



A MESSAGE FROM THE BASE COMMANDER 1982 SAFE DRIVING WEEK

December 1st to 7th is designated as SAFE DRIVING WEEK in Canada. The objective of Safe Driving Week is to prevent accidents and thereby reduce needless injury and loss of life. In sponsoring this nation wide campaign, the Canada Safety Council urges each of us to examine our driving habits and eliminate those which are unsafe.

The specific theme of this year's campaign is "Buckle Up For Safety". There should be no doubt that seat belts reduce injury in the event of an accident, and if you have not yet developed the habit of using the restraining devices installed in your automobile, I encourage you to do so during Safe Driving Week.

With your cooperation during this one week specifically and throughout the entire year generally, a significant reduction in automobile accidents can be achieved.

SEATBELTS, FRIEND OR FOE

(by Jane Lawrence)

Recently there has been much controversy on the seat belt issue in Manitoba. It would appear the government is taking the problem in hand and realizing that seatbelts do save lives and reduce injury and are again considering legislation to deal with the enforcement of their use.

In preparing to write this article I contacted Stats Canada and the Manitoba Safety Council as well as the Department of Transport and the Base and City police forces. Most of the material I received is the same but the figures that show seatbelts have been successful are staggering.

In Canada, one of three reported accidents results in injury and one in every hundred result in a fatality.

Head and chest injuries are the most common cause of death in a collision. Chest injuries are the most common cause of death in a collision. Chest injuries caused by hitting the steering assembly are quite common and can prove to be fatal. Facial disfigurement will often result from the victim hitting the windshield.

People have many reasons for not wearing seatbelts and I am sure you will find one that suits you:

- a. fear of being trapped by the restraint;
 - b. good drivers don't need them;
 - c. too much trouble.
- What is your reason?

Up until 1975 my reason was (a). It was the long weekend in Aug. and Terry and I were heading to Ottawa for a family wedding. The weather was gorgeous and driving conditions were at their best. Suddenly the driver of the third car ahead of us and travelling in the same direction loses control of his vehicle and moves out into the oncoming traffic. He tries to correct his mistake and oversteers again over the centre line. We try to visualize the worst and manage to get into the right lane and onto the safety of the grass. Others were not so lucky. Still trying to bring his messenger of death under control, he is travelling at a speed of almost 60 mph. The first crash slows him down. An engine rolls into a lane of moving traffic, a fender soars some thirty feet into the air. The transmission lies dead and unnoticed.

The second car now destroyed is thrown into the path of still a third vehicle. Another crash! The third car strips off the fender from a fourth vehicle. Another crash! The third car strips off the fenders from a fourth vehicle before it is bounced across the centre lane and comes to rest in the ditch just feet from ours.

Approaching what is left of the first vehicle, two people with seat belts secured at shoulders and waist level are alive! There is nothing left of their car from the windshield on. The people in the second car weren't so lucky. One was killed instantly.

We were fortunate we were not victims either of serious injury or death. Being caught in something like this makes one more aware how important your loved ones are and how precious and short life can be. I'm a believer.

Let's look at it another way. You may not worry so much about yourself, but what about your children? Many mothers will hold their children on their lap in the front seat. On impact a mother can crush her child against the dashboard, possibly causing their heads to be forced into the windshield. Even in minor accidents or if a panic stop has to be made, the child can be pulled away from the protecting parent and land with surprising force on the floor. Is this really protection?

There are many good carriers and child safety seats being produced now and if your families mean that much to you, I think you will find they are a wise investment.

Ontario is now one of the majority of provinces that has a mandatory law on the use of seat belts. During the first six months, the stats showed that the number of deaths was 21% below the number predicted based on a ten year fatality figure.

Compare the death rate for this same province in 1974 to 2.38 per 1000 unbelted drivers involved in accidents to .85 per 1000 to belted drivers. These figures may be eight years old but I really feel they have a positive significance in the future of mandatory legislation in Manitoba.

