



Voxair



Canadian Forces Base Winnipeg — Home of Air Command

Base des Forces canadiennes Winnipeg — Foyer du Commandement aérien

10 June 81

Issue 10 Vol 31

Anti-Influenza Trials Prize Awards



A study involving personnel from CFBs Winnipeg, Shilo, and Portage and members of 2PPCLI was conducted at their respective bases during this past winter under the direction of doctors Stiver and Aokie, consultants in infectious disease at the St. Boniface Hospital. The purpose of this trial or study is to evaluate whether a tablet amantadine or the anti-influenza injection is more effective as an anti-influenza agent.

Trial organizers last fall stated that a total of \$1500 in prizes would be awarded to 1980/81 participants. The prize money was first divided between CFB Winnipeg, 2PPCLI, CFB Portage, and Shilo. This amount, each received, was based on the ratio of the number of participants each provided. Almost one-half of the participants were from CFB Winnipeg, therefore, this base received \$700.00 to be given in prizes. The contributors of the prize money asked that we award 7 - \$100 prizes. To comply with these instructions a draw was held at the Base Commander's office on 5 May 81. COL Allingham drew the following seven lucky names:

LT N. Brooks; Carol Suggit; Mr. D. Rennicks; SGT J. Birnie; PTE G. Higham; MCPL Thomas Badour; SGT W.L. Cundal.

Drs. Stiver and Aokie both asked me to convey their thanks to all volunteers who participated in this trial.

(Base Photo)

A Day To Remember

Challenge Issued — Challenge Met Cyclo-Thon Nets Cash

Canadian Forces Base Winnipeg people have again supported the Kidney Foundation (Manitoba Branch) in their annual Cyclo-Thon.

A total of \$1685.45 was pledged in support of the Cyclo-Thon held at Assiniboine Park, May 23rd.

Voxair readers will be pleased to know that the "retiring" and "aging" editor completed the course despite wind, rain, cold and fatigue, and was able to receive pledges totalling \$170.25.

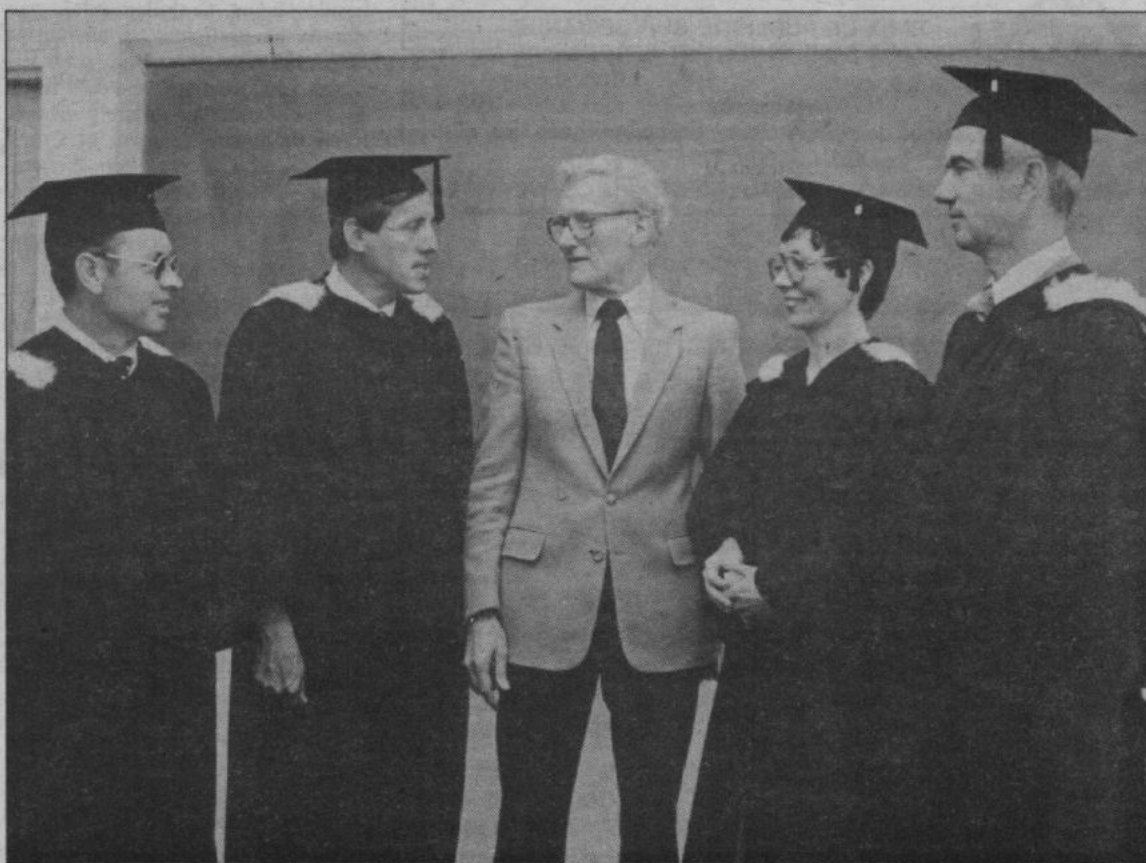
CPL J.J. Haines of the Base Transportation section raised the largest sum of money as an individual, topping off at \$189.50. The total for all of that section was \$458.95.

