

Postair

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CANADIAN FORCES BASE, WINNIPEG

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MILITARY ASSIST IN FLOOD CONTROL OPERATIONS



WINNIPEG—While flood waters across the Prairie Provinces generally continue to recede and communities and homeowners begin the monumental clean-up task, Canadian Armed Forces personnel remain on alert to assist civil authorities in areas where a threat still exists.

Although the Red River has crested at St Norbert on the outskirts of Winnipeg, crews and Armoured Personnel Carriers from 2 PPCLI stand by ready to provide assistance in any emergency.

In Halbstadt, 75 miles south of Winnipeg, 38 personnel from the battalion are manning four APCs and eight other vehicles to provide transportation for vital flood fighting equipment. More than 5,000 acres of prime farmlands are flooded and the water is still rising in the Pembina River.

Air transport and reconnaissance flights are being flown from Winnipeg by helicopters from CFBs Portage and Cold Lake in support of the Armed Forces and the Provincial authorities. The remainder of 2 PPCLI remain on standby at Kapyong Barracks in Winnipeg. Prairie Regional Headquarters operations centre continues to

be manned twenty-four hours a day.

Fifteen helicopters from CFBs Cold Lake, Edmonton, Portage and Valcartier air evacuated 995 civilians from two water-isolated Indian reservations in northern Manitoba in what was called a 'super efficient' operation by civil officials.

In the Winnipeg area and south approximately 200 members of 2 PPCLI worked 24 hours a day during the period 22 - 29 April, assisting in evacuations, sandbagging, patrolling and the movement to safety of furniture and effects. They were assisted by members of the militia and the Navy Reserve.

Helicopters from the four bases flew countless missions carrying flood officials on reces, ferrying supplies and troops and provided a rapid link between headquarters and the flooded areas.

"Overall, there were many diversified tasks to carry out over a wide area", said Rear-Admiral R. St. G. Stephens, Commander Training Command, "and there were two aspects which were most gratifying. First there was the 100 percent effort put forth by

all the forces personnel involved and second the excellent working relationship between our people and the civil authorities and the individual citizens whom we were assisting."

EDGING UP

OTTAWA (CFP) — Total strength of the Canadian Forces edged slightly higher at the end of February to 82,054, according to the official monthly report issued by the directorate of personnel information system.

The total consists of 13,139 officers, 2,006 officer cadets and 66,909 other ranks.

Female strength of the Forces went up from 2,356 at the end on January to 2,444. Recruiters have the pleasant task of looking for about 800 women a year, there being 14 officers positions and 30 trades, including auto and aircraft repairs, now open to them.

Statistics released at the end of last year show that more than 6,600 men and women were stationed outside of Canada in more than 32 countries around the world.

RESERVISTS TO MID EAST

OTTAWA — The first six reserve force members to serve in the Middle East will leave Canada May 14 to join their regular force counterparts on the United Nations Emergency Force.

Selected as the first to join UNEF, out of 633 applications from reservists across Canada, are six members from the maritimes.

They are Private J.K. Dillon, an infantryman with the Royal Newfoundland Regiment, St. John's; Corporal S.E. Ellis, a driver with 11 Company, Royal Canadian Army Service Corps., Sydney, N.S.; Cpl. J.A. Lawlor, Charlottetown, P.E.I. Militia Headquarters, who will be serving as a guard; Pte. L.J. Noel, a cook from the Saint John Militia Service Battalion, Saint John, N.B.; Pte. J.R. Purvis, a radio operator from the West Nova Scotia Regiment, Aldershot, N.S.; and Pte. R.D. Swininer, from 9 Ordinance Company, Militia Service Battalion, Halifax, who will serve as a storeman.

The militiamen will train at CFB Gagetown for five weeks, then fly to Montreal to meet with their regular force companions before leaving May 14 for Cairo. This will begin a regular weekly rotation of reserve force members who will spend six months in the Middle East doing the same work as members of the regular force.

The first two naval reservists will leave Canada May 28. They are Petty Officer R.E. Godding, an administration clerk from HMCS Scotian, Halifax, and Leading Seaman H.J. Ford, a radio technician from HMCS Cabot, St. John's Nfld.

Four members of the communications reserve will leave sometime in June to begin filling positions which have been allotted on a rotating basis.

When the reserve force complement in the Middle East is up to strength, it will include about 90 militiamen, 12 communications reservists, and 18 naval reservists. By May, 1975, approximately 190 reserve personnel will have served or be serving with UNEF.

Members selected are chosen on the basis of over-all qualifications, age, rank, and reserve experience. Selection boards are also attempting to group together members from individual areas for each flight.

Including Gagetown, four bases have now been set up to provide five-week training programs for upgrading the reservists to regular force standards. The other centers are Petawawa, Ont., Valcartier, Que., and Calgary, Alta.

Canadian Forces personnel are serving in a logistics role in the Middle East, providing support services to other UNEF contingents.

EGYPT-CYPRUS TROOPS TO GET TELEVISION

OTTAWA — The Department of National Defence is taking "Maude" overseas. That is if the troops will have her.

The Directorate of Physical Education, Recreation and Amenities (DPERA) has bought new Video Tape Recording (VTR) equipment and will buy CBC-TV programs to show to servicemen in Cyprus and the Middle East.

The new equipment will allow DPERA to send up-to-date television series and programs to peacekeeping forces in both French and English. Current plans are for four hours of English and two hours of French programs daily.

Target set for the first programs arriving in the Middle East is mid-May. In the interim, contracts are being completed and equipment is being installed.

Video tape has given a new perspective to the amenities program for servicemen in remote posts. It is light weight and provides a means of circulation up-to-date programming to complement 16mm movies.

When the Canadian contingent of the United Nations Emergency Force went to the Middle East, the forces sent a shipment of everything from newspapers to books to cigarettes and canteen supplies. The 16mm movie circuit was quickly extended to bring both French and English language movies to Cairo.

Also they're working towards providing live entertainment from Canada and hope to get approval for a show to tour Cyprus and the Middle East in July.



OTTAWA—General J. A. Dextraze, chief of the defence staff, Canadian Forces is presented with a commemorative plaque and keys to the first 1 1/4-ton Chrysler truck which is being issued to land forces and Canadian militia. L.G. Crutchlow, assistant deputy minister materiel made the presentation. (Canadian Forces Photo)

AWARDS

TRANSIENT SERVICE



Exemplary service on the part of CFB Winnipeg personnel to transient aircrews and aircraft was recognized recently when the Base Commander presented Transient Service Awards on behalf of the Commander, Training Command, to eight Base sections. Accepting the awards for their sections are above, left to right, Sgt. Orpin, Base Flight Planning Centre; Cpl Muir, Officers' Mess; Sgt. Turner, Refuelling Group, Base Transport Section; Sgt. d'Amour, Combined Mess; Col LaFrance, Base Commander; Sgt Linnen, Transient Servicing; Sgt. Kentziger, Snags; Sgt. Wilson, Base

Administration; and WO Smith, Base Weather Office.

The Base Commander congratulated the group and emphasized the important contribution to Flight Safety made by the extra efforts of all Base personnel in handling transient aircraft and crews. CFB Winnipeg is rated second to none throughout the Air Element in this department. Also presented Transient Service Awards, were the MOT Tower, Radar and Terminal Control sections at Winnipeg International Airport.

Base Photo

FLIGHT SAFETY



Col C. A. LaFrance is shown presenting Directorate of Flight Safety "Good Show Award" scrolls to Cpls Bob Speirs (top) and Shorty Sadaway (lower) at a recent Base Safety Committee meeting. Both technicians had, through extra effort, discovered serious defects in two aircraft which might have proven disastrous had these aircraft become airborne. The Base Commander remarked that such examples of taking that one step beyond that required by the job at hand are responsible for the excellent reputation of the "mend-em" crowd throughout the Forces.

Base Photo

FROM THE HOUSE

Mr. Jack Marshall (PC Humber-St. Georges-St. Barbe):

Mr. Speaker, in view of the fact the minister indicated there would be a doubling of the air force reserves, that they would be given more responsible tasks and that new squadrons would be formed, would he also indicate whether consideration is being given to assigning to them the role of surveillance of our fisheries on the east coast, specifically Newfoundland?

Hon. James Richardson (Minister of National Defence):

Mr. Speaker, it is correct that we are planning to double the

strength of the air reserve and that we will be creating new air reserve squadrons. The location of the new squadrons will depend to some extent on the availability of experienced ex-service and other personnel who can take part in the air reserve, but certainly there are personnel in that category on the east coast and we will give serious consideration to the establishment of a new squadron there.

Hon. Marcel Lambert (PC Edmonton West):

Mr. Speaker, I have a question for the Minister of

National Defence. Would the minister advise the house whether consideration has been given to lowering the troop strength ceiling of the Canadian Forces to 79,000 and whether a decision has been taken? Can he also tell the House what the actual strength of the forces was during the past few weeks?

Hon. James Richardson (Minister of National Defence):

Mr. Speaker, the present strength is over 81,000. No consideration is being given currently to going down to 79,000.

Mr. Lambert:

Would the minister advise whether there is applicable generally throughout the forces a six month's deferment of all requests for release by any or all ranks?

Mr. Richardson:

No, Mr. Speaker, that is not general.

Mr. Jean-Marie Boisvert (SC Drummond):

Mr. Speaker, I would like to put a question to the Prime Minister.

Could he tell the House whether he is aware of a series of exercises developed by the Canadian Armed Forces, apparently under the name of "Neat Pitch", and if so, could he say whether these manoeuvres were aimed at revising army strategy in the event of a crisis?

Hon. James A. Richardson (Minister of National Defence):

Mr. Speaker, the meeting, which was referred to recently in the newspaper *Le Jour*, took place more than two years ago, which would indicate that this newspaper is not very current. It was a normal contingency planning meeting on aid to the civil power. It took place in Montreal because Montreal is the headquarters of mobile command, but it dealt with aid to the civil power in all provinces. I might add that aid to the civil power is only undertaken at the request of the attorney general of a province.

"TURBO" CHALLENGES T-BIRD JOCKS



OTTAWA (CFP) — Captain Bill (Turbo) Tarling 36, of Toronto is looking for someone who can beat his record of 5,000 hours on a T-33 aircraft.

A Voodoo pilot with 416 AW (F) Squadron, Chatham, N.B., Tarling went over the 5,000 hour mark on a flight from Bagotville, P.Q., to Shearwater, N.S., March 10. He says "I checked out when I was 18 years old and liked it so much I

just kept going. It's nice to have a job that's also your hobby."

Turbo, "a name I had before I joined, but it sorta fits," recounts T-Bird adventures when he blew tires in two less-than-perfect landings and of a black and dirty Friday the 13th when he and his co-pilot had two emergency landings, two generator failures, a fire in the nose of the bird and a total radio failure on final.

Among units Bill has flown with are 428 Squadron, (formerly in Ottawa), 425 Squadron, Bagotville and VU 32, at Shearwater. He has been checked out on Sabres and "Clunks" (CF-100's), as well as Voodoos and T-Birds and has flown T-33s in Bermuda, Puerto Rico, and in 11 European and Asian countries.