Many people believe if they are "thrown clear" during a crash they are safer. Years of research show the risk of death or more serious injury is greater after being thrown from the vehicle. Almost one quarter of driver and passenger deaths occur because the victim has left the vehicle. Consider why motorcycle fatalities are so high... they are always thrown clear and that world outside your car is very dangerous and your unprotected, fragile body doesn't stand a chance travelling at a high rate of speed, with nothing around you for protection.

You are not special or immune to accidents. Good drivers have accidents caused by other people; drunk drivers or other drivers not paying attention to the challenge at hand. Everyone makes errors. How serious might yours be?



COL B.L. SMITH

1982 SAFE DRIVING

Through the twenty-seven years that Canada has had a "Safe Driving Week" during the period 1 - 7 December there have been many themes.

The current theme for 1982 Safe Driving Week campaign is "BUCKLE UP FOR SAFETY". Make proper use of all automobile restraint systems and see that others for whom you have responsibilities for are protected by using them, particularly children.

There will also be a presentation of Canada Safety Council's Defensive Driving course for dependants on the 01 - 02 - 06 Dec 82. For registration, phone MSE Safety at extension 742.

As Safe Driving Week approaches, analyse your driving habits, wear your safety devices, obey speed limits and traffic laws. Drive defensively and be courteous in your traffic behaviour, not just during Safe Driving Week, but throughout the years to come. Courtesy is caring in what happens to you and to others. Your responsible actions will endeavour to reduce the horrible death toll on our highways. So "BUCKLE UP FOR SAFETY" and Safe Driving Week should be a great success.



The Infant "Love Seat", supplied by General Motors is one of the available child restraint systems geared for babies up to twenty pounds in weight. When a child outgrows this type of seat, other approved types are available. But further research is changing our perception of needs for the older child who has outgrown all child seats.

(Photo: General Motors of Canada)



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EDITORIAL

(by CAPT Grant Russell)



Flight Lustre has been predicting the weather since the fall and, as a result, has attracted some favorable and some unfavorable notice. In spite of Flight Lustre's almost 100% accuracy rate, his detractors dismiss the forecasts saying that they lack any scientific basis.

"Not so," says Flight Lustre. His sources for predicting the weather are many: the woolly caterpillar the thickness of the skin of tomatoes, whether the ladies skirts are long or short, and what the farmers, outdoorsman and Canadian natives say, to name only a few.

But meteorologists like to be bang on. If they say the temperature at noon today will be zero then they want it to be zero at noon, not at one o'clock; and zero, not one degree more or less. However the fact that they are permitted to continue to change their forecast right up until noon gives them a tremendous advantage over the long range forecaster.

Flight Lustre, for instance, makes his forecasts two and a half weeks in advance and is not permitted to change his mind. So his forecast is a bit more general.

If the near temperature for, say, December 15th, is -14°C, Flight Lustre will say "cold" or "warm" or "seasonal" depending on whether the temperature will generally be higher or lower than -14°C. And Flight Lustre has already determined that the temperatures for Winnipeg will be colder than normal until next June.

On December 15th, 1981 the Base Commander, the Base Met Officer and the Commandant bet a bottle each and predicted the weather for December 15, 1982 (See story elsewhere in this issue). This is a rare moment in Meteorological history because professional mets simply do not make long range forecasts, and they pooh-pooh those who do. However since Colonel Smith made the first move Paul Kobal and Joe Zawatsky rose to the challenge.

We consulted Flight Lustre and his reaction was swift - "pooh-pooh," he said, "It's going to snow that day."

LETTER TO PPCLI

(by Barbara A. Johnstone
xe-RCAF (W.D.))