The Base Personnel Administration section raised the most money as a section, that being \$509.25, a darn good figure and a fine section effort, including the individual effort

of MCPL P.T. Taylor of the Base Orderly Room at \$152.00 in pledges.

Warrant Officer M.E. Keddy of Air Command (DCOS C&E) raised \$122.00 while Joy Buick of the 14 Dental Unit levelled off at \$139.00. And, just as proud were the staff at the Base Comptroller's office which realized \$286.00 for the fund.

MWO Dave McIsaac, 1st Vice-President of the Kidney Foundation (Manitoba Branch) expressed to the editor Voxair his sincere thanks for all the support given by CFB Winnipeg, and made special mention of the Air Command Band, Base Food Services, and the Base Transportation section. Canadian Forces personnel were obvious by their pledging, cycling, and on-site support on that dreary, messy day - typical of "Per Ardua ad Astra".



Three Canadian Forces members and a service wife talk over last minute details before convocation ceremonies, May 28, at the University of Manitoba with the Canadian Forces Program coordinator, Michael J. Piercy, centre. Others, left to right, are MCPL Gerard F. Neville, CFB Winnipeg; SGT Douglas R. Wittneier, CFB Winnipeg; Mrs. Moyra Habing, wife of WO Kenneth R. Habing, CFB Gagetown; and LCOL William H. Taylor, Air Command Headquarters, Winnipeg. All four earned bachelor of arts degrees. They were among 13 military members and one dependent to graduate. Under the program, begun in 1974, CF personnel and dependents may pursue private study in their own time to qualify for degrees.

(Canadian Forces Photo by SGT V. Tunstead)



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Letter From The Editor

(MAJ Bob Knowles)

It is with a sense of pride that I take over the reins as Editor of Voxair from CAPT Brian Garagan.

Although the thought of being Editor of a Base Newspaper had never entered my head until a few months ago, I foresaw a challenge ahead to maintain the high standard of Editorship which Brian has provided for the past four years.

With the continued support from those contributors who have provided articles for publishing in the past and receiving additional articles from those persons who may have been contemplating submitting their prose but have not yet got around to doing so, I am sure Voxair will continue to be a "Base" Newspaper.

At this time I wish to welcome Cindy McKenna to the Voxair staff as make-up person. Gerry Gavin remains as Advertising Manager and Sue Maxwell as Sports Editor. There is still a vacancy for the position of Assistant Editor. Any volunteers!

A big hello goes to the newspaper carriers without whom the paper would not reach your homes and to PTE Fay Fowler who also labours behind the scenes.

To Brian goes my best wishes on his posting to Ottawa and my thanks to SGT Gerry Radford for the crash course in "how to compile a newspaper"

King Of The Pathfinders Leaves His Mark

OTTAWA (CFP) — One of Canada's most decorated Second World War bomber pilots, Air Commodore (ret'd) Johnny E. Fauquier, died Friday, Apr. 3 in Toronto at the age of 72.

