



# Postair



Canadian Forces Base Winnipeg — Home of Air Command

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28 March 79

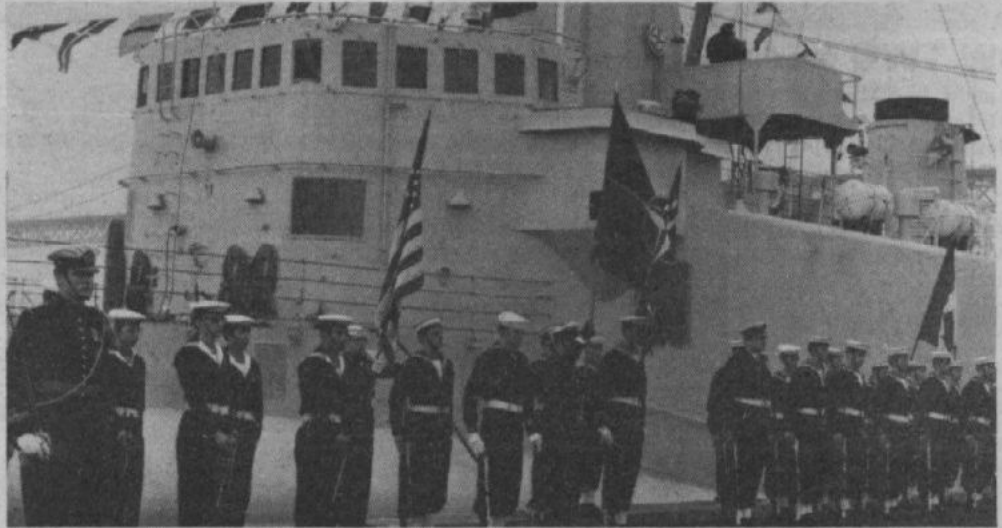
Issue No. 6

Vol. 28

## 30th ANNIVERSARY OF NATO

The color party and Canadian guard of honor form up in front of HMCS Restigouche during the 1970 change of command ceremony for the Standing Naval Force Atlantic (STANAVFORLANT). The ceremony took place in Lisbon, Portugal. (CANADIAN FORCES PHOTO)

L'escorte aux couleurs et la garde d'honneur canadienne se rassemblent devant le destroyer Restigouche lors du changement de commandement de la Force navale permanente de l'Atlantique (STANAVFORLANT). La cérémonie avait lieu à Lisbonne (Portugal), en 1970. (PHOTO DES FORCES CANADIENNES)



In 1961 the 8th Canadian Hussars (Princess Louise's) formed part of Canada's brigade in the German central plain. That year members of the Hussars located at Iserlohn with their Centurion tanks were inspected by the then Quartermaster-General of the Canadian Army, MAJGEN R.W. Moncel. (CANADIAN FORCES PHOTO)

En 1961, le 8th Canadian Hussars (Princess Louise's) faisait partie de la brigade canadienne cantonnée dans la plaine centrale allemande. Cette année-là, le quartier-maître général de l'Armée canadienne, le major-général, R.W. Moncel, passa en revue les membres des Hussars et leurs Centurion, à Iserlohn. (PHOTO DES FORCES CANADIENNES)

In the mid-1950s Canada 1 Air Division included four fighter wings with 12 squadrons. At 3 (Fighter) Wing Zweibrücken, West Germany members of 434 (Fighter) squadron awaited the order to "scramble" in their F-86 "Sabre" aircraft. (CANADIAN FORCES PHOTO)

Au milieu des années 50, la 1re Division aérienne du Canada était composée de quatre escadres de chasseurs divisées en 12 escadrons. Des membres du 434e Escadron de la 3e Escadre de chasseurs, basée à Zweibrücken, Allemagne de l'Ouest, attendent l'ordre de décoller sur leurs Sabre F-86. (PHOTO DES FORCES CANADIENNES)



(Story cont'd on page 2)

## THUNDER BAY MIL DIST



### NOW TWO YEARS OLD

—Thunder Bay Militia District, the 23rd militia district in Canada, marked its second anniversary earlier this month (March) with a mess dinner at the Armoury in Thunder Bay. Seen left to right is COL DW Botchar (Thunder Bay Militia District Commander) as he welcomed special guests COL AC Cameron (MAP Chief of Staff), Thunder Bay Mayor Dusty Miller, and COL JR Allingham (Commander of CFB Winnipeg).

The Thunder Bay District, which is served by CFB Winnipeg, is composed of the Lake Superior Scottish Regiment and the 18 Thunder Bay Service Battalion, Police Platoon and Medical Company. Besides operating in the City of Thunder Bay, the district has platoon training in the nearby communities of Marathon, Terrace Bay and Geraldton.

Thunder Bay became a Militia District on 4th March, 1977 following a formal inspection by Defence Minister Barney Danson and the then President of the Treasury Board, Robert Andras.

(By PJ Symonik, CAPT)

## 30th ANNIVERSARY OF NATO

(Cont'd from page 1)

OTTAWA—On April 4, the fifteen western nations making up the North Atlantic Organization will mark the 30th anniversary of the signing of the treaty which took place in 1949 in Washington, D.C.

The twelve original signatories were Belgium, Canada, Denmark, France, Iceland, Italy, Luxemborg, Norway, Portugal, The Netherlands, the United Kingdom and the United States. Greece and Turkey joined the Alliance in 1952, followed by the Federal Republic of Germany in 1955.

Although cultural and economic initiatives and programs loom large in the roles and objectives of the organization, the molding of the military forces of the West into a cohesive alliance for mutual security has been a major achievement in ensuring 30 years of peace in Europe.

Canada's land and air forces permanently based in Europe are under the overall command of the Supreme Allied Commander Europe (SACEUR), originally with headquarters near Paris, but now near Mons, Belgium.

In Europe, Canada's land forces consist mainly of the 3,000 member 4 Canadian Mechanized Brigade Group comprised of artillery, armored and engineering regiments plus two battalions of infantry, a headquarters and signal squadron, a tactical helicopter squadron, a field ambulance unit and a military police platoon. Based at Lahr in southern West Germany near the French border and under the command of Canadian Forces Europe (CFE) also in Lahr, they provide a Central Army Group reserve which could be employed with either United States or West German forces.

Other Canadian land and air forces in Canada are earmarked for SACEUR's Allied Forces Northern Europe in Norway and Denmark, to be deployed by air and sea in the event of an emergency.

Canada's NATO air component

based in Europe is 1 Canadian Air Group with headquarters in Lahr which operates in peacetime under the direct control of CFE.

Now numbering about 825 personnel, 1 CAG operates three tactical fighter squadrons based at Baden-Soellingen, near Lahr, flying CF-104 Starfighters in an attack role utilizing conventional weapons. In wartime, they would become an operational element of NATO's Fourth Allied Tactical Air Force with headquarters in Ramstein, West Germany.

Almost continuously since 1970, Canada has contributed one destroyer to the Supreme Allied Commander Atlantic's ever-ready NATO fleet designated Standing Naval Force Atlantic (STANAVFORLANT). All contributors take their turn as Force commander on a rotational basis with the small multinational fleet. Canada will complete one of her years in command next month.

In peacetime, one of the roles of Canada's maritime forces is to conduct ongoing surveillance operations to provide warning of any possible enemy concentration of strength. Their wartime task would be to provide protection to merchant ships and tankers moving supplies and reinforcements from North America to Europe.

From 1950 to 1959, under the NATO Aircrew Training Plan, over 5,000 pilots and navigators from ten NATO countries were trained in Canada alongside those in the RCAF. Under separate agreements, training continued for aircrew from Denmark, Norway, The Netherlands and West Germany, although only Dutch pilots are currently under training.

Also, since the mid-1960s, the RAF has carried out overland low-level flying training with its V-bombers using Goose Bay, Labrador as a deployment base.

The joint US/Canadian North American Air Defence (NORAD)

agreement signed in May, 1958, was in effect an extension of the NATO defensive strategy.

Furthering the spirit of co-operation, the USAF and CF Air Command have, since 1977, engaged in combined air combat manoeuvring exercises at Nellis AFB, Nevada and Cold Lake, Alta., in a series nicknamed Red Flag and Maple Flag.

Agreements were also reached in the early 70's for British Army Forces to use facilities at various bases in Canada, and the West Germans to use the field armor training area at CFB Shilo, near Brandon, Man., all on a cost recoverable basis. These extensive training areas provide our NATO allies with training opportunities unavailable in the densely populated areas of Europe.