To: The Commanding Officer,
Officers, NCOs, and Men
Second Battalion Princess
Patricia's Canadian Light Infantry

Sir and My Dear Chaps:

Perhaps this will seem odd ... a letter from a civilian! But because I am a Canadian who loved two "Patricia's", in particular (one, an original who crawled off the field four days after Belleward Ridge, 8th May 1915; the second who joined the Regiment in 1939, went overseas that December, came home in '42 as a transferee to the 1st U.S. - Canadian Special Service Force, with whom he died of wounds, 1944), I follow every ship of PPCLI news and many, many times — unknown to you — I join thousands of those who care for the Regiment and, so, for YOU, about every day of my life, in remembering those two and many other "Patricia" friends. Sometimes I pray for you, consciously; sometimes some recollection makes me laugh in my heart — and I wonder if there are still scamps and rascals in the ranks; sometimes I wonder about your families, boredom from over-training, and whether you have good weapons ... I missed again your Freedom of City Parade — so disappointing! But I pray, and as said, thousands of unknowns (to you) shall not miss our prayers for you in Cyprus. Cheerio; God Bless each one of you.

32 YEARS!



The older you get, the better you get. LCOL Baker presented MAJ Holland with his second clasp to the CD.

COLOURS PRESENTATION

VU-33 Utility Squadron will be presented with its Squadron Air Standard during the weekend of 8-10 April, 1983. Festivities, including a Squadron reunion, are planned in conjunction with the "Colours" presentation. Everyone, especially all ex-VU-33 members, are invited to attend this gala event in Beautiful B.C. For further information please call or write:

Major D.R. Purcell
Commanding Officer VU-33
Canadian Forces Base Comox
Lazo, British Columbia
V0R 2K0
Attn: "Colours" Coordinator
604-339-2211 Loc 2500

B COMD IN WEATHER FORECAST CHALLENGE

Two men who make a living predicting the weather and one man who makes his living flying in it have each taken their turn making a super long range weather forecast. Colonel B.L. Smith, the Base Commander of CFB Winnipeg, Paul Kobal, the Commandant of the CF School of Meteorology, and Joe Zawatsky, the Base Met Officer made their predictions a year ago during the Christmas reception of Officers and Senior NCSs.

The bet - a bottle each. The forecast - for December 15, 1982 at noon local time (1800 Hours ZULU). The referee - the Canadian Weather Service Office in Winnipeg.

The question ultimately is who can best predict the weather! Paul Kobal who trains meteorologists, Joe Zawatsky who makes the official weather forecast for the Base, or Colonel Smith who is relying on years of hearing weather forecasts and then flying out to meet what is really there.

The forecasts are not dramatically different. Kobal's prediction is for colder temperatures at -15 degrees and Zawatsky's is for warmer at -9 degrees. Colonel Smith is in the middle at -12 degrees. Details of their respective forecasts are shown in the box below.

The name of the winner will be announced in the New Year's issue of Voxair.

FORECAST FOR NOON DECEMBER 15, 1982

FORECASTER	SKY	VISIBILITY	TEMP. °C	WIND	INCHES/Hg ALTIMETER SETTING
BCOMD Col Smith	High thin scattered	15 miles	-12	340 at 12	30.30
CMDT CESMET P. Kowal	High thin scattered	15 miles	Light/ Variable	30.20	
BMETO J. Zawatsky	3500 feet scattered	15 miles	-9	310 at 8	30.01

FLIGHT LUSTRE'S LONG RANGE WEATHER FORECAST

Weekend of December 4 - 5 Flight Lustre predicts a rush on snow chains at local outlets. A blizzard with below normal temperatures will leave a layer of white stuff that will stay until April.

Weekend of December 11 - 12 Clear and cold on Saturday. Cloudy on Sunday and remaining cold.

Special Forecast - December 15. Snow. Big, fat, lazy flakes; the kind that remind you of Christmas and carollers and skiing and making travel plans for Jamaica.

IT'S BEGINNING TO LOOK LIKE

CHRISTMAS



GARNISHMENT TO APPLY

With the recently passed Bill C-38 members of the armed forces will no longer be exempt from court orders of garnishment of wages.

Essentially, the courts may order garnishment of wages against armed forces members, and it will be passed on to commanding officers who will order compulsory payments.