His exploits during two tours as commander of the RCAF's 405 (Bomber) and (Pathfinder) Squadron and during a third tour as commanding officer of the Royal Air Force's 617 (Dambuster) Squadron earned him the Distinguished Service Order (DSO) three times as well as the Distinguished Flying Cross (DFC). In recognition of his outstanding contribution, France bestowed upon him the Croix de Guerre with palm and appointed him Chevalier of the Legion of Honour.

Later recognition included induction into the Canadian Aviation Hall of Fame in Edmonton as one of the first group selected after it was founded in 1973.

Born in Ottawa, Air Commodore Fauquier was educated at Ashbury College and after a brief foray into the financial world at Montreal, he learned to fly and set up a small bush airline, Commercial Airways, based at Noranda, Quebec.

Therefore, when he joined the RCAF on 1 Nov 1939 at 30 years of age, he already had logged approximately 3,000 flying hours and besides being a skilled pilot, was equally as proficient at navigating with minimum aids. Due to his experience, he was enrolled as a flight lieutenant and immediately given a flying instructor's course at Camp Borden and Trenton. From November, 1940 until April, 1941 he became an instructor to fledgling British Commonwealth Air Training Plan instructors at Trenton.

Then after two months at Air Force Headquarters in Ottawa, it was off to England to a glider and paratroop training centre. In Sep-

tember, 1941 he was assigned to 405 Bomber Squadron, the first RCAF bomber squadron to be formed in England and to bomb Germany. Within six months, he was promoted wing commander and given command of the squadron, the first RCAF officer to take command of a Canadian bomber squadron overseas.

The 30th of May, 1942, was noteworthy as the night of the first of Bomber Command's 1,000-bomber raids over Germany — this time with 1,092 aircraft involved. Along with three other participating RCAF bomber squadrons were 15 Handley Page Halifaxes of 405 Squadron, led by Fauquier, making the RCAF's first four-engined heavy bomber raid. For his display of "the highest quality of courage and leadership" during two such raids later that summer over Essen and throughout many other sorties over Western Europe he was awarded the DFC on 29 July 1942.

After brief staff duties with RCAF Overseas Headquarters and then with 6 (RCAF) Bomber Group, on 20 Apr. 1943, he began a second tour with 405 Squadron again as commander which coincided with the squadron's assignment to 8 (Pathfinder) Group. Pathfinder squadrons were the bombers assigned to be first in to the target, so as to mark it with long-burning incendiaries for more accurate bombing by the main force following close behind. For his outstanding role in operations W/C Fauquier was promoted to group captain on 1 Aug. 1943 at the age of 34.

He is best remembered for his actions as Associate Master Bomber during the raid by RAF and RCAF bombers on the German experimental rocket base of Peenemunde on the night of 17 August 1943. Despite the high risk, he made 17 passes over the

target to guide subsequent bomber waves and remained in the vicinity providing assistance for 35 minutes. Because of the devastation and casualties inflicted it is estimated that the raid put the German V1 and V2 surface-to-surface long-range rocket programs back about a year. This caused one British newspaper to name him the "savior of London" to go along with his previous media tag of "King of the Pathfinders".

For his "Skillful and courageous example" during the Peenemunde raid and against Berlin a few nights later and his contribution to the high standard of operational efficiency of 405 Squadron, G/C Fauquier was awarded the first of his three DSOs.

G/C Fauquier handed over command of the squadron on 22 Jan. 1944 to take up senior staff duties and was promoted air commodore on 28 June 1944. However, to get back in the air, that same October he voluntarily reverted to group captain and began a third tour of operations, this time as commanding officer of the RAF's 617 (Dambuster) Squadron. At this stage of the war, their targets were enemy submarine pens, viaducts and bridges. Under his leadership the squadron dropped the first 22,000 pound "Grand Slam" bombs.

G/C Fauquier's first bar to his DSO cited his notable success "against distant and well-defended targets" while with 405 Squadron. The citation for his second bar dwelt on the outstanding success of the Royal Air Force's 617 Squadron against the enemy U-boat pens, the railway bridges and viaducts in which "his brilliant leadership, undoubted skill and iron determination" played the RAF's Dambuster squadron. In 1945, he was again promoted to Air Commodore.

Air Commodore Johnny Fauquier was given full military honors at a funeral service in Toronto on Monday, April 6 and was buried in Ottawa on April 7 as a military firing party fired a well-deserved parting salute.

Military Bands

WINNIPEG — Sounds of the era, military policemen and 25 members of the Canadian Forces' Air Command Band are the ingredients behind a public fund-raising performance at CFB Winnipeg, Saturday, June 13, all in the aid of blind children.

The event is organized by the Military Police Fund for Blind Children, which in recent months has donated more than \$33,000 to Winnipeg institutions.

Four orchestras from the Air Command Band will be featured, playing continuously for a 9 p.m. — 1 a.m. dance, as well as refreshments and a cold buffet.

Tickets are available from any military policeman, or by calling 832-6145. Admission is \$7.50 per person.

Recently the Fund provided \$23,580 to the Children's Hospital of the Manitoba Health Sciences Centre for the purchase of two special instruments vital in the diagnosis and treatment of eye problems in young children.

The St. Amant Centre also received contributions of \$7,050 towards the purchase of a bus, and a grant of \$3,000.

The Military Police Fund for the Blind, organized in 1957, raises between \$70,000 — \$100,000 a year for blind children across Canada.

The Air Command Band recently performed at the Manitoba Centennial Concert Hall in a program presented by the Manitoba Department of Cultural Affairs and Historical Resources, under the patronage of Lt. Gov. F.L. Jobin.



To all members of the 5 Point Club, thank you for your attendance to our monthly lunches. To the staff at combined mess, especially the girls who waited on our tables, thank you for your every consideration. Have a nice summer, and see you in the fall. "Happy to meet, sorry to part, happy to meet again."

Wes Coombe — 225
Geo Burton — 697

Suggestion And Presentation Award



SGT. J. Lahaise of Base Maintenance Land recently received an Award Certificate and a cash award of \$552.50 for his participation in the Suggestion Award Program. LCOL. W. G. Baker, Base Administration Officer, presented the award on behalf of the Base Commander. SGT. Lahaise's suggestion involved the development of a device to improve both the effectiveness and efficiency of wheel bearing maintenance on the one-quarter ton Jeep. (Base Photo)

Training System Commandant Retires

OTTAWA (CFP) — The Commandant of the Training System, BGEN Bendt Oxholm, of Seven Sisters Falls, Man., will retire this summer from the Canadian Forces after 32 years of service.

BGEN Oxholm trained as a pilot in the Royal Canadian Navy and flew Sea Fury aircraft from the carrier HMCS Magnificent and Banshee jet fighters from HMCS Bonaventure. Following completion of ship's officer courses, he served as weapons officer of the Halifax-based destroyer, HMCS Micmac and as

executive officer of the frigate, HMCS Victoriaville.

Subsequent postings included flying anti-submarine Tracker aircraft, attending the RCAF Staff College in Toronto, and four in Canadian Forces Headquarters.

In November, 1968, BGEN Oxholm assumed command of 421 Strike and Attack Squadron at Baden-Soellingen, West Germany. He was then assigned to Canadian Forces College in Toronto in 1971 as a syndicate director and, upon promotion to colonel in 1974, became college director.

BGEN Oxholm was appointed base commander of CFB Shearwater, N.S., later in 1974, and moved to Esquimalt, B.C. in 1977 as chief of staff for Maritime Command Pacific.

He was promoted to his present rank in 1978 and became commandant of the Canadian Forces Training System with headquarters at CFB Trenton, Ont.

In December, 1979 he was appointed to the Order of Military Merit in the Grade of Commander, in recognition of conspicuous merit and exceptional military service.

Some OP Evals I Have Known And Loved

(Per Ardua Ad Astra — R.A. Nichols, Air Traffic Control)

When AirCom officially alerted us for Op Eval, the answer went back - "We're spring loaded" and judging from what I saw we sure as heck were.

Notwithstanding the fact that Big Ed of 145 knot fame (DAK Driver, ICP Persuasion, Official Deputy On Scene Controller) was lost in the big U S of A - Can you imagine spending your whole life at 145 knots! Boggles the mind. In any case the rest of us OSCs started without a full deck (of players of course) and managed to get right amongst it.