Today, Canada continues to provide a share of the planning, operational and administrative staffs in the headquarters of those NATO commands which have or would have, operational control over Canadian Forces assigned or earmarked for NATO. Canada also contributes to the staffs of several supporting agencies of NATO.

Canadian Forces take part in most large and small-scale NATO military exercises throughout the year — on land, at sea, and in the air. These exercises increase the effectiveness and combat value of the NATO armed forces and further the spirit of co-operation amongst the different nationalities.

With the replacement of the Centurion tanks with Leopard C-1s soon to be completed in Europe, the new Aurora maritime long range patrol aircraft scheduled to begin to take over from the Argus next year, and a new fighter aircraft soon to be chosen to replace the aging CF-104's, Canada's contribution to western security is being greatly enhanced.



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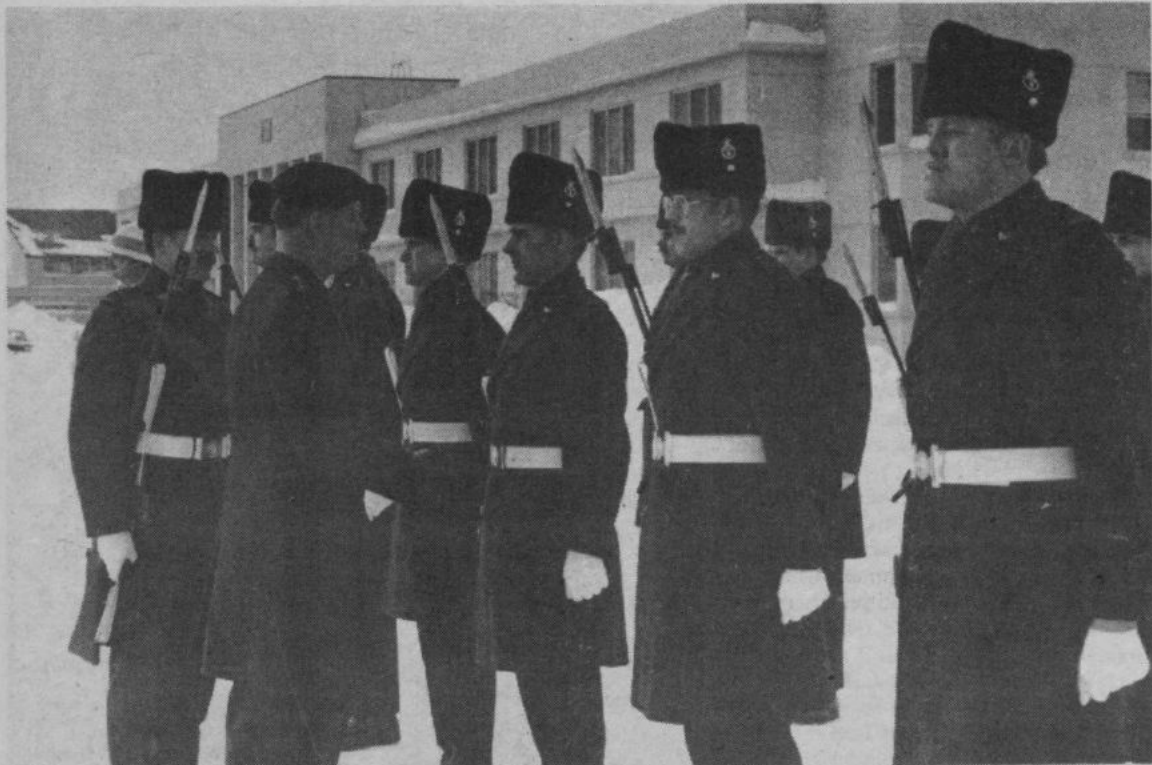
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## DEPUTY COMMANDER FMC VISITS



During his visit to Winnipeg, MGEN P.A. Neatby, Deputy Commander FMC, inspects a guard from 2PPCLI on arrival at Kapyong Barracks.

SGT R.L. Jean looks on while MGEN Neatby talks to CPL R.W. Hilderbrant of ADM Coy 2PPCLI. Also shown are PTE R.A. Hankins, PTE T.J. Ryan, CPL H.T. Malaway and CPL T.P. Barker. (PPCLI Photo)

## BLESSED ARE THEY...

And as time passed, the great star cooled and luscious vegetation grew in abundance over its surface. And as it was in those days huge storms arose, jagged fire came from the black and cold heavens and the destruction upon the lush growth was great. The animals that abounded there were sorely afraid.

And it was written, creatures of great intelligence lifted themselves from the great waters and reigned over all things for this was the Makers great plan; and so it was that great gifts were bestowed upon these creatures, one great gift was fire, and from this many others were found which brought great joy to the creatures.

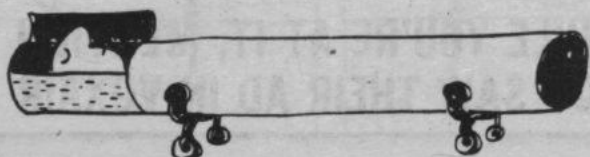
And it came to pass that the creatures were careless with their gift and great was the destruction upon the lush growth, and the animals that abounded there were sorely afraid.


And so it was that great structures arose from the land and the creatures came from their caves and dwelt therein. With them they did bring their gift of fire, for it was found that it gave both light and heat to their bodies and to their dwellings. But as it was in earlier times some creatures were careless with their gift and great was their sorrow for it destroyed their flesh as well as their dwellings.

And so it came to pass that great creatures who understood the power of the gift came forth with rules and regulations for the protection of all the creatures, and to these and those that obey their savings blessed be ye, for it is written thus:

- Blessed are they that keep all exits free of snow;  
For they shall have a clear path to travel.
- Blessed are they that hire a trained baby-sitter;  
For unto them shall come peace of mind.
- Blessed be they that teach fire safety to their children;  
For they will be spared all anguish and despair.
- Blessed are they that check the wiring of Christmas tree and gala lights;  
For unto them shall shine the lights of happiness.
- Blessed be they that do not smoke in bed;  
For they shall open their eyes to wonder each morning.
- Blessed are they that smother a cooking pan fire;  
For they shall remain free of disfigurement.
- Blessed be they that know and respect gasoline;  
For they shall not perish in a ball of fire.
- Blessed are they that read and heed the labels;  
For they shall read of greater things.
- Blessed be they that heed the advice herein;  
For unto them shall come a long life.

(By RS Anderson (WO)  
Fire Dept.  
CFB Cold Lake





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**HAPPY CAMPAIGN**

After much consideration, the management and staff at Astra decided to try something different in the way of advertising in 1979. Most advertising promotions are directed at a specific or a number of specific products. Astra thought it would be fun to do the opposite with a "HAPPY CAMPAIGN".

To make the campaign interesting and fun for members, a number of Happiness Slogans will appear throughout the year on Astra signs and on "stick on patches", to be handed out to Astra members.

Members are being encouraged to vote for their favorite Happy Staff Member, wherever they are in the Credit Union Offices. An award is being presented monthly to the staff member receiving the most votes.



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The first winner in the "HAPPY PROMOTION" was Pat Greenslade, shown above, of the Ness Office, with the Presentation being made by LCOL D. Williamson of Air Command. (BASE PHOTO)

(PAID ADVERTISEMENT)

# BASE INTERNAL AUDIT



Mr. Frank Fowler, Audit supervisor; Mr. John Browning, Auditor; WO Andy Telfer, Auditor; MWO Bob Senger, Base Internal Audit Officer (BIAO). (BASE PHOTO)

The Base Internal Audit staff are responsible to an Audit Committee comprising of BCOMPT as Chairman, BTSO and BADMO as members and the BIAO as secretary.

The objective of internal auditing is to assist all members of management in the effective discharge of their responsibilities by furnishing them with analysis, appraisals, recommendations, and pertinent comments concerning the activities reviewed.

The scope of the internal audit is concerned with any phase of operations where he can be of service to management. This involves going beyond the accounting and financial records to obtain a full understanding of the operations under review.