Previous to Bill C-38 a letter from a creditor to a commanding officer complaining of an unpaid debt by an armed forces member generated two actions. First, the commanding officer would write a letter to the complainant saying that garnishment was not permitted. Secondly, and more importantly, the object of the complaint would be told to settle his debts immediately and to stay out of debt. Severe career restrictions usually followed subsequent complaints.

Although the garnishment act has come as a surprise to most members of the armed forces, the passing of Bill C-38 has a triple blessing.

No longer will a serviceman in conflict with a shopkeeper be threatened by a dunning letter to his commanding officer.

The onus is now on the creditor to go to court and prove the validity of the debt.

On the other hand no longer will shopkeepers be frustrated with a commanding officer's letter which essentially says that nothing can be done, even though CF members know that the effects are devastating.

The passing of the garnishment act brings the armed forces closer to the mainstream of our society.

If *Voxair* were printed on green paper, it would still be worthless

Many of the countless spare time activities and recreational services at this and every other base are planned, organized and run by volunteers. Often the same list of volunteers appears in the minutes of several organizations and clubs. Why do they do it? Frequently any recognition is not existent, the hours long and criticism plentiful. The answer is clear, they do it because they enjoy contributing to their Community. Funny thing though, publish a photograph of a Volunteer and there will be one letter of congratulations and five saying he needs a haircut!

In the "How-Come" department:— I received a piece of mail recently, addressed with my Social Insurance number, rank, name, initials and my complete military place of employment address. The mail was a brochure advertising a ring designed and manufactured for CFR officers.

My reaction is one of anger. How come a jewelry firm in Halifax can get access to Military Records? Who told them that I was Commissioned from the ranks? How did they learn where I work? How come they have my Social Insurance Number? Stay tuned, we may have answers soon.

Further to the above article; I didn't buy a ring. For one thing, the design was of crossed swords and to me that's the army 1/3 of the Armed Forces crest, and for another, who's dividing up the officers into CFR's and others? Will the next step be rings inscribed C.W.O., LDO, R.C., Black, White, Female? The possibilities are endless in the merchandising field.

I was one of the faithful to meet the Blue Bombers on their return from Edmonton following the wrong side of a 24-21 score. The players were a pretty dejected lot but should take some comfort from the knowledge that they gave it a hell of a shot, and some fans made the effort to get to the airport. I'm willing to wager that had this been Regina there would have been two thousand fans at the airport, not two hundred.

In the "Olden Days" we had to wear a "wedge" hat properly — buttons dead centre, two fingers above the eyebrows, cap tilted to the right, and most importantly the top of the hat had to be closed! The way some people wear the wedge these days must have the likes of Billy Bishop spinning in their graves. Call me sexist again but the worst offenders are women! I'll grant you they can do anything they set their minds to — except wear a wedge hat properly!

I'm a collector of Royal Family souvenir china. Last weekend at an antique sale in Kildonan Place I picked up a cup and saucer commemorating the visit of King George VI to Canada in 1939, and a plate commemorating King George V Silver Jubilee in 1935. Not bad, considering I only dropped in to buy a packet of pipe tobacco.

Many thanks to the readers who called in response to my appeal for George Formby records.

Winnipeg's all time low temperature was a very cold -48°C recorded way back on Christmas Eve, 1979.

BOPS TALKS

5 IN A ROW

(by the CAP)

The Ops Shop is on a HIGH at the moment having won their fifth consecutive Air Command Transient Servicing Award for Ops and Flight Planning. It is a great honour to have your efforts publicly proclaimed but at the same time each of us fully realize that without the full support of all sections on this base, our efforts would be for naught. Bearing this in mind, we would like to identify those who support us, and share our prize with you.

The Flight Kitchen can build lunches for one or for a Boeing load, and have it ready for delivery quickly regardless of how many times the order is amended.

The Ramp Taxi is the most efficient "go-fer" on the Base. He hauls meal demands, Navigators, meals, water jugs, transients to quarters, messages to HQ, amendments to books, coffee to emergency crews and yet he still manages to meet all the crews as they arrive.