CAPT MacQuarrie started off by strategically placing the BATCOs private staff car - yellow with rotating beacon - kiddy corner in a ditch. Transport was paged for recovery but when the Command Post offered a complement of BDF for guard duty, it was the answer to a maiden's prayer. First mission - push out the OSC. I must admit, while in the swamp at least the floor was level, unfortunately, the radio antennae were so low the only person in authority who could be contacted was the Transport Dispatcher (not quite true but it makes a better story).

Operating from this dug in position was a mixed blessing. It was a little difficult to control the ambulances, but if you counted the number of white wheels and divided by four, you at least knew how many went flying by. On the more positive side, it was a simple matter to survey the underside of the ambulances to determine which ones needed their bumpers put back on, etc., etc., etc. Scratch one Metro type.

Somewhere in this mayhem a group were canvassing PMQs without permission and were subsequently asked to leave by our finest. The Action Boss Man received a phone call in the CP from the chief canvasser it was reliably reported that he told this individual the Police were absolutely correct in their action as this group were not in possession of a permit for soliciting. As this group was religious in nature, another oops was recorded in the oops book.

The NAREX - that was a wiz bang. Yours truly had observed earlier in practise that enthusiasm was sort of ho hum. Not today, have you ever tried to contain a gaggle of keenos who are hell bent on passing

Op Eval all by themselves. One thing we did right off the bat was to stop aircraft servicing from getting their birds out of Hangar 16. Sorted that out and then we petrified Ground Control when we reported taking OSC + 11 vehicles on the airport. We actually took 12 - inflation you know.

En route to the scene it appears we done-in another well organized programme. The Instrument Landing System (ILS) was being flight checked just as we entered the runway with half the BTNOs inventory. This caused the glide path to deflect so violently that it may be in Regina now. In any case MOT folded their tent and cancelled Wednesday.

On site for the NAREX things went superbly. (I say that with both tongues in my cheeks.) because there were a few tiny glitches ie: the OSC who, for years, had simulated the reentry phase, hopped over that portion - another oops and hopped back again. Pas'd sweat we passed and for the second time in a week dinner was late. OSC in trouble again.

Later back at the CP, yours truly, tried to escort telecom into the complex for DIs, PIs or whatever the phrase is nowadays and ended up being castigated as a subversive spy. Didn't quite reach the spread eagle on the floor stage but it did bring back axioms like "if you can't take a joke, you shouldn't have joined up".

A little later on or perhaps it was earlier, we responded to a simulated crash of a Tutor on Taxi Bravo. Arriving on site everything appeared normal for Winnipeg - aircraft abandoned at random locations about the airfield. Wrong interpretation. Add the simulation factors of a folded nose wheel and background smoke and the fire fighters duely went to work suppressing the fire and extracting the occupants. At this stage it really got confusing. We started with two casualties which the Op Eval Team subsequently reduced to one. After the ambulance departed for hospital, we still had both casualties on site but were short one Op Eval member. Needless to say the radio transmissions between OSC and the Command Post were a little hazy as it was difficult to phrase any sequence which results in the carting off of an unconscious Op Evaller.

Have perpetrated these and other terrible catastrophies on us the inmates from the other side of the runway eventually returned to their funny white building, but not before one of them admitted that he never works on Wednesdays as it spoils both weekends.

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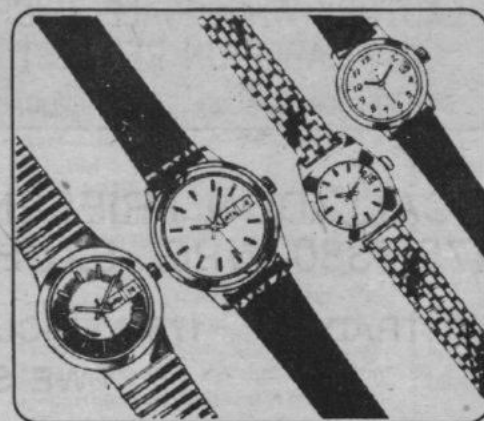
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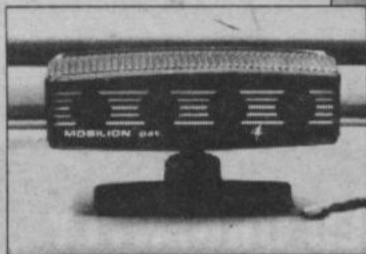
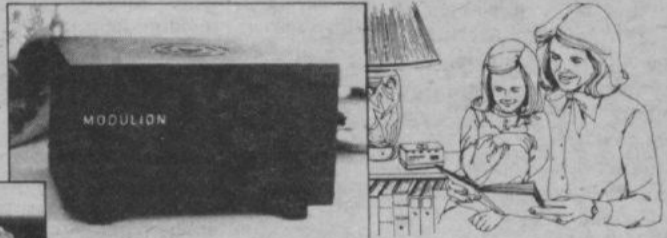