While Bill is asking about Canadian Forces T-Birds jocks, Hugh Whittington, editor of Canadian Aviation magazine, is publishing the story in hopes it might be a world-wide record.

CENTENNIAL ACTIVITIES—MAY 1974

- 6-11 May Manitoba Theatre Centre — Flugle Street — 2030 (except 8 and 11 May 1630 and 2100)
- 8 May Winnipeg Symphony Orchestra — Concert Hall — 2030 (Beethoven 5)
- 12 May Winnipeg Symphony Orchestra — Concert Hall — 2030 (Beethoven 6)
- 13-18 May Manitoba Theatre Centre — Flugle Street — 2030 (except 15 and 16 May 1630 and 2100)
- 15-24 May Model Competition Judging CFB Winnipeg
- 16 May Pro Wrestling — Winnipeg Arena — 2030
- 20-25 May Manitoba Theatre Centre — Flugle Street — 2030 (except 22 and 25 May 1630 and 2100)
- 21, 23, 28, 30 May CBC Festival Series — Concert Hall — 2030
- 29-31 May Training Command — Base Commander's Conference — CFB Winnipeg
- 30-31 May Winnipeg Opera Company — Playhouse — 2030

Voxair

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429 Sqn. Bison Brew

Howdy Herd. It looks as though summer is on its way at last. The air is getting bumpier, the big black clouds with electric blinkers in them are getting more numerous, and they are taking all the tape off the front of the gooneys.

Here in the home pasture some of the Bisons are getting higher in the hierarchy of heavy hooved herbivores. Tex Deagon and Ron Clayton have been promoted to the rank of Major and Dave Nicoll has been promoted to Captain. Congratulations to all of you.

Joining the jubilant jaunts of Jolly Old Route 27 Captains one finds Mike Martinelli, Pete Rebek, George Trattner, and

Ralph Isenor. All of the above promotees and ex first officers were honoured on May 3rd with the traditional Bison version of Chinese water torture.

Nick Rapagna has deserted the pasture for the balmy breezes of Borden where he will spend the summer dispensing wisdom. Dan McGrath has bucked in and lost the lottery and is now seen hanging around ops. Larry Berry has moved up to A1 category. Look out Comox!

Congratulations to Dave and Mary Wood on her arrival of their new baby Bison Stephen James. Free cigars are floating around again. TTFN. Time for a smoke.

CF HELP IN POLAR FLAG PLANTING

ALERT (N.W.T.) (CFP) — Dr. Joe McGinnis, president of Undersea Research Limited of Toronto, successfully dived beneath the polar icecap at the North Pole Saturday night, two hours after he was flown there by a Canadian Forces Labrador helicopter of 413 Squadron, under the command of Major Dan Campbell. Dr. McGinnis is a medical doctor, acting on a contract to the Ministry of Science and Technology as a consultant.

He was assisted in setting up his North Pole camp by paratroopers from the Canadian Airborne Regiment of Edmonton and pararescuers from CFB Summerside, P.E.I. who jumped from a Canadian Forces Hercules of 436 Squadron, Trenton, after Dr. McGinnis has landed.

The paratroopers were flown back to alert by the helicopter. Dr. McGinnis planted a Canadian flag both over and under the ice at the Pole, he told Prime Minister Trudeau.

Dr. McGinnis praised the work of the 40 Canadian forces personnel, under Lieutenant-Colonel John Dardier. He told the Prime Minister that the jumpers and the Canadian Forces crews of the two helicopters and two Hercules aircraft of Air

Transport command were magnificent in support of the mission.

After Dr. McGinnis and his crew of four were landed from the chopper, the Hercules Mother Ship, under command of Major Jim Wilson, of Trenton, dropped its first stick of jumpers.

The parachutists landed and assisted Dr. McGinnis in setting up camp and retrieving barrels of jet fuel to refuel the helicopter.

Other jumpers then joined those on the ice and helped Dr. McGinnis chop a hole in the ice so he could make his historic dive where he planted a Canadian flag on the underwater side of the ice to match the one he had planted on top.

While the second Hercules from 435 Squadron, under command of Captain Hugh King of Edmonton, slowly circled overhead the flight engineers refueled the chopper and readied it for takeoff and the slow flight back to alert.

It is believed Dr. McGinnis is the first man to dive under the North Pole ice.

It is also the first mass parachute jump at the pole by the Canadian Forces.

It demonstrates the feasibility of a combined helicopter-pararescue in the polar regions.

Dr. McGinnis and his party will spend 48 hours on the ice and will be recovered by the helicopter early Tuesday, April 30. Throughout the exercise the sun shone brilliantly in the 24-hour daylight and there was only a light wind.

The dash to the Pole had been delayed earlier in the week by severe storms which grounded the helicopters.

On Friday, April 19, a retirement luncheon was held in honour of Major James Sullivan. The entire CFANS staff attended (which explains why you couldn't get a spot in the Mess parking lot) and the affair was a smashing success.

Major Sullivan is retiring after an undisclosed number of years service. His career, as he said at the luncheon, spanned continents and finally pinnacled at CFANS. For the past several years, Major Sullivan has been our Training Standards Squadron Commander and in appreciation of his excellent work, Lt Col Webb made two presentations. The first was a plaque from CFANS staff, and the second was a large glass of wine donated by Major Shepard.

This was such an emotional moment for Major Sullivan that he almost chug-a-lugged the plaque, however he came through with flying colours and downed the entire pint before we had finished the Chug-a-Lug Song. In fact, before we had started.

Lt Col Webb also presented the Major with a very beautiful, engraved tray from the Mess. We are sure that both items will be truly treasured mementoes.

Not to be outdone, Major Shepard presented our honoured guest with several valuable historical documents filched from his desk earlier in the day. He also presented him with a solid silver piggy bank. We may have forgotten about the Padre at this luncheon, but we didn't forget about the collection.

After the formalities were

over, Major Sullivan and entourage departed the Mess for one of the local Culture Palaces. Here a further surprise was in store when one of Winnipeg's biggest entertainers presented the Major with an autographed portrait of herself.



Major J. H. Sullivan

It was a great way to say good-bye to one of the finest people at CFANS.

This day will also go down in CFANS history as the day the mysterious "they" decided to give us nava a monthly flying pay once again. Whoopee! For the past while we have been collecting a paltry \$7.50 (taxable) per trip. Now, would you be keen to fly 5½ hours in a Dak for a crummy \$7.50? Neither would I.

Of course, with the re-introduction of a monthly air duty allowance we have lost our unique status as the only military flying school in the

Western World that didn't pay its instructors a regular flying pay.

It's wonderful not to be unique.

Rick Alp is also feeling good about not being unique. For some time the poor chap was the only lieutenant on CFANS staff but this month he has been promoted to captain. Unfortunately, this means he is also a General Service Officer. Congratulations anyway, Rick.

Major Sullivan's retirement has caused another CFANS personnel shuffle. Major John Beaulne will be the new TSSC. Ed Barker moves from 'A' Flt. to become temporary 'B' Flt. Commander and Rick Rantz takes Ed's place as Dep. 'A' Flt. Commander. Ed and Rick are the two tallest fellows in the Nav squadron, in fact, both are just a little shorter than King Kong. It takes a big man to boss a flight at CFANS, and these two fellows have what it takes.

We short guys get to write the Voxair articles.

\$ CURRENT CURRENCY \$

More good news has entered the halls of base accounts in the form of green paper.

Capt Dave Morreau, BMSO, has been posted to the land of the Chinooks. The wearing of the mobile command flash may rust in Calgary during the winters freeze and thaw. But you'll never notice the marks under the summers Wainwright dust.

MWO Adrien Desbiens, chief auditor, will also be visiting the sand dunes this summer. They say that sightseeing on a camels back is common in Cairo.

Capt Bill Atkinson, NPFAO, has received an eastern posting. Winnipeg to Beausejour without even packing a lunch.

MCpl Howie Evans, reserve pay, a real salty sailor from Saskatoon, Thunder Bay and Winnipeg, has received a sailors posting to Yorkton, Sask., wind jamming.

WO Rene Bouvier, claims, has been recognized as an instructor by Ottawa. As a ward in the finance training school in Borden (CFSAL); Winnipeg hopes to reap a few benefits.

Florence Allard, the typist from regular pay, departed for greener green and is now working for the provincial government.

WO Lloyd Hayes, financial management, is tired of painting his golf balls and shoveling his way around the whites. White golf balls on the greens of Comox and cruising the inlets of Vancouver Island are more the answer.

Cpl Ron Maciura, NPF, is disolving NPF and moving to Ottawa.

With sixteen postings out and no named replacements coming in, CFB Winnipeg personnel may have to go to Shilo for pay and claims payment.

If you find base accounts

personnel choked and angry around the 12 of May, it's because our posting and career managers came for a visit. Winnipeg accounts personnel have had so much needling over the years that they are immune to promotions. We are considering adopting a new march past, The Maple Leaf Forever.



Victor Borge, the "Great Dane", is one of the many celebrities helping the American Cancer Society's Crusade. The pianist-comedian urges everyone to give generously to the American Cancer Society to support research, education, and service to cancer patients and their families.

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PATRICIA REPORT



2 PPCLI IN FLOOD CONTROL OPERATIONS

During the past week, the Battalion has been involved in a series of demanding flood control operations.

Initial taskings involved the deployment of elements of 2 PPCLI to Carmen, St Norbert and St Adolphe, to assist representatives of the Manitoba Emergency Measures Organization in the relief of

homes inundated by the Red River. In Carman, MCpl Kirkpatrick and his detachment provided much needed assistance, while in St Norbert, some 160 personnel, the majority from C Company and the remainder from Mortar and Armoured Defense Platoons, were deployed. The St Norbert operation, in co-operation with

EMO, ranged from evacuation of homes beyond saving to the sand-bagging of surviving homes and maintenance of the occupants. A detachment of armoured personnel carriers from A Company was utilized, in conjunction with the motor boats operated by C Company, to move sand bags and ferry personnel, through both deep water areas, and those areas which were too shallow or boggy to allow passage by boats or conventional vehicles.

Assistance in the St Norbert area was also provided by personnel from Winnipeg Rifles and Queens Own Highlanders of Canada contributed significantly Company efforts in the area of Turnbull Dr, while in the Marchand Road area, a barge and personnel from HMCS Chippawa were a most welcome addition. A group of army cadets from the Royal Winnipeg Rifles deserve special mention, for the long hours they worked filling sand bags on the evening of 24 April.

South of St Norbert in St Adolphe, similar operations were in progress. In this location, a detachment under the command of Sgt Eagle JW and later, Sgt Bennett HG, assisted local authorities in flood and traffic control. The situation in the St Adolphe area was a particularly trying one, in that road re-supply of troops in that location could not be effected except by a circuitous approach from the east, and by a road which was constantly threatened with flooding.

On 26 April, A Company relieved C Company in providing assistance to the St Norbert area. By 29 April, the flood level along the Red River had stabilized and even dropped marginally, and it was possible to withdraw A Company with the exception of a detachment of armoured personnel carriers. This detachment continues to be deployed, to provide assistance as the need arises.

While the previously described operations were in progress, operations staff from 2 PPCLI liaised with EMO representatives in communities

from St Adolphe south to the border, to establish whether or not a requirement existed for further flood control assistance. On the basis of this liaison, and the request of provincial authorities, B Coy personnel were deployed to the Halbstadt area on 29 April. The previous Friday, Pembina River flood waters had broken through a dike to threaten approximately twenty farms with inundation. At the time of writing, the Halbstadt operation is still in progress and will be reported upon in the next edition of Voxair.

An aspect of aid to the civil power operations which many people, particularly civilians, tend to forget should be aired at this point. Military assistance to civilian authorities is provided at the request of those authorities, and within a time frame designated to them. While suggestions may be made by the military as to when assistance may best be provided and to what degree, in the end it is the civil authority which establishes the parameters, as to when assistance will be requested and the basic form such assistance will take.



Crew Commander Major D. P. Montgomery, Brockville Ontario and driver Master Corporal J. L. McInnis, Mount Carmel P.E.I. "swim" their Armoured Personnel Carrier along Turnbull Drive in St. Norbert Manitoba during recent floods. More than 200 members of the Second Battalion Princess Patricia's Canadian Light Infantry took part in flood relief duties in communities south of Winnipeg. (Canadian Forces Photo)



Visit to areas of battalion participation in flood control, by the commander 1 combat group. Left to Right: WO B.G. Spence (CAMSC Company), GGen G.G. Brown (COMD 1 Cbt GP), Maj D.P. Montgomery (OC C Company, WO G. Smith (CSM C Company, LCol J.H. Allan (CO 2 PPCLI) BGen K.C. Lett (TCHQ/COS)



Ptes Ed Mobourquette, Jr McPhee & Dr Krieger (L to R) of C Company stock-piling sand bags on Turnbull Dr. (St. Norbert)



One of A Company's APCs assisting in the sand bagging of a flood threatened house on Red River Dr.

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GOVERNOR GENERAL AND MADAME LEGER VISIT WINNIPEG

On April 25th their Excellencies the Governor General and Madame Jules Leger made their first official visit to Winnipeg. They arrived at CFB Winnipeg by service aircraft and were met by the Base Commander Col C. A. LaFrance, Inspector K. C. Ziegler of the RCMP, Honorary Aide-de-Camp in attendance, and His Honour

the Lieutenant-Governor and Mrs. McKeag.

The Leger's were then driven to Government House where they met the other Honorary Aides-de-Camp in attendance, Colonel L.D. Ludlow, CD, Colonel E.J. Harris, CD and Lieutenant-Colonel W.N. Fox-Decent, CD.

Following a private luncheon

at Government House, an official call was made at the Legislative Building. After meeting Brigadier-General K.C. Lett of Training Command Headquarters and Assistant Commissioner G. Paquette of the RCMP, the Governor General inspected the Guard of Honour, under the command of Captain D.J. McCracken of 429

Squadron. Here they were met by Premier Shreyer and escorted to their places in the Chamber. That evening a dinner in honour of their Excellencies was given by the Lieutenant-Governor.

Friday was spent visiting City Hall, turning the sod at the Living Prairie Museum, lunching at St. James Civic Centre and visiting the St. Boniface Basilica

and Centre Culturel Franco-Manitobain. Later came an informal reception and then a formal dinner at Government House.

Saturday morning Governor General and Madame Leger bid farewell to Winnipeg and boarded a Canadian Forces aircraft at CFB Winnipeg for a flight home to Ottawa.



Governor General and Madame Jules Leger are greeted on their arrival at CFB Winnipeg by the Base Commander, Col. C.A. LaFrance and Honorary Aide-de-Camp in attendance Inspector K.C. Ziegler of the R.C.M.P. Base Photo



Governor General Leger meets Lieutenant Governor and Mrs. McKeag at CFB Winnipeg. Base Photo



Premier Ed Shreyer is introduced to Governor General and Madame Leger at Legislative Building.



Parade Commander Capt. D.J. McCracken of 429 Squadron escorts Governor General Leger on inspection of the Guard of Honour at Legislative Building.



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CHIPPAWA INSPECTION

Rear Admiral DS Boyle, CD, Commander Maritime Command conducted the annual inspection of the Ship's Company at HMCS Chippawa on Tuesday, April 30. HMCS Chippawa, located at 51 Smith Street, is "home" to a growing number of Winnipeg Naval reservists.

The inspection of the naval reserve unit in Winnipeg by the Commander Maritime Command reflects the increased importance with which the Department of National Defence views the role of reserve units in the Canadian Forces.



Rear Admiral DS Boyle, CD, Commander Maritime Command, having difficulties speaking to the Basedrummer of HMCS Chippawa during annual inspection of HMCS Chippawa. Looking on are WO Carrick, Drum Major, and Chippawa's Commanding Officer WN Fox-Decent.



WHAT A LOVELY NAVY!

Rear Admiral DS Boyle, CD, Commander of Canada's Maritime Forces, completes his inspection of HMCS Chippawa's Ships Company

on the occasion of Chippawa's annual inspection on Tuesday 30 April 74.

WINNIPEG CENTENNIAL MODEL CONTEST

REGISTRATION FORM

NAME SEX AGE

ADDRESS

TELEPHONE BIRTH DATE

CATEGORY
(state Air, Land, Sea or Diorama)

MODEL
(give name and type and a brief description, stating colours and markings)

I understand and agree to the following conditions:

- (a) The judges' decision is final and binding.
- (b) No models may be entered after midnight 15 May 74.
- (c) The models become the Committee's property to display as they see fit.
- (d) The Committee accepts no responsibility for damaged or destroyed models (all due precautions will be taken).
- (e) The owner/builders will be advised when to pick up their models after judging and no later than 31 Aug 74.

Signature of Builder/Owner

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three times as many hours of light. Standard bulbs burn more efficiently and provide more light per unit of electricity consumed. Turning lights on and off frequently doesn't usually save a significant amount of power. And the inrush of current weakens the filament, shortening the life of the bulb.

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COMMANDER COMMUNICATION COMMAND VISITS WINNIPEG

BGen L. H. Wylie, Commander Communication Command paid his annual visit to 733 Communication Squadron on 17 April. BGen Wylie was accompanied by Maj

IMPRESSED

RABAH, SINAI (CFP) - "I must say I'm tremendously impressed... I go back to Ottawa with a message to the Canadian people of deep pride for what is being done..."

So said former Prime Minister John Diefenbaker at the end of a two-hour visit to 80 Canadians serving with the United Nations emergency force at this isolated tented camp in the Sinai Desert.

Mr. Diefenbaker, in Israel for opening ceremonies of stretch of highway to bear his name, took time out to fly to Rabah to meet troops there involved in logistics support, communications, maintenance and postal support for UNEFS Northern Brigade. Meeting him was the Canadian Contingent Commander, Brigadier-General Donald E. Holmes.

The former Prime Minister also said "Its impossible in Canada for us, as Canadians, to know much more than that the Canadian Forces have enjoyed a great reputation in the past."

He was referring to various undertakings with the U.N. "But" he added, "Its been a complete revelation to me". He added that "The contribution being made is shown by the relationship I see between the several countries that are represented here."

He said that he met representatives of the other countries, "and their attitude is one of admiration for Canadian assistance and cooperation, adding, "and thats all to the good."

He extended to the men his "Deepest admiration and my best wishes for continued success."

OPEN HOUSE

Open House at the YWCA on May 9th, 9:30 a.m. to 9:00 p.m. will provide an opportunity for the public to either participate in an activity or observe a class in action before signing up for a spring program. A free baby sitting service will be available during the day from 9 a.m. - 4 p.m. enabling the mother to take part in the Fitness Tests (1:30-3:00 p.m.) observe the pre school swim class (2:00-3:00 p.m.) and have a swim at noon. The evening program features demonstrations in Yoga; Canoeing; Lifesaving; Synchronized swimming; gymnastics and ballroom dancing.

The Exercise Room will be open throughout the day for ladies to drop in and try out the various exercise machines. The Cafeteria, which is open to the public, will feature a special menu. Music to dine by will be provided by the Dave Drew Duo. Registration in programs will start on May 9th. Classes start May 11th. This spring's program covers a variety of physical fitness and recreation programs in addition to teen leisure time activities plus courses for women sponsored by the Women's Centre. A complete list of programs is available on request - Call Registrar, 943-0381.

Blezard, Capt Lefebvre and the Command Chief Warrant Officer, CWO Willett.

Upon arrival at the Comm Sqn BGen Wylie inspected the Squadron Quarters Guard, commanded by Sgt L.P. Pride. The precision drill and the sharply dressed guard made a visible impression, no doubt as a result of the arduous practising conducted by Sgts Pride and Allin.

Following a series of briefings by the Commanding Officer, Operations Officer and Squadron section NCOs, BGen Wylie and his staff toured the facilities that the Comm Sqn maintains to support CFB Winnipeg and Training Command Headquarters.

As Capt Johnson, the Commanding Officer put it, this visit was not just to show off the good side but to give us a chance

to voice our problem areas and ensure the comments would reach to the top. All discussions were fruitful and many areas of communications support were clarified.

The Commander and party found time to attend a "meet and greet" at the Jr Ranks Club near the end of the day. Virtually all the Squadron members had a chance to bend his ear over a cold drink.

Included in the BGen Wylie's visit itinerary were discussions with RAdm Stephens at Training Command Headquarters and Col LaFrance at CFB Winnipeg. In addition the hectic trip included visits to 73 Communication Group Headquarters and 735 Reserve Communication Squadron in Winnipeg, 731 Communication Squadron at Shilo and an extremely short visit to CFB Portage la Prairie.



In the Area Communications Centre, Capt Johnson, BGen Wylie, Lt Sieffert and Cpl Northcott. Cpl Northcott is a member of HMCS Chippawa attached to the Comm Sqn for on-job-training. Base Photo



During a visit to the CFB Winnipeg switchboard BGen Wylie discussed its operation with the supervisor, Mrs P.B. Sly. Mrs Almdal, too busy with the multitude of daily calls calmly works on. Base Photo



While in the Teletype Workshop General Wylie discussed maintenance problems with both the new and old teletype equipment. The Commander is shown with Sgt Skilliter (right) and again with Cpl Guballa. Base Photo



At the Headingly Transmitter Site BGen Wylie meets Cpl Crawford as Sgt Waters and Maj Blezard look on. Base Photo

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HOWIE CLOWES RETIREES

Mr. Howie Clowes, a familiar figure around CFB Winnipeg since July 1969 retired from the PERI Staff and the Canadian Armed Forces in April this year after serving an accumulated total of 28 years.

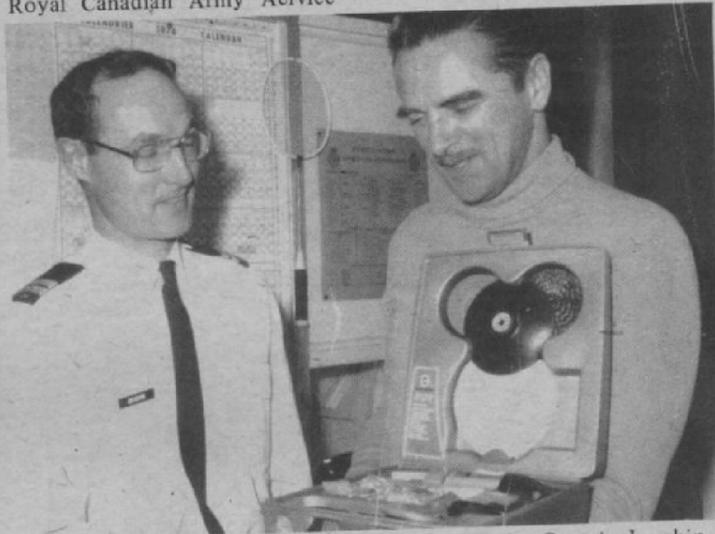
Howie was born in Fredicton, N.B., and after graduating from high school, he enlisted and served the war years with the Royal Canadian Navy from 1942-45.

Following demolization, Howie was employed with the DVA as a remedial Physical Training Instructor. After two years of being a civilian, Howie's interests again turned to service life and he became an active reserve member with the Army Medical Corp, The Scottish Infantry Regiment and the Royal Canadian Army Aervice

Copr from 1948-54. He once again went "active" and joined the Royal Canadian Air Force as a PERI in 1964, and has seen such postings as 5 Depot Moncton; 2 Fighter Wing, Europe; Camp Borden; and Chibougamau.

As is noted through this narrative, Howie Clowes has been one of the fortunate members of the CAF to have served with all three services. Howie is a more familiar sight around the CFB Winnipeg Curling Rink, with the Junior Curlers as well as being an ardent Curler himself.

Howie is remaining in Winnipeg with his good family and I'm sure we all wish him the Best of Luck in his future endeavours.



Howie Clowes (right) is presented a drill kit by Captain Joughin on the occasion of his retirement from the Canadian Forces.

LEARN TO SWIM CLASSES WESTWIN POOL

Learn to Swim Classes will begin the first session of classes.
DATE - 8 Jul to 26 Jul 74
Mon - Fri

Senior and Intermediate
0900 - 1000 hrs

Junior and Beginners
1000 - 1100 hrs

Junior and Beginners
1100 - 1200 hrs

COST - \$4.50 per class - 15 lessons per class
Maximum number candidates - 12

Minimum number of candidates - 10

Second session of learn to swim classes will be held during the period 12 Aug - 30 Aug.

Cost and number of classes, same as for first session.

Registration Dates

First Session - 28 Jun 74

0800 - 1200 hrs. in main foyer of Bldg No. 90 Westwin Rec Centre

Second Session - 8 Aug 74

0800 - 1200 hrs. in main foyer of Bldg No. 90 Westwin Rec Centre

EARLY BIRD GOLF TOURNAMENT

The annual Early Bird Golf Tournament will be held at Riding Mountain National Park on the 1 and 2 June 1974.

Entry fees are: a) Service Personnel and DND Employees - \$10.00; b) Civilian Guests - \$12.00.

Entry forms are available at the Base Recreation Centres building No. 90 and A-2.

Deadline for entries is midnight 31 May 1974.

NATIONAL VOLLEYBALL CHAMPIONSHIPS

The Canadian Forces National Volleyball Championships were held at CFB Borden 22 - 25 April 1974. CFB Cold Lake represented the Prairie Region and placed third in the championship behind Quebec and the Pacific Regions. The sportsmanship and calibre of play were excellent from all who participated and a particular Congratulations go out to Ken Berg and Bill St. Jean of CFB Winnipeg who assisted the Cold Lake team on their fine showing.

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Cpl Reg Landry accepts the Beaver Storage Co Ltd Trophy, emblematic of the Inter-Section Hockey scoring championship from Capt Bill Joughin BPERO.



Capt Bill Joughin presenting the "Bob Anderson" Memorial Trophy to Cpl Kerry Stevens. This trophy is presented annually to the player showing outstanding ability and sportsmanship. This marks the second consecutive year that Kerry has won this trophy.

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The St. James-Assiniboia Centennial Committee
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CENTENNIAL BICYCLE RALLY

For all Boys and Girls of St. James-Assiniboia Aged 7 to 15 Years
On Sunday, May 26 Starting at 1:00 P.M. And Will Be Followed By A
Family Fun Picnic and Presentation of Awards at Woodhaven Park

Boys and girls Aged 7 - 9 years will start at Deer Lodge Hospital on a 2 mile route
Boys and girls aged 10-12 years will start at Linwood School on a 3 mile route
Boys and girls aged 13-15 years will start at Sansome Junior High on an 8 mile route

ALL ENTRANTS MUST BE PRE-REGISTERED - ALL ENTRIES MUST BE IN
NO LATER THAN WEDNESDAY, MAY 15/74
all entrants must be able to ride the course independently
(Rules and regulations will be mailed to all entrants)
RALLY RUN AS A "SAFETY FIRST" PROGRAM ON A TIMED ROUTE -
OBEYING ALL ROAD SAFETY REGULATIONS.

We wish to inform parents that this is not a route requiring speed to complete...it is a "SAFE CYCLING" rally run with the co-operation of the St. James-Assiniboia Police Department, timed and supervised by the Canadian Cycling Association.

Please forward all entries and/or inquiries to: CHERYL CORRIE
150 FERRY ROAD, WINNIPEG
R3J 1V7 888-7924

I WISH TO ENTER THE CENTENNIAL BICYCLE RALLY:

NAME _____ AGE _____

ADDRESS _____ POSTAL CODE _____

TELEPHONE _____

CFB WINNIPEG RIFLE CLUB IN COMPETITION



On the 31 Mar 74 CFB Winnipeg Junior Rifle Club entered four teams in the MPRA (Junior) Whitehead Competition which is held annually. One of our four teams was staffed by our female shooters, and yes, they came in first place to bring home the Jerry Chalmers Memorial Trophy and an individual trophy of their own. From left to right the happy winners are April Toset, Darlene Murray, Sheila Rice, Barb Heaver, Shelley Winter, Karen Fisher and Debbie Webster.



On the 7 Apr 74 the senior members of our association entered two teams in the MPRA Whitehead competition but things didn't work out as well as with our juniors the previous week. The winning team for this trophy were the 18th Medical Company. This team is staffed by left to right, JM Groll, M Johner, AB Groll, J Wichers and DG Groll. The Groll Family did pretty good for themselves in this competition. The Whitehead Trophy is 50 yrs old this year.



Bert Groll accepts the Gold Medal at the annual Whitehead Competition for the highest individual score (398 - 35X out of a possible 400 - 40X). from Col CA LaFrance who presented the awards and trophies at this competition.

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Sheila Rice accepts the Jerry Chalmers Memorial Trophy for CFB Winnipeg Junior "A" team from Col JC Brown of TCHQ who presented the trophies and awards at this competition.



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...from the diary of a mod housewife

by R. Kay

GET ME TO THE CHURCH ON TIME

There are certain advantages to attending your son's wedding out of town. You don't get involved in the hectic preparations, you miss all the turmoil, you plan your trip at leisure and anticipate the great event from a distance - calmly and serenely. (Or so the theory goes.)

Occasional long distance calls from your son transmit a little of the frantic activity at the other end, and you realize that they have switched into high gear. You both smile and say - ah these young people, everything excites them so...

And then the fire fighters strike. You don't get too upset, because the wedding is still two weeks off, and by then they will surely have settled. Nothing to worry about.

Then the air traffic controllers announce they may now strike legally, beginning Friday. Well now, that gives you only a week. A very small uneasiness begins to creep up on you, but you shake it off. "They wouldn't, would they?"

A few days pass and nothing much happens, except that the fire fighters are still out and they weren't supposed to be out that long. So you call the travel agent and ask him to book you on the train - just in case - but keep the flight, too. You see - nothing to get worked up about. What could possibly happen now? You have covered all exits...

More anxious calls from Vancouver (the parents of the bride have arrived already - they weren't taking any chances). "Do you think you'll make it?" You tell them how wisely you have arranged things. And that you WILL BE THERE!

Then the mail strike hits. This, you think, cannot affect you as far as the wedding is concerned. But friends call and bring over wedding gifts for you to take along, because now they can't mail them. So you have a

carving set, a bread basket, a wine rack, and you begin to wonder about weight and room in your luggage...

You make two appointments with the hairdresser, one for the day you leave by air, the other for the train alternative. And you phone your sister in Calgary to tell her about the new arrangements, because she is scheduled on the same flight, joining you in Calgary.

Then the floods in Manitoba and Saskatchewan: news of train tracks and bridges washed away, rumours of passengers stranded, trains being days behind schedule... You are beginning to tremble a little bit, and the uneasiness mounts, just very slightly.

Suddenly, good news: the controllers will not strike until May, and by then you will be back. The fire fighters are still out, but the airports seem to manage all right without them. So, you confidently cancel the train reservation. And your one hair appointment. You also call your sister to inform her about all that. Then you call your son and inform him of the newest development. (The phone bill won't arrive for awhile!) And then you sit back and wait. Some of the calmness and serenity has gone, and that confident smile has become a bit forced. But you are still determined...

Meanwhile your gown is getting the finishing touches. You think about how to pack it, and you wonder what would happen if, by a remote quirk of fate, your suitcase won't be there when you step off the plane. You are being reassured, but this thought has taken hold, and you begin to think of ways to take it with you on the plane. Everybody tells you about sad experiences with lost luggage,

See (Diary)

Page 16, Col. 4

"PLAZA SUITE"

Studio 22's future production, "Plaza Suite" 9, 10, 11 and 16, 17, 18 May will mark the 19th year CFB Winnipeg's Drama Club has been performing for the civilian and military community.

The Studio got its first breath of life when a new Westwin Gymnasium/Theatre complex (Bldg 90) left vacant the old base theatre (Bldg 22), a small three hundred and fifty seat theatre that is acoustically perfect. A nucleus of theatre buffs formed around an American exchange officer and grew to become at one time, one of the foremost amateur theatre groups in Winnipeg that once found its way into the newly constructed M.T.C. and as hosts to the Dominion Drama Festival regional trials.

The aim of Studio 22 is simply to have fun producing plays that the widest audience possible can enjoy. The vast majority of plays like "Plaza Suite" have been conservative

with a small "c" and comedies with a capital "C". Most people we believe come to the theatre not to be confronted by tragedies they hear hourly on the news, but to be entertained, to be made to laugh.

The "Plaza Suite" by Neil Simon is essentially three one act plays all taking place in the same suite of the Plaza Hotel. The first act is developed around the interrelation of wife, husband and secretary. The second is a seduction scene that leaves the audience wondering who was seduced, the Hollywood Director or his one time highschool sweetheart. In the last act, a Wedding scene, pandemonium breaks loose when the bride at the last minute refuses to come out of the bathroom.

Whether you be a senior citizen and student paying \$1.00 or an adult paying \$2.00 you will get a lot of entertainment value for your money at Studio 22. Tickets are available at ATO or at the door.



The cast of Studio 22's production "Plaza Suite" are: Front row L to R - Fred Taylor, Sheila Bunston, Sally Freudenberg, Adele McCarty, Norm Smeal. Second row L to R - Max Brown, Mike Raber, Agostinho Cabral.

FROM THE GROOVES

by Mark Cyluck

Four months ago I received an album called "Scott Joplin's - The Red Book Story" which was my learning period of one of the finest rag-time pianists of the century, now finally gaining the

recognition and respect that is due to him. Scott Joplin wasn't just an ordinary rag-time player, but a perfectionist, and a craftsman, truly a man who showed great musicianship. Now with the coming of the movie "The Sting" (also the name of the album soundtrack M.C.A.-390), I am once again, enjoyably, exposed to him as his music is the basis of the movie and soundtrack. The first two selections, "Solace" and "The Entertainers" are reconstructed for Orchestration and not just piano, but they still retain the light heartedness of the late 1800's. "Easy Winners" is back to the good old stuff in its original form, "Hookers Hooker" is a non Joplin piece that is filled into the track to later lead into the "Pine Apple Rag". And for the flower lovers there is the "Gladolus Rag". "Pine Apple Rag" may have a deceiving name, as it isn't the "joyful" sound you might expect, but sounds more like a part of a funeral, but it still is enjoyable. "The Glow" is more like the music of the big band era, the Swing (apt for a movie based on that time period). Other notables are the "Rag Time Dance" and "Little Girl"

Calendrier Francais

03 mai

La Chorale des Intrépides en tournée au Manitoba Concert aura lieu à Somerset à la Salle Communautaire à 20h30.

Les billets seront en vente à la porte.

Les Gais-Manitobains vous invitent à une soirée sociale pour les anciens Gais-Manitobains ainsi que tous leurs amis, le 04 mai au gymnase du Centre Culturel franco-manitobain à 20h30.

Les Gais-Manitobains vous promettent en plus d'un prix d'entrée, tirage et spectacle, "du fun en masse" avec animation dans "La joi de vivre."

POUR LES FEMMES...

L'Office National du film vous présente "En tant que femmes," une série de quatre films pour les femmes, avec discussion.

Pour s'inscrire téléphonez Louise à 233-4915.

THE FAMILY

"IT'S ALL YOUR FAULT"
By CAPT DICK MULLEN,
ASWC

How often have you heard, "It's all your fault. If it weren't for you, things would be OK around here!"? How often have you said, "It's that kid of yours. He causes everything. Every time we plan something, he ruins it. It's his fault!"?

It is a common human reaction to try and fix the blame. We are raised to expect someone to be responsible so, when things go wrong, we look for the person who is at fault. We look for a scapegoat.

Unfortunately, this does not always solve the problem. Consider what happens when the person you think is at fault does not agree with you. Maybe you can work it out. More likely, emotions will get hot, and maybe a fight will result before you can clear the air (if the issue ever gets settled!).

There is a problem with fixing the blame. You are pointing the finger at one person in particular to be singled out as a troublemaker. You automatically put that person down and on the defensive. When this happens, he or she feels cheapened, embarrassed, uncomfortable, scared and angry. That person immediately wants to run away from you because you are the cause of the discomfort. If there is no possibility to run away, the next alternative is to try and wipe out the accusation - to fight off the accuser: you!

Let's hold it there and go back to square one. As I explain to the families who work with me, I consider the idea of "fault" of "blame" has no place in a family. I have yet to meet the family where any member deliberately plans and sets out to destroy the family unit. It is just the opposite. I find that all members of the family sincerely try in their own ways to make things work smoothly. Each member seriously tries to reduce any hurt or pain in the family, not just for himself but for the good of all.

The problem here is that each member of the family is doing his own thing. The family is not pulling together. The result is a group of individuals working against each other. If that sounds crazy, it is. And if you keep it up long enough it can drive you crazy, because everything you do to help gets sabotaged, or messed up in some way. Soon you get mad and you begin to look for someone to blame (that way you can get rid of your frustrations). So you get sucked into adding fuel to the fire when all you're trying to do is help your family.

What do you do? One thing is to count to ten before you dish out the blame. If someone in your family seems to be interfering, ask this person, "What do you hope to do by your action?", and "When you do that, how do you hope to help out?". Explain also what you are trying to do and how your plans are being cut down. It may be that your actions cut off another family member's plans... Check it out.

When you do this, you have a chance to avoid fixing the "blame". Instead, you can work together to establish who is responsible. That is, in your family, who will respond or carry the answers about a certain event or plan? In your family, who can be counted on to organize and carry through your family's plans? Who has the ability to respond - the "response-ability"?

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Adult: Parental Guidance

Thu., May 9

"THE SACRED KNIVES OF VENGEANCE"
Mature

Fri. & Sat., May 10 & 11

"PICK UP ON 101"
Mature

Sat., May 11 (Matinee)

"THE FAMILY JEWELS"
Jerry Lewis
General

Sun. & Mon., May 12 & 13

"DON'T LOOK NOW"
Julie Christie - D. Sutherland
Adult: Parental Guidance

Tues. / Wed., May 14 & 15

"JUDGE ROY BEAN"
Paul Newman
Mature

Thu. / Fri., May 16 & 17

"THE HEARTBREAK KID"
Mature

Sat. & Sun., May 18 & 19 (Mat. and eve.)

"ROBIN HOOD"
Walt Disney Cartoon Feature
General

Mon., May 20

"ESCAPED FROM DEVILS ISLAND"
Jim Brown
Adult: Parental Guidance

Tue. & Wed., May 21 & 22

"BANG THE DRUM SLOWLY"
Mature

Eves. Mon. thru Sat. 19:00 hrs.

Sat. Mat. 13:00 - 15:00 hrs.

Sun. Eve. 19:00 - 21:00 hrs.

REGULAR ADMISSION:

Adults .75¢ - Children under 13 yrs. .35¢

Special Admission \$1.00: As Posted at Box Office

SUBJECT TO UNAVOIDABLE CHANGE WITHOUT NOTIFICATION



NORTH SITE COMMUNITY COUNCIL REVIEW

In February of this year the members of the newly formed North Site Married Quarters Council decided that the best way to determine what programs were of most importance to the community, was to ask the residents. To accomplish this, a questionnaire was drawn up and distributed to all residents.

The completed questionnaires were collected by the respective ward councillors, with the responses being summarized by ward on a questionnaire answer sheet.

Therefore, this and subsequent articles have been compiled to form a series which will outline the areas of interest and problems which are uppermost in the minds of you, the residents.

This, the first of the series, will deal with the background information we received and the responses to the "General Questions." Additionally, and as answers are found and individual decisions are made to your questionnaire responses, these too will be passed on to you in this paper. Hopefully, if you disagree or are able to offer suggestions that would improve upon the decisions your council has made, you will contact your ward representative.

Initially, the council had decided that in order to validate the responses received it would be necessary to have a minimum of 50% of the residents respond to the questionnaire. This, it was felt, would give the council a basis for the opinions held generally by the residents. Questionnaires were delivered to 610 residences, of which 389 questionnaires, in varying states of completion, were collected, representing an overall return of 63.8%, although by ward, the returned percentage varied from a low of 20% to a high of 91%.

Your council is most appreciative of the very commendable effort on the part of the residents. questions of the General section were meant to give the council some feeling for the size of the population of the community and the age distribution. Hopefully, from this we will have a basis from which to centre in on recreation programs and possibly physical facilities that will benefit the largest proportion of residents. However, this subject will be dealt with in later articles of this series.

One area of prime importance is the community's willingness to support the council through avenues of resident volunteer

support and financial assistance. In response to a direct request for volunteer support, 88 residents submitted their names and indicated a variety of specific areas of interest, which should provide a much needed source of volunteer support for council programs.

Our request for opinions regarding a voluntary monthly assessment showed 47% in favour and 53% either against or indicating no response. Further, the highest assessment receiving the most support was \$5.00 per month, while the lowest was \$1.00 per month. Averaged over the ten wards the common assessment worked out to \$2.00 per month. Additionally, a volunteer assessment of \$1.00 and \$2.00 per month received equal support as commonly suggested assessment. Our final decision on this subject can only be made after we have determined what programs it will be financially feasible to support and what financial assistance will be available to us from outside sources. However, further information will be provided in following articles of this series.

We believe, from the information provided, that your council can and will benefit the North Site Married Quarter Community. At the present time, answers are being sought to the many questions posed by you, the residents.

We would hope that by the time of the Next Voxair we will be in a better position to answer some of your questions and initially discuss the subject of Recreation.

DO YOU HAVE THE ANSWER?

Why do young people start using drugs: Youthful curiosity, for kicks, eagerness to please friends, family discord, frustration, boredom?

An expert claims that "drugs are the instant mother". Are drug users seeking their mothers? Why?

Because of so many things wrong with today's world, do young people seek refuge in drugs, are they justified? What else can they do?

Does the fact that our society is a "pill taking society" contribute to youths readiness to experiment?

Is pain regarded as an enemy that must be eliminated? Many people are damaged unnecessarily because they have never seen it as a friend. Do they see pleasure as the opposite to pain?

Chapel News

C.W.L. NEWS

The Catholic Women's League held their monthly meeting on Thursday, 25 Apr. 74, with a fairly good turnout. We talked on Confirmations and current projects and discussed and outlined plans for our new year. We are still in need of new members, especially if we are to accomplish all we would like to do. So ladies, we hope to see many new faces at our May meeting, as we need your support.

Mrs. Mae O'Brien will be our Community Life convenor, and Mrs. Rosemary Butler our membership convenor, with memberships now renewable for the 1974-75 year.

One of our current projects, which we hope we'll soon see filled, is a request from a missionary in Northern Manitoba for Children's reading material, hockey equipment, First Communion and wedding veils, and any clothing. We have a "catch-all" box at the back of the Chapel and all donations, large or small, will be appreciated, as you help us to help others.

Also, if there is any lady in the parish whose husband is away to Egypt, or on a course, etc., and who needs any assistance - rides, a baby sitter while she shops, or just to have someone to talk with, please feel free to call us anytime, and we will do our best to help where possible. Please telephone C.W.L. President, Mrs. Thea Revoy 888-0635.

Our next meeting will be held on Thursday, May 30th, 1974, at 8:00 p.m. in the Chapel (RC) annex. All Catholic ladies are welcome.

PROTESTANT CHAPEL NEWS

Through some searching and asking around town we were able to come up with this article. It isn't really news as one would expect but it is a good "Food For Thought" piece for your own personal evaluation.

"GROW UP-AND GO HOME"

Judge Philip Gilliam, of Denver, Colo., recently gave some advice to the young people of his community that is worth repeating. It was by way of an answer to the cry of many high school age boys and girls, "What can we do? Where can we go?"

"Go home!" the judge says. "Hang the storm windows, paint the woodwork. Rake the leaves, mow the lawn, shovel snow. Wash the car, learn to cook, scrub the floors. Repair the sink, build a boat, get a job. Help the minister, priest or rabbi. Visit the sick, help the poor, study your lessons. And when you are

through - and not too tired - read a good book.

"Your parents do not owe you entertainment. Your city or village does not owe you a living. You owe the world something. You owe it your time and energy and your talents so that no one will be at war or in poverty or sick and lonely again."

"In plain, simple words, Grow Up, quit being a cry baby, get out of your dream world, and develop a backbone, not a wish-bone, and start acting like a man or a lady. You're supposed to be mature enough to accept some of the responsibility your parents have carried for years. They have nursed, protected, helped, appealed, begged, excused, tolerated and denied themselves many things so that you could have every benefit.

"This they have done gladly, for you are their dearest treasure. But now, you have no right to expect them to bow to every whim and fancy just because selfish ego instead of common sense dominates your personality, thinking and requests. In Heaven's name, grow up and go home." To which parents, we think, will answer, "Amen!"

- Assiniboia Times

To The Parents- Will you help, yourself, your child? It is your duty!

We feel that as children of God, we can all learn something of ourselves if we sit down and have a good look at ourselves. These could be some of the questions you ask yourself. Am I proceeding in a straight line towards my goals in life? Is my guidance of my children adequate under present day standards? Am I adequately concerned at what is happening in my community and country in relation to what is happening to me politically, economically & spiritually? Am I meeting all my duties as they should be met? This article is meant for our careful consideration.

Chapel Services

PROTESTANT

SUNDAY SERVICES

South Site 10:00 a.m.
North Site 11:30 a.m.

SUNDAY SCHOOL

South Site, all ages 11:00 a.m.
North Site, grades 4, 5 and 6 10:30 a.m.

CHOIR PRACTICE

(North Site only) - THURSDAY

Junior, ages 7-14 6:30 p.m.
Senior 7:30 p.m.

BAPTISMS

May be arranged by calling the chapel office.

MARRIAGES

Call the Chaplain well in advance.

CHAPLAINS

Padre J.P. MacLean
Office: 832-1311, local 417
Residence: 837-4985

Padre J.I. Mills
Office: 889-9173
Residence: 489-3231

ROMAN CATHOLIC

MASSES

North Site
Saturday 7:00 p.m.
Sunday 8:30 and 11:00 a.m.
Monday-Thursday 4:45 p.m.

South Site
Sunday 9:00 and 11:00 a.m.
Weekdays 4:45 p.m.

SUNDAY SCHOOL

North Site 9:30 to 10:30 a.m.
South Site 9:45 to 10:45 a.m.

BAPTISMS

By appointment.

MARRIAGES

By appointment, one month in advance.

CHAPLAINS

Father R.A. Gloscheski
Office: 832-1311, local 272
Residence: 832-2970

Father E. Cremona
Office: 889-9173
Residence: 888-1331

BINGO NEWS

It's never too early to plan ahead, so here is a date to keep in mind Wednesday, the 16th of October 1974, has been allocated for the Military Police Bingo in aid of the Blind Children's Fund. Circle the date on your calendar and be sure to come out and support a very worthwhile cause. Canex prizes for the month of May are as follows: 1 May, A Ladies Timex Watch, 8 May, A Gent's Timex Watch, 15 May, a GE portable AM/FM Solid State radio, 22 May, a Ladies Timex Watch, 29 May, a Gent's Timex Watch and 5 June another GE AM/FM Radio. Many thanks to the staff of your Base Exchange for the donation of the valuable merchandise prizes.

Prize winners since the last issue of Voxair are: 17 April - Canex door prize, Mrs. M. Cairns, 886 Strathcona Street. 24 April - Cash door prize, H.M. Currie, 977 Grosvenor Ave., Canex prize, Eva Jarrett, 300 Rouge Road.

YOU TOO COULD BE A WINNER!

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Base Transportation

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SAFETY SAM SEZ

DRIVE PREPARED

Your decisions must be fast and accurate. Are they?

Drive Prepared

Drivers, not fate cause auto accidents. Occasional lapses in judgement, attention, courtesy and self control are the traffic tolls heaviest contributors. That is why driving should never be taken for granted. It is not child's play. It requires you to make as many as 2,000 split second decisions daily. To make the right decisions, through training and constant alertness are essential. Driving demands your best, every minute you are behind the wheel.

Develop Your Driving Habits

Continually adjust your speed and spacing to changes in driving conditions.

Anticipate mistakes of others. Know the proper evasive action to take.

Drive within the limitations of your vehicle and nature's laws.

Co-operate, don't compete. The cemetery has lots of room, don't rush it.

Think as Much About Stopping as Going

Don't depend solely on posted speed limits to tell you how fast you should drive - a good rule of thumb is:

slow down when more stopping distance is required, your view is obstructed, or your path ahead is narrowed.

Stay Just As Alert On Side Streets

Just because these side streets are not busy it is no reason to drop your guard. There are unmarked intersections, driveways, children at play, bicycle riders, parked cars, schools and parks. All can spell instant trouble. There's also the frequent problem of local drivers ignoring traffic lights and signs. So, make sure your foot is poised on the brake pedal at every intersection and as you approach cars parked on both sides of the street. When overtaking a vehicle or bicycle, watch for a sudden turn of the driver's head. Consider this a signal of the direction he intends to turn his vehicle.

Heed Traffic Signs and Markings

Know what they say. Never try to second-guess them.

Let Them Have the Right of Way

Although the car on the right normally proceeds first, don't count on it when you are the

driver on the right. A life or limb would be a high price to pay for staking such an uncertain claim. So yield if there's the slightest doubt.

Slow Down Before Entering a Curve

In the act of turning, braking only hampers steering and increases the risk of locking your wheels. Both can cause skidding or sliding and on a curve the slightest loss of control can run you off the road.

Steer with Both Hands

They belong in the 10 and 2 o'clock position, balanced comfortably apart. You're in better control that way and also more likely to be in the proper driving posture which helps avoid fatigue. Casual steering is a sign of over confidence, a dangerous trait because drivers are most vulnerable to an accident when they least expect it.

Blend With Traffic

Keep pace with the general flow. If your crowding behind or passing many cars, slow down. If you're holding up other vehicles consistently, speed up a little.

Never correct driving mistakes abruptly. Wait until traffic is clear or go around the block or to the next exit.

Give Ground to the Car Ahead

The less you need to use your brakes, the better driver you are. By staying far enough back to get a broad view of traffic, you can spot distant problems and adjust properly before you're right on top of them. You'll also eliminate a lot of stop and go footwork which encourages car wear - rear-end collisions. Remember, you can never react as fast as the car in front of you, so keep your distance.

Center Your Car in Your Lane

Weavers, line-huggers and lane straddlers trigger many an accident. Stay primarily in one lane and drive down the middle of it. You gain a big advantage in reaction time when you keep an air cushion all around.

Communicate With Others

You're not ready to make a move in traffic until you signal your intentions properly. Allow enough time to be seen. The faster you travel, the earlier you should start signalling. In a tight situation or if you think you're being overlooked, use other means to attract attention in addition to your regular signals. Blink your headlights, wave one hand rapidly or pump the brake pedal to flash your taillights.

Look Behind Before You Change Lanes

Most drivers know that lane changing requires clear passing distance ahead, but often forget

This week the Wagon Express features the CFB Winnipeg Mail Room located in building 61 on the north site. The Mail Room is part of the Base Transportation function, and is the direct responsibility of the Traffic Officer.

The Mail Room is supervised by Cpl Smith and clerically staffed by Cpl Evans and Miss Chris Lachowicz, who carry out an important role in support of CFB Winnipeg, and are not as commonly referred to "stamp lickers".

The Mail Room serves a dual function supporting both the role of CFB Winnipeg and also 43 units in the Manitoba and NW Ontario region.



Peak mail periods often require assistance of additional personnel to sort and process DND mail. Pictured above is the mail sorting operation in process ably carried out by Cpl Emery & Pte Goulet.

about the situation behind. Always check your rear and side blind spots - in addition to your rear view mirror - before you pull out. In this way, you can make sure another vehicle isn't passing you at the same time.

**Give Driving Your All
All Your Attention!
All Your Ability!
All The Time!**

Household Remedies -

Rust stains in the sink, tub or toilet - wet the spots and sprinkle with oxalic acid crystals, obtainable from any drug store.*** Patches of white powder on a brick or concrete wall - use a solution of one part muriatic acid (available at hardware stores) to ten parts water. Apply it with a long-handled brush and be careful to keep the solution off everything but the wall.*** Weeds and grass growing in the driveway - sprinkle with a few handfuls of table salt and water lightly.

Door-to-Door Salesmen -

Door-to-door salesmen can exert a great pressure to buy something that you may decide you either don't need or want or cannot afford. Each province has legislation which gives consumers a few days (ranging from 10 to 2) to change their minds about contracts signed at home. In fact, in some provinces, the consumer's right to cancel applies to any contract signed elsewhere than in the salesman's place of business. In most provinces cancellation involves written notification to the seller delivered in person or by registered mail or, in some cases, by telegram. Contact your provincial Consumer Affairs Dept. for more details.

Cpl Smith is the resident genius in all matters pertaining to postal. He is responsible for the efficient operation of the Mail Room and the implementation of NDHQ postal procedures. The task is a large one indeed and he is very effectively supported by Cpl Evans and Miss Lachowicz.

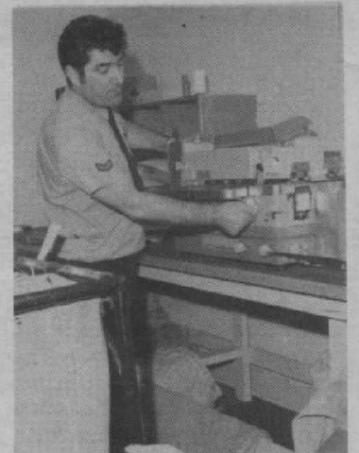
In addition to "stamp licking", the staff of the Mail Room is responsible for the timely and efficient flow of both official DND mail and personal mail. This task involves stamping, sorting and tracing official and personal mail addressed to or from CFB Winnipeg. Personal mail service is extended to the Officers', Senior NCO messes and wicket

service at the Mail Room to all ranks. A yearly total of 11000 pieces of incoming and 13000 pieces of outgoing official DND mail is processed by the Mail Room staff. In addition, 6000 pieces of personal mail is also processed Cpl Evans and Miss Chris Lachowicz efficiently perform all the sorting, stamping and tracing duties in the Mail Room.

In addition, the Base Mail Room supports a total of 43 units in the Manitoba and NW Ontario region. Various units such as TCHQ, 2PPCLI, Flim Library, Recruiting Unit, CFS Flin Flon and various cadet and militia units draw required postage from the supporting CFB Winnipeg Mail Room. The nine major user units that originate a large volume of mail are provided with postage meters by the Base Mail Room. Semi-annual postal liaison visits are carried out by Cpl Smith to aid user units in the technical aspects of postal operations.

In closing, an area of operation that presents a considerable problem to the staff of the Mail Room is tracing personal mail. You the reader are reminded to inform the Mail Room soonest of any change of address. Your co-operation would cut down the workload and resulting headaches considerably.

It is hoped that this brief outline of the Mail Room operations has proved to be informative in nature.



Cpl John Smith processing DND mail through the postage meter.

MOTORCYCLE SAFETY COURSE

The Manitoba Safety Council will be conducting Motorcycle Safety Courses during the period 8 May - 2 July. The course consists of 21 hrs. of instructions of which 80% is riding and 20% classroom instruction. Enrolment fee \$15.00.

Applications can be made by calling 947-0661. We highly recommend this course for anyone having to drive a motorcycle in today's congested traffic.

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LES VINS

Les Côtes du Rhône.

La région vinicole du Côte du Rhône descend de la Bourgogne jusqu'à Avignon. Leur plus grande qualité est la variété, très différente en raison des variations de climat suivant qu'il s'agit de la région lyonnaise ou de la partie mperidionale au climat mpediterranéen.

Les appellations d'origine sont:

- Côte du Rhône 11'
- Côte du Rhône suivi du nom de l'un des départements soit Loire, Ardèche, ou drôme.
- Côte du Rhône suivi d'un nom d'une des communes suivantes; CAIRANNE, CHUSELAN, GIGONDAS, LANDUN, VAQUEYRAS, VINSOBRES. Dans la Drôme et l'Ardèche, il existe une quantité assez importante de vignobles produisant des vins de consommation courante et de très bonne qualité, en rouge comme en blanc.

Les premiers sont corsés et robustes, et sainement colorés, les seconds se présentent bien parfumés et plein de générosité. les vins de qualité supérieure (V.D.Q.S.) on peut citer les plus connus au Canada:

Vins Rouges: Côte du Ventoux, Côte du Luberon produisent des vins rouges, assez chaleureux qui se montrent d'excellente qualité par leur corps et leur bouquet.

Vins Blancs: élaborés de jus provenant de bons cépages dont les CLAIRETTE et BOURBOULEUC, ils sont de très bonne saveur.

Vins Rosés: très fins et remarquables. Le succès de ces vins provient de leur bouquet. CARRIGNAN, CRUISANT, GRENACHE, COSTIERES ou GARD, VAUVERT etc... Pleins et corsés ont sent dans ces vins toute la chaleur du Midi, poussant sur les côteaux rocaillieux, ils semblent évoquer toute la chaleur qu'ils ont empruntée au soleil. Une place toute spéciale est réservée à deux vins tout particuliers produits par cette région. Le Tavel. Philippe le Sage disait: "Il n'est de bon vin que de TAVEL." Aimé des rois, Louis XIV

L'autre vin renomé de cette région est le réuté Châteauneuf-du-Pape. Le Rhône sépare seulement ces deux vignobles dominés par le château des Papes. Ce vignoble s'étend sur des douces colines. Il est fait de treize variétés de vignes: Grenache, Clairette, Sinsault, Picpoul etc... Des règles très sévères et une libre discipline suivie par les producteurs ont permis de maintenir une remarquable qualité ce qui lui permet de rivaliser avec les meilleurs Bourgogne et Bordeaux.

Très généreux et puissant, seveux et corsé il fait la glorie des bonnes tables, parfait avec les viandes et les fromages.

La consommation des Côte du Rhône progresse continuellement. Ces vins étant encore relativement peu chers, peuvent être servis tout au long d'un repas.

Notre prochain article concernera le Champagne.

-Chris

LAUGHING AT OURSELVES



by John Semeniuk

WARNING: That argument you won from your wife isn't over yet!

BOTTOMS UP: During a drive through the country on a very warm day, a city gal spotted an inviting stream and decided to go for a swim - since this was a spur-of-the-moment fancy, needless to say, she did not have a bathing suit. After a refreshing dip, the young lady was about to come out of the water when she noted (to her horror) that one of the local men was perched on the bank near her clothes. Try as she would, the girl could not get the man to go away. Finally, in desperation, she grabbed a

plastic baby bath tub that had been discarded in the stream and held the tub in front of her as she advanced out of the water. As the girl approached the man, she said in an acidic tone, "Do you know what I think?" "Yes", replied the local, "You think there's a bottom on that there tub!"

UN-BRA-LIEVABLE: One of our service gals swears that she has a friend whose living bra died of malnutrition.

BRIDE IDEAS: The day that a certain young lady decided to get married everything went

wrong. The photographer came too early, the flowers arrived too late, the minister was ill and his replacement was late, and the best man's car broke down. Finally, everything seemed in readiness - until it was discovered that the bride was locked in her bedroom (the locking device on the door had stuck in the lock position). The groom heard her screams and, after trying unsuccessfully to open the bedroom door, decided to get her out by placing a ladder under her window and have her exit in that manner. With some difficulty, the bride got through the window and down the ladder only to encounter her father, who came around the corner of the house unexpectedly. He stopped short and exclaimed, "After all I've paid for this wedding, DON'T YOU DARE!"

RIDICULOUS RIDDLES:

Q. Why did one bubble chase the other bubble around the bathtub?

A. Because he wanted to see her bust.

Q. What do you call a cat who likes lemons?

A. A sour puss.

WHEN IN DOUBT...
(SHOUT OUT): It is reported that while calling the roll, a Russian Sergeant sneezed and 10 Russian Soldiers shouted, "Here!"

SIGN LANGUAGE:

1. Book on Budgeting: "AN IN-DEBT STUDY"
2. Sign on a sewing centre: "THE STITCHING POST"
3. Course for expectant fathers: "DADA PROCESSING"
4. Sign on a pizza shop: "EVERY PIZZA IS A MASTER PIZZA"

Hang a shopping bag for mittens, scarves and toques near the snow suits and ski togs.

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Happy Birthday!
Have you had your dental check?

WELCOME HOME AIR FORCE (Continued)

The Mitchell aircraft would be complete without cowlings, engines and propellers, and while all of the foregoing was taking place the search for these very important components went on. A source of supply was located in Alaska, and like the airframe, the price is right. So, on February 14th, 1974 a 429 (Comp) Squadron Dakota departed Winnipeg for Fairbanks, Alaska. The mission was to retrieve B-25 Mitchell parts that were needed to complete the tasks of mounting such an aircraft on the grounds of CFB Winnipeg. The operation was under the Command of LCol Roddick. One of the crew members, Maj Charles, kept the following diary of events.

ALASKAN DIARY

14 February

1200 - Seem to have over abundance of Winter clothes - long underwear, itchy. Dakota all loaded with big crates (empty) two big rubber tires at rear of A/C. I think maybe tail too heavy. Crewman Shorty Sadaway busy tying everything down. Technician Russ Henschall arranging tools. Navigator Gord Moscript busy with maps, etc. Captain of aircraft Rick Legault and rest of crew preparing to get under way. Everyone in jolly mood. Run up A/C lower half of VHF doesn't work, get it fixed, take off for Edmonton. Trip to Edmonton uneventful - Boss gets sour milk in box lunch.

1700 - Land at Edmonton, groundcrew tries to fill A/C with 87 octane. Shorty stops them. Groundcrew promises to tow A/C in hangar if space is available so we don't oil dilute - bad mistake. Next stop, officer's mess - have private little mess dinner, many scotches, go to bed.

15 February

0730 - Pick up Alaska pubs and have good met briefing. Have lot of trouble figuring out Alaska Notams, all in code. See two old friends in 435 Squadron, Jack Griffin and Jim McBain. Have lot of trouble starting Dak, should have oil diluted. Take off for North country. Very beautiful Peace River country, would like to go deer hunting here. Many oil wells. Don't see any blue-eyed Arabs. Discuss range letdown into Ft. Nelson. Boss wants to do letdown - everybody watches - does good job.

1200 - Meet man in Ft Nelson who wants to join Armed Forces as pilot. He has been pilot many years, has ATR, but only wants to fly - doesn't want any desk job. Wants to fly with Search and Rescue. Told him to go to Edmonton and see recruiters.

Try to buy a coke but costs 30 cents, so go back to aircraft to drink box lunch orange juice, pretty thirsty. Take off for Alaska. Very beautiful mountains, no civilization, no roads just big panorama of mountains and sky. Dak seems small and insignificant in this big world. Plow on at 155 Kts ground speed not bad. Read skin book, plot is lousy but pictures good.

1400 - USAF exercise on Tankers at FL330 with F4 fighters can't contact anyone. We relay messages - felt important flying Dak. Pretty soon we can't contact anybody, no radio compass - needle won't home on anything except mountains. Navigator grins at helpless pilots and does his thing with maps and sun shots - doesn't seem worried. Mountains getting close. Shorty doesn't like mountains, won't look outside. He makes coffee for everyone. Water boils at too low a temperature, coffee not very hot.

1700 - Arrive in Alaska, some cloud and icing on letdown. Windows fog up then turn to ice. Traffic control expects us to descent faster than old Dak used to. Boss leans over and scrapes ice off window with his I card. I wipe off fog with handkerchief. High on glide path with full flaps, landing gear and everything out but our hands. Cylinder temperatures falling very low hope I don't have to overshoot - maybe engines won't pick up. Finally see black strip in middle of runway - rest all white out. Crab is about 30 degrees. Sink rate fairly high - must not retract flaps. Bags of rudder and wheel over full. Feel a lucky touch of wheels on runway - quickly put forward pressure and we are down safely. Everyone starts breathing again. Have trouble following "follow me" truck - too much ice fog. Temperatures very low. Glycol on window freezing, must be some water in it, makes terrible mess on window. Tend to aircraft, lots of oil dilution this time. See customs and go to Officers' Club. Have very good meal, all king crab can eat for \$4.95. Wine is free and coming out of fountain in middle of dining room. Very full of wine and crab meat - go to bed.

16 February

0700 - Three hour time change lucky for us, but wide awake at 5:00 o'clock Alaska time. Bed collapsed during night - fixed it. Too full to eat breakfast - go to operations section to arrange days work. Sgt at Base Ops is a real wheeler-dealer makes multi phone calls. He had ordered box lunches for us thinking we were

taking off for home today but cancelled them telling kitchen we had a cracked cylinder! Sgt arranged for us to borrow a small truck from transport pool to drive ourselves. While waiting for arrangements, Gordy Moscript went to Commissary to buy some king crabs but they cost \$27.95 for five pounds. I think I ate about \$50.00 worth last night! He only buys a small amount.

1000 - Depart Eielson AFB for Fairbanks by truck - distance 15 miles. On way, see place called "North Pole" complete with Santa Claus house. We meet Bosses' contact at Fairbanks International airport. He buys us all breakfast. We meet his chief mechanic who will show us where the Mitchell parts are. Mechanic in classic airplane mechanic straight out of Andy Capp, been around airplanes for about 40 years. Lots of old aircraft lying about. Some old DC 2s still flying. We see the Concord supersonic transport on cold weather trials see it running up on the pad. It seems quite small - was surprised at size, but very streamlined.

1230 - We follow mechanics panel truck for about 5 miles and come to old aircraft bone yard. Two B-25s and one C118 flying box car sitting in about three feet of snow. Cowlings missing from B25's but we scrape around in snow and find whole pile of pieces - gather them all up. Very cold outside, mechanic isn't as tough as he looks as he's sitting in his truck trying to keep warm. Some cowlings pieces frozen to ground - First time I haven't been too warm in Winter flying suit - nose is running. We load all pieces into mechanics truck and go about 10 miles to small airport called "Metro". Mechanic needs gasoline so LCol Roddick fills up his tank at gas station. Mechanic very happy - think first time tank has been filled in ages.

1400 - Go to Metro airport. See four B-25 engines - very good shape. Each weighs about one ton. Now big job looming on how to get engines to Eielson AFB. Our crewman Shorty Sadaway and our A/C technician Russ Henschall take off all cowlings. Very hard job in very cold weather. They do very good work - very proud of them. Rick Legault stays with technicians and rest of us go to round up big crane. We phone the Sergeant back in Eielson and tell him our problems, he gets busy on phone and arranges big crane to come from Ft Wairwright outside of Fairbanks. Also big flatbed is on its way from Eielson. Crane gets lost and takes 1 1/2 hours to arrive. Flatbed truck has been waiting long time-driver cold. Meanwhile the civilian mechanic arrives back with us. He tells us he had been trying to locate crane also. Very friendly and helpful, this chap. Too bad it's Saturday. Nobody works up here from Friday until Monday. While waiting for big truck and crane we load all cowlings and props on our truck and tie down.

1630 - Big crane lifts engines like they are toys and loads upon flatbed. Engines supported by the big rubber tires that we took up plus big wooden pallets made in Winnipeg. We depart for Eielson AFB. It's getting dark. Big flatbed back firing very badly. One time the explosion so loud that we thought we had dropped part of our load on the highway and so stopped to see. 1730 - Arrive at our Dak and load all cowlings and props inside. Big flatbed takes engines

to Air Freight department and forklift unloads them. Shorty is not pleased to leave his tie downs behind on these engines. Temperature dropping, now 43 below zero. Take pickup truck back to transport. Transport Cpl upset because I didn't gas it up before returning. Told him as I was Canadian I wasn't aware of this rule. He just about dropped his coffee on finding this out. I don't think he was in on the original plan. Everything okay anyway. Smiles all around. Boss buys one dozen beer and we celebrate successful day. Have New York cut steaks all around. Very friendly waitress complete with "You all come again now, ya hear". Seems out of place at this temperature. Feel good, tip her about \$5.00. Drink some more in the bar, almost fall asleep in chair so go back to quarters and go to bed.

17 February

0730 - Go to Base Ops - Too cold to walk to Club for Breakfast, eat one of our box lunches while waiting for Herman Nelsons to warm up Dak. Very cold 45 degrees below, no wind everything frozen. Poor old Dak showing signs of life - oil dripping etc. Some oranges left over from others box lunches, like rocks. Decision made to try and start engines. Shorty is delegated, everyone stands around. Dak APU is frozen so heat it up with Herman Nelson. Finally start engines - whole field goes down in ice fog. Run DAK for awhile then shut down and gas up again.

1130 - All aboard and we take off for the East. Route same as that going up. Groundspeed very good 175 Kts. Takes long time to warm up cabin. Navigators

fingers too cold and he's shivering. Pass by 135 degrees West Longitude note outside air temperature warming considerably. Mountains just as pretty as on trip up, but seem more amiable now as they are old friends. Number one inverter gives up the ghost so we use number two. We lose the first half of our VHF again. Must use oxygen masks this time as we are forced to go to 13,000 feet.

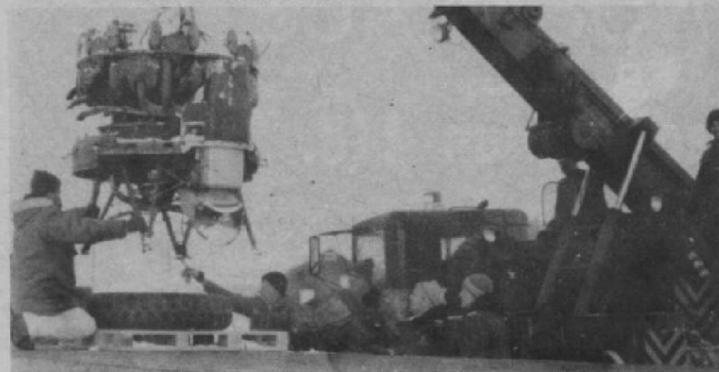
0700 - Land Ft Nelson - it's very warm 16 degrees above zero. Everybody is hot - take off our winter clothes. Two fuel trucks roar out to meet us, one Esso and one Shell. Think they are going to collide with each other. Delegate Shorty to pick one to refuel us.

1800 - Decide to make it all way to Winnipeg as winds and weather good. Take off and fly all evening. Lots of stars. See oil wells burning off gas all over Northern Alberta. Arrive Winnipeg 0100 Hrs. Visit customs, pretty girl on duty - A/C captain decides it's his duty to talk to customs. Hangar A/C with instructions not to touch load until noon following day go home, mission accomplished.

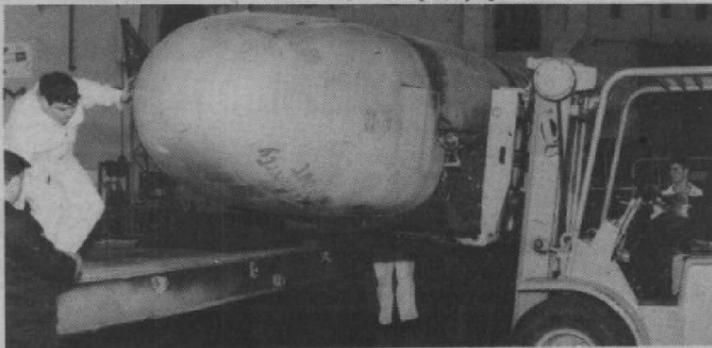
And so ends the Alaskan Diary. Air Transport Command have agreed to pickup the engines on or about 8 Apr on the return of some CF Hercules from an exercise in Alaska. With the arrival of the engines in Winnipeg all of the necessary bits and pieces will have been gathered and CFB Winnipeg will have the makings of one third of a fine display of vintage aircraft. The many personnel who have participated in this project or who will become involved in the project before it is complete can be justly proud of their efforts.



Brrr! B-25's in abandoned airfield in Fairbanks.



Loading nears completion as LCol Roddick, Maj Charles and Captain Legault look on.



10 Dec 73. Finally and safely at Winnipeg! The nose section is off-load in 16 Hangar.



13 Dec 73. All set for the big nose job. MCpl Rice, Cpl Cameron and Cpl Greene ready to start putting it all back together again.



18 Jan 74. Parked outside to make room for Dakota inspections 5203 begins to look like an aeroplane again. There is still much work to be done, panels, hatches and doors to be fitted, some skin to be replaced, control surfaces recovered.

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Diary

continued from Page 10
and you re-plan your entire packing.

Two days before departure the airline calls you and tells you that the flight you are booked on goes only as far as Calgary. They can rebook you on another, earlier flight, but cannot guarantee the connecting flight in Calgary. Or they can get you on still another flight, at an impossible time, but only first class is available, and that will cost you an extra fifty-six dollars. You ask for time to think, and they give you ten minutes.

Meanwhile you listen to the latest news, and guess what? "The pilots have announced they will walk out at midnight tonight, if they are not assured... etc".

By now you are in a mild sort of panic. You call your friendly travel agent at his home and ask him if he has really cancelled you train reservation. Because if he hasn't, you still have two hours to catch that train. But he has, of course, cancelled it. He advises you to take the 'doubtful' connecting flight, he is pretty sure you'll make it.

The airline calls you back, and you tell them to rebook you on that precarious flight. You can see yourself in Calgary, having missed the connection, making a terrible scene, crying and pleading and daring them to separate a mother from her child on his wedding day! The man at the airline says: "And one other thing, your luggage probably won't arrive with you, so anything you really need, you better take on the plane with you." (You don't tell him that you had already planned that.)

You call Vancouver again and you son says: "If you can't make it, we'll understand". You scream back: "What are you talking about, WE WILL BE THERE!!!!" A slight nuance of

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WESTDALE - 3 BEDROOM HOUSE carpeted, full basement. \$200 a month. Possession May 1st. Phone 888-9073.

AVAILABLE MAY 1ST on quiet street, Kirkfield Park, (between Ness and Portage) 3 bedroom bungalow, 1 1/2 baths, finished rec room, double garage, \$225. Phone 837-2636.

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USED PIANO - ANY CONDITION, will pay a good price Phone 453-7514 anytime.

ANYONE INTERESTED IN car pool Selkirk to CFB Winnipeg, North Site. Contact Cpl Roy Clynick, local 236 or 482-5874.

LOST

LONG HAired BLACK MALE CAT with, small white area on stomach. Answers to the name of FUZZ. Approximately one year old. If found please return to 101 Braintree Cres. or call 889-8552.

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DRESSMAKING AND altering. Mary Thomson, 34 Cornwall Blvd. Phone 889-4724.

SWAP

HAVE 40" ELECTRIC STOVE and a gas dryer; WANT good top soil, crushed rock, sand, bricks, patio blocks. Phone 837-3096.

hysteria can now be detected in your voice. . .

You call Calgary to find out how your sister is making out, but the lines are busy, and when you get through, there is no answer.

Another visitor arrives with another carving set. You give him a drink and have a generous one yourself.

The late news: The pilots have decided not to strike - at this moment. How considerate of them!

The next morning you phone the hairdresser to change the appointment - again! He is a very nice hairdresser and happy to accommodate you.

You also have to remember to call the taxi to the airport half an hour earlier, because, of course, you live at the 'other' side of Sturgeon Creek, and there are long line-ups at all the detours. . .

At last, you are actually airborne (your gown in a long bag, which the stewardess hangs up for you). You make the connection in Calgary without a hitch, and your sister manages to get on the same plane with you. In Vancouver, there is your son to meet you, and the luggage has also arrived. The fire fighters are back at work, and the postal strike has ended.

You meet the bride and the other new relatives back at the house. Everybody has a drink, and you sit back and relax: you made it! What could possibly go wrong now?

Then you open the suitcase to take out the wedding gifts, and you behold a strange assortment of ties, a sweater you have never seen in your life and a bottle of vintage French Wine. . .

Let me end the story at this point. (The suitcases were eventually sorted out back at the airport - it had been a three-way switch of identical cases.)

And, oh yes, it was a great wedding.