AMS routinely bursts into bloom just prior to the first cargo/pax aircraft daily. They are a tremendous source of information and a great bunch of guys (and girls) to know if you just gotta get somewhere fast.

Aircraft Servicing can handle just about anything — and in record time. With over forty parking spots on the apron they can juggle 2 Boeings, a Falcon, the Cosmo, four Hercs and a gaggle of Daks and still make every pilot believe he had the use of Spot #1. Their reputation for efficiency is well known and many the pilot has been known to remark, "They could always make up time in Winnipeg if they were running a little behind schedule".

The Message Centre is on the other end of our pony teletype circuit and it is these people who correct our spelling, standardize our format and generally sort out the data we are

trying to disseminate to the world into something which is comprehensive when it reaches destination.

Transport Dispatch can work miracles even when the garage is empty. How they do it is unknown but their response to Ops crisis management (only type we can afford) has been absolutely first class.

Base Supply has been hit several times with demands over the phone which they have actioned to keep the Ops in Operations.

Base Construction Engineering has made things look and work better, has kept our ramp from blowing away and has provided excellent support in a multitude of different areas.

Base Telecom, excuse me, 733 Comm Sqn has provided outstanding support to Base, and Ops in particular. Only four short years ago there weren't enough radios on this base with a range of over 50 ft. (15.25M) to do anything with. A project was initiated and now most old units have been replaced, portables have been obtained, PA systems have gone in, the CP and the OSC have been wired for space, Base stations have been upgraded, and soon, with the arrival of VHF AMS, the ambulances will finally be able to converse with the fire trucks. Did I mention beepers?

There are a great number of other sections on this Base which I haven't mentioned but whose personnel have made significant contributions toward the success of the Ops Shop. Your support is our success and it is very gratifying to know there are so many positive people on this Base willing to do more than their part.

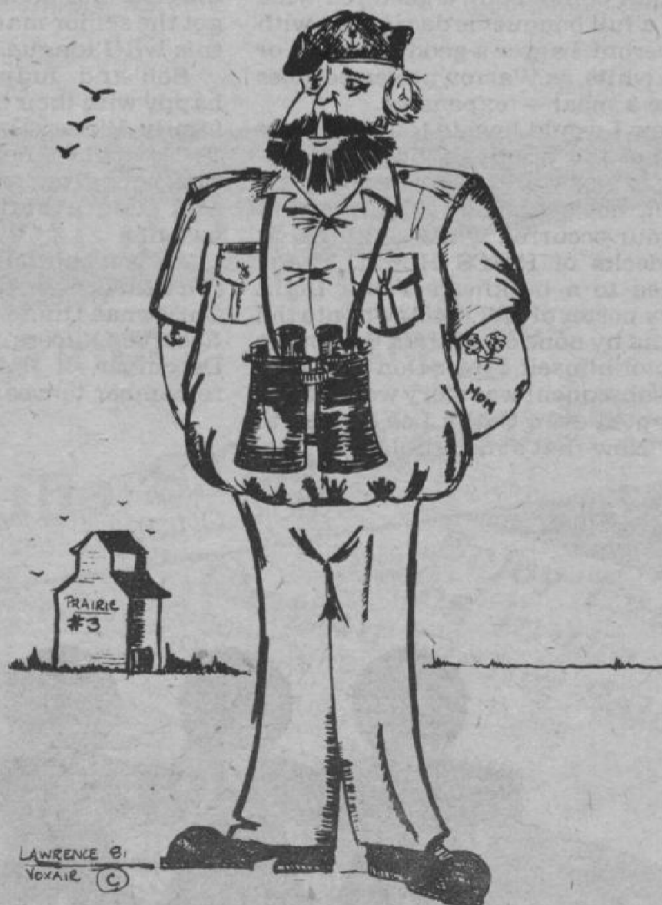
As we take aim on Number Six through attempting to provide the best service in the country please remember that we do, and will truly appreciate your support when next you hear "Good Morning, this is Base Ops and we need ...".

THERE'S NO LIFE LIKE IT!