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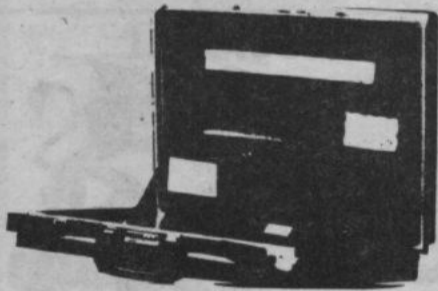
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Community Council (South)

(by Barb Miller)

GARDEN PLOTS: At the time of writing we still have a number of garden plots available to residents on the south side. The plots are located just south of the skate shack on Doncaster. A 30 foot square (approximately) plot rents for \$10.00 plus a \$10.00 deposit which will be refunded in the fall when the plot is cleaned and leveled. A half plot is \$5.00 plus the \$10.00 deposit. There are three water outlets available and the area will be fenced as soon as possible. To rent a plot just stop by at 316 Ubique Cr. ; or phone first (489-7077) to make sure I'm at home. Council extends it's thanks to CE Section for its help in getting our garden plots off the ground (ouch, sorry 'bout that).

A reminder; don't forget to submit your favourite complaint or compliment to our "BEEFS AND BOUQUETS" column — same address as above. Today's BEEF heard (or rather smelt) in the breeze goes to all those pet owners who become a little lax with the old 'pooper-scooper' and make warm summer days a hardship for their neighbours. The mess may be in your yard but "Frankly Scarlett..." it is also "Gone with the Wind."

Nav School Reports

(CAPT I.J. Hawley)

Congratulations to John Evans and Pat Nicholson on their recent promotions to Major. As is often the case, a promotion brings a move. John, Janice and family will be heading for Edmonton in July where John will join 435 Squadron. Pat will spend a year on the east coast: Cape Dyer to be specific where he will be military commander. Other moves out this summer are: the Commandant LCOL Rowlett to Training Systems Headquarters, Trenton; Keith Hiley to Aircom personnel; Mike Faucher to Disneyland on the Rideau; Lorne Sayell to software development Greenwood; and Al Hamelin to the Aerospace course.

Transferred in to replace all these people is Lowell Summers. He will have his hands full but will eventually get some help in July when LCOL Ryan arrives to take over the helm. Expect two more instructors in August, four in October and some more in the new year.

Al Kohli is into year six at CFANS and his feet are getting itchy. Little does he know that his staff, Linda and Sylvie have contrived to keep him here forever. An event is planned (mixed) in 13 June to say hello to Lowell and Bonnie, and g'bye to all those departing.

GRADUATIONS: 8005 wound up in May, 8007 last week and 8010 gets their wings and commission on 10 July. Meanwhile Refresher 8161, ROTP summer 8131 and OCTP 8105 are off and running. That gives us slightly more than a full house and we are borrowing the SANC classroom for awhile.

Rick Schwartz has taken over the hot seat in programming. Things looked too easy the first two weeks but he had his trial by fire the next two. He survived, as did the two instructors who accepted invitations to the Beach party at the officers mess. It was well attended by the students plus a bevy of beauties from the surrounding areas. Where did all those girls come from? The only injuries were a few sunburns and a gnawed ankle suffered by an instructor when Jake became overwhelmed by the sun surf and sand. A Good show for Butch Blair and company.

51st Winnipeg Scout Group

The 51st Winnipeg Scout Group is concluding another year of activities. Sixty-two children and 12 leaders participated actively in this year's program which ended with a Parents and Son Banquet for the entire group and a summer camp for the Cubs and Scouts.