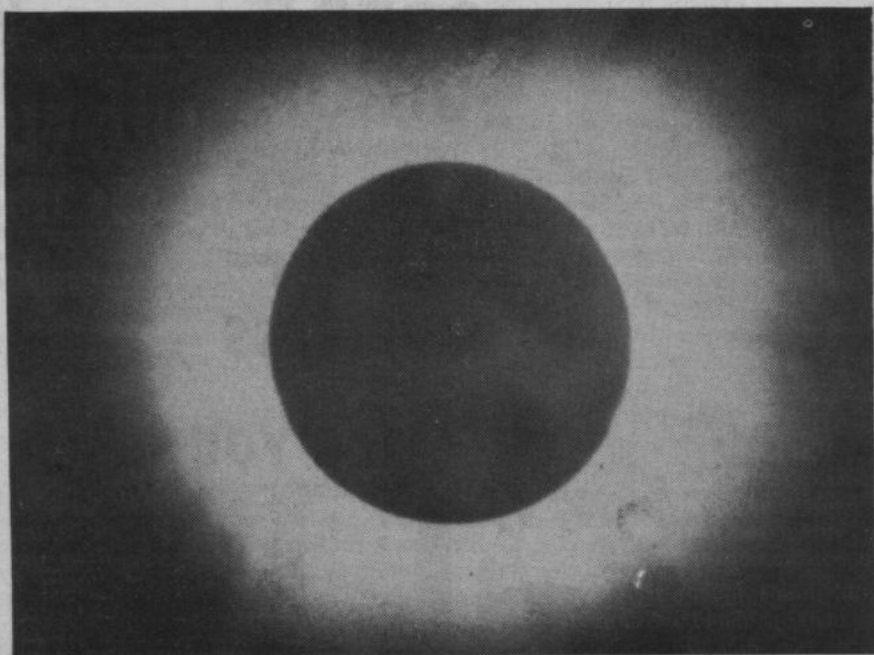
At this point we would like to congratulate those members who have in the past months completed the Base Internal Audit Course — MWO Senger, WO Telfer, SGT Lippert, Mr. Browning and Mr. Palmer. And a further congratulations to Mr. Frank Fowler, Mr. John Browning and Mr. Mel Wilson who received Certificates of Service for 25 years service to Canada in the Public Service.

(MWO R.L. Senger)



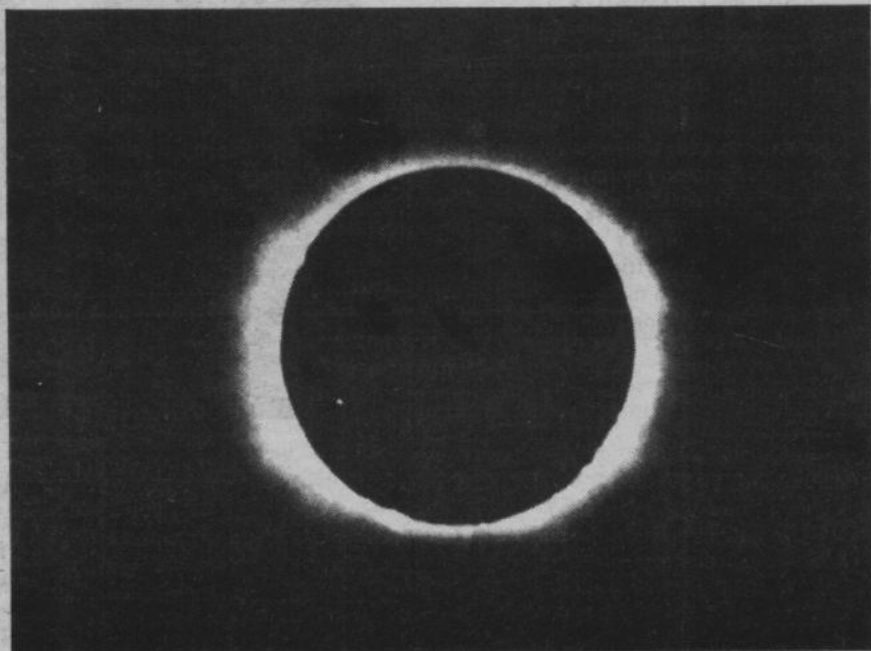
Mr. Mel Wilson, Auditor; Mr. Al Palmer, Auditor; SGT Larry Lippert, Auditor; SGT Sammy Samulaitis; and MCPL Colin McLeod not shown in photo. (BASE PHOTO)

## THE ECLIPSE BASE PHOTO WAS THERE



THE  
PREMINENCE

THE OUTER  
CORONA



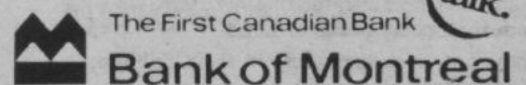
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# 429 SQUADRON PROFILE



**LT (N) R.J. ANSCOMB**

In 1967, out of Palermo, Ontario came the Royal Canadian Navy's answer to naval aviation, Rick Anscomb.

Rick progressed through the Officer Cadet School in Esquimalt and then flew the Chipmunk aircraft at Borden, Ont; the Tutor at Gimli; and then the C45 Expediter at Portage la Prairie. He received his

pilot wings in 1968 and remained in Portage to instruct on the C45.

While in Portage, Rick married Dorothy Folkstone from Flin Flon, Man. and in 1969 they were blessed with the birth of daughter Jody.

In 1970, Rick and family moved to Shearwater where Rick joined VS 880 Squadron to fly the Tracker aircraft. Also in that year, son Cory

was born.

After 4 years of chasing submarines and fishing boats, Rick moved across the tarmac to become an instructor on the Tracker at VT 406 Squadron.

During his time at Shearwater, Rick managed to complete the Junior Staff Course at Toronto as well as flying the Tracker with the Armed Forces Airshow Team of 1972.

In 1977, Rick was posted to 429 Sqn following completion of the C 130 First Officer's Course. In 1978, Rick upgraded to Aircraft Commander on the Herc.

Rick's secondary duties at 429 Sqn have included being the Airshow Commentator at the 1978 Winnipeg Airshow as well as being a Cadet Liaison Officer for an Air Cadet Squadron at The Pas and a Sea Cadet Corps at Snow Lake.

Rick keeps busy outside the service as well. He is currently the Vice-Chairman of the Steering Committee of the 104th Scout Troop and the 44th Guide Troop in Winnipeg as well as being a councillor for Ward 6 — South Side PMQs. Academic interests include a study of the Russian language which Rick pursues with great interest.

To date, Rick has accumulated 4500 flying hours; 2500 on the Tracker and nearly 1000 hours on the C130 Hercules.

Although 429 Sqn will lose a good Squadron mate, we all wish him well on his desire to eventually return to the Maritime Air Group.

Howdy Herd! Spring is upon us again and summer can't be far behind; Dreams of green grass and bikinis, days at the beach and bikinis, barbecues and bikinis, sun-tanning and bikinis .....

### PEOPLE IN THE NEWS:

Congratulations to Jim and Anne Tomlinson on the birth of their Valentine Baby boy, Matthew George, born 14 Feb 79 and weighing in at 9 lbs 6 ozs.

Congratulations to Dave and Heather Buggie on the birth of Michael Patrick born 12 Mar 79 and weighing in at 8 lbs 3 ozs.

Who says aircrew spend all of their time flying?

CAPT Rick Wiebe is currently in Trenton on the Aircraft Commander's Course and is due to return in the middle of April. The squadron was sorry to hear of the passing away of Rick's father and we extend our heartfelt sympathies to the family.

SGT Dave Green is also in Trenton on the Flight Engineer's Upgrading Course and will return the same time as Rick Wiebe.

WO Ben Corbeil is due to retire at the end of April and will be missed around the squadron. More about Ben in the next issue.

When March goes out like a lamb the squadron is expecting two new people in the person of LT Rick Abbot in the pilot shop and SGT Byron MacDonald in the Engineer shop. Welcome!

### SQUADRON HAPPENINGS:

During March the squadron ran our quarterly trainers to Lahr and to the USA. SF 592 spent six days away with a full complement of 20 crew, including extra crew from certain base support sections. The extra crew were particularly impressed with Lahr, Germany and Lajes in the Azores. SF 591 proceeded to Mather AFB in California to afford the CFANS and Aerospace Systems Staff a chance to visit the USAF Navigation Training School. The 429 crew proceeded on a training flight to appropriate USA Terminal Areas. The trip was a success despite a busted engine in Tinker AFB. WO Lew Llewellyn and SGT Charlie Costin deserve special mention for two rather long days of work while repairing the old Herky bird.

The squadron is sending another Special Flight to Lahr (should be gone now) to optimize our support to the Air Transport Group and to conduct pilot route checks. We are also supplying a crew for two weeks in support of Exercise Boxtop to Alert, NWT in April.

### RUMOURS:

It is rumoured that CAPT Bill Stenberg will move to 426 Squadron, Trenton this summer and that CAPT Ron Phillips will move to the Tactical Air Control Unit in Calgary. Apparently CAPT Ray Moore will move to NDHQ this summer. No orders have been cut for MAJ (USAF) Bob Spivey so it's a definite rumour that Bob will become the Executive Aid to the Commander of the 82nd Airborne at Fort Bragg, North Carolina this summer. It is rumoured that after 25th April Fred Pratt will never fly another night detail.