(by Terry Lawrence)

NO. 3 THE SAILOR

I'm happy, I'm a sailor
Fully trained to sail a boat.
The reason I'm so happy is
I don't ever go afloat.
Since the time of integration
I think service life is grand;
I got myself a billet
Fifteen hundred miles inland!





The Base Commander COL Smith and Mr. John Stocks of Shell Canada Ltd. cut the official ribbon to open the new self serve gas bar.

AEROSPACE REPORTS

There was plenty of activity in the upper decks of CFANS in November. It's fun to go on tours, but oh, those visit reports. Coffee is being brewed and consumed by the gallon. It's the only reason the lower decks tolerate us — we make the coffee.

Both ASC and SANC had successful tours down east. The ASC operations tour went very well with informative briefings throughout the day and some very pleasant lodgings at night. Quebec City comes to mind. It's still an exciting place to visit, especially when you can drag your bags into the Chateau Frontenac, past TV cameras interviewing Mr. Parizeau, the Quebec Minister of Finance.

While visiting Quebec, it is only natural that one would sample fine French cuisine. Col Allingham, Stu Gallagher, Stu Morthole and several course members, did just that. After walking several miles (to work up an appetite?) they took a cab back to the foot of the hotel and feasted on escargots, French onion soup and filet mignon. Some of us, who had their funds depleted at NDHQ by drinking coffee imported from Brazil by ADM (POL) who spared no expense, opted for a cheaper evening and had pizza. Dinner cost me only \$30. As Paul Noonan pointed out, a good red wine with a full bouquet is de rigueur with pepperoni. I agree a good red wine, or even white, as Warren preferred, does make a meal — expensive.

Now I would love to tell you about some of the briefings, but confidentially they were classified. It's no secret, however, that a highlight of the tour occurred while standing on the decks of HMCS Huron. There, pinned to a bulkhead was a flight safety poster of T33 184 flown into the ground by none other than the course director himself, Major Don Sharkey. The subsequent war story would have prompted even Cathy Lee Crosby to cry, "Now that's incredible".

The only hitch in the whole trip occurred on Wednesday of the second week when fog precluded Capitaine "Estie" Arnault from carrying out a successful landing at North Bay. ASC was forced to forgo its visit to SAC in Omaha, Nebraska and spend another night in Northern Ontario. The Ramada Inn didn't seem to mind. We spent enough money in the bar the first night to pay for half a wing. Anyway the next day 429 came through with flying colours and we soared into the wild blue yonder towards the US of A and hungered for the sight of Colorado Springs.

Tours are great but the course appreciated the change in format last month, as we imported four guest speakers, "at great expense", from Ottawa and Winnipeg. Topics covered ranged from planning and requirements to computer applications. It's back to normal this month however, as ASC is off again, on the Canadian Industrial Tour, with Teddy Bear as chaperone.

Bill Learmond's pre-tour bowling party on Saturday was a "major" disaster but the captains certainly had a good time. Everyone also had a good time at the wine luncheon last Friday to bid farewell to SANC 8203. We all missed Chris Mendrisky who finally got the senior management course in this NRG tongue.

Bob and Judy Biggart are very happy with their latest addition to the family. Victoria Leigh finally arrived 14 November, healthy and kicking. The squadron extends best wishes and congratulations to the proud parents.

As you can tell from the weather, Christmas must be near. The CFANS Christmas Dinner will be held in the Reserve Officers' Mess, Saturday 11 December. If the wind is blowing, remember to wear your woolies.

K.H.

HOWGOZIT III "IN MEMORIAM"

No matter how much experience aircrew have, an airplane crash always causes some fascination and some reflection. The closer the aircraft to the type we fly the less the fascination and the longer the reflection. When the crash is the same type of aircraft there is no fascination only reflection. It is then we realize Death knows no strangers.

At the Canadian Forces Air Navigation School we train on C-130 Hercules, the same type of aircraft that crashed at Namao on Tuesday 16 Nov 82. Although no navigators were on board this particular flight we too felt the tickle in our throat become the burning knot in our stomach.

