



# Postair



Canadian Forces Base Winnipeg — Home of Air Command

Base des Forces canadiennes Winnipeg — Foyer du Commandement aérien

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Barney Danson, Canada's Minister of National Defence, is escorted to CFB Winnipeg's air movements section by LGEN. G. A. MacKenzie, Commander of Air Command (left) and COL. J. R. Allingham, Base Commander. Mr. Danson was in Winnipeg on January 29th to address the YWCA and the Provincial Council of Women of Manitoba on "the role of women in the Canadian Forces".  
(CANADIAN FORCES PHOTO)

## THE ROLE OF WOMEN IN THE CANADIAN FORCES

Ladies:

This spring the Canadian government passed a landmark law. Its Human Rights Act legally ended the long and historic struggle for equal rights for women in the workplace. On this aspect of social justice the intent of the act is clear: employers will not discriminate against women.

From the viewpoint of the Department of National Defence little else is clear. We don't know the consequences of opening all military areas to women. We don't even know if women in viable numbers want them opened. For individual rights, the act is a manifest advance; for collective security it's a crossroad without signposts.

The issue is controversial. It's emotional. It's important. What we do about it could have significant implications, social, economic and military. It confronts us with vital decisions in an area clouded by ideology, misinformation, ambivalence, bias and custom.

The law advances but custom is less accommodating. It could pin our forces and our country between conflicting principles: social justice and national security. It compels us to reconcile two opposing emotional currents: women's contemporary desire for full equality, which I support, and the age-old belief that wars should be fought by men, which I understand.

On the one hand we face pressure

to fully implement the law from women, women's movements and others determined to put an end to customs and laws made mainly by and for men. They're fed up with getting less pay for the same work, angry at being the last hired and the first fired, tired of being treated like china dolls.

They point out that the average woman now waits longer to have children and has significantly fewer than she had a generation ago; that new appliances, cleansers, synthetic clothing and prepared foods have made full time housekeeping optional; that marriage today is more often a union of economic near-equals rather than of a provider and a dependent, and that the children of such parents will likely have little bias.

Some note that the nature of combat has changed, that war is no longer only a soldier in a foxhole, it's a technician at a computer in a missile base, and that in the event of a nuclear attack, women won't be a protected species. They argue that if the Armed Forces accept women as equals in all areas it will go a long way toward destroying the canard of feminine inferiority. And the more militant women want the last of our barriers removed, all Armed Forces trades and classifications thrown open. They share the military motto of the U.S. National Organization for Women: "On Land, On Sea, and in the Air — A Woman's Place is Everywhere."



The Honourable Barney Danson discusses his address with several ladies who attended the gathering at Winnipeg's YWCA on January 29th.  
(CANADIAN FORCES PHOTO)

# FORCES ASSIST RETIREES

SGT Bill Jackson, stationed at CFB Halifax, and an administration NCO in the Canadian Forces for 27 years, will soon retire at the age of 49. But with six months to go before he's out, SGT Jackson is confident he can find work to supplement his pension until his two sons and a daughter, ages 15, 17 and 20 are through school and on their own. He has made up his mind that in two or three months he will go down to the manpower center, register his name, tell them when he wants to start his new job and begin wearing civilian clothes again.

Sound familiar? It should. Compulsory retirement happens to approximately 4,000 servicemen and women every year. And like death and taxes, its going to come to all of us one day.

So getting back to SGT Jackson (a fictitious Sergeant) it would seem that he was given some thought to his retirement and is ready to make the transition.

But is he really ready? Or will he find when he registers at the manpower center that the likelihood of his finding work in the field he has been in is indeed slim? That not only is Halifax one of the highest

unemployment areas of Canada but that the person who is looking for employment in the general administration field has selected just about the hardest field in which to find work. Thus, not only does SGT Jackson have to face the trauma associated with leaving the Forces but he's also looking at the gloomy prospect of a limited job market.

So what can be done that will save us from ending up in the same circumstances as SGT Jackson?

Well, whether you knew it or not, the Canadian Forces have a Civilian Employment Assistance Program which has been set up to look after this final phase of your career which for many years had been neglected both by the Forces and its members.

Heading the program at National Defence Headquarters is MAJ Terry Christopher who, with a staff of approximately 40 Base Personnel Selection Officers (BPSOs) scattered throughout Canada and at Lahr, is confident that given some flexibility they can place any retiree looking for work in a job.

"We may not always be able to place a man or woman in the exact job they want or in the location they want," said MAJ Christopher "but

we think that we can obtain good, meaningful work for all our retiring members".

One problem he has though is the limited time given to the BPSOs by Forces members to try and assist them in their job hunting.

"We would like a member to at least touch base with his local representative approximately five years before his compulsory retirement date," said MAJ Christopher. "This means he or she is thinking already of their last day and five years is really not a long time if the individual requires extensive academic or technical upgrading to get the type of job he wants".

The BPSOs, in order to help an upcoming retiree, initially need to find out his plans, his goals, and his financial situation.

"Also, we try to find out in our interviews what experiences and skills, the serviceman has acquired throughout his career, that are marketable in the civilian world," said MAJ Christopher.

He adds that while many trades in the Forces are almost exactly like their civilian counterparts others, such as combat arms, are not. In the latter case the individual's management and supervisory skills are emphasized in the preparation of a resumé.

Assistance in the preparation of an individual's resumé is another service of the CEAP and one of the most vital. A person's resumé, while it does not ensure a job, is, nevertheless, the key which opens the door to an interview for the job.

"We suggest that a person have more than one resumé prepared", said MAJ Christopher, "and that each resumé zero in to emphasize the skills that the various employers are looking for".

He emphasized that, while the resumé will get you past the secretary and into the office of the person doing the hiring, the rest is up to the individual to show the employer that his attitude, motivation and skills make him the most attractive prospect.

"Because of the importance of resúmes in opening the doors to employers we ask retirees to give us some feedback, if at all possible, on how the employer considered the resumé," said MAJ Christopher. "That way we can hopefully improve them if they are deficient in any way".

BPSOs also try to ease the way of a Forces member from a regimented military life to a less structured civilian life. And it is not an easy job because of the many stress factors involved in the transition. The retiree has to face economical, sociological, and psychological stress factors which explains why most BPSOs have had to major in psychology to practise their trade.

"We have a program of on-base seminars conducted by Forces specialists in finance, benefits and other fields which we encourage both the retiree and his wife to attend," said MAJ Christopher. "We ask that his wife attend because retirement is not done in isolation but is a family affair." And the seminars have been well received with more than 200 attending one recently.

"In brief," he added, "we counsel the individual, help him, prepare his career resumé, inform him of academic and technical courses offered, and provide him with job information selected from more than 300 employment opportunity contacts. Also, as a test project, we have opened Job Information Centers at three bases in Canada — Gagetown, Halifax and Valcartier — which are situated in areas of high

## EDITOR'S COMMENTARY

In his January 29th address to the YWCA and the Provincial Council of Women of Manitoba, Barney Danson, Minister of National Defence, showed leadership qualities of the highest order. On such a potentially emotional issue as the role of women in the Canadian Forces, the Minister was helpful, amiable, and objective.

"The objective is to be objective", said Mr Danson in reply to a question concerning the study which lead to his address to the women at the YWCA.

Ladies in the audience directed many interesting questions to the Minister on such matters as legality of policy, discrimination, statistics, posting policy, pilot training, combat roles, etc.

Replies given by Mr. Danson were forthright and understanding, without the slightest hint of avoiding the issues placed before him, and the audience seemed to appreciate his attitude and candidness.

Reaction to the policy address and Mr. Danson was favourable. To some it was "just a beginning" while to others it was "a good move". But everyone agreed that time will be a key factor in determining success or failure of the program.

Co-operation, goodwill and understanding on all sides will go a long way to ensure that any expanded role of women in the Canadian Forces will enhance the quality of the Force, not reduce it. — Ed.

unemployment and have large numbers of combat arms personnel. The Job Information Centers collocate, Canada Manpower and Base Personnel Officers to give, hopefully, even better service".

So, while the Canadian Forces, like civilian companies, do all they can to keep skilled, competent workers employed in their organization, a youthful military necessitates

a relatively youthful retirement age for its members. Thus, early retirement and a second career are usually part of the career life cycle of service members.

Having realized this, the Forces are continuing to develop the facilities and the expertise to help you meet this challenge of a second career. How well you meet this challenge depends only on yourself.



## PEACEKEEPER WINS AWARD

Brigadier-General Clayton Beattie of Ottawa, currently Commander, Northern Region with headquarters in Yellowknife, N.W.T., will be presented with Carleton University's Davidson Dunton Alumni Award in Ottawa on Feb. 9. The award will be given for his accomplishments in the international peacekeeping field primarily in Cyprus where he served two tours, the second tour during the 1974 Greek-Turkish Cypriot War. In this 1974 photo, Gen. Beattie (then Colonel) (right) visits two members of the Canadian Airborne Regiment at a United Nations temporary forward observation post in Cyprus.

(CANADIAN FORCES PHOTO)



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# 429 SQN




## BISON BREW



WO D. Jones

# 429 SQUADRON PROFILE

by WO DAN JONES

In 1952 in Moncton, N.B. Dan Jones joined the Royal Canadian Air Force and after technical training he proceeded to 407 Sqn in Comox where he was employed as an aeroengine technician. During his tour in Comox Dan became a crewman on the Lancaster aircraft as an engineer's helper.

In 1955 Dan moved to CFB Bagotville to work on the CF-100 aircraft and in November of that year married Beatrice Whirty from St. Stephens, N.B. A year later daughter Betty was born in Bagotville. Betty is currently employed in Whitehorse, NWT with CNCP Telecommunications.

Three years after arriving in Bagotville Dan and family moved to Chatham, N.B. to work on the F86 Sabre aircraft. Dan's love of flying came to the fore in Chatham where he became a crewman on the Sikorsky H-5 helicopter and the C-45 Expeditor. At Chatham two important events took place: daughter Cathy was born and Dan began designing and building the Jones D-1 aircraft.

In 1962 Dan attended the USAF Technical Training School in Illinois and immediately moved to La Macaza, P.Q. as a Bomarc missile technician.

The next move for the Jones' family occurred in 1966 when Dan moved to 6 RD (AMDU) in Trenton, Ont. where he helped to build the Auro 504 biplane for use in the RCAF Centennaires airshow circuit. In 1967, son Danny (a centennial baby) was born.

In 1969 Dan moved across the aerodrome to 424 Sqn where he crewed on Caribou and Dakota aircraft. Dan was involved in ferrying Canadian Caribous to Tanzania after the government sold them.

In 1970 Dan was promoted to the rank of SGT and was posted to 440 Sqn in Edmonton. Dan continued flying on the Twin Otter aircraft in the Search and Rescue role. While in 440 Sqn., Dan was on board the aircraft that was first on the scene during the rather famous Martin Hartwell rescue.

Dan decided to get into the flying business in a more permanent form, so in 1973 after a promotion to Warrant Officer he proceeded to Trenton for the C130 Hercules Flight Engineer's Course. On successful completion Dan moved back to Namao where he spent a year at 435 Sqn before moving to Winnipeg to inaugurate the C130 aircraft into 429 (Comp) Squadron.

To date Dan has logged 3000 flying hours on the C-130 plus approximately 2000 hours of unlogged military flying plus untold hours in his Jones D-1 and Champ aircraft.

Dan and family have lived in Grosse Isle, Man. since 1975 where Dan has built two new houses on his 5 1/2 acre mini-farm. Dan says that his livestock consists of 1 poodle dog and 5000 gophers.

Dan's hobbies include flying, hunting and fishing with son Danny participating in all three activities.

Dan's knowledge and experience as well as his unique sense of humour make him a person who people enjoy serving with.

Howdy Herd! If you think that January has been an exceptionally cold month, you're right! An average of 5.3° C colder than previous years. It's been so cold that a guy hardly knows whether he's an Angus or an Agnes!

**PEOPLE IN THE NEWS:**

Sorry to hear that Dorothy Anscomb is not feeling well. We all wish you a speedy recovery, Dorth! Tony Rider re-joins the squadron in a flying sense after a long convalescence. Good Luck, Tony! This is beginning to sound like DOCTOR'S DIARY but Heather Buggie, who is about to have a baby, has been hospitalized for a related illness and we all wish her well. Continuing right along with the baby report Anne Tomlinson is due soon, in fact, by the time you read this she may be a proud mother. Good luck, Anne! Glen Morgan is still medically grounded but is progressing well and hopes to come on-speed soon. Now for a non-medical report — LT Brad McDonald will proceed to Lahr, Germany to augment the Air Transport Group "slip" crew in Europe. Have fun, Brad!

**SQUADRON HAPPENINGS:**

February has been and will be a fairly busy month for the squadron. MAJ McKay and crew will be away from Winnipeg for 10 days supporting Maritime Command with a double airlift to Gibraltar. (Average Feb Temp +15-18°C). CAPT Fred Pratt and crew will support CFB Cold Lake with an airlift to Las Vegas. Would you believe it's been snowing there? LCOL King will fly our quarterly SF 591 to Phoenix as his annual route check to airlift passengers to the Lockheed-sponsored F 104 reunion. (Temp +2°C - Fred's not so bad off!) At the end of the month (28th Feb) 429 Sqn and ANS are throwing a party for the BAMEO staff, AMS staff and the flight feeding section at the Herc Lounge. This is our annual party to show our appreciation to all support services, without whom the organization would come to a grinding halt. See you there!

**RUMOURS:**

It is rumoured that if all squadron personnel take all of their 1979 leave by 31 March the squadron may have to shutdown for a while.



**JONES D-1**

Twenty years ago WO Dan Jones, 429 (Comp) Squadron began designing and building an aircraft. The result of 10 years of dedication and hard work and countless trials by error was the first flight of the Jones D-1 at Belleville Airport on 1 Jan. 1968. The aircraft was a success and was included in a volume of JANE'S — ALL THE WORLD AIRCRAFT and in 1970 the magazine Canadian Aviation did a centerfold article on the aircraft. There are currently two Jones D-1 in existence.

Dan Jones has always been interested in flying and holds a private pilot's licence as well as an Air Maintenance Engineer's Licence. In 1971, rather than rest on his laurels Dan purchased and completely re-built a Champ aircraft. Both airplanes are currently parked on Dan's mini-farm in Grosse Isle, Manitoba.

(BASE PHOTO)

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And it came to pass that Mohammed did come to Mawdesley Hall and the CO said unto him; 'Go forth and navigate, and be safe, and do thy job well.' And he went forth and did wondrous well, and did come unto first place. And the CO did say unto him; 'Go ye back to the land of your forefathers and spread the word and tell them of all the wonders ye have learned. For ye are the only one to go from this place with knowledge and enlightenment.' And so it came to pass.

And the CO didst take a day of rest. And when he returned again he didst suffer greatly from the barbs and nasty words of all about him who did say unto him; 'Explain thyself and thy house that it should stand in all its glory and yet produce but ONE master of the trade.' And he didst knash his teeth and cause his telephone to be removed to save him further trouble.

And then came to the fifth day of the fourth week of the first month and the CO didst go forth proudly to witness the great event. Seven, yea verily, SEVEN navigators did graduate from his house that wondrous day. And the CO was happy again.

Congratulations to all the graduates of Course 7803 and all good luck for the future. It was good to see two of them being presented their Wings by their fathers and I'm sure it was an especially proud moment for both gentlemen. The parade was followed by the usual mess activities which made for an extremely pleasant evening for all concerned. Dave Cooper was presented with a dealers eyeshade and a wonderful little book on how to cheat at cards and was last seen looking for a bridge game in which to try out his gifts. Rumour has it there are still a couple of chaps around who are willing to play with him, but nobody seems to know who they are. No, that wasn't Pierre Trudeau or Russ Jackson at the graduation ceremonies that night, just Art Morton and Bernie Martin sporting the new A and ES 60 year membership badge for older folk. Looked nice, too! There were a couple of pilots in the neighbourhood but as they were heavily outnumbered by just about everyone they stayed inconspicuous all night. What a change!

I've heard we are going to get a complete revamping of our training syllabus as a result of discussions held following the navigator trade study of last year. It will be interesting to see what changes have been wrought with the empire and how we will manage with their implementation. No doubt we'll muddle through somehow. So with this thought in mind I'll leave you until the morrow: — "In times of difficulty we must not lose sight of our achievements, must see the bright future and must pluck up our courage."

#### THRIFT SHOP HOURS

Effective February Open Every First Saturday Of The Month  
11:30 a.m. — 2:00 p.m.

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WEDNESDAY: 6:30 — 8:30 p.m.  
THURSDAY: 1:30 — 3:30 p.m.



## UNCLE VOXS U ENTRANCE EXAM

### ANSWERS

- |                              |                            |
|------------------------------|----------------------------|
| 1. Sandbox                   | 12. Circles under the eyes |
| 2. Man Overboard             | 13. High Chair             |
| 3. I understand              | 14. Paradise               |
| 4. Reading between the lines | 15. Touchdown              |
| 5. Long Underwear            | 16. 6 Feet underground     |
| 6. Crossroads                | 17. Mind over Matter       |
| 7. Tricycle                  | 18. He's beside himself    |
| 8. Downtown                  | 19. Glance backwards       |
| 9. Split Level               | 20. Banana Split           |
| 10. 3 Degrees below 0        | 21. Life after Death       |
| 11. Neon Light               | 22. Scrambled Eggs         |

### HONOUR ROLL

CONGRATULATIONS! The following contestants qualified for the Honor Roll. A certificate attesting to this unique qualification will be forwarded to:

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Mrs. B. Campbell  
CAPT E.E. Scheidl  
PTE L. Berube  
Miss N. Desrosiers  
The Boys at 1 CEU  
MAJ J.R. Pugh  
Miss D. Sabourin  
Mr. J. Gerlach  
Mr. S. Bjornson  
CAPT T. Lawrence  
Mrs. H. D'Eon  
Radar Shop  
Miss M. Hackenschmidt  
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# AWACS ON NORAD ALERT



Adding a new dimension to North American Air defense in 1979 are E-3A Sentry AWACS (Airborne Warning and Control System) aircraft. Canadian Forces L.Gen. Kenneth E. Lewis, right, deputy commander in chief of NORAD, is briefed on the capabilities of the new airborne system by U.S. Air Force M.Gen. John L. Piotrowski, left, commander of the 552nd AWAC Wing, and Col. James W. West, commander of the NORAD detachment at Tinker AFB, Okla. Carrying NORAD battle staff teams on board, the E-3A Sentry aircraft works closely with NORAD ground-based facilities and interceptors. With its high-flying and far-ranging "look-down" radar and sophisticated on-board electronic systems, the AWACS aircraft greatly enhances NORAD's air space surveillance and control capabilities. (NORAD PHOTO)

# VOXAIR SURVEY

## Survey

For a few months Voxair has been curious about the status of Voxair Vixen in the minds of the readers. Since the Vixen is as old as Voxair itself (over 25), the editorial staff felt that a decision on the Vixen should not be made without hearing from the community which Voxair serves.

Voxair wants your opinion - without your name. Please complete the following and send it to Voxair, CFB Winnipeg, Westwin, Manitoba by February 26, 1979.

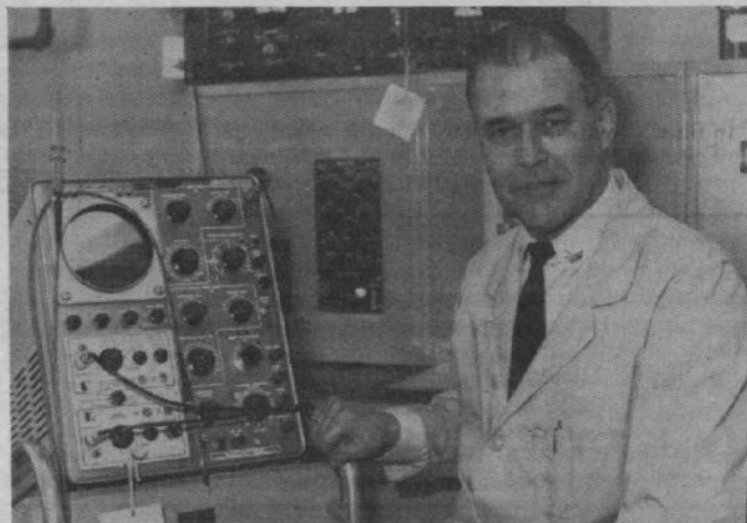
1. Select three only in this group:

- |  |   |
|--|---|
| <input type="checkbox"/> Male                    | <input type="checkbox"/> Female   |
| <input type="checkbox"/> Married                 | <input type="checkbox"/> Not Married (includes divorced, widowed, separated, etc) |
| <input type="checkbox"/> Civilian (DND Employee) | <input type="checkbox"/> Civilian (Dependent)                                     |
| <input type="checkbox"/> Civilian (other)        | <input type="checkbox"/> Military   |

2. Select one only in this group:

- I want Voxair Vixen to remain in Voxair.
- I do not want Voxair Vixen to remain in Voxair.
- No Preference

## BIG BUCKS IN BAMEO RADAR SYSTEMS CPL RECEIVES SUGGESTION AWARD



In 1974 Cpl. F. R. Lewis and Master Corporal D. Mathews of CFB Summerside recognized the need for a standard Maintenance Schedule for the AN/ASQ-8 Magnetic Anomaly Detection System used on Argus aircraft.

After two years of preparation, a 50 page manual was produced. NDHQ has approved this manual as the standard maintenance procedure.

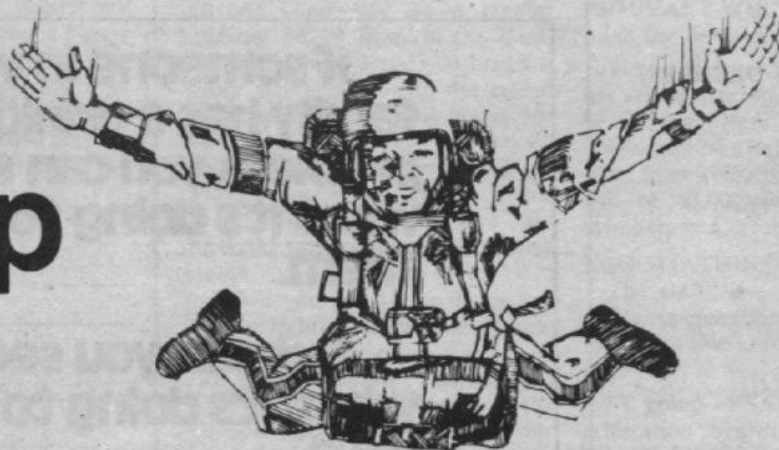
Cpl. Lewis and MPpl. Mathews each received a cheque for \$750 and a plaque from the Merit Award Committee.

Cpl. Lewis is now station at CFB Winnipeg in the Avionics section.

## AUTOPAC RENEWAL

FEBRUARY 28th IS THE DEADLINE. AVOID THE RUSH - DON'T WAIT - RENEW NOW.

# Every drop counts



DATE: 21 Feb 79

TIME: 0930 - 1130  
1300 - 1600 hours

PLACE: Hercules Lounge

# Be a blood donor

# OPERATION MORNING LIGHT PREPARATION OF A HISTORICAL REPORT

The Directorate of History, National Defence Headquarters, is at present researching a great variety of material which will eventually be incorporated in an official history of Operation Morning Light.

The vast majority of the available data, however, deals with air operations; there is very little on the numerous contributions by ground personnel. For example, it is known that the "hits" on McLeod Bay and the "antlers" at Cosmos Lake were guarded by Canadian Forces and RCMP members but, whereas the names of the latter are known, the former are not.

Similarly, the night jump of four paratroopers from the Canadian Airborne Centre, Edmonton, along with their names, is well documented. However, their experience at Warden's Grove are not; nor is it known why they jumped just prior to dawn rather than waiting for daylight.

We have already received some fascinating personal accounts of singular events from aircrew in 447 Sqn, (formerly 450 Sqn Det) and 440 Sqn, in Edmonton. What would be most appreciated would be similar recollections from those involved in ground support, whether technicians, guards, drivers, NAST members, communicators, etc. These would greatly assist in "fleshing out" the bare bones of dry facts.

Consequently, it would be most appreciated if a request for such memoirs could be promulgated in your ROs and your base/station newspaper. Anyone interested in contributing, whether ground or aircrew, could do so by letter or by phoning CAPT C. A. Morrison at 992-7849, 992-3957, or 9928547. All accounts should include rank, first and last names, specific dates, and details of the particular event.

Our thanks for your cooperation.



The average Canadian has between 12 and 15 units of blood in his or her body, depending on the individual's weight and height. A donation of blood at a Red Cross clinic is called one unit . . . nine-tenths of a pint.

## BK Says

MINUS FORTY DEGREES IS MINUS FORTY DEGREES, HOWEVER YOU LOOK AT IT.

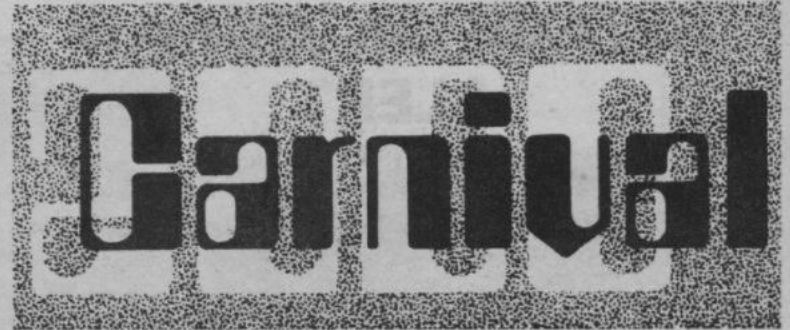
If I may be so bold,  
As to state a quick opinion,  
I hate the snow and cold,  
And I hate the whole Dominion.

If I was in Miami,  
Or the Balmy South Pacific,  
Things would be just dandy,  
And I would feel terrific.

No more frozen wasteland,  
No more winter blues,  
Just sun and sea and sand,  
And lots and lots of booze.

Well, I'd take off tomorrow,  
And cut out all this sniv'ling  
But woe is me, oh sorrow,  
I have to make a living.

B.K.



## CARNIVAL EVENTS

TIME	EVENT	RESPONSIBILITY CENTRE
<b>WED 21 FEB 79</b>		
1630	Sculpture Judging	Carnival Committee
1630	Mess Decorations Judging	Carnival Committee
1630	Ladies Broomball	Jr Ranks Mess
2000	Opening Dance	All Messes
<b>THUR 22 Feb 79</b>		
1630	Mens Blowball	Jr Ranks Mess
1900	Cards	Officers Mess
2130	*Skating Party (Rink By Chapel)	Officers Mess
2200	Log Sawing	Jr Ranks Mess
2230	Novelty Skating Race	Officers Mess
<b>Fri 23 Feb-79</b>		
0800	Mixed Curling	WO/SGTs Mess
1000	Mixed Toboggan Race	Officers Mess
1130	Ladies Flying Saucer Race	Officers Mess
1300	Mens and Ladies Volleyball	WO/SGTs Mess
1500	Mixed Crazy Carpet Race	Officers Mess
1930	Talent Contest	WO/SGTs Mess
2000	Teen Dance (Bldg. 24)	Community Council
<b>Sat 24 Feb 79</b>		
0930	Float Parade	Carnival Committee
1000	Float Judging	Carnival Committee
1000	Mens and Ladies Darts	WO/SGTs Mess
1300	*Childrens Skating Party	Community Council
1300	*Mens/Ladies Tug-O-War(Between)	WO/SGTs Mess
1500	*Mixed Snowshoe Race (Bldgs	Jr Ranks Mess
1500	Blind Darts 63-64)	Jr Ranks Mess
1530	Swooshing	Jr Ranks Mess
1930	Schooner Race	Carnival Committee
2000	Nail Driving	Carnival Committee
2000	Windup Dance Tickets \$3.50 per person	Carnival
	Food - Prizes (including Door Prize)	Committee
	Band - "The Brazz Taxx"	
	Place: Building 21	
2030	Alarm Race	Carnival Committee
2200	Presentation of Trophies and Crowning of Queen	Carnival Committee

- SPECIAL NOTES:
1. Enter Events - See Events Board in your Mess.
  2. Parents Welcome at Childrens Skating Party.
  3. Responsibility Centre Denotes Sponsor of Event.
  4. Most Outdoor events held behind Westwin Rec Centre.
  5. Parade Route - Start at Stevenson Park, out Main Gate, through MQ's (MDPR), in Main Gate, turn right, pass WO/SGTs Mess, Officers Mess, Jr. Ranks Mess - finish at Stevenson Park (adjacent to CFANS).
  6. Participants must check with events coordinators for location of events.

If someone in your family has a drinking problem, you can see what it's doing to them.

But can you see what it's doing to you?

For information and help, contact:

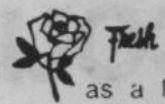
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# COMMUNITY NEWS

## COMMUNITY COUNCIL — ASSESSMENT AND THINGS

Remember the days when a serviceperson's pay was such that the armed forces felt obliged to pay for the bulk of the recreational and social activities at a unit? Those days are gone. But it is obvious by the number of personnel at CFB Winnipeg who live in public housing and choose not to pay the monthly community council assessment that some people still think that these activities are provided free of charge — this is not the case.

The various clubs and community council activities are operational at CFB Winnipeg because of the men and women of the community who volunteer their time to work at the weekly bingo, the thrift shop, and serve on the community council and its various committees; and the assessments collected from those who recognize the need to enhance community life at CFB Winnipeg.

On the subject of paying the community council assessments and the offering of ones spare time, there are a lot of people who feel that "someone else'll do it" — did they ever stop and think that if everyone was of this opinion that nothing would get done?

Parents and teenagers both have expressed a concern for more activities at CFB Winnipeg. A recent improvement was the re-activation of a North Side Teen Club — this is progressive.

But if we can't convince members of the community to contribute to community functions, then clubs and activities will fold, which will be retrogressive. The Community Council supports the following activities — Bingo, Drama Club, Minor Hockey, Minor Ball, Figure Skating, Minor Soccer, Cubs, Scouts, Beavers, Thrift Shop, Ceramics Club, Wood Hobby Shop, Dog Obedience Club, Photo Club and Teen Club.

If you would like to see the activities listed above disappear, then keep up your "somebody else'll do it" attitude.

If you would like to see these and other activities develop and prosper, and if you're not paying the \$1.00/mth community council assessment, detach the following form and send it to Westwin Community Council (N) or (S) or to BCOMPT.

# USAF COMMENDATION



CAPT Bill Cimino, USAF was recently presented with a United States Air Force Commendation in recognition of meritorious service at his prior assignment at Mather AFB, California. CAPT Cimino is presently a member of Aerospace Course 31 at CFANS and will join the staff at ASC upon completion of his course.

The award was presented by COL A. M. Guidi, Jr., USAF Chief of the United States Air Force - Canadian Forces Officer Exchange Program in Ottawa. (BASE PHOTO)

## SILVER HEIGHTS COMMUNITY CLUB

All members of the CFB Winnipeg, Westwin Community are invited to attend the Silver Heights Winter Carnival at their Community Club on Ness Avenue on 18 Feb 79 from 12 noon to 4 p.m. Events include:

- Raffles
- Cake table, handicrafts, white elephant table, plant table and a fish pond
- Hockey games
- Art Contest — Draw and colour a winter scene and put your name and age on the front corner —

Submit your entry at the club — Feb 18 no later than 2 p.m.

- Ladies grocery scramble, skate races, and SCORO
- Jam Pail Curling Tournament — 8 years old and up. Phone Jim Graham 889-8594 and register yourself or a team.

— On Feb 17 there will be childrens movies at the clubhouse from 1:30 to 3:00 p.m.

Come on out, participate and enjoy this fun winter event on 18 Feb 79 — Noon to 4 p.m.

## 200 CLUB

The 200 Club is sponsored by the CFB Winnipeg Community Councils and the proceeds generated are used to support community activities such as Minor Hockey, Minor Ball, Minor Soccer, Figure Skating, Drama Club, etc.

Each member pays \$1.00 per week and a weekly draw is made for \$100.00 with an annual draw of \$1,000.00.

There is a limited number of memberships still available so get your application in soon. To join fill in the form below and return it to AIRCOM HQ Att: SOAF 3-3-2.

For more information contact SGT R. Pollock (889-6213) or SGT G. Farrell (889-3535).

SIN: \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

SECTION: \_\_\_\_\_

Method Of Payment:

Acquittance Roll

Cash

Pay Allotment \_\_\_\_\_

For AC Roll Payment:

I hereby authorize a monthly deduction of \$4.33 from my pay account

Signature \_\_\_\_\_

## BCOMPT

### MQ RESIDENT COMMUNITY COUNCIL MONTHLY ASSESSMENT

1. As the resident of MQ \_\_\_\_\_ (address)

I agree/disagree to the MQ assessment of \$1.00 per month. I therefore do/do not authorize the BCOMPT/NPFAO to deduct the assessment directly from my service pay during the period I occupy a MQ at CFB Winnipeg.

SIN _____	Rank _____	Name _____
Date _____	Signature _____	

## UNDE LOCALLY YOURS

The next executive meeting will be held on 12 Mar. - 17.30 hours at 2208 Ness Ave., all executive members and stewards are requested to attend. There will be a regular meeting on 19 Mar. in the Herc. Lounge, Bldg. 90 at 19.00 hrs., for those members who do not attend the meetings the following is for your consideration.

If you receive a monthly bill for \$10.00 you would like to know exactly what services you are receiving for that amount of money right?

When you pay Union Dues you have a right to know exactly how those Dues are spent.

If you are not happy with wages, working conditions, or feel the "Boss" doesn't appreciate your fantastic ability; your co-workers may be very sympathetic, however, sympathy does not pay grocery bills.

Your Union does not promise to pay your grocery bills, but they do promise to go to the bargaining table with your best interests in mind. To do this however, they must be aware of what your particular situation is.

The best way to make them aware, is to attend general meetings. It's all very well to be part of the "SILENT MAJORITY", however, it's the "SQUEAKY WHEEL" that gets the oil at the bargaining table.

Your entertainment committee has arranged a social for 24 Mar. to be held in the Herc. Lounge. Limited tickets will be available until the 15 Mar. from executive members. Cost will be \$3.00 each, restricted to members and escorts only.

### NEGOTIATIONS

The GLT have held 2 meetings with management and are expecting some response around the middle of Feb.

ST group - PSAC applied for an arbitration board on 29 Jan on behalf of the secretarial, steno and typing group, items that will be covered will be vacation leave, sick leave, severance pay, overtime compensation, hours of work, meal allowance, acting pay, shift and weekend premium, rates of pay, bilingual bonus and retroactive pay entitlement.

## Flowers and Fruit Baskets



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# THE ECLIPSE

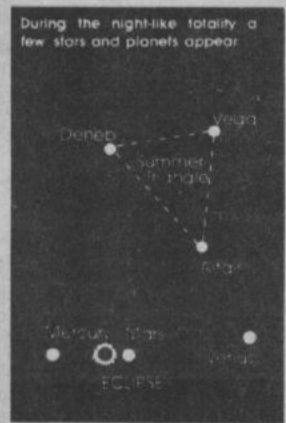
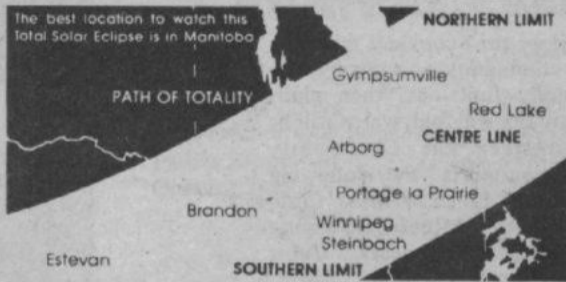
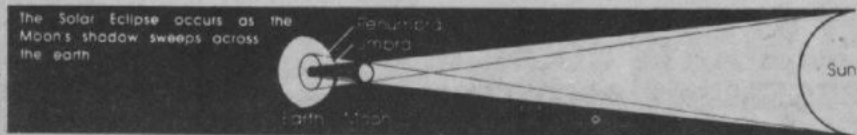
— Will Appear 26th Feb 1979  
— Will Re-Appear 2218

## The three phases of a TOTAL SOLAR ECLIPSE are:

**THE FIRST PARTIAL ECLIPSE, as the moon slowly covers the sun.** In Manitoba it begins about 9:35 a.m. and will take approximately one hour and ten minutes. During this partial phase the sun is reduced in size by the moon. Although the sun appears smaller, the remaining portion is as intense as a full sun and can easily damage eyes. **The progress of the moon across the sun must be observed through the ECLIPSE VISOR.** In the last seconds before totality the sun is reduced to a tiny sliver in the sky, then the mountains on the moon break the bright line into a series of dots; then there is just one brilliant dot. As that dot disappears behind the moon the world becomes very dark and a few stars and planets appear. This is totality.

**TOTALITY, at mid-eclipse, when the moon has completely covered the sun.** During this period the sun is completely behind the moon and it is safe to look without protection for the eyes. A pair of good binoculars is recommended for observing. The black silhouette of the moon is surrounded by a halo of white rays and streamers, the outer atmosphere of the sun, called the Corona. It is about twice as bright as the full moon. Bright red flame-like spots may be seen close to the moon, these are clouds of active hydrogen in the upper atmosphere of the sun, called Prominences. Totality occurs only within the Path of Totality (see map) and lasts longest at the centre of the path. On 1979 February 26 most of North America will experience a Partial Solar Eclipse and will not see totality. **When the first bright rays of sunlight return, look away immediately, and thereafter observe using the ECLIPSE VISOR.**

**THE FINAL PARTIAL ECLIPSE, as the moon slowly moves off the sun.** The partial phases must be observed through the ECLIPSE VISOR. In Manitoba the Moon moves away from the sun at approximately 12:02 p.m.



	First Partial Eclipse Begins	Totality Begins	Totality Ends	Final Partial Eclipse Ends
Estevan	9:29:32 am	10:38:13 am	10:40:57 am	11:53:58 am
Brandon	9:33:26 am	10:42:56 am	10:45:47 am	11:59:07 am
Portage la Prairie	9:35:11 am	10:45:12 am	10:47:58 am	12:01:36 am
Winnipeg	9:36:20 am	10:47:00 am	10:49:16 am	12:03:23 am

## WHAT TO WATCH OUT FOR

- The most obvious thing to look for is the shadow. A massive thing. It will look like a big band of blackness. The best way to observe the shadow is from the top of a small building. You look to the south-west and see the oncoming of the shadow — "a big dark band coming across the land."
- The shadow bands are parallel dark bands that sweep across the ground in the shadow of the moon. They travel along the ground at 20 feet per second. They start appearing at about five minutes before total eclipse. The event is similar to ripples in a swimming pool. People

- should look for the approach of the shadow and the shadow bands before and after totality. "Once the eclipse is over don't run away and get warm."
- The most spectacular events are Bailey Beads and the Diamond Ring. As the moon crosses the sun there will be some valleys through which the last ray of sunlight will come. Bailey Beads occur when you have several valleys through which the light can shine. The Diamond Ring is the last valley. However, the viewer will have to make choices. If you want to observe the shadow approaching, you might miss Bailey

- Beads. Set yourself a plan of what to see. When it's over, "You will see a flash of light coming. It'll be like coming out of a movie theatre."
- During totality, you will see a beautiful circle of light around the darkened sun. This is the corona. Its color is pearly white. Streamers come out of the inner corona.
- You should also take a look around. There are atmospheric phenomena to observe. There is a change in the intensity of the light just before totality occurs. It is interesting to find out how dark it is. Eclipse chasers find the darkness level varies from eclipse to eclipse.

- Look at the horizon. During total eclipse look at other parts of the sky and see the stars. The summer constellation will be in the sky. The Vega is the brightest star of the summer triangle. You will also see the planets Mercury, Venus and Mars. And look for a comet. Comets have been observed close to the sun.
- There will be meteorological events. There's a temperature drop because no sunlight is coming to the surface of the earth. We lose solar energy instantaneously. The temperature drops about 18 degrees Fahrenheit, nine degrees Celsius. There is a windchill factor because a

- wind comes along during a total eclipse. There will be either a formation of clouds during total eclipse ("what a dreadful thought") or the sudden opening of clouds.
- There is a change in the behavior of plants and animals. Animals bed down. Chickens go to roost. Dogs go into the dog house. Plants close and open. "And then there will be the man in the street who, no matter what, won't know what's going on as he's driving across the Disraeli Bridge and everything goes dark."

(Compliments - Winnipeg Free Press)

## ECLIPSE SAFETY GUIDE

With a few simple precautions, a total solar eclipse can be enjoyed in safety and comfort. Knowledgeable adults must take the responsibility for supervising children, and ensuring that they observe the eclipse safely. Children who are incapable of following directions or are too young to do so, must be restricted to viewing the eclipse on television.

### Safe Eclipse Filters

The Optics Division of the National Research Council of Canada has tested a commercial solar viewing material called "Solar Skreen" (U.S. Pat. No. 3,897,140) and reports that "Solar Skreen" is a safe viewing material, provided that it is used according to instructions. The Optics Division also advises that Arc Welder's glass, shades No. 12, No. 13 and No. 14 are safe for use as sun viewing filters. The Planetarium recommends using No. 14 arc welder's glass.

In order to provide a good supply of safe filters, the Planetarium is manufacturing "Eclipse Visors" that incorporate "Solar Skreen". The visors are designed to ensure that, by providing a secure, protective holder for the "Solar Skreen" and very explicit instructions, the eclipse is viewed safely. The "Eclipse Visors" will be available at Champs Kentucky Fried Chicken stores, Grubees, and the Manitoba Museum of Man and Nature Gift Shop.

### Summary

For complete eclipse safety, it is necessary to remember only a simple rule. NEVER LOOK AT THE SUN EXCEPT when it is totally eclipsed or with a proven, safe viewer.

(Compliments - Manitoba Planetarium)

### The Dangers

Never look directly at the sun with the unaided eye or through any filter that is not known to have been tested and found safe. Eye damage due to looking at the sun occurs in the following way: the lens in our eyes concentrates a tiny, intense image of the sun on the sensitive retina at the back of the eye. If the image of the sun remains in one spot on the retina for more than about a second, it will start to burn the retina leaving a small blind spot. If the burn is very slight, it may heal, and the blind spot may disappear; more serious burns leave permanent blind spots and areas of indistinct vision. In extreme cases, blindness may result. There are no nerve endings in the retina to warn when a burn is taking place.

### Unsafe Viewers

The following list includes materials that are known to be unsafe. These materials must be avoided when viewing the sun:

- Sunglasses — even if many pairs are used.
- Photographic filters
- Polaroids, either singly or crossed
- Filters used by gas welders
- Photographic film, slides or negatives (unless tested by an expert)
- Reflection of the sun from mirrors or any surface
- Camera viewfinders
- Smoked glass
- Telescopes with "sun filters" that cover the eye-piece

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# MILE 143 ALASKA HIGHWAY



An armoured personnel carrier of the 2nd Battalion Princess Patricia's Canadian Light Infantry awaits orders during exercise Rapier Thrust at Fort St. John, B.C.

(CANADIAN FORCES PHOTO)

A major "battle" started January 29th involving about 700 soldiers supported by helicopters and armoured personnel carriers in the Sikanni Chief River area about mile 143 on the Alaska Highway.

The "battle" will culminate winter training for Canadian Forces units from Winnipeg, Brandon, Calgary, Edmonton, Chilliwack and Victoria B.C. thus ending exercise Rapier Thrust '79.

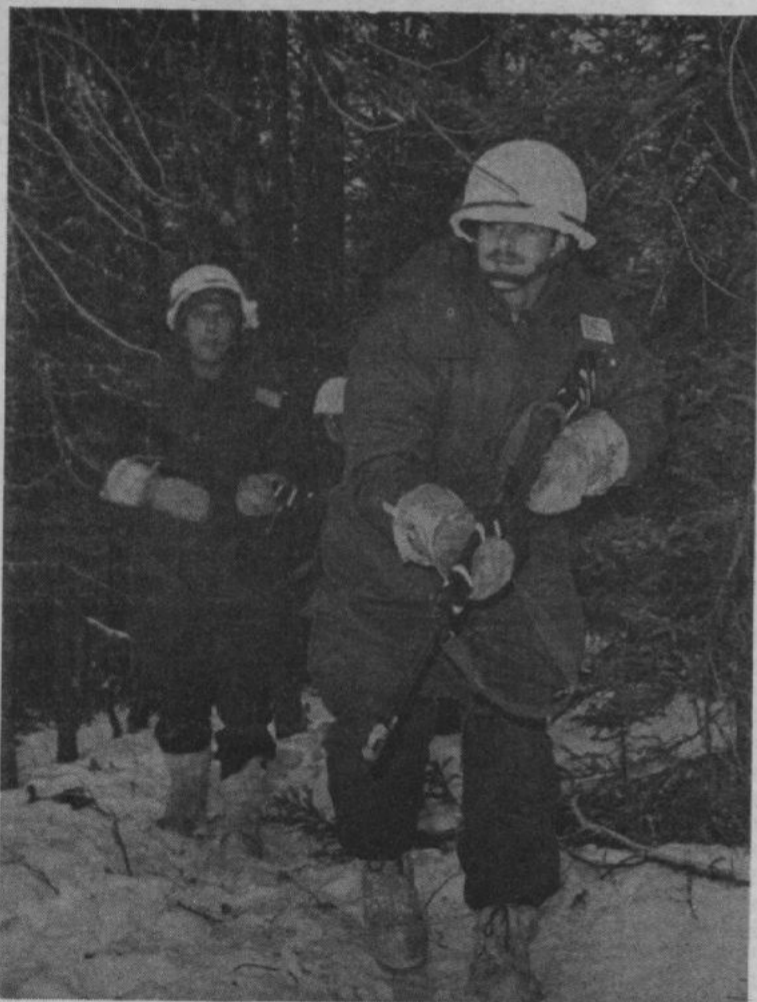
All told 1600 soldiers began arriving at Fort St. John B.C. by military aircraft and vehicles about ten days ago marking the first large military concentration in the area since the U.S. Army Corps of Engineers completed the Alaska Highway in the mid-'40s.

The area was selected to give soldiers experience in their "defence of Canada" role under snow, severe cold and mountainous terrain.

Basically, the 3rd Battalion, Princess Patricia's Canadian Light Infantry of Victoria B.C. were given the job of defending the area and repelling an invasion of "Fantasians", a mythical country of 2.5 million people located in the Yukon whose oil and natural resources were becoming depleted and who therefore sent their soldiers to capture the Fort St. John area oil fields.

Helping the Victoria-based soldiers are elements of the 3 RCHA, Brandon and 1 CER, Chilliwack. Playing the role of the "invaders" are elements of the 2nd Battalion PPCLI, Winnipeg. The entire exercise is controlled by 1 Combat Group Headquarters, Calgary.

About 450 military vehicles including personnel carriers travelled by convoy from Calgary to support the exercise. Helicopters from 408 Squadron and 447 Squadron Edmonton plus Hercules aircraft of 435 Squadron Edmonton are taking part in the exercise along with four CF-5 Freedom Fighter jet aircraft from Cold Lake.



CPL. John Rodgers, right, and Pte. Barry Duff were involved in Exercise Rapier Thrust at Ft. St. John, B.C. recently. They are both members of 2PPCLI based in Winnipeg. The winter warfare training involved 1600 members of 1 Combat Group.

(CANADIAN FORCES PHOTO)

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## TOTEM HUMOR

The following are copies of actual written statements submitted to the police on report forms. The drivers were instructed to give a brief statement on the particulars of the accident, in their own words.

1. Coming home, I drove into the wrong house and collided with a tree I don't have.
2. The other car collided with mine without giving warning of its intentions.
3. I thought my window was down, but found it was up when I put my hand through it.
4. A truck backed through my windshield into my wife's face.
5. A pedestrian hit me and went under my car.
6. The guy was all over the road. I had to swerve a number of times before I hit him.
7. I pulled away from the side of the road, glanced at my Mother-in-Law and he headed over the embankment.
8. The gentleman behind me struck me on the backside. He then went to rest in the bush with just his rear end showing.
9. In my attempt to kill a fly, I drove into a telephone pole.
10. I thought I could squeeze between two trucks when my car became squashed.
11. I had been shopping for plants all day, and was on my way home. As I reached an intersection, a hedge sprang up, obscuring my vision. I did not see the other car.
12. I had been driving my car for forty years when I fell asleep at the wheel and had the accident.
13. The other car attempted to cut in front of me, so I, with my right front bumper, removed his left rear tail light.
14. I had been learning to drive with power steering. I turned the wheel to what I thought was enough and found myself in a different direction going the opposite way.
15. I was backing my car out of the driveway in the usual manner, when it was struck by the other car in the same place it had been struck several times before.
16. I was on my way to the doctors with rear end trouble when my universal joint gave way causing me to have an accident.
17. I was taking my canary to the hospital. It got loose in the car and flew out the window. The next thing I saw was his rear end and there was a crash.
18. As I approached the intersection, a stop sign suddenly appeared in a place where no stop sign had ever appeared before. I was unable to stop in time to avoid the accident.
19. To avoid hitting the bumper of the car in front, I struck the pedestrian.
20. My car was legally parked as it backed into the other vehicle.
21. An invisible car came out of nowhere, struck my vehicle and vanished.
22. I told the police that I was not injured, but on removing my hat, I found that I had a fractured skull.
23. I was sure the old fellow would never make it to the other side of the road way when I struck HIM.

(Compliments - Totem Times)

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Gary Chase, Mgr.  
474-1331

Courts of St. James Branch  
2727 Portage Avenue

Donald Murra  
889-8850

Portage & Westwood Branch  
3330 Portage Avenue

Blair Caithness, Mgr.  
888-6770

# WOMEN'S ROLE

(Con't from page 1)

On the other hand, we're advised to be cautious in opening more areas to women by defence organizations, our senior commanders, and many service men and women. Some may see combat units as bastions of masculinity but many have honest empirical doubts that women could serve in combat units without creating problems of acceptance, flexibility, morale and performance.