## SAR PATROL

The Canadian Forces gate vessel, HMCS Porte Dauphine, based at CFB Esquimalt, B.C., sailed recently for a one-month search and rescue patrol off the west coast of Vancouver Island in support of the 1979 herring fishery. Porte Dauphine, manned by naval reservists from across Canada and augmented by seven Forces' divers, carried

additional life saving and rescue equipment in case of mishap at sea involving the many small boats taking part in this year's fishing.

Looking over charts of their patrol area are Master Seaman Bruce Diack, 28, (left) the assistant coxswain and training petty officer from CFB Esquimalt and Petty Officer Dave Lang, 29, (right) diving

petty officer from HMCS Malahat in Victoria, B.C. M/S Diack is the son of Mr. and Mrs. James Diack, 148 Edward Avenue East, Winnipeg, Manitoba, and PO Lang is the son of Men and Arlene Lang, 8440 24th Ave., Montreal, Quebec.

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

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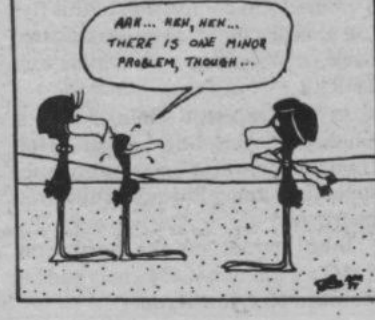
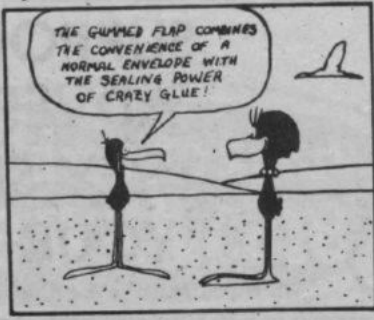
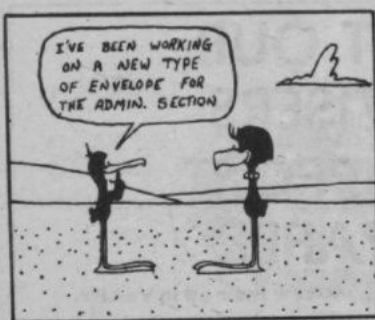
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## GUDGEL STEW

by Rex St. Germain Totem Times



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## CFB WPG. BASE HOCKEY TEAM

Shown at left are the members of the Base Hockey Team

Front row: Left to Right: PTE's Bourque, MacDonald, CPL Stubbard, PTE Davies, CPL Grapko, PTE's Brooks, Allan, CAPT Granger and LT Drew.

Back Row: Left to Right: MWO Smiley, MCPL Buell, PTE's Watson, Jones, Vear, MCPL Smithers, WO Kempes, PTE Bouchard, SGT Ture, PTE McKetrick, CPL Wilkins and WO Demeules.

Missing from Photo: MAJ Smallman and LT Dodds.  
(PPCLI Photo)

In early January the Base Hockey Team started its preparations with six weeks of daily practices and gym workouts. During the period the team played several exhibition games against the local RCMP team; however, there was no stiff competition available to really test the team, and this may have hurt them later.

The team practised into February and was beginning to work together. The plays became crisper and the

legs stronger.

Finally on Monday 12 Feb the team left Winnipeg to compete in the Western Region, East Division playoffs. This event was hosted by CFB Moose Jaw, and despite a very cold, uncomfortable trip, the team arrived in one piece.

Upon arrival at Moose Jaw, it was discovered that two of the opposing teams, Shilo and Portage, had dropped from the playoffs. This left Winnipeg and Moose Jaw to battle it

out in a best-of-three competition. Rumour had it that the "AWOL" teams had been scared off!!

CFB Winnipeg handily defeated Moose Jaw, two games straight; with scores of 3 - 1, 7 - 4.

Back in Winnipeg, another week of practice followed, with the players waiting to hear the result of the Western Division playoffs between CFB Edmonton and CFB Cold Lake. Cold Lake won and the Western Region final was slated,

back in Moose Jaw, on the weekend of 24 and 25 Feb 79.

It was best-of-three once again; unfortunately, Winnipeg was narrowly defeated by scores of 5 - 4 and 6 - 5. Needless to say, it was a disappointed team returning home the next Monday.

This was the first time in several years that Winnipeg has had a good quality hockey team representing it in the regional playoffs. This was largely due to the participation of

many players from 2 PPCLI. As well, the team's coach WO Demeules and manager MWO Smiley, both from 2 PPCLI, contributed largely to a successful and enjoyable season.

Next year CFB Winnipeg should have a powerhouse hockey team, and there are some ambitious young players looking forward to the National Finals in 1980.

(By MWO G H Smiley)

## MEET YOUR PERI STAFF



CORPORAL JOHN SUFFRON

John enlisted in the Canadian Army in 1967 and was sent to Edmonton as a member of the First Battalion PPCLI. After graduating from Depot Training John was transferred to Cyprus with the United Nations Peace Keeping Force.

From Cyprus John volunteered to serve with the Airborne Regiment in Edmonton, Alberta. He remained

with two Commando for three years.

In 1971 CPL Suffron was moved to BadenSoellingen, Germany. After three enjoyable years John returned to Canada and was reunited with the PPCLI, but this time with the 2nd Battalion.

John's aptitude for sports was a major factor leading to his request to remuster to the PERI trade. In January of 1977 he was sent to Camp Borden to attend a Pay Level 5 Course. On completion of this five (5) month course John was posted back to Winnipeg — this time as a PERI.

At the present time John is employed at the Lipsett Hall Gymnasium where he is the aquatics supervisor and a Physical Education Instructor.

John resides on the north side PMQ's with his wife Michele and his Number One son Ryan.

## SOFTBALL UMPIRES CLINIC

The Manitoba Softball Association is conducting an Umpire's Clinic at Lipsett Hall, on 7 and 8 of April 1979. The clinic will be conducted by Jerry Howard, Umpire and Chief for Manitoba.

Registration for this clinic will take place at Lipsett Hall on 7 April at 0900 hours. Cost is \$2.00.

This clinic is open to all, male and female, coaches welcomed.

For further information contact SGT McGhie at 888-5021.

Afterwards



is too late!

## NOTICE

### CHILDREN INVITED

All by children in the Westwin Community are invited to a movie at the Silver Heights Community Club on Ness Ave on 7 Apr 79. The time is 1:30 p.m. to 3:30 p.m. and the movie is a full length feature entitled Hey, There It's Yogi Bear. There will be a very small charge of 50 cents each.

(By President Westwin C.C.)

## SUPPORT OUR ADVERTISERS THEY SUPPORT YOUR PAPER

While you're there mention that you saw their ad in Voxair.

AND MORE...

# SPORTS

## ANNUAL LIEUTENANT GOVERNOR'S BONSPIEL



The opening of the Annual Lieutenant Governor's Bonspiel was held this year at the Westwin Curling Rink. Shown are the Honourable F.L. Jobin, Lieutenant Governor of Manitoba, LGEN G.A. MacKenzie, Commander of Air Command, and COL J.R. Allingham, Base Commander.

The Competition was composed of teams from the Lieutenant Governor's personal staff, Air Command Headquarters, CFB

Winnipeg, CFB Portage la Prairie and CFB Shilo. Each participant hosts the event in turn and this year, the Bonspiel was hosted by His Honour the Lieutenant Governor.