For me the attack struck very close to home. Only four months ago I was a part of 435(T) Squadron. I know those who died. They were my friends; one was my neighbour. Dead are:

- Capt Terry Harper — pilot 435(T) Sqn
- Capt Mike Krampitz — pilot 435(T) Sqn (USAF) (exchange officer)
- Capt Richard Lovell — pilot 435(T) Sqn
- Capt Mike Smith — pilot 436(T) Sqn
- Sgt Don Buchan — flight engineer 435(T) Sqn

Sgt John Gionet — loadmaster 435(T) Sqn

MCpl L.D. Smith — loadmaster 436(T) Sqn

After every crash there is much speculation as to how the accident occurred. This is only natural because we are concerned. Rumour reigns until the accident report is published. For me having known these people and their professional attitude I know the accident was just that; an unfortunate accident, an unlucky break.

The hardest part now faces the survivors; family, relatives, close friends and Squadron personnel who must continue living. It will not be easy.



On behalf of the Commandant, instructors, students, and staff of CFANS I extend our sincerest sympathies to you all in particular to the immediate family.

"Now like the willows we must bend and try to live without our friends".


We are truly sorry.

Todd Martin
Demi-Survivor
CFANS
CFB Winnipeg

Flowers and Fruit Baskets

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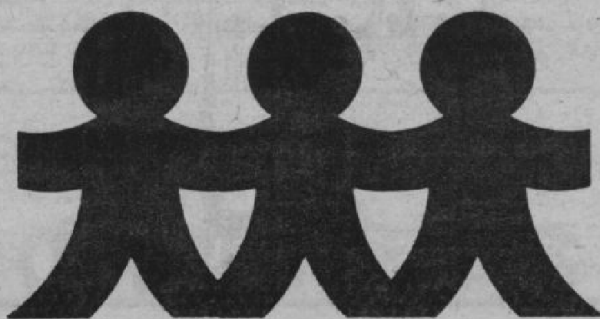


FREE CREDIT

CANEX NOW HAS A 180-DAY INTEREST FREE CREDIT PLAN. HERE'S HOW IT WORKS.

1. If you are a member of the Regular Forces or a full time permanent Public Service employee holding a CFB Winnipeg PLCC card you may be eligible.
2. Credit limit is \$1000 on purchases at the retail store or parts and labour at the service station of at least \$100.
3. 10% down with the balance in two post dated cheques, one dated 90 days hence, the other 180 days.
4. Bring your PLCC card with you.
5. Not portable. Bill must be settled in Winnipeg before posting.
6. Subject to approval by the BXO and a credit check with the Winnipeg Credit Bureau.

More details available at
832-0787, 837-9390 or 889-6394.



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OCTOBER 1982

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	2 LT	MURRAY	K.J.	CFANS
	2 LT	MULDER	H.H.	CFANS
	2 LT	JOY	T.W.	CFANS
TO MWO	MWO	ST CROIX	G.	AIRCOM
TO WO	WO	SMITH	G.M.	2 PPCLI
	WO	COMEAU	J.A.	2 PPCLI
TO WO.AL	WO.AL	HINDY	W.P.	AIRCOM
	WO.AL	LOCKYER	T.R.	SIU
	WO.AL	HALCROW	D.J.	2 PPCLI
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TO SGT	SGT	MARTIN	S.A.	BOPSO
	SGT	ELLISON	D.S.	BTSO
	SGT	MILLER	B.N.	1 CEU
TO MCPL	MCPL	DOWNING	T.S.	2 PPCLI
TO MCPL.AP	MCPL.AP	TINMAN	B.C.	2 PPCLI
	MCPL.AP	GILL	D.E.	2 PPCLI
	MCPL.AP	WHITWELL	S.W.	2 PPCLI
	MCPL.AP	MARCHIONI	J.P.	2 PPCLI
TO CPL	CPL	NOWAK	E.M.	2 PPCLI

PINPOINT

Lt. Col. G.J. Forbes

Once he had slipped out of sