girl — Tammy Kokocki
Boy — Marc LaFontaine

Season Team Champs

Tammy Kokocki
Michel Gaudet
Robbie Hayes
Pat Murphy

BANTAM DIVISION (age 8-10)

Average

Girl — (tie) - Nancy Lynn Sokoluk - 119

Stacy Meers - 119

Boy — Michael Hayes - 142

Single

Girl — Nancy Lynn Sokoluk
Boy — Dan Butler

Triple

Girl — Stacy Meers
Boy — Dan Butler

Season Team Champs

Lisa Burnham
Julie Ann Dahl
Gerard Cadieux
Stephane Roy

Roll-Off Champs

Stacy Meers
Jody Smart
Gary Blake
Mike Hayes
Shawn Murphy

JUNIOR DIVISION (age 11-13)

Average

Girl — (tie) — Sandi Kokocki - 179
Bernie Lynch - 179

Boy — Christian Cote - 177

Single

Girl — Sandi Kokocki
Boy — Christian Cote

Season Team Champs

Michelle Fox
Bev Macyszyn
Sherryl Redmond
Kevin Gallagher
Roll-Off Champs
Carleton Broughton
Christian Cote
Doug Pike
Terry Walsh

SENIOR DIVISION (age 13-18)

Average — Jim Young — 184

Single — Cathy LeBlanc

Tripel Cathy LeBlanc

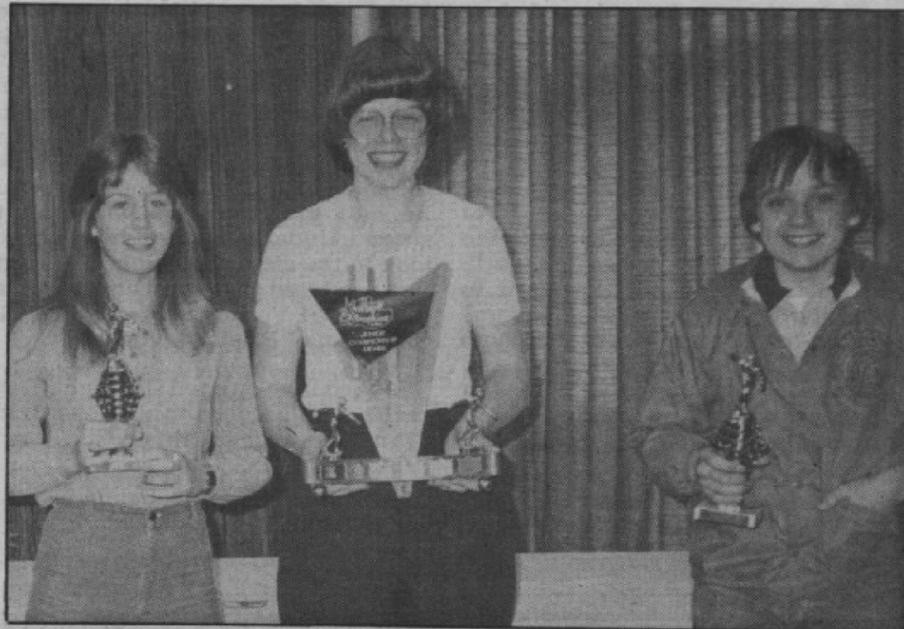
As can be seen by the above list, some names are repeated. This is the result of continual practice and attendance record. It must be noted that most of the individual winners have perfect attendance or almost perfect attendance.

I would like to take this opportunity to thank all the parents for the help I received from them. It would not be fair to single out anyone by name, but without their help, the league would not have run as smoothly as it did. There were some minor hangups throughout the year, but hopefully the bowlers enjoyed themselves as much as I did trying to help those who really wanted it.

As this is my last year looking after Youth Bowling, I must say I have enjoyed working with the bowlers, and hope that some of you have learned something not only about bowling but about good sportsmanship as well. I will see you at the Bowling Alley next year but only from behind the counter. I hope you have a good summer and will be ready for another good season of bowling in September.



PEE WEE SEASON CHAMPS (large trophy kept in Bowling Alley)
1 to r: Pat Murphy, Tammy Kokocki, Michel Gaudet (missing Robbie Hayes).



JUNIOR SEASON CHAMPS (large trophy kept in Bowling Alley)
1 to R: Bev Macyszyn, Michelle Fox, Kevin Gallagher (missing Sherryl Redmond).



BANTAM SEASON CHAMPS (large trophy kept in Bowling Alley)
1 to r: Julie Ann Dahl, Stephane Roy, Lisa Burnham, Gerard Cadieux.

SAFETY BRIEF

SAUDI ARABIA

Sheik Bin Baz, General Chairman of the Koranic Interpretation, Enlightenment, and Guidance in Saudi Arabia says Saudi women will not be permitted to learn to drive, and must use expensive hired vehicles. The reason is that safe driving would require women to be bare-faced and may risk being alone with strangers, thereby taking the chance of "falling into incalculable risks". (COTR282) (Courtesy of Safety Canada)

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HANDY TO CFB WINNIPEG
NORTH SITE

SO YOU'RE POSTED CONCLUSION

(by Jane Lawrence)

In the previous issue of Voxair dated June 16, I wrote some suggestions how one should prepare for a move, specifically in Canada. I would now like to deal with a move outside the country and the possible problems to be aware of.

Leaving your home country can be an exciting experience and you will have an opportunity to explore new cultures and relationships that will stay with you a lifetime. To prepare yourself for a truly enjoyable posting, I think the best place to start is at home with a worry-free move. I have prepared this from the viewpoint of the service wife because chances are that your husband has been made aware of his posting and already will have a sponsor in Europe that will help you acquire your accommodations.

All your furniture and most effects will go into Long Term Storage (LTS) as each member and dependant are only allowed 50 lbs each on Domestic and Overseas Flights.

PASSPORTS:

If you don't have a passport in your possession these can be obtained through Release and Dispatch Section. There is no charge for this service unless the individual wishes to retain them. Children 16 and over are issued an adult passport, children 12 through 16 are issued a child's passport while children under 12 are placed on the Mother's passport.

CITIZENSHIP:

You will need proof of your citizenship travelling to Europe and this could include: Citizenship Certificate, Birth, Baptismal Certificate and in cases of married people, the Marriage Certificate should also be taken.

If you are living in PMQ's the march-out procedure will be the same as mentioned in the previous article.

PETS:

I spent a considerable amount of time on the telephone trying to obtain

information from the Health Department about this but as with most departments, I couldn't seem to get any definite answers. Apparently it depends a lot on the country to where you are posted because each have their own set of laws. I did find out that if you are transferred to England, there is a quarantine for six months but this does not apply to people moving to Germany. There is a form you have to fill out that can be obtained from the Department of Agriculture if any more information is required.

DEPENDANT FITNESS:

From my experience at Command Surgeon, dependants need proof of medical fitness (CFAO 343-28 Annex B) but this brings to mind that all dental treatment should be completed before leaving Canada as it is quite limited overseas and could possibly be expensive.

BANKS:

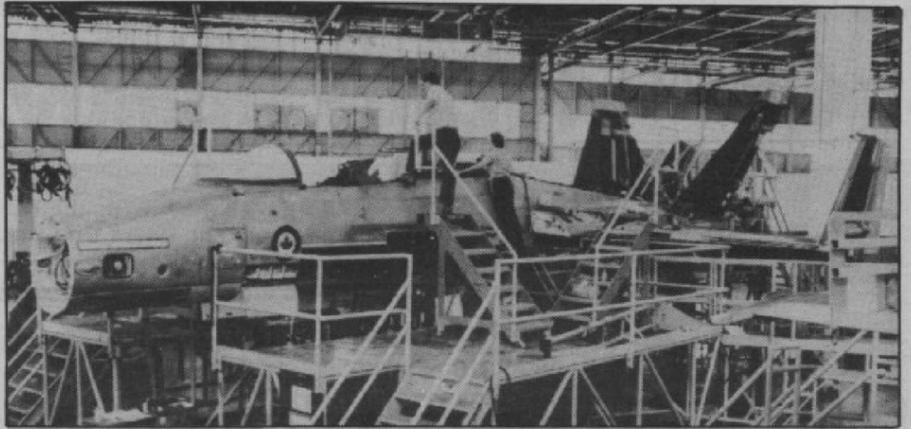
Many service personnel use the Bank of Montreal and all accounts should be transferred via correspondence or through your sponsor. There are branches available at Lahr or Baden. While on the subject of money, don't forget to inform Health and Welfare Canada about your move so they can forward the Family Allowance payments if you are eligible.

I think we have covered most of the important items for a safe and successful move.

Finally in closing I leave you with a list of items not available in married quarters at Canadian Forces Base Europe.

Food Chopping Board; Clothes Drying Rack; Mixing Bowls; Pails; Dishes; Kitchen Waste Can; Casseroles; Blankets; Pots; Bedspreads; Pie and Muffin Pans; Ashtrays; Rolling Pin; Pillows; Tea Kettle; Coffee and Tea Pots; Clothes Basket; Frying Pans; Cannister Set; Plastic Dish Pan; Brushes; Dust Pan; Brooms; Mops.

Good Luck and BON VOYAGE!



IN PRODUCTION — The first of 138 CF-18 Hornet tactical fighters for the Canadian Forces undergoes final assembly at McDonnell Douglas Corporation facilities in St. Louis. Canada selected the multimission, twin-engined Hornet in March 1980 to replace its CF-101, CF-104 and CF-5 aircraft. Delivery of the first CF-18 is slated for October, and deliveries at a rate of two aircraft per month will extend to 1988.

SNOWBIRD SCHEDULE

JUNE / JUIN

- 1 CFS Senneterre (Québec)
- 5 London, Ont.
- 6 London
- 8 Maple, Ont.
- 12 Gimli, Man.
- 18 CFS Yorkton, Sask.
- 20 CFB Moose Jaw, Sask.
- 23 CFB Edmonton, Alta.
- 24 Cornerbrook, Nfld.
- 26 CFB Chatham, N.B.
- 27 BFC Bagotville (Québec)
- 29 Québec

JULY / JUILLET

- 1 Ottawa
- 4 New York, N.Y.
- 5 New York
- 9 Saint-Damien (Québec)
- 11 Sault Ste Marie, Ont.
- 17 CFB Borden, Ont.
- 18 Montréal
- 20 Paspébiac (Québec)
- 21 CFB Summerside, P.E.I.
- 24 Dayton, Ohio
- 25 Dayton
- 31 CFB Winnipeg, Man.

AUGUST / AOUT

- 2 CFB Comox, B.C.
- 4 CFB Esquimalt, B.C.

- 6 Jerome, Idaho
- 8 Nanaimo, B.C.
- 10 Lethbridge, Alta.
- 13 Abbotsford, B.C.
- 14 Abbotsford
- 15 Abbotsford
- 17 Corvallis, Ore.
- 21 Travis AFB, Calif.
- 22 Travis AFB
- 29 Drummondville (Québec)
- 31 Plattsburgh AFB, N.Y.

SEPTEMBER / SEPTEMBRE

- 3 Toronto
- 4 Toronto
- 5 Toronto
- 6 Toronto
- 11 CFB Trenton, Ont.
- 12 Williamsport, Pa.
- 17 Reno, Nev.
- 18 Reno
- 19 Reno
- 25 CFB Shearwater, N.S.
- 26 CFB Shearwater
- 29 CFS Gander, Nfld.

OCTOBER / OCTOBRE

- 1 CFB Cornwallis, N.S.
- 3 Rimouski (Québec)
- 5 Charlo, N.B.
- 10 Tyndall AFB, Fla.

CORRECTION

In the previous article it was mentioned that automobiles were non-admissible items and could not be transported by the mover. The orders do change quite frequently as was mentioned and since then the orders have once again changed.

1. All units are reminded that on posting, a member is entitled to move only one family car at public expense, either driven, or shipped subject to

limitations as specified in above Refs A, B and C.

2. When a member is entitled to ship the family car as per Refs A and B, but wishes to have the car shipped in the van with the F and E all costs in excess of entitled rates are recoverable from the member.

Apologies are made for any inconvenience this error may have caused.

??
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Yardage required — Placket length plus 2" for fagoting, double for ruffle.

Overlap gathered lace-eyelet header over insertion edge on fagoting. Pin in place on both sides. Sew using a zigzag or straight stitch. Turn upper edge under 1/4" and press. Then turn under another 1/4". Slip stitch by hand to secure or by machine using a straight or zigzag stitch close to inside fold.

Fold ruffle in half, right sides together. Cut trim on a diagonal from outside corner edges to 3/4" from the bottom of the fagoting.

Stitch 1/4" from raw edge to fagoting. Turn to right side, press and button to placket front.

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3. 25mm box pleated ruffle #440-2129
4. 35mm imitation eyelet ruffle #440-2115
5. 50mm lace ruffle #440-2098
6. 30mm fagoting is needed for all different looks.

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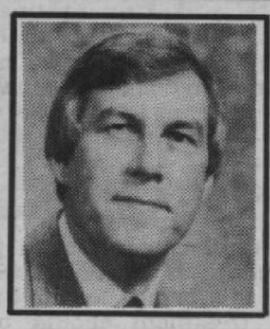
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PLAYERS WANTED

PLAYERS WANTED: For Base Soccer team. Call MWO Gord Tolley local 701 or MCPL Rudy Kennedy, local 511/514.

PLAYERS WANTED

SWIMMING LESSONS: All classes will be held in the mornings, Mondays to Fridays, between the hours of 8:30 and 11:30. Registration for the first session will be held Friday and Saturday, June 25 and 26, and Thursday, July 1st from 1:00 to 4:00 p.m. Registration for the second session will be Friday and Saturday, July 23 and 24 and Thursday, July 30 from 1:00 to 4:00 p.m. The cost for swim classes is \$10.00 per student. For more info phone 511.

TYPIST WANTED: No pay, ridiculous hours, must be able to read anyone's handwriting. Must have own typewriter. Apply Voxair.

PITS AVAILABLE: Four horseshoe pits have been installed at the back of the gymnasium, Building 90. These pits are available for military, dependents and DND personnel. Children require adult supervision.

CANOEISTS: On Sunday, 11 July 1982 a mixed no cost canoe trip is being planned for the rivers of Winnipeg (inclement weather will change the date to 18 July 1982). This is a mixed function, so husbands and wives, grab a canoe and come on out.

You must supply your own canoe, paddles and approved life jackets.

There will be a social gathering afterwards in the Hercules Lounge.

CUT OFF DATE FOR ENTRIES IS MONDAY, 5 JULY 1982.

Registration forms available at the Recreation Centre, Building 90.

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MQ LIST

(Continued from Page 1)

posted out this summer, an increase of roughly 100 over last year. Most of these are single members from small MQs which should allow most couples with only one or no children to move into a PMQ by fall.

However, even if enough houses did become available to satisfy all applicants, a final limiting factor may be that the CE section would not be able to inspect, repair, paint and turn over the more than 150 houses that will be required this summer.

Applicants on the waiting list may take some small consolation in the Accommodation Assistance Allowance. The Base Orderly Room confirms that only 30 families are receiving the taxable rental assistance which averages about forty-five dollars a month.

ACCIDENTS

(Continued from Page 2)

What can you do to protect yourself from the bad (or drunk) drivers? First, be watchful. Watch not only what you are doing but what others are doing, and be alert for anything unusual.

Another thing is to wear your seatbelt at all times, even when you're just driving to the store for a pack of cigarettes. Seatbelts won't prevent the accident, but they will decrease or eliminate injuries if an accident occurs.

Weekends, and summers too, are really made for fun and relaxation. Try to save them for that.

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CONTENTS

Editorial — Why VOXAIR? Page 2
 Personality — AC1 McConnachie 3
 14 Training Group Notes 4
 Recruiting Unit 5
 University of Manitoba Training Squadron 6
 Career Affairs — by F/O D. H. P. Brown 7
 ABC News 8
 ABC Defence — by F/Sgt J. E. Marsh 9
 402 Base: Location 10
 ABC Graduating Class 11
 Think and See How We Live 12
 111 C & S as a Common Sense 13
 Let's Talk About Weather 14
 General Officers' Corps 15
 Tobacco: The 16
 A Typical Day 17
 by Lt. J. H. Simpson, AFC 18
 Things in Green 19
 The Air and I — by F/O S. D. Collins 20

Volume 1
Number 1

OFFICIAL PUBLICATION OF THE R.C.A.F. IN WINNIPEG



'PEG PERSONALITY

AC 1 James Donnachie McConnachie
"Scottie"

"SCOTTIE" McCONNACHIE is the airman you met at the station gas pump who said, "They will be thr-r-r-ee dollar-r-r-s and for-r-r-ty five cents please." He is an entertaining and cheerful fellow who has seen those far away places and has had many interesting experiences.

on a ship, the Batory, which came into the headlines later when Gerhard Eisler, the German communist, escaped from United States to Poland.

Scottie's most memorable experience occurred when he took ship on an oil tanker despatched to a point 300 miles north of Iceland to refuel eleven destroyers and two cruisers

Reykjavik before returning to Scotland.

Scottie planned to join another ship but here he followed his former pattern and transferred his allegiance to the air. He enlisted in the R.A.F. in 1945. After serving at Per shore with Transport Command, he was posted to Japan for Air Sea Rescue work and was demobilized in 1947.

14 Training Group Notes...

IT IS INTENDED to describe the function of 14 Training Group Headquarters, but to avoid any semblance of a formal treatise on the subject, the various duties will be related to the individual officers concerned.

As a result of greatly increased commitments for the R.C.A.F. air training programme which necessitated re-activation of many war time stations in Western Canada, it was decided to decentralize some degree of administrative and functional control over these units from T.C.H.Q. by forming 14 Training Group with Headquarters at Winnipeg. The Group Commander is therefore responsible to the Air Officer Commanding Training Command for the organization, administration and control of those stations, units and schools comprising 14 Training Group. Implementation of training policies and supervision and control of search and rescue operations in the Central Search and Rescue area are also responsibilities assigned to the Group Commander. Effective 1 September 1951,

sible to the Group Commander for the supervision and co-ordination of the activities of senior staff officers at Group H.Q.'s. Except in matters of higher Group policy, he assumes all duties associated with the administration of personnel and material within the group, in accordance with the powers vested in the Group Commander. He deputizes for the Group Commander in his absence.

Wing Commander J. L. Bervin, A.F.C., C.D., has been attached to Group since November, 1951. As Staff Officer Air Training he is responsible for supervising the administration of all training within 14 Training Group.

The position of Senior Personnel Staff Officer is filled by Wing Commander D. Forbes, C.D. He is responsible to the Group Commander, through S.A.S.O., for all personnel administration within the group with the exception of postings, transfers and careers. These latter duties are carried out by T.C.H.Q.

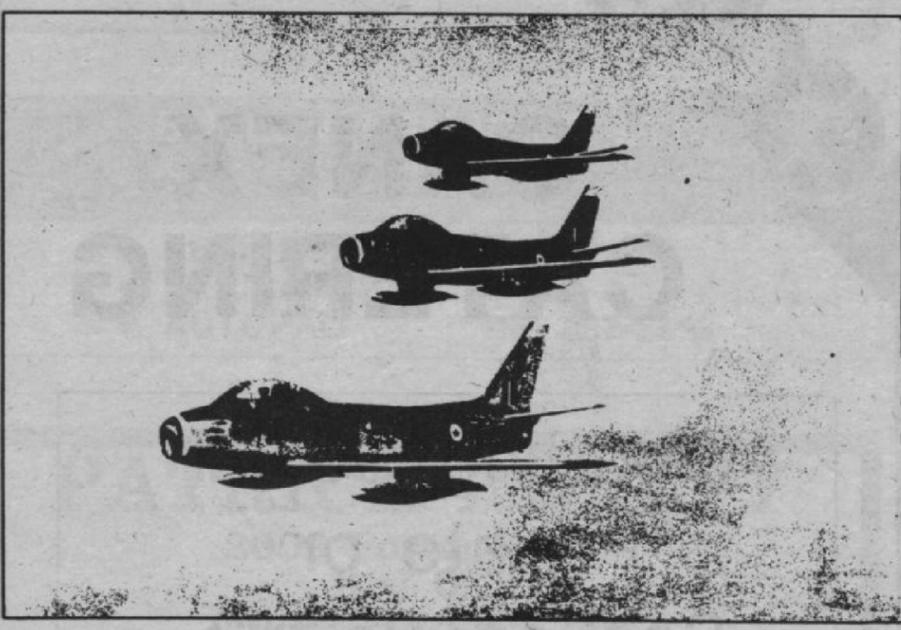
As Senior Technical Staff Officer,

maintenance, construction engineering and supply. S/L Skuce is a graduate of R.C.A.F. Aeronautical Engineering School in Montreal.

The officer responsible for Telecommunication matters is Squadron Leader F. G. Winters, C.D. His career in the R.C.A.F. dates back to 1935 when he enlisted as a Wireless Operator Mechanic.

Squadron Leader D. V. Thomas is another officer that rose from the ranks. He enlisted in 1935 as an Armament Artificer. As Staff Officer Organization, he is responsible for co-ordinating all group plans and organization, establishments, accommodations and property requirements. This entails preparation of appreciations, briefs and plans concerning organization generally within group and necessitates maintenance of up to date records on all aspects of organization, establishments, strengths and accommodation.

The position of Group Accountant Officer is held by Squadron Leader H. G. P. Dymond. In his present position he is the specialist



← 2 ANS GRADUATING CLASS

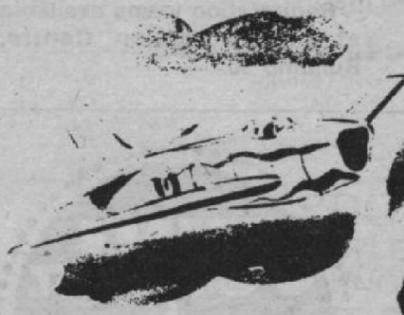
TODAY, Course 19, the third graduating class of navigators of 2 A.N.S. receive their wings. This group is comprised of both R.A.F. Acting Pilot Officers and R.C.A.F. Flight Cadets who are receiving their navigator's flying badge from the station commander, Group Captain L. H. Randall, D.F.C., C.D.

During their stay in Winnipeg, they received training in all the practical and theoretical phases of navigation plus celestial, maps and charts, compasses, instruments, armament, photography, meteorology, radio and radar, Morse, law, service writing, executive training, management, leadership, citizenship, organization and effective speaking.

The members of this graduating class have carried the assignments and responsibilities of the cadet organization very efficiently and have set a high standard for present and future courses to maintain.

Wings parade day is one of the most exciting days in an aircrew man's life. It marks the successful completion of concentrated academic, flying and character training. When he has attained wings standard, he knows he still has a long way to go to reach top operational proficiency but he goes with the assurance of the confidence of getting over the hurdles. He has developed a pride in his trade because he knows that as a navigator trained in the R.C.A.F. he will not have to take a back step from any counterpart in any of the world's air forces. He is now equipped to take advanced training to the specifications of any of the various commands in any theatre or sphere of operations.

Congratulations GRADUATES!



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