This year activities ranged from events sponsored by the CFB Winnipeg Community Council and the Bannatyne Scout District. The Beavers, Cubs and Scouts provided services to the community by distributing pamphlets throughout the PMQ area, providing help in cleaning up the public playgrounds, and generally by helping the community. With the Bannatyne District, they participated in a Torch Light Parade which aims to provide help to the needy people in the Winnipeg Region through the Salvation Army. They also participated in competitions throughout the year with other Scouts, Cubs and Beavers of the

Winnipeg West End.

Within the Group, the leaders organized visits to places like Fire Halls, Winnipeg Transit System, and other places that helped make the children aware of the service available in the community and helping to understand the role they have to play in society. They also learn to share with others, to play together and to develop skills.

The program will resume in September. Children from the age of 5 to 15 are welcome to participate in Beavers, Cubs or Scouts. Adults are also required to run the program; anyone interested in giving a few hours a week for this community service is welcome. More information will be available next September in the Voxair, the Base Routing Orders and through your Community Council.

Yours in Scouting,
Michel Barrette,
President 51st Winnipeg Scout Group

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429 Bids Farewell To Base Commander



LCOL H.C. Armstrong, Commanding Officer, 429 Composite Sqn, presenting COL J.R. Allingham, Base Commander, with a departing gift from the member of 429 Sqn. (Base Photo)

Bison Brew

(CAPT A.B. Rider)

This summer the Squadron is changing its scope and identity. As of August the first, 429 Squadron will become part of Air Transport Group; however the Instrument Check Pilots' School which has been under our wing for a long time will dissociate itself from us to become part of 14 Training Group. With this in mind, we had a farewell party recently and bid goodbye to MAJ Bolton, CAPT Gehman, CAPT

Henderson, CAPT Maurstad, CAPT Peever, CAPT Tough, CAPT Hatch, and CAPT Young. Their wives will be bid adieu at another party on the twentieth of this month. A special note to Tex Gehman, who is retiring - good luck in your new career with Transport Canada.

Of course, being summer we have some postings out and in. To the de-

parting members, CAPT McDonald, CAPT Hebert, CAPT Windeatt, CAPT Anscomb, SGT Harker, SGT Slater and Mr. Peter Kudlovich, the squadron wishes a very good year and enjoyment in their new postings. A word of congratulations to LCOL Armstrong who recently completed his Aircraft Commanders' course at CFB Trenton. Now the boss can be the boss of aircraft as well as the personnel.

Countess Visits 2PPCLI



The Countess Mountbatten of Burma, Lady Patricia Brabourne was recently in Winnipeg for a short visit with 2PPCLI. Lady Patricia is the Colonel in Chief of the Princess Patricia's Canadian Light Infantry. Her visit included an inspection of an Honour Guard, and an opportunity to meet with members of the Battalion. The Colonel in Chief is escorted by the guard commander MAJ ELG Markell, as she inspects her Guard of Honour. (Base Photo)

New Appointment

OTTAWA — Defence Minister Gilles Lamontagne has announced that BGEN David Broadbent will take command of 14 Training Group of Air Command in Winnipeg on July 31.

BGEN Broadbent has been seconded from the Canadian Armed Forces to the Privy Council Office in Ottawa, as deputy to the assistant secretary to Cabinet (foreign and defence policy) since 1979.

14 Training Group is a newly formed group consisting of all units whose primary function is air training, with the exception of operational training units. It begins operations on August 1.

BGEN Broadbent enrolled in the Royal Canadian Air Force in 1955 and became a flying instructor at RCAF Station Centralia, Ont. He served as an all-weather fighter pilot with 425 and 416 Squadrons at St. Hubert, Que. and 409 Squadron at Comox, B.C. and later as commander of 425 Squadron, at Bagotville, Que.

Among the positions he has held since 1965 are that of commander, Canadian Forces Support Unit, and chief, data support division for the directorate of war gaming at NORAD Headquarters in Colorado Springs, Colorado.

He has also served as senior policy analyst and later as director of the secretariat at National Defence Headquarters in Ottawa, and as Defence attaché in Moscow.

BGEN Broadbent is a graduate of the Canadian Forces Staff College in Toronto, and holds a bachelor of science in mathematics from the University of Manchester, England, and a master of business administration degree from the University of Colorado.

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