In World War 2, of course, women took over from men with competence and often with distinction. In Russia they fought in female units as machine gunners, snipers, bomber and fighter pilots. In Britain they served as rangetakers in anti-aircraft batteries, boat crews on harbour craft and pilots of liaison aircraft. They worked with resistance movements in France, Belgium, Holland and central Europe as spies, saboteurs, small arms smugglers, provocateurs, couriers and liaison officers. Canadian women played not only an essential role in production, some served in Britain during the blitz and others in rear areas of the war theatres, while a few worked for the Ferry Command flying military aircraft to Europe. Yet although we have many records of superb individual achievements, we have little useful knowledge about women's performance in combat units.

After the war, about 45,000 Canadian servicewomen were demobilized. Our buildup for the Korean War brought many of them back, and gave women a permanent place in the serve. In 1965 their numbers were set at 1500. Then in 1970 the Royal Commission on the Status of Women recommended that the military treat women the same as men. And all restrictions were lifted except for service in combat units, ships at sea, isolated posts and Military Colleges, where the training is intended chiefly to turn out leaders for combat.

#### — Strength Increased

Since then, the number of women in Canadian Forces uniform has risen from 1500 to 4700, from 1.6 percent of our forces to 5.9 percent, the largest percentage of any country except the United States and Israel. Of our 127 trades and classifications, 81 have been opened to women, including such former male enclaves as vehicle and air frame mechanics; aerospace engineers; electricians and plumbers; firefighters; avionics, ammunition and weapon technicians; and air traffic and air weapons controllers — and all this without the problems that had been anticipated, a point that has made a strong impression on me.

Women now go to university at the military's expense to qualify for duty or advance in professional careers. They take Staff College courses and attend National Defence College. Marriage or pregnancy no longer terminates service; pregnant women draw 15 weeks' leave with unemployment insurance and medical coverage. We pride ourselves on being in the vanguard of progress with our policy of equal enrolment, equal pay, equal benefits, and equal opportunity in all but the combat areas closed to women.

Nevertheless the Human Rights Act leaves us vulnerable. For example, you may recall that a young woman applied last spring for guard duty on Parliament Hill. These ceremonial duties were being performed by a combat unit drawn from the Canadian Grenadier Guards and the Governor-General's

Foot Guards. Both these regiments have women on strength but not in combat trades. And since women in the Canadian Forces are excluded from combat roles, the applicant, Natalie Bedard, was turned down.

Miss Bedard appealed to our new Human Rights Commission. It ordered a hearing of her case, the first tribunal under the Act. Well, we certainly didn't want to see an historic decision opening up combat units to women when combat really wasn't the issue. Accordingly, we're opening the Parliamentary guard unit to women provided they pass the physical requirements and the training at Petawawa, and we'll give preference to those applicants — both men and women — who will give us an undertaking to remain in a reserve unit following their summer training and employment. The guard will still be a combat-trained unit, but it will now include some support troops.

The Human Rights Act questions our right to make any exclusions. It prohibits sexual discrimination in work except where exclusions are based on, quote, "A bonafide occupational requirement," for which we don't have a definition except that of the courts in the U.S. and Britain.

— Norad

This leaves us in a curious situation. NORAD links us in a unified command to the Americans, whose law states that women shall not go into combat. Canada's law states, in effect, that they may.

We are left stranded in ambiguity between our accountability to the law and our primary responsibility for the security of the nation. The nation will be defended, if need be, mainly by men, and many of them feel that posting women to combat units would weaken their willingness to serve, their esprit de corps and their combat effectiveness.

We therefore set up personnel in-depth study teams, working from the premise that all areas should be open to women unless there are sound specific reasons to close them. We called on the Surgeon General to tell us how the sexes differ physiologically. We reviewed experience in other countries, especially in the American military, where the only relevant tests have been conducted, though the size of their forces compared with ours makes some of their experience inapplicable. We consulted agencies such as the Human Rights Commission and the Advisory Council on the Status of Women. We polled the general public, service men and women, their husbands and wives. And we asked our commanders to tell us their concerns.

Our Maritime Command is concerned with attrition, already too high; too many women in shore jobs would deny too many sailors a needed respite from already over-long sea duty. There are problems of limited space aboard ships where sailors sleep in tiers and every inch is utilized for either living or fighting; space for female privacy would mean less space for fighting equipment. And our senior naval officers foresee marital problems when members of both sexes live together in close quarters for three weeks to three months or more.

There are legitimate concerns. A poll of our servicemen's wives shows a majority opposed to women serving at sea or at isolated posts with their husbands. And an American survey of Navy wives shows that more than 25 percent would urge their husbands to resign

if women were assigned to their ships.

On the other hand, the Canadian Coast Guard has had one and two year's experience, respectively, with eleven women engineers and navigators. They crew ships remaining at sea for up to four months at a stretch, and no serious problems have been encountered. In fact, the top graduates of the Canadian Coast Guard College these past two years have been women.

Our Air Command is concerned because the cost of training a fighter pilot is 1.3 million dollars. With an Air Force as small as ours, our pilots have to be flexible, we have to be able to train them to fly most types of aircraft. Even pilots in testing, evaluating and instructing need combat qualifications. In effect, only 15 percent of our cockpit positions could be opened to non-combat pilots without disadvantage, and in wartime we might have to use even these as a combat reserve pool. It's this loss of flexibility, and the possibility that higher attrition could inflate costs and drain off pilots that worries Air Command.

On the other hand, the United States Air Force has graduated 30 selected women as pilots on various types of aircraft — transport, weather, medical, tanker and training — all except those in combat-related roles. Problems of cockpit size were solved as they were with Vietnamese pilots, by using pedal blocks and backpads. We don't have as many specialized aircraft roles in Canada, of course, but still it's relevant that American reports on performance so far have been favourable.

— Army Command

Our army command — Mobile Command — are concerned, first of all, about attitudes. Combat units embody a strong sense of masculine pride that aggressive males find satisfying and leaders find effective. Field commanders think that women would weaken this self-esteem, perhaps attract a different type and disrupt male cohesion. They think that providing women



A young admirer, obviously impressed with Mr. Danson's address on the role of women in the Canadian Forces, receives an autograph from the Minister. (CANADIAN FORCES PHOTO)

privacy for sleeping and ablutions during summer exercises would be difficult, and during winter exercises, impossible. In a combat zone where soldiers must be able not only to work together but to act and fight independently, they don't think women can perform or sustain the full range of men's roles. And at present, in most situations, they can estimate with some confidence whether their men will advance or retreat, hold or fold. Introducing an unknown factor lessens this confidence.

On the other hand, the U.S. Army, in 1976, tested male and female recruits, two companies of each, to see how they compare in combat training. The course was completed by 87.3 percent of the males and 85.3 percent of the females. In every area except the Physical Readiness Training Program, female graduates, the report says, "met the standard." In similar tests by the U.S. Marine Corps women have withstood the men's

harassment while gradually earning their acceptance and respect. The major problems were pregnancy, in-service marriage, lack of on-base accommodation, suitable work clothes and gear for women, and the attitudes of male NCOs and officers.

Male traditions, I suspect, are the principal obstacles facing women in the Armed Forces. No NATO country — indeed, no country in the world — employs women in combat roles. None of the forces of NATO or the Warsaw Pact, with the single exception of the United States, give women as meaningful and important roles as ours do, and having discussed the issue with most of my NATO counterparts, I doubt if the near-future holds much significant change.

Even in Israel, where every able-bodied person is vital to security, women are only nine percent of the armed forces. Contrary to popular belief, Israeli women have not served in combat since the War of

(Con't on page 11)



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# WOMEN'S ROLE

(Con't from page 10)

Independence in 1948. When tensions rise at Israeli forward military positions, women in land force units are evacuated. In a recent book, *Israeli Women, the Reality Behind the Myth*, Lesley Hazelton, an Israeli psychologist, wrote that, "The reasons for keeping women out of combat are legion. One is the extreme sensitivity in Israel to women casualties . . . if a woman is involved, public and army morale plummets . . . a female casualty touches the major nerve of protectiveness towards women. The army exists to protect Israel's women, not to endanger them . . ." I believe many Canadians share this view.

Another concern is the acceptability of mixed units as peacekeepers, an important and popular role for Canada. We have women serving in support roles in peacekeeping units but not in combat arms operations, and in many parts of the mid-East, Africa and Asia, society looks on women very differently than in the West. Would mixed units of combat arms peacekeepers be less effective in their eyes? Or has women's participation in terrorist groups altered perceptions?

#### — Cost

There is also the question of cost, admittedly a lesser concern, but not, in these days of budget reviews, to be lightly dismissed. Facilities, clothing, and items such as rifles, rucksacks and gas masks would have to be re-designed or adapted for women. Their attrition rate during their child-bearing years is 50 percent higher than for men, though after their children reach school age, women stay in jobs longer than men. And according to civilian figures, the cost of retirement for women is some 25 percent more than for men, though if women continue to move into jobs as stressful as those of men, they may not enjoy higher life expectancy much longer. All of which means that expanding women's military role has a price tag, in particular, a one-time "startup" cost.

On the other hand — and this topic doesn't seem to lack "on the other hands" — the average servicewoman has 1.16 fewer dependents than her male counterpart, which lowers her housing, moving and health care costs. And women cause fewer disciplinary problems; they lose less time through drinking or drugs.

#### — Medical Reports

Medical reports do little to clarify the situation. They tell us, unsurprisingly, that women are different than men. They have smaller hearts and lungs, less bone and muscle mass, a lower percentage of red blood cells, fewer sweat glands, and almost twice as much subcutaneous body fat. As a result, women, on average, are less than two-thirds as strong as men, have less speed, explosive power, jumping ability and heat tolerance.

Speed and endurance, however, can be greatly improved by training, and women, it's found, can be trained as hard as men. In middle distance swimming and running the difference between men and women has narrowed to seven and ten percent, respectively. Female Olympic swimmers are swimming faster today than male Olympic swimmers in the 50s, and women marathoners come in only half an hour behind men, and are bettering their time every year.

Having looked at these and other facts related to women in the military, the Surgeon General

concluded, and I quote, that "there should be no need to limit women from any trade or classification on a purely medical basis — simply to select appropriately."

But what about deeprooted psychological attitudes? What about in crisis or combat — would the men try to shield the women instead of concentrating on their job? I suppose we could try to train such protectiveness out of our male recruits — but could we? And should we?

The physiological findings also raise some disturbing questions. In combat any soldier must perform a variety of tasks, often with success or lives in the balance. How important is it that women in U.S. Army tests couldn't carry heavy litter patients as long as is sometimes necessary, nor lift them in and out of ambulances? . . . that women can't throw a grenade as far as most men? . . . that persons of relatively less strength and endurance can't pilot some of the larger aircraft safely and well under poor control conditions?

I realize, of course, that limitations can sometimes be turned to advantage. Women in the U.S. forces have solved some problems of lifting by devising easier ways of doing the job, for example, in loading generators on trucks, raising tents and changing tires. And during the Battle of Britain women used to say that if one woman can't do the job, two women will. I also recall that women were among the trainees for the first U.S. astronaut program, and that in general they did better than men. And experience tells me that once a woman shows she can do the job the only men who resent her are those who can't.

#### — Demographic Trends

But beyond all the uncertainties looms a serious threat to our forces: a change in demographic trends. By the early 80s the postwar baby boom will have run its course. Birth rates fell in the 60s, most notably in Quebec, and in the 80s the number of young men reaching the recruiting age of 18 will be dropping sharply, as much as 20 percent for Anglophones, and 40 percent for Francophones.

At the same time, investment in energy and industry will be growing; we'll be coming into one of Canada's great growth eras, when our problem will not be creating jobs but finding enough people to fill them all. And as the jobless rate falls the Armed Forces will have difficulty attracting all the volunteers required. We will then face the option of either lowering our standards to enlist more recruits from a shrinking pool of males, or of opening up more positions to attract larger numbers of more highly motivated and educated women.

This is one of the principal reasons why U.S. forces are seeking a change in their law to permit the employment of women in combat roles. I understand that there's no intention of posting women to land combat units. U.S. officials don't feel that the public is ready to accept women as combatants, though there's no precise modern definition of "combat" or "combat zone." The U.S. forces just want the law changed to give them more options, more flexibility, and we, too, are thinking along these lines.

Considering all the foregoing facts and views I admit being torn. Not by the principle, I believe in the government's policy, fully supported by this department, of "equal status and equal career opportunity"; I

don't believe in discrimination.

I believe that our servicewomen have earned a fuller role in the forces; I don't believe that anatomy is destiny.

I believe in using all our human resources to the fullest; I don't believe that a force which grows more technical every year should deny itself the services of some of its most qualified citizens.

I believe in planning for emergencies when we'll need everyone we can get; I don't believe in waiting until it's too late.

I believe that the forces of the democracy they protect should reflect in their policies the changing views of the larger society. But on this issue society is ambivalent: a recent Gallop poll shows a slight majority of the public favouring women serving in ships and aircraft, and a slight majority opposing their serving as combat soldiers, and while I don't believe in making important policy decisions according to polls, I do believe in considering public opinion.

I believe that the future social, moral and economic costs of restricting women will be high. But I don't believe in paying a disproportionate price in military effectiveness just to prove a point.

I believe that the Canadian Forces have jobs now closed to women that women could do as well as men. But I also believe we should test the thesis that there are jobs women can't do as well.

#### — Combat

The key issue is combat. Combat is leadership, doing all that your men do and doing it better. Combat is utter exhaustion, mental and physical, but still carrying on. Combat is dirty, brutal and bloody. Combat is killing or being killed.

Those who volunteer for combat are putting their lives on the line. All they ask is that the odds on survival be kept as high as possible. If the use of women in combat lessens those odds — and some informed opinion believes it does — this is unacceptable.

This doesn't mean we reject the possibility of opening combat roles to women. We can't prejudge them. We can't say it won't work when we don't know. We don't know how women will react or perform in combat. We don't know the consequences of employing them: to the lives of our soldiers, sailors and airmen, their effectiveness in battle, or their reputation and usefulness as peacekeepers. We have too little data, few precedents, limited experience. Clearly we can't lift all our restrictions without knowing where this will take us.

Thus, while maintaining the operational effectiveness of the Canadian Forces, the policy of this department will be expand women's roles, both in areas of employment and the scope of job opportunities. The aim will be to eliminate discrimination based on sex, except where there is a clear "bonafide occupational requirement" for males.

#### — Trades

Accordingly, we will open to women some roles embracing a number of trades that up until now have been closed. I have decided, on a limited experimental basis, to employ women in near-combat roles — at sea, in the air and on land. I must stress that these are not fighting roles, they're positions that at times may take these units into combat areas. Until we see how this works there is little point in opening combat units.

## SERVICEWOMENS BOWLING TEAM CHAMPIONSHIP



CFB Winnipeg's Servicewomen's Bowling team won the Area One Servicewomen's Bowling Championship held at CFB Cold Lake 17-21 January 1979.

#### — Isolated Posts

Secondly, we'll be opening to women, again on an experimental basis, an isolated post where we can provide the necessary privacy. I've considered at length what husbands and wives might think about a situation where temperatures of 40 or 50 below lock men and women together in one building for long winter months. But I don't think we can justify restrictions on sheer speculation. Fears too often prove to be imaginary. For example, the U.S. Army, in 1914, refused to issue pilots any parachutes, then called life preservers, because they thought that pilots would jump at the first sign of trouble.

#### — Military Colleges

Finally, I have decided to open the Military Colleges to women. We've started this year with one post-graduate who lives off base and therefore doesn't have to undergo the rugged regime of the male cadets. Next year women will enroll in the university training plan, but they still won't live in or train as cadets. In the third year — 1980-81 — if they acquit themselves as we expect, we should have enough qualified women enrolled to permit their full participation in the program at one of the colleges.

There's considerable opposition to this course from some cadets and some former graduates. But the fact is that the colleges do accept some male cadets in the classifications open to women, and in view of this one cannot say that we cannot accept any women. Just as obvious, until we can evaluate our trials, we're unlikely to be able to accept all who want to apply, just as we cannot accept all the men who would like to enroll.

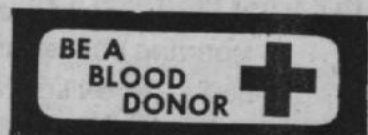
We estimate that our evaluations will take up to five years. We need time for planning and research, time to gain experience, time to design training standards and reasonable selection tests. The tests will have to allow for male and female physical differences but the standards of strength and endurance will have to be the same. The role of the military is security and it cannot be

compromised. We cannot and will not lower our standards to accommodate women. That's not acceptable to our men, and I know it's not acceptable to women.

We need time to prepare and educate our servicemen, time to assess the effectiveness of mixed units in operation, time to see what numbers of women work out best. American studies suggest, for example, that women should make up, ideally, from about 10 to 25 percent of a unit, depending on type, otherwise they don't integrate well.

We need time to measure the attitude of young women toward the military. In truth, we know little of how many want to serve in traditional male roles, we don't even know if they realize all that's involved. For this reason we're giving priority to women already serving, women already familiar with the military environment. Even so, will women enlist in sufficient numbers to make an evaluation meaningful?

These are questions which only experience can answer, and we think that the steps we are taking now will give us this experience. We are going to take them deliberately, sensitively and sensibly. We are going to phase-in the program gradually to ensure that we can handle it. We don't want tokenism, but neither do we want to move so fast that we make serious mistakes; many good programs have suffered through lack of sensitivity in pacing and timing, and we're going to do all we can to make this one work. Although society is changing fast, and the Canadian Forces are in the vanguard, I see little to be gained and much to be lost by breaking too sharply with the past. Social justice depends as much on custom as law.





**NOTICES**

**CHILDRENS GYM**

Registration for Recreation Gymnastic Classes will take place at the Westwin Gym at 1330 hours on Sunday 18 February 1979.

Cost for classes (12 lessons) is:

- \$6.00 - Military Dependants
- \$7.00 - Dependants of DND Employees
- \$8.00 - Civilian Dependants

Classes commence on Sunday 18 February 1979 at the following times:

- 5 - 10 years 1400 to 1455 hours
- 11 years and over - 1500 to 1555 hours

For further information contact MCPL Gord Priest at the Westwin Recreation Centre local 511.

\* \* \* \* \*

**ADVENTURE**

Any servicewomen interested in adventure training are asked to contact SGT MacAskill at 888-5021.

This is a survey to find out how many servicewomen would be interested. The trip hopefully would take place in June.

\* \* \* \* \*

**VOLLEY BALL**

Any servicewomen interested in playing volleyball contact SGT MacAskill 888-5021. Regional Volleyball will be played 22 to 24 February 1979 at CFB Winnipeg.

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(FIRST DRAW — 0830 HRS)

ALL GAMES WILL BE CURLED AT THE WESTWIN RINK.

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**CURL CANADA  
CONDUCTS  
CLINIC  
IN EUROPE**

When a Canadian Forces Boeing 707 landed at Lahr, Germany on the morning of 6 November, 1978, it was the beginning of a ten day visit with Canadian Forces Personnel stationed in Germany by representatives from Curl Canada and the Canadian Curling Association. It was a visit that took place after one year of planning and negotiation between Curl Canada and the Department of National Defence. The object of this visit was originally to conduct a Level I Technical Clinic for their curlers. However, as planning proceeded it was quickly established that the more than 800 Canadians curling in Europe also wanted something more! - to compete in C.C.A. sponsored events. Therefore, when final arrangements were completed those invited to Europe were — Warren Hansen, Technical Director; John W. MacLeod, Executive Director; Garry DeBlonde, Master Instructor and CAPT Earl Morris from Air Command, a Curl Canada Level I Instructor and the visit Conducting Officer. Representing the C.C.A. was President Clif Thompson of Kapuskasing, Ontario.

Following a day of rest, the visitors were taken to the Forces Base at Baden Soellingen where a meeting was held with Curling Executives (Europe) and Mr. Thompson regarding the possibilities of Canadian Curlers in Europe competing in C.C.A. events such as the Brier, Junior Men and the Mixed. The outcome of this meeting was the establishment of a committee that will look into ways that might permit teams representing Canadian Forces in Europe to compete in such events. Their report will be submitted to the C.C.A. Management Committee when completed.

Canadian Forces personnel stationed in Germany have two modern facilities to curl from — The Swartswald Curling Club, Baden Soellingen and the Rhine Valley Curling Club, in Lahr. It was from the latter club that Curl Canada conducted its two day Level I Clinic (Nov. 8-9) for twenty-three candidates. The Clinic was run by Warren Hansen, assisted by Garry DeBlonde and Earl Morris.

Following the Clinic, the visitors were invited to enter a team in the City of Lahr Bonspiel. This is an annual event staged by the civilian curling club using the Military facilities of the Rhine Valley Club. Entries this year come from as far away as Paris, France and included teams from Switzerland and Germany. Being a mixed "Speil" several ladies teams were entered with one from the North German city of Iserlohn some six hundred miles from Lahr. The "Canadian" team was comprised of — Clif Thompson,



**GOLD SEAL**

CAPT George Cooke of the Communications and Electronics Branch of Air Command Headquarters began running on 08 June 1973 and completed his 7,200 aerobic units on 26 December 1978. The majority of his aerobic points were accumulated by running although some were acquired by snowshoeing and cycling. CAPT Cooke will receive the gold seal to his scroll for Aerobic Excellence in the near future.

For more information on the Canadian Forces Award for Excellence in Aerobic Performance contact the PERI staff or see Annex A to CFAO 50-1. (BASE PHOTO)

Skip; Earl Morris, Third; Garry DeBlonde, Second and CAPT Cec Clark, President, Rhine Valley Curling Club, at Lead. The Bonspiel played under European rules was eventually won by a team representing the Rhine Valley Club with President Clif's "Canadians" placing fifth in the final standings, losing only two games, both to Forces teams, one of which was to the winners.

Following a most successful visit to Lahr, Curl Canada hopes to return to Europe in the Fall of 1980 to conduct a Level II Technical Clinic.

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# FIRST PUBLIC APPEARANCE

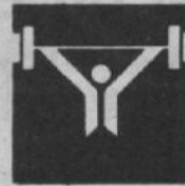


**BURBANK CALIFORNIA** — To the average layman, Canada's newest military aircraft shows few visual changes from its 20 year old sister. The fact is the CP-140 Aurora has been labled as the world's most sophisticated long-range patrol aircraft. The Aurora (foreground) is the first aircraft to roll off the Lockheed production line.

**BURBANK, CALIFORNIA** — The Canadian Forces newest aircraft, the CP-140 Aurora, made its first public appearance at rollout ceremonies here.

The long-range patrol aircraft is the first of 18 ordered by Canada to replace the Argus which has been in service for more than two decades.

(CANADIAN FORCES PHOTO BY MCPL M.D. JOHNSON)



## JAMESPORT TROPHY



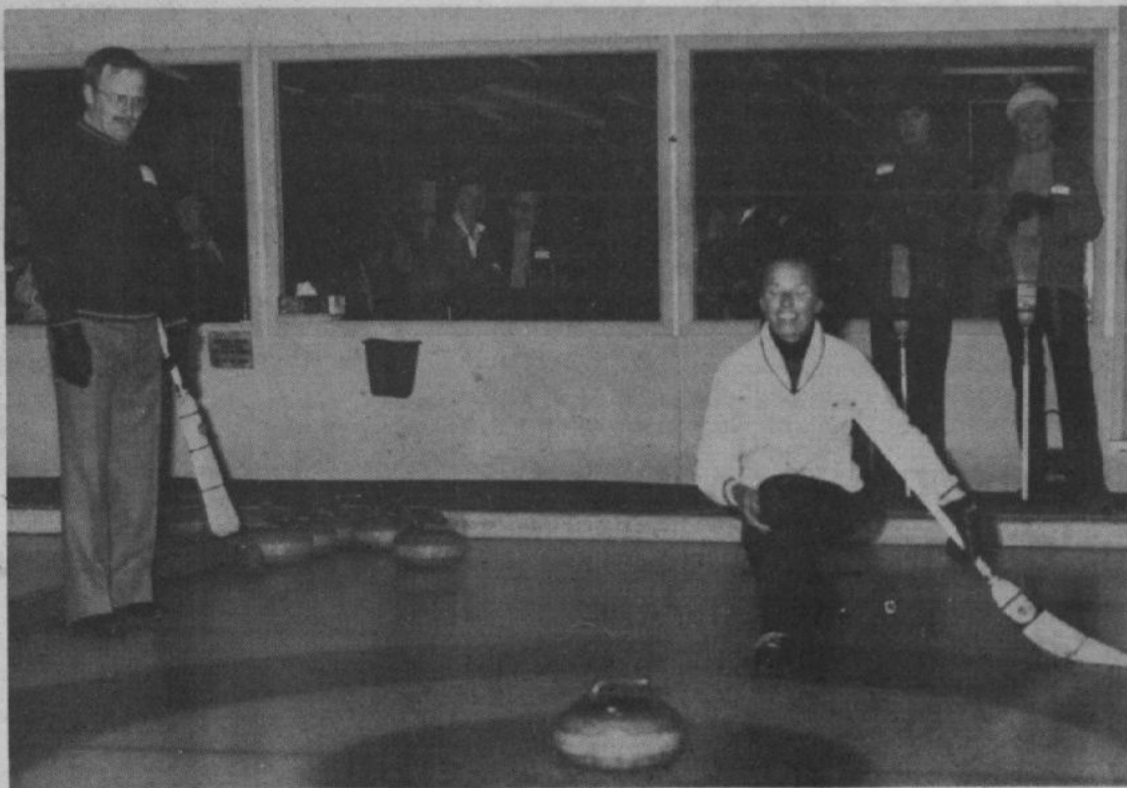
Curlers representing the City of St. James-Assiniboia skillfully won the Jamesport Trophy on Saturday February 3, 1979 at the Westwin Curling Club.

Curling Colonel J.R. Allingham and his carefully selected curlers were no match for the able, confident councillors and citizens of the St. J-A area in this "Annual Competition Between Distinguished Representatives of the Citizens of St. James and Extinguished Representatives of CFB Winnipeg".

This event, which originated in 1960 between the City of St. James and RCAF Station Winnipeg, exemplifies the good relations which have existed between the military and civilian communities for many years.

Voxair, in April 1960, is quoted as describing things this way: "How a military unit fits into a community is dependent upon the association and co-operation existing between the service people and their civilian counterparts".

Annual Jamesport Trophy competition held on February 3rd really does show that, "all our stones are rocks".



Councillor Pearl McGillicuddy, ooops, I'm sorry, that should be Pearl McGonigal of St. James keeps her eyes on her stone while Col. J. R. Allingham keeps his eyes on the Councillor.

(BASE PHOTO)

## MEET YOUR PERI



**SGT G. McGhie**

**SGT McGhie** is a native of Essex, Ontario. He enrolled in the RCAF as a Rec Spec "direct entry" in 1964.

After basic training Glen has had postings to Winnipeg, Moose Jaw, Summerside, Lahr, Kingston and now back to Winnipeg.

Glen's main interest lies within the children of the community and he actively aids the South

Side Community Council as a councillor. He is a Beaver Leader and a YBC coach and assistant. On the sporting side Glen is a fastball umpire and participates competitively in bowling.

Glen is married, has two children and currently is employed as a Gym Supervisor at Lipsett Hall. (BASE PHOTO)

## SKI CLUB

Members of the ski club enjoyed another outing at Mt. Agassiz on 27 January. A total of 25 members braved the -25°C temperature to glide gracefully down the slopes. The chair lift was operating this time and most members (I was too chicken to go up that steep hill) went down the big hill. I understand, however, that it was a big icy.

We are still looking for members and would welcome any DND employees or their dependants.

Membership and transportation for the season is \$5 per person or \$10 per family. For non-members wishing round trip transport only, the price is \$1.50 per person per trip.

The bus departs CFANS (Bldg. 84, North Site) at 7:30 a.m. and arrives back at CFANS at 7:00 p.m.

Keep in mind also that we are planning a SKI-WEEKEND for members to Sugar Hills, Minn. U.S.A. on the 2-4 March weekend. Details will be announced as they become available. A plea to the Base Transportation Officer: Please give us the Sceni Cruiser for our next trip. I almost froze my tootsies off riding the big Blue Bird.

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NOTRE GÉRANT AURA LE PLAISIR  
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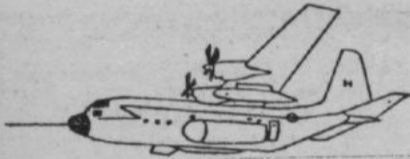
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Le Gouverneur général Edward Schreyer, commandant en chef des Forces canadiennes, passe en revue la garde d'honneur de 100 hommes du Régiment aéroporté canadien, peu après son installation le 22 janvier, à Ottawa. Le major Jim Kempling, de Victoria (C.-B.), commandant adjoint du 2e Commando du Régiment aéroporté canadien, commandait la garde d'honneur.

(PHOTO DES FORCES CANADIENNES)



## 41 SQUADRON CADET REUNION

May 25, 26, 27 has been set aside for the planned 3 day Squadron reunion of #41 Hercules Regina RCAC (air) Cadet Squadron, culminating with the Annual Inspection on Sunday May 27, 1979. All former Cadets, Officers, and Sponsoring Body personnel are

requested to contact the undersigned for further information.

Phone 306 — 543-3032 or 525-7323, or write  
Lt. NM Merk  
112 Woodward Avenue  
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S4R 3H4

or

Major JF Hicks  
Commanding Officer  
#41 Hercules Squadron  
260 Coldwell Road  
Regina, Saskatchewan  
S4R 4L2

## WOs' & SGTs' MESS LADIES MEET & GREET CLUB

Our January meeting was held on the 25th in the Upper Lounge and although it was short it was quite interesting as we discussed some of our upcoming plans. February of course is Carnival month so we're holding our meeting on the 15th at which time we'll do our bit to help decorate the mess. Decorating will be an ongoing project from now until Carnival so anytime you're in the Mess from here on in you can help. We will be having Raffle tickets made up shortly for our March 18th Wine & Cheese & Raffle. This will be held in the Upper Lounge on that Sunday from 2:00 p.m. to 4:00 p.m. All wives of regular members, associate members as well as girlfriends and female dependents are cordially invited. A lovely Wine Gift Set will be the raffle prize.

After our meeting closed we welcomed WO & Mrs. Garry Boutet to the Mess. Garry had very graciously stepped in as a replacement to give us a talk on the benefits available to a wife should anything happen to her husband. Although it's not a pleasant subject to think about, Garry pointed out that it was

necessary to talk it over, not at sometime or a later date but now. It was very informative and enlightening and we were given to understand that more than a few of the husbands are unaware of some of the benefits that are available. We were given handouts of detailed information and also some forms which will be very helpful to a wife in regard to numbers and whereabouts of various important papers, cards, bank accounts, etc. This talk was such an important one that WO Boutet has agreed to come back at a later date, perhaps May or June to go over it again. You won't want to miss taking advantage of being informed on this vital subject so keep an eye on this column for the date for the next talk.

We have a feeling that Rita Migneault has a string attached to her ticket for her number was picked again for the door prize. Congratulations Rita, we really don't mind when you so graciously share!

Ta ra for now, see you on the 15th of February.

## MEDAL OF BRAVERY FOR TWO FORCES MEMBERS

OTTAWA (CFP) — Two Medals of Bravery have been awarded to Canadian Forces members for acts of heroism.

Captain, The Reverend William MacLennan, of St. Peter's, N.S., and CFB Europe, disarmed a distraught man at CFB Gagetown on April 26, 1977. The man was alone in his PMQ with two loaded

rifles and had threatened to shoot anyone in uniform who approached, and then commit suicide. At the risk of being killed or severely wounded, Capt. MacLennan engaged the man in conversation in his house, urged medical attention and promised to accompany him to hospital. Arrangements were successfully made, the man was disarmed, and both departed by helicopter for hospitalization in Halifax.

Warrant Officer Edgar Weatherbee, of Truro, N.S., and CFB Edmonton, while serving with 1 Airborne Service Support Company, Petawawa, saved Corporal R.C. O'Brien from falling to his death at CFB Borden on Oct. 30, 1977. Taking part in a parajump exercise from a C-130 Hercules aircraft, WO Weatherbee jumped from the port side and Cpl. O'Brien followed from the starboard side. The latter was drawn beneath the aircraft by the propeller blast and became entangled in the other's parachute. Realizing that both parachutes had collapsed, WO Weatherbee immediately deployed his reserve parachute which caused Cpl. O'Brien to begin to fall away. Seeing this, WO Weatherbee managed to seize his companion's parachute and controlled Cpl. O'Brien's fall to permit a soft landing. In his successful attempt to save Cpl. O'Brien, WO Weatherbee effected a bad landing and suffered a compressed vertebra which has restricted him from further parajumping.

There are three Bravery decorations: The Cross of Valour, the Star of Courage and the Medal of Bravery. Since they were first created in 1972, 347 persons have received them.

The date of the investiture at Government House by the Governor General will be announced later.

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**HAPPY  
VALENTINE  
DAY**

## OPERATION BATON

A Canadian Armed Forces Hercules climbed unnoticed into the evening sky over Lahr, West Germany while below thousands of cascading fireworks heralded in the New Year, destination: Ankara, Turkey.

On advice of the Canadian Embassy in Iran, the Montreal-based Stadler-Hurtler Company had agreed that the normal day-to-day operations in the Caspian Sea area of Iran were breaking down and that their employees and dependants should be evacuated to Turkey.

At the request of External Affairs, Canadian Forces Hercules and Boeing 707 aircraft were sent to Ankara, Turkey. This was the beginning of Operation Baton which was to see the safe evacuation of more than 400 Canadian, British, American and other foreign nationals from Tehran and Rasht in northern Iran.

At 0400 local time, Wednesday, 3 January MAJ Paul Aubin led two aircraft into unknown circumstances at the Tehran international airport. Weather forecasts were not available from the Iranian air traffic control system nor were the crews to have any assistance during their let-down and landing at Tehran. Fortunately visual flying conditions prevailed.

Once on the ground embassy staff flagged down the aircraft and began the task of clearing evacuees through Iranian customs. Meanwhile, the aircrews tried to file flight plans to their second stop, Rasht, about 300 kilometers north of Tehran. Again air traffic control assistance was not available and aircrews had to rely on experience and training to carry off the mission.

Then, while preparing for take-off an unserviceable starter caused MAJ Aubin's crew to alter plans to go to Rasht and to load their plane with passengers from Tehran. The second aircraft continued to Rasht.

For three days the operation continued around-the-clock while ground crews fought the severest weather conditions of the season in Turkey.

A Boeing crew held continuous stand-by until Thursday, 4 January when they were recalled to Canada. Hurried preparations were made by Canadian Embassy personnel to clear and load 65 of the evacuees to Ottawa.

The same day a second flight of two Hercules aircraft who had faced the same difficulties with air traffic

control in Iran and had been forced to remain overnight in Tehran flew a VFR flight into Rasht. Again, the trip into Rasht went like clockwork and while these flights were still enroute plans were in the mill for the final flight which would carry less than 60 passengers.

When clearance was received for this flight a light, damp snow was falling and servicing crews arrived in the early morning to find their aircraft covered with a heavy layer of ice. De-icing equipment was not available to the Canadian detachment and an improvised system of heating the wings with Herman-Nelson heaters and sweeping off snow and ice was adopted. Finally, Turkish airways agreed to allow their de-icing equipment to be used and after a delay of more than eight hours CAPT Larry Fischer's crew from 436 Squadron, Edmonton departed for a round-trip to Tehran.

No such luck—a 2100 hrs curfew had been evoked in Iran. Hercules 359 arrived just as the airport closed and was forced to remain overnight. The following morning's departure was slowed by the tedious process of clearing passengers through customs and immigration. In Ankara weather conditions continued to deteriorate during the day and by the time 359 was overhead the airfield was closed to civilian traffic and ceilings and visibility were down to 800 feet and ¼ mile in snow.

The weather was no real challenge for the aircrew but enough to put doubt in the minds of inexperienced observers on the ground.

No time was lost in preparations to return the Operation Baton aircraft to home bases in Trenton and Edmonton. By now crews had been away six days and their normal routine taskings were building up awaiting their return. At first light Saturday, 6 January Mobile Air Movements Section and servicing personnel were on tap to reconfigure and loan aircraft for the return to Lahr. Chocks departed Sunday, 7 January for Canada.

About 80 Canadian Forces personnel, four Hercules and one Boeing 707 participated in the operation. Countless hours of sleep were lost and countless problems arose and were dealt with but for detachment commander LCOL Pete Detracy and his team Op Baton was "all in a week's work".



CPL Bob Lane (left) and CPL Gray Linney (right), members of the Mobile Air Movements Section, help Canadian evacuees from a Canadian Forces Hercules at the Ankara (Turkey) airport. (CANADIAN FORCES PHOTO BY SGT. J. RODGER)

## LOFTY POST



Perched on top of Pink Mountain, about mile 143 of the Alaska Highway is a Canadian Forces radio truck. The 19,300 lb. truck was hoisted to its 5,850 ft. level by 447 Squadron Chinook of CFB Edmonton.

From this wind-swept position, three soldiers of Signal Squadron, CFB Calgary relayed messages on a 24-hour a day basis to various military units encamped in the area on exercise Rapier Thrust '79.

To keep the generator-operated radio van in business required a constant fuel re-supply. Edmonton-based 408 Twin Huey helicopters handled this portion of the exercise by supplying needed fuel jerry cans to the isolated van.

Soldiers assigned to the radio relay van spent three days on the mountain before being rotated for fresh communicators. Besides relaying messages, the mountain dwellers also had to be on the look-out for curious wolves who were there in numbers no doubt wondering what this truck was doing on their mountain. (CANADIAN FORCES PHOTO)



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# THE OPS SHOP

This month I would like to introduce you to the Base Operations complex and at the same time give you some idea of what we do at justify our existence.

Hidden away on the second floor of 16 Hangar is a small group of, dedicated, one armed, paper hanging air traffic controllers who man the Base Ops desk around the clock.

Their task is to coordinate between certain agencies, organizations, sections, and activities to provide the best available services to the military aviation community. Tools at their disposal include a small handful of radios, a couple of telephone lines and copious quantities of scrap paper. Backing them up

of course are all the resources of the base. That includes such sections as the In-Flight Feeding Kitchen, Base Transport, Aircraft Servicing, Telecommunications, and many other organizations that are called upon to render assistance.

Working from a desk/consul which could never make it on the BattleStar Galactica Series, the duty operator determines the needs of local and visiting aircraft. He then starts the wheels turning to provide the best possible response from within base resources.

A good portion of his duties are strictly notifications. When the 707 arrives for example there are several base personnel who must be notified. When it is late, double the

number of calls, and when VIPs are on board, — add 10%. Bring a late VIP aircraft in from the USA and one observes near chaos reigning supreme.

Notwithstanding some of the frustrations of a coordinator, there are always a few amusing incidents which lighten up each day. These coupled with the consistent excellent support provided by other base sections make the whole job truly worthwhile.

Besides talking on the phone all day, the duty controller does do other things. He maintains a daily NOTAM Board (Notices to Airmen) which lists all unserviceable Air Terminal/Nav Aids facilities across Canada and parts of USA.

He is the functional dispatcher for the "ramp taxi" who's prime task is moving birdmen in flying suits around the base. He receives and actions flight plans. And he handles a considerable amount of aviation oriented message traffic for Transport aircraft.

To observe the Duty Controller in his full glory however is to witness his actions during an aircraft emergency. Drunk with power, he can send crash vehicles and crews hurling across the tarmac merely by speaking a few words into a crash phone — what he does with them when they get there — well that's another story.

The Ops Shop or more specifically the Duty Controller does not

operate in isolation. He shares his quarters with the BOpsO, the BFSO, the BMETO, BATCO and all the Met briefing staff of the Met section. With so much advice so readily available how can one go wrong go wrong go wrong . . .

The above picture is only the tip of the Ops Shop iceberg. In future editions we will examine other elements of the Ops Branch but in the interim, you are invited to, drop in to the second floor, east end, empire of 16 Hgr and say hello. We would be happy to show you around.

Romeo November

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Registered Retirement Savings Plans.

### Royal Trust RRSP's Make no mistake about it.

#### HOW TO AVOID RRSP MISTAKES

Between now and March first, hundreds of thousands of Canadians will take steps to reduce their 1978 income tax payments and build a retirement nest egg by investing in registered retirement savings plans (RRSPs). For most this will be a sound investment. But some will be making costly mistakes.

The most common mistake, according to Gerry Smith, Manager, Trust Development, of Royal Trust, Winnipeg, is the failure to shop and compare.

"Many people think all RRSPs are pretty much the same so they simply buy them where it is most convenient. In fact, there is a wide variety of plans offered by banks, trust companies, credit unions, insurance companies and investment dealers. It requires some effort to find the one that is best for a particular individual's circumstances, but the time and trouble are well worth it," Smith says.

He recommends talking to representatives of several financial institutions and comparing factors such as return on investment, management fees, withdrawal and transfer changes and sales commissions.

Paying a sales commission may be a mistake. It is not necessary, Smith says, and money taken off the top in this way means there is less in your plan to grow for the future.

If you are married, it may be a mistake to put money into an RRSP registered in your own name. Under current regulations, you and your spouse will each be allowed up to \$1000 of retirement income after age 65 without paying any tax. Smith suggests you consider making all of your annual RRSP contribution in your spouse's name. You can still claim it as a deduction from your taxable income now, and you may both be able to obtain the \$1000 deduction later.

Another mistake may be putting cash into an RRSP when you have borrowed for other purposes.

"Unlike loans for purchases of things like cars or furniture, money borrowed to buy an RRSP is tax deductible. And the interest rate is usually much lower," Smith says.

"Don't make the mistake of failing to invest in an RRSP simply because you are temporarily short of funds. It is easy to take out a loan and we make loans for this purpose. This is a case where it pays to borrow to save," he says.

The fear of making a mistake should not deter you from putting money into an RRSP. The Royal Trust manager has an answer for this dilemma, too.

"Simply look for a plan with a high degree of flexibility and take the time you need to shop around and see if there is anything better. The important thing is to be sure you make your deposit before the March 1 deadline for the 1978 tax year," Smith advises.

It is wise, he says, to deal with an institution offering several different types of RRSPs. This way you can keep your options open and vary your contributions from time to time within the choice of plans offered.

"Be careful not to enter into a contract which is too rigid. It will be expensive if you have to pay sales charges every time you switch," he cautions.

"Properly handled, an RRSP is a very sound investment — make no mistake about it," Smith concludes.

287 Broadway  
943-0431

Reference: G. R. Smith,  
Manager, Trust Development,  
Royal Trust, Winnipeg,  
943-0431

Grant Park Plaza  
475-2090

# THE ADVENTURES OF SUPERTECK

(Part 5)

by A. C. Eine

Superteck had had a busy week. First he had, in the guise of "Ink" Blotter, taken the photo of Lt. Claude Klumsie in the role of a mechanic. Then he had written the article to go with it, and it had been published in the local newspaper, the Boatum Bi-Weekly Scandlerag. No sooner had the paper hit the streets when the upper echelon of the base had gone into a flap. The FLight Leader in the hangar, Major Boldguy had picked him to help search for the guilty party. Then the Base Security Officer, Major Snoope, had almost spotted him working at the newspaper office. Now this!!

Oh boy!! Identification Parade!! The mere thought of it caused Superteck to pale. It was one thing to talk with someone who could identify you when he was flustered and off-balance. It was quite another to have to stand at attention while the guy eagle-eyed you after he had a chance to think things over. Suddenly his little caper with the camera lost most of it's humor. The write-up itself wasn't bad, but with this new tightening of security, who could tell how far they'd take it.

Pte. Hunie had noticed how quiet Superteck had become at hearing of the parade.

"What's up, Supe? That's the quietest you've been tonight."

"Huh . . . Oh . . . Yah . . . Well, it's going to throw my plans for tomorrow off a bit. I was figuring how to re-arrange things."

Someone in the crew-room piped up, "If you re-arrange 'Bumps', can I have the leftover parts?"

"I'll re-arrange you, motor-mouth. Now belt up!"

M/Cpl. Whizzer cut things off. "Superteck, I want you and Pte. Hunie to handle the start on Six-one-seven when they leave. After that, you can pack it in for the night. Don't forget the Parade tomorrow. Best bib and tucker and on the tarmac at 1400."

He had no sooner sat down with his coffee, when Anne asked, "Who's this 'Bumps' I keep hearing about?"

The round of groans, wolf-whistles, and cat-calls that swept the crew-room was almost obscene. Superteck just shrugged, but Whizzer answered.

"Miss LaHanche is a female that is rumoured to have just about double of whatever-it-is that Racheal Welch has. She is also Superteck's private property. The last guy that tried to cut in got floored . . . by her. Very choice!!"

Anne snorted. "Huh!! It figures!! Just more proof of his male chauvinism!!"

That did it!! He slammed his coffee-cup down . . . which resulted in hot coffee slopped all over his hand. He grabbed up his coat. "I have to get away from this female before I throttle her!! If you're looking for me, I'll be in the cockpit of One-seven!!" He made a fist in Anne's direction. "If you were only a guy . . ."

When the aircraft had departed and he got changed, it was too late to call either of his girls. Besides, there was his uniform and shoes to get in shape for the parade.

By one-o'clock, Superteck still hadn't come up with a good reason for getting off the parade, but he hadn't given up. He donned his best uniform, adjusted his hat, and drove to the hangar.

As he pulled into the parking lot, he spotted Major Boldguy coming out of the hangar. An idea flashed!! He got out of the car and gave the officer a sharp salute.

"Sir. Can I talk with you for a moment?"

"Certainly, Corporal. What's up? Have you found anything out for me?"

"I'm not sure, sir, but I do have one lead I'd like to follow through on. The problem is that the best time to check it would be during the parade, and I'm stuck on it. If there was some way to get off, I might be able to get you some concrete evidence."

The Major mused. "I have an idea. Come with me."

The two of them marched over to the Base Warrant Officer's office. The BWO stood to attention as Major Boldguy entered, but glared at Superteck who tagged along behind.

"Chief, I want Cpl. Superteck off that parade this afternoon. I need him to do some special work for me."

"Sir, the Base Commander said everybody and no exceptions. You'll have to get his okay."

"Cpl. Superteck, you stay here. I'll be right back."

As soon as Major Boldguy had left the office, the BWO turned to Superteck. "What have you been doing this time? You're usually up to something"

Superteck's look was positively angelic. "Who?? Me??"

The Chief was about to say more when the Major re-entered the office. "Okay, Superteck, you're off. Now get out of here and do whatever it is you wanted to do."

"Yes sir," and he waved a salute at the Major and left...rapidly.

"Thank you, Chief. Carry on."

The BWO made a helpless gesture towards the ceiling with the silent plea, "Why me?" Then he reached into a drawer and found a list. The heading read, "Duty NCO". With a grin, he stroked off one name and entered Superteck's. Revenge was sweet!!

Meanwhile, Superteck slipped into the locker room. From the window, he watched the parade form up. He leaned back and lit up a smoke. This was the only way to be on a parade!!

As he watched the parade fall in, an idea began to ferment in his head. Why not, he thought. It would be another chance to get things stirred up!

Meanwhile, Superteck slipped into the locker room. From the window, he watched the parade form up. He leaned back and lit up a smoke. This was the only way to be on a parade!!

As he watched the parade fall in, an idea began to ferment in his head. Why not, he thought. It would be another chance to get things stirred up!

He turned to his locker and took out the brown paper bag which contained his disguise as "Ink" Blotter. He donned the old trenchcoat and battered snap-brim hat, then picked up the mini-camera.

He turned to the window and lined up the shot. He could just see the headline, "Manhours Wasted During Search". That would really get things



music reviews and syndicated columnist

The story started in a garage on the south side of Chicago, where Dennis DeYoung and twins John and Chuck Panozzo formed a band, a band that would later become Styx. At that time they were TW4, and James Young left a rival band to join them, rounding out the foursome.

When they appeared locally the audience mainly wanted to hear what the big name artists had hit with. The real acid test came when

aggressive record company with a proven knack for bringing names to the surface. Their first elpee effort for A&M was "Equinox". It was recorded at Paragon studios in Chicago and totally written and produced by the band. It broke in Canada and started breaking in the States.

Somewhere along the way, John Curulewski had joined the band and left them, which made way for the current line-up of the four mention-

spontaneous gesture made Styx stars. They started into "Suite Madame Blue" when suddenly the audience was on its feet, matches ignited above their heads to form a giant sea of flame. The years of TW4 (Tradewinds Four) were forgotten, Styx were transformed into superstar status. Everything they have recorded had become platinum, which leads to their latest album venture, "Pieces Of Eight" (A&M SP 4724), which is currently in the



L to R: DENNIS DE YOUNG, CHUCK PANOZZO, JAMES YOUNG, TOMMY SHAW, JOHN PANOZZO.

they tried to perform their own original material. They landed a recording contract with Wooden Nickel Records in 1970 and saw the release of such albums as "Styx I", "Styx II", "The Serpent Is Rising" and "Man of Miracles". The albums were critically acclaimed, but received very little attention from the radio stations or charts.

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In 1975, Styx went label shopping and came up with A&M, an

ed and Tommy Shaw. It would follow . . . "The Grand Illusion" and "Crystal Ball", but what happened to Styx to separate them from the ordinary rock groups was an event in Montreal.

**FEBRUARY 25th, 1977**

Styx had toured as opening act with Bad Company and the promoter felt that they had headliner appeal. He set up a tour and on February 25th, 1977 in the Montreal Forum, 15,000 fans in a

million plus sales figure and solidly berthed in the top five.

The group plays solid driving rock and intersperse lead vocals for "Pieces Of Eight". Tracks include "Blue Collar Man" (already a proven single), "Queen Of Spades", "Renegade", "Lords of the Ring" and "I'm OK". You can write to Styx at: PO Box 27091, Los Felix Station, Los Angeles, California, USA 90027.

going! He tripped the shutter, then turned . . . to look straight into the eyes of Pte. Anne Hunie!

Well, readers, that do put the icing on the cake, doesn't it!! What will Superteck do now?? What will Anne do now?? Will their mutual antagonism come to a head?? Will Superteck bop her one?? Will she yell for the MPs?? I guess you'll just have to get the next issue for Part Six of: The Adventures of SUPERTECK!!

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