Following an informal dinner at Government House, His Honour presented the "Lieutenant Governor's Trophy" to this year's winning team from CFB Portage la Prairie. A popular win as Portage will host the event in 1980. (BASE PHOTO)

(By Cap. P.J. Graves)

## WESTWIN POOL SWIM PROGRAMS

Monday evening 2000 - 2200 hrs  
 April 2 - June 4 1979  
 Cost: \$25.00 per candidate  
 Registration: Monday 26 March 1979  
**RED CROSS CLASSES**  
 Tuesday evenings 1900 - 2000 hrs  
 April 3 to June 19  
 Cost:

Military and their dependants \$10.00  
 DND Employees or RCMP \$11.00  
 Civilians \$12.00

Registration March 27, 1979  
 Saturday Mornings  
 Registration: April 21, 1979  
**PARENT CHILD CLASSES**  
 Saturday mornings 1000 - 1100 hrs  
 April 28 - June 23 1979  
 Cost:

Military and their Dependants \$ 8.00  
 DND Employees or RCMP \$ 9.00  
 Civilians \$10.00

Registration: Saturday April 21, 1979  
 Monday and Wednesday 1430 to 1600 hrs  
 April 30 - June 27 1979  
 Cost:

Military and Dependants	\$ 8.00 1 session	\$10.00 2 sessions
DND Employees or RCMP	\$ 9.00 1 session	\$11.00 2 sessions
Civilian	\$10.00 1 session	\$12.00 2 sessions

Registration Monday April 25, 1979  
**ADULT CLASSES**

Wednesday 1330 to 1430 hrs  
 May 2 to June 27 1979  
 Cost:

Military and Dependants	\$ 8.00
DND Employees, RCMP,	
Dependants	\$ 9.00
Civilians	\$10.00

Registration: Wednesday April 25, 1979  
 Any inquiries to above programs call Joan Hayden-Luck 889-5112.

**NOTE:**

Tentatively two sessions will be run this summer:  
 9 July to 26 July 1979  
 13 August to 30 August 1979

This will encompass Red Cross Classes. There will be twelve lessons per class and they will be held Monday thru Thursday mornings only.  
 Registration: Is To Be Arranged.

**BULLEN AGENCIES LTD.**  
 3034 Portage Ave.  
 at Sturgeon Rd.

- REAL ESTATE
- INSURANCE
- AUTOPAC

PH: 837-3816

**BALDWINSON AGENCIES**  
 Rec Centre (Whytefold Rd)

**Fire Insurance** 889-2204  
**Autopac**

**BK Says**

TO SKI OR NOT TO SKI  
 OR  
 WINTER SPORTS OF THE THIRD KIND

You won't find me agreeing,  
 With those who go out skiing,  
 I fail to see the slightest charm,  
 In a fractured leg or a broken arm.  
 The only part that appeals to me,  
 Of this silly sport, is the "apres-ski",  
 Because indoor sports are just my line,  
 When they're played with girls and a glass of wine.  
 So invite me please to your nice chalet,  
 But please don't expect me to ski all day,  
 I'll be quite content to just come along,  
 And partake of the wine, women and song.

B.K.

no children to spare...  
**drive with care!**



### OUT TO LUNCH

"Let's go out for lunch" always sounds like a terrific suggestion to me, a welcome break from the boring cottage-cheese-and-lettuce or the predictable home-made-sandwich routine.

The number of eating places within a reasonable distance from the base gives everybody a good choice, and there is enough variety to be found to suit many levels of taste, affluence, and time available.

From quickie, serve-yourself, sit-down or stand-up bites and slurps to table-clothed, leisurely multi-martini affairs — the choice is yours.

Quality is another matter. High prices do not always guarantee excellence. Then, there is personal taste, of course.

The other day, we went to the new *Junior's Restaurant* on Portage and Moray. (That's where a JP's was before, and a car repair shop before that.) *Junior's* is a family restaurant, not one of the chains. It started out (years and years ago) as a small hamburger stand on Winnipeg's Main Street, near the CNR station, and it was open only from spring to fall. Now, there are about half a dozen *Junior's* all over the city, and, to my knowledge, all are still in the same family's hands.

Hamburgers are *Junior's* forte. They call theirs "Fat Boy", and, in keeping with some of the chain competitors' terminology, they offer plain ones, doubles, supers and cheese combinations.

Everyone in our party enjoyed the Fat Boy, with very generous portions of french fries. The flavor was hearty and zesty. Obviously, the blend of spices and ingredients is carefully selected and has resulted in a delicious hamburger. It tasted like real meat, prepared by real people. Some of us had milkshakes, which were so thick that a straw stood up in them.

The ambience of the place is casual and down to earth. No frills. You go up to the counter, place your order, and wait for it. In a few minutes, it is ready, and you take it to a table (or out, if you want). So what if the decor is somewhat indifferent to the chromatic incompatibility of certain oranges and reds — *Junior's* is obviously a popular place for lunch. It was crowded, but the service was friendly and quick, smoothly conducted by the owner-manager from behind the counter.

The day after payday (when we were rich), we went to *The Orangerie* coffee shop in the Birchwood Inn. The orange theme is carried through the whole cheerful room, right up to the lamps, which feature a ring of glass orange and lemon slices. Everything is decorated in appetizing citrus fruit colors, nicely balanced and tasteful.

The food is served attractively packaged — with little frills of colored paper around tooth picks that hold a sandwich together. It tastes pretty good, too, and the portions are adequate. And yet, my club sandwich lacked a certain gusto, a savory flavor. The shoe-string chips were quite good,

though, crunchy and nicely done. One of our group had a Reuben sandwich — at least, the menu called it that. This version had apparently undergone some drastic changes in concept since old Reuben piled layers of corned beef and wads of sauerkraut on generous slabs of rye bread, lacing the whole thing with hot mustard and letting it all hang out around the edges, so that this sandwich became a challenge and a joy to eat for people with healthy appetites.

The *Orangerie*, perhaps, caters to the more fastidious eaters, the office crowd in three-piece suits, the well-coiffed elderly ladies meeting other elderly ladies for "luncheon". Anyway, this Reuben sandwich was so neatly packaged between square slices of bread (somehow, we don't associate rye bread with the square form) that one can't help suspect that these sandwiches are all pre-measured, pre-packed, and frozen away until, when ordered, they are hastily thawed out in a microwave oven. Maybe they don't do it that way, but that's the impression one gets.

All in all, everything tasted okay. The *Orangerie* certainly has a good variety of lunch fare, from standard sandwiches to full-course meals. And the place is fully licensed.

Most of us are probably familiar with the Unicity "Eating Centre", where shoppers can have a quick bite and rest their tired feet before the next assault on the sales in the stores. Dominated by the folks who "do it all for you," this square in the shopping centre mall is lined with small quick-meal shops, most of them specializing in one thing or another: soups, sandwiches, ice cream, pizza, Greek dishes, Chinese dishes, chicken, fish and chips, Dutch delicatessen, and, of course, the ubiquitous hot dogs and hamburgers.

I have tried a number of them, and, like most people, found a favorite: I always go back to *Lee's Gardens* for take-out Chinese food, and to the place next to it, *Lucky Fried Chicken* (owned also by the Lee family), an establishment that can give a certain Colonel a good bit of competition when it comes to chicken. They also make fish and chips. But the barbecued chicken in *Lee's Gardens* is tops: juicy, tender, tasty, and, above all, is has more meat than bones. The mixed vegetables are a treat, especially when they come fresh from the kitchen in the back. Everything is well-prepared, and the quality of the food has been consistently good ever since the shop opened. (And congratulations on the latest addition to the Lee family!)

\*\*\*\*\*  
 POST SCRIPT: The most exclusive place for lunch, however, has got to be *Noreen's*. The spread that awaits the guests is Lucullian in its proportions: moulded carrot and pineapple salad made with whipping cream, devilled ham, jellied tomato salad, a huge platter with raw

## ORTHODONTICS

Teeth are not likely to chew well if they do not come together (occlude) properly when the jaws close. Malocclusion, as this condition is called, may cause problems in eating. It may also put a strain on the entire chewing mechanism. This strain can damage the teeth and the structures that support them. It may also injure the joints that allow the lower jaw to move. Besides, teeth that are irregular and do not occlude properly detract from a person's appearance.

Malocclusion most often develops when the first teeth are being shed and the permanent teeth are erupting, but it may occur at any age. Sometimes, malocclusion is the result of inherited factors, such as the size of the jaws and the teeth. Sometimes, harmful habits such as thumb-sucking, or early loss of teeth through decay, are the major reasons. Sometimes, there is a combination of causes.

Whatever the cause, prompt treatment by a dental specialist known as an orthodontist is required if crowded, widely spaced, or rotated teeth are not to spoil a child's appearance or damage his dental health in later life.

Teeth that are too prominent or that meet improperly may interfere with chewing and put an extra burden on the stomach. Food particles lodge readily between teeth that are not in proper position, making them prey to tooth decay and gum disease.

When you consider the fact that jaw muscles can apply 200 or more pounds of force with each chewing bite, it's easy to see how malpositioned teeth could cause severe strain and damage.

A dentist can often prevent conditions leading to malocclusion, if he is consulted early. That's why he should see your child between 2 and 3 years of age, as soon as all the first teeth have erupted.

Baby teeth are needed to maintain the shape of the dental arch and save the space that will be needed if the permanent teeth are to come in properly. Your dentist can help keep the first teeth healthy. He can place a space maintainer if the first teeth are lost too soon, or he can remove those teeth if they stay too long. He can provide advice on improper habits that may be causing faulty tooth position.

As the permanent teeth come in, the dentist can refer your child to an orthodontist if such treatment is needed. The critical age for correcting malpositioned teeth is when your child is 11 or 12 years old, for then the orthodontist can take advantage of the normal growth of the mouth and face to aid in making corrections.

Does it weaken teeth to have them straightened? No. Teeth can be moved or rotated in the mouth without damage and without loss of bony support. In fact, many persons have had complete orthodontic correction with excellent results after they were grown. Teeth are moved slowly by light pressure applied by means of bands and wires attached to them. The bone structure against which such a force is applied is slowly rearranged, making room for a tooth to move. At the same time, new bone is building up on the opposite sides. It fills in the space from which the tooth has moved and provides continued support.

Malocclusion can usually be entirely eliminated. Function and appearance are almost always improved, and the result is a long step forward keeping that smile for a lifetime.

— (Compliments of Directorate of Preventative Medicine)

cauliflower, peppers, radishes, and lettuce, flanked by a medley of dressings to choose from, cold roast chicken done to perfection, and, as the pièce de résistance, Noreen's famous egg-salad sandwiches, made from a secret recipe.

Sorry, we cannot reveal the address — lunch is by invitation only.

VALUES THAT LEAVE THEM WONDERING HOW DO THEY DO IT?



#### MISTAKES?

— please consider that, in this publication, they are there for a purpose. We publish something for everyone, and some people are always looking for mistakes.



DON'T BE SHY  
 COME JOIN US!  
 BE A + BLOOD DONOR

#### A TURN FOR THE WORSE

It was snowing heavily and the roads were terribly slick as our family set out on a trip. On a hill the car suddenly skidded and spun halfway around, leaving us in the center of the road facing the direction from which we had just come. Everyone was shaking except our slightly irritable grandmother. Warily she asked, "What on earth have you forgotten this time?"

### LIFE is for living

If each day you'd return  
 To your children and wife,  
 To the ones you should value  
 The most in your life,  
 You should always remember  
 with each risk that you take,  
 It's not only your life  
 and your health that's at stake.  
 Consider the burden  
 You'd place on your wife  
 If you should get killed  
 Or just crippled for life.  
 But — Maybe you're lucky  
 Or fate's on your side,  
 You might be the reason  
 A friend of yours died.

And stop and just think,  
 For you might be the one  
 That gets buried tomorrow  
 For something he's done.

It's quite easy to say  
 It won't happen to me,  
 But you'll find the statistics  
 In no way agree.

It is only the lowest  
 And poorest of fools  
 That continue ignoring  
 Or won't learn SAFETY RULES!

—Don Merrell

NATIONAL SAFETY COUNCIL



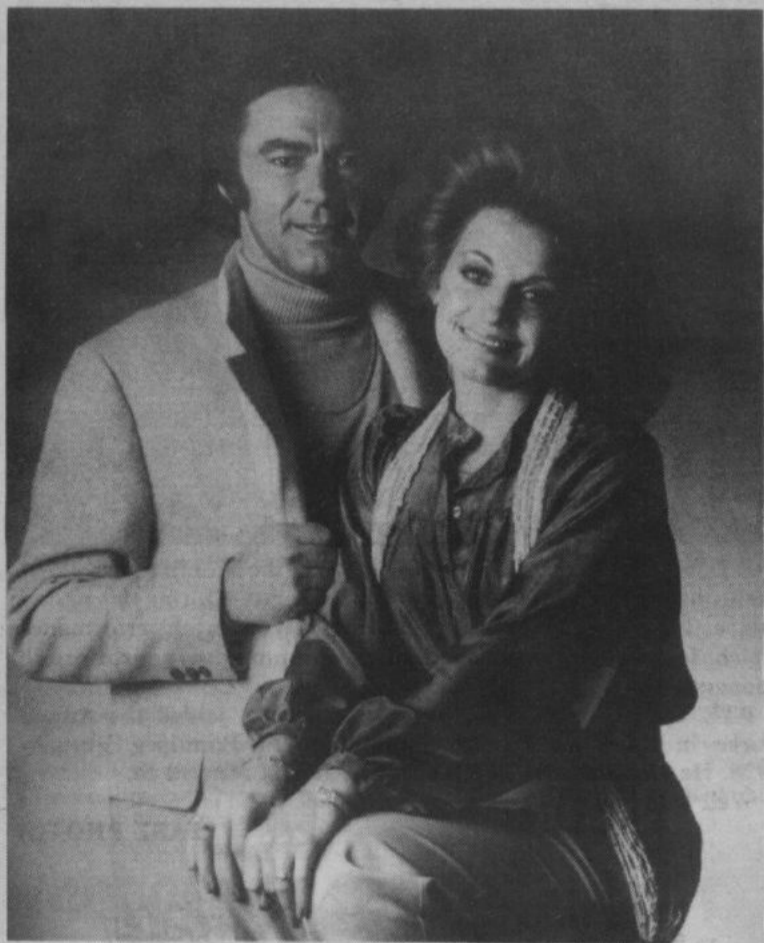
# Harry Sweeney

music reviews and syndicated columnist

## VOCAL DUET BLAZING

Jim Ed Brown is currently working on what could be termed as his third career. He initially hit as part of The Browns with sisters Maxine and Bonnie and ran a string of hits that included "The Three Bells", "The Old Lamplighter", "Looking Back To See" and numerous others. They had a fluid sound, ballads with country flavoring that became pop hits.

When his two sisters retired, Jim Ed continued on as a solo artist and continued his hit streak with "Pop A Top", "Morning" (million seller), "Angel's Sunday" and "Evening". In 1976, Jim Ed left the solo world and although unknown at the time, Helen Cornelius fitted perfectly into the hit world of Jim Ed Brown. A red-hot duet was born.



JIM ED BROWN & HELEN CORNELIUS



### HELEN CORNELIUS

In August 1976 one crazy, hectic week saw Helen Cornelius perform on the Grand Ole Opry, share the number one single with Jim, "I Don't Want To Have To Marry You", recorded an album, join Jim Ed's road show and become a regular member of the syndicated TVer "Nashville On The Road".

A native of Hannibal, Missouri, Helen joined the family band that consisted of her dad (manager, driver, etc) and two sisters. She paid her dues as an artist on the way up, won a talent contest in Quincy, Illinois, that led to an audition for the Ted Mack Amateur Hour, a competition she would go on to win three times.

Helen concentrated on her songwriting and before long names such as Jeannie C. Riley, Connie Smith, and numerous others were recording her material. She signed a contract with Columbia and had a couple of releases, but little chart action. She later signed with RCA, had a singles hit with "We Still Sing Love Songs In Missouri" and in 1976 joined Jim Ed Brown.

Three months after the release of their debut single (Marry, You), the duet were red hot. They had a number one single and a top 20 album, in 1977 they won the CMA award as "Vocal Duet Of The Year", as well as another nomination the following year and were Grammy nominees also.

### FLOWERS

Shortly after Neil Diamond and Barbra Streisand released their blockbuster "You Don't Bring Me Flowers", Jim Ed and Helen covered the song and with RCAs blessing and promotional clout, the tune rocketed into the top ten nationally. The tune was cut, mastered, mixed and shipped in record time and became an instant add-on at nearly every station.

RCA have just released (Feb 22nd) their brand new album, simply titled "Jim Ed & Helen" (AHL 1-3258) and all early indications point to the elpee doing as well or better than the "Flowers" single that preceded the set. Opening with a laid-back bitter-sweet ballad, "Dear Memory" Jim and Helen cover the current Milsap winner "Let's Take The Long Way Around The World", move up-tempo with "United We Stand" and click with "I Think About You", "Can I Pick You Up" and "Loving You, Loving Me".

Stellar production by Tom Collins with complete string section, loads of vocal backing, top flight instrumentalists and good graphics should all add to the sales appeal. A kind of laid-back wall-of-sound!

## DIGGING OUT



After one of the latest snow storms in March, CPL R.O. Fisher and CPL D.A. Keswick, members of Pioneer Platoon 2PPCLI, can be seen using an Armoured Personnel Carrier (DOZER) to "Dig" Kapyong Barracks out enough to allow some movement within the camp. (PPCLI PHOTO)

### WESTWIN COMMUNITY COUNCIL (NORTHSIDE) NEWS

I am certain there must be numerous new residents of CFB Winnipeg whom like myself are unfamiliar with the WESTWIN COMMUNITY COUNCIL and its aims, the type of ward system employed the councillors for these wards and their respective duties. In the next few articles I hope to familiarize you with these items and for the not so new residents I hope these articles will serve to refresh your memory.

To reiterate I am a relatively new occupant and unfamiliar with the community system so we can learn together, further this is my first article for the community paper so where best to start but at the beginning.

I would like to clarify one point before I continue, when I speak about PMQS I automatically include BLHU's and multiple dual purpose row dwellings otherwise I will be specific.

The functions of the Westwin Community Council are as follows:

1. To identify and study community needs and co-ordinate and plan programs and projects to meet these needs.
2. To sponsor and promote new committees, clubs, and interest groups as the need arises.
3. To recruit volunteer leaders and workers as required for the various community activities and services.
4. To develop plans and co-operative projects for the beautification and enhancement of the community.

5. Provide a channel of communications and liaison between the community and the Base Commander, CFB WINNIPEG.

On Saturday evening 24 Feb 79 a teen dance was held at building #24, admission was free, as well as pop and chips for all. The disk jockey played the latest hits and everyone had a good time.

(By C. Bungay, WO)



### MP NOTES

We would like to take you back a few months for you to recall the good time you had at the Military Police Bingo for Blind Children. CFB Winnipeg wasn't the only spot on the map where such activities were taking place nor did all the activities take on the form of Bingo.

Throughout all of 1978, from CFS Inuvik, all across Canada, CFB Europe and the Middle East, personnel from the Security Branch were entertaining people in support of the Military Police Fund for Blind Children.

As a result of everyone's efforts in 1978, the Military Police Fund for Blind Children collected a grand total of \$94,584.00. This was a record year and CFB Winnipeg can be proud of the fact that our contributions amounted to \$1200.

This excellent support in 1978

made it possible for the Military Police Fund for Blind Children to reach a goal by establishing a Trust Fund for these children in the amount of \$100,000.00. In addition to achieving this objective, \$42,000.00 was distributed to Canada's Schools for Blind Children prior to Christmas 1978.

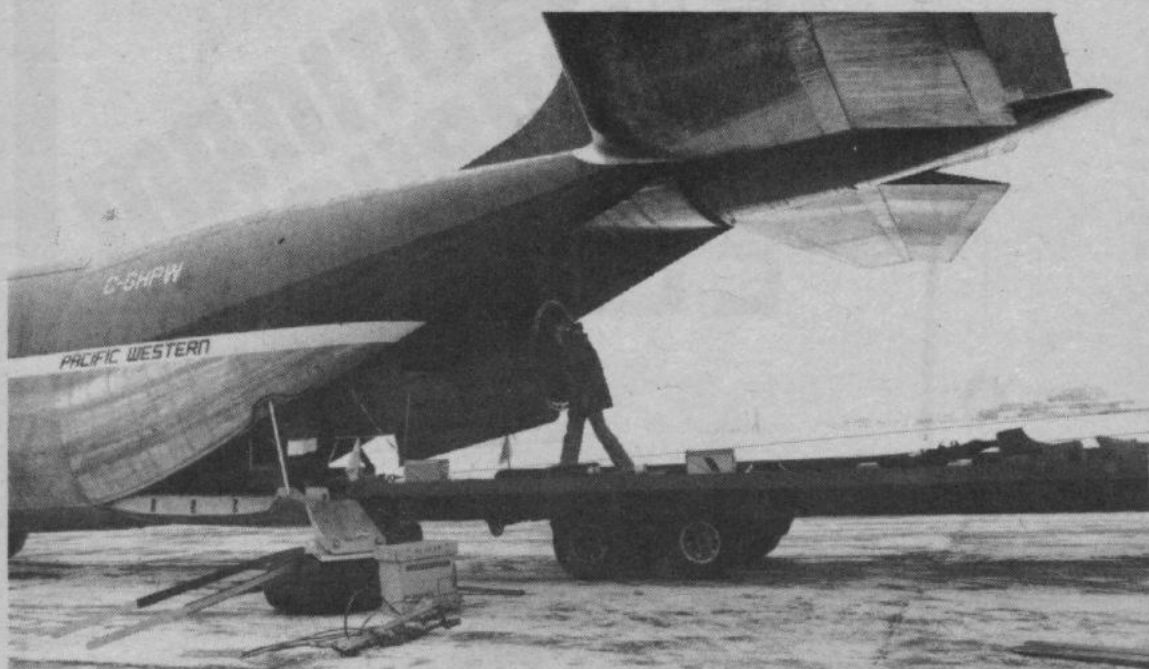
On behalf of the Chairman and Board of Directors of the Military Fund for Blind Children, as well as all the Security Branch Personnel at CFB Winnipeg, its Lodger Units and Air Command Headquarters, we would like to take this opportunity to thank all the service and civilian contributors for their support in 1978. We will look forward to entertaining you again in 1979.

Springtime has finally arrived at CFB Winnipeg — at least so the calendar indicates. Once again its time to adjust our driving habits to meet the existing road/driving conditions. During this time of the year, we find that the new Easter outfits, and the multitude of puddles we expect to find, just don't mix. So drivers, watch out for those pedestrians. Remember, Courtesy and Caution Do Mix.

(By JC Macquarrie, CAPT)

**More people  
light their  
fire with  
Voxair  
than any  
other paper**

# STARFIGHTER OVERHAUL



Two CF-104s from Baden-Soellingen, Germany arrive at Northwest Industries Ltd., Edmonton Municipal Airport in a PWA stretched Hercules for overhaul.

Northwest Industries was recently awarded a \$17.1 million contract to overhaul all CF-104s in the Forces' inventory. When the overhaul is completed it is expected to stretch the life of the CF-104s until 1983 or until the arrival of the NFA whichever is earlier.

Currently there are about six CF-

104s going through the overhaul process which includes stripping off all paint, removing the engine, wings and tail assembly x-raying all parts for cracks and making necessary repairs.

For CF-104s arriving from Germany, PWA's newly acquired stretched Hercules is an ideal carrying vehicle. With wings, tail assembly and engines removed, two Starfighters just fit into the transport's belly, albeit snugly.

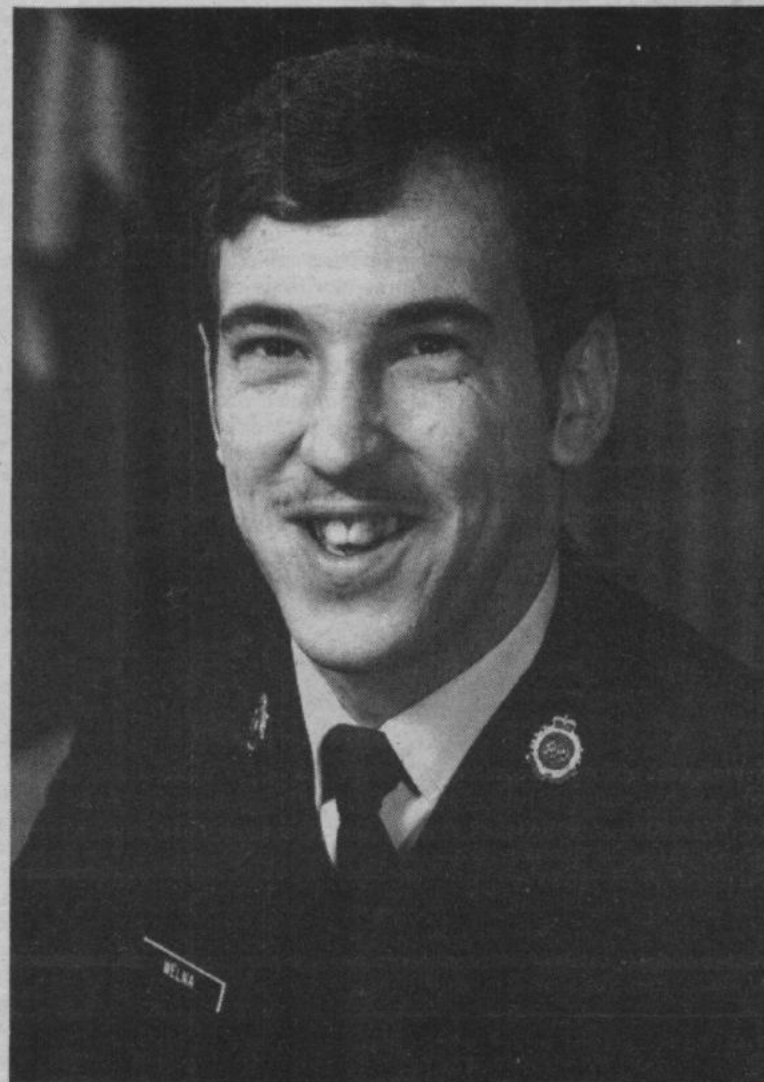
Starfighters from CFB Cold Lake

land at Edmonton's International Airport at Nisku, 25 miles south of Edmonton where they are dismantled and trucked on a low bed (during early morning hours) to Northwest Industries.

Northwest Industries estimate it will take them about three years to complete the entire overhaul process of all Forces' CF-104s.

(Canadian Forces Photo)  
(Photos by Marcia Wells)

# DRIVER OF THE MONTH



Pte. D. Welna has been selected as Driver of the Month for excellent performance throughout the month of February. During this period this section received several reports of PTE Welna's job performance which included a high standard of promptness, courtesy and cooperation.

PTE Welna, formerly of Windsor, Ontario, joined the Armed Forces in May of 1977 and was posted to CFB Winnipeg February 1978. He and his wife Christine reside at 31 Cornwall St.

Well Done Dave.

(BASE PHOTO)

## BOEING 707 FLIGHT SCHEDULE CHANGE

### DOMESTIC FLIGHTS

ARR	711/MONDAY	DEP	ARR	711/FRIDAY	DEP
0745	TRENTON	0700	0745	TRENTON	0700
0745	OTTAWA	0815	0745	OTTAWA	0815
1055	SHEARWATER		1055	SHEARWATER	
ARR	712/MONDAY	DEP	ARR	714/MONDAY	DEP
1230	SHEARWATER	1140	1245	SHEARWATER	1140
1400	OTTAWA	1315	1430	TRENTON	1345
1700	TRENTON	1525	1700	OTTAWA	1515
1830	WINNIPEG	1730	1830	WINNIPEG	1730
1940	EDMONTON	1915	1940	EDMONTON	1915
2040	VANCOUVER	2010	2040	VANCOUVER	2010
2040	COMOX		2040	COMOX	
ARR	715/TUESDAY	DEP	ARR	715/SATURDAY	DEP
0930	COMOX	0900	0930	COMOX	0900
1230	VANCOUVER	1010	1230	VANCOUVER	1010
1555	EDMONTON	1315	1555	EDMONTON	1315
1940	WINNIPEG	1625	1940	WINNIPEG	1625
2125	TRENTON	2040	2125	TRENTON	2040
0035	OTTAWA	2155	0035	OTTAWA	2155
0035	SHEARWATER		0035	SHEARWATER	
ARR	718/WEDNESDAY	DEP	ARR	716/SUNDAY	DEP
0225	SHEARWATER	0120	0135	SHEARWATER	0105
	TRENTON		0310	GREENWOOD	0220
				TRENTON	

### INTERNATIONAL FLIGHTS

ARR	753/WEDNESDAY	DEP	ARR	761/SUNDAY	DEP
1745	TRENTON	1700	1945	TRENTON	1900
0800	TRENTON	1700	0815	TRENTON	1900
1430	OTTAWA	1845	1145	OTTAWA	2045
	LAHR	0930		GATWICK	0915
	CAIRO			LAHR	
ARR	760/THURSDAY	DEP	ARR	762/MONDAY	DEP
1840	CAIRO	1530	1730	LAHR	1500
	LAHR		1900	OTTAWA	1815
				TRENTON	
ARR	754/FRIDAY	DEP	FOR ALL BOEING FLIGHTS CHECK IN ONE HOUR BEFORE FLIGHT DEPARTURE.		
1230	LAHR	1000			
1400	OTTAWA	1315			
	TRENTON				



Apr. 11, 25

save

3¢ per gal.

or

0.7¢ per litre

off our regular low prices

discount days

don't miss out!

## 402 AIR RESERVIST TOP FOR 1978



**CPL ORLANDO BANMAN**

Corporal Orlando Banman has been named recipient of the annual Jack Reeve Memorial Award.

The award was established in 1975 in memory of the late CAPT Jack Reeve, who was killed a year earlier while on a 402 Squadron spring exercise near Thunder Bay, Ontario.

The selection of CPL Banman was based on his consistently high degree of professionalism in carrying out

his duties as an Air Frame Technician. In addition, he has displayed interest and competence in passing on his trade knowledge to junior tradespersons by actively participating in the unit on-the-job training program and through his employment as a technical instructor with the 1978 Air Reserve Training School.

(By 2/LT MG Feist)

## 4000 AIRCRAFT VISIT CFB WPG

No, not all at once, but that deadline should have captured your attention!

Winnipeg may be the "Gateway To The West" but the key to that gate, where military aircraft are concerned, is held by the Aircraft Servicing Officer at CFB Winnipeg, LT Garry Saunders. There is an oft repeated truism around here that all aircraft run out of gas over Winnipeg and then descend in thirsty hordes in fair weather and foul to be tended by the TLC techs (Tender Lovin' Care) in Transient Servicing.

In an average year, more than 300 transient aircraft per month stop at 16 Hangar. The variety of aircraft types covers everything owned by the Canadian Forces and a general assortment flown by the United States, United Kingdom, Germany and others who traverse the Canadian skyways.

The ASO working directly under the Base Aircraft Maintenance Engineering Officer, MAJ Bill Lockhart, is responsible for the servicing activities on and around those 4000 aircraft.

The tradesmen under ASO constantly strive to maintain their reputation as the finest Transient Servicing section in Canada, a title attested to by the Air Command awards proudly displayed in the BAMEO Trophy case.

Transient Aircraft Servicing is much more than a fill-up with gas

and a quick wipe of the windshield. Servicing technicians are committed to supporting a totally safe flying program; no short cuts, no half effort and no taking chances. Not only are the aircraft treated with TLC but the crews too are made to feel welcome and comfortable. A sign displayed in the Servicing Section borrows a phrase from a well known advertising campaign, it states "We do it all for you".

Maintaining the technical expertise to "do it all" is challenging in these days of constraints and less than 100% manning but Winnipeg's servicing personnel are equal to the challenge. In the words of a popular song "Nobody Does it Better".

(By CAPT T.D. Lawrence)

### Blood is needed EVERY DAY

S	M	T	W	T	F	S
●	●	●	●	●	●	●
●	●	●	●	●	●	●
●	●	●	●	●	●	●
●	●	●	●	●	●	●

Be a **RED CROSS**  
Blood Donor today

## THIRD COMMONWEALTH WARTIME REUNION SEPTEMBER 18th - 21st, 1980

YES, The Wartime Pilot's & Observers' Association of Winnipeg is sponsoring another great COMMONWEALTH WARTIME AIRCREW REUNION, in Winnipeg. We would very much like to see YOU there, along with any of your friends who qualify, so, to increase the probability of your being able to come, we are giving you lots of notice. The dates are shown above, September 18th to 21st, 1980. The format will follow, in general, that of the highly successful affair in 1976, with banquets, an air show and a Memorial Parade to the Cenotaph. Because it coincides with the 40th anniversary of the Battle of Britain, we plan on giving a little extra recognition, at some point, to our durable old Spitfire and Hurricane jockeys (I know, I know, we in the other Commands actually won the war for them — but the DID keep us in the game, so play along). As Special Guests we shall have some first-team airmen we are all proud of, (from various Commands), and we will fill you in on all the details in our next letter.

Meantime, you could oblige us, without committing yourself to anything at this stage, by dropping a

line to:  
Chairman,  
Aircrew Reunion,  
Box 1702,  
Winnipeg, Manitoba  
Canada. R3C 2Z6  
and telling us whether the event is a possibility for you. The registration fee should be about \$60.00 for a man alone, \$100.00 for a man and his wife. If you have the address of a wartime aircrew pal (or two or three) who couldn't go to the last one but might be interested now, please pass it along to us. Last time a high proportion of our fellows brought their wives along, and we are planning some special events for the ladies to entice even more to this one.

If you were at the last affair, you won't need any coaxing. If you weren't, please think about it; you would have enjoyed it. Please let us hear from you.

**NOTE:** All aircrew who earned a wing and flew with the Air Forces of the British Commonwealth in W.W.I, W.W. II or in the Korean War, qualify.

**ED NOTE:** Voxair has been asked to remind potential attendees that NOW is the time to register.



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5 Point Club meet for lunch at Bldg 61 diningroom, usually t east end of Bldg, 1st Wednesday of each month — Time — 12:00 Noon SHARP.

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New members are welcome. Further information is available by contacting Mr. Wes Coombe — Local 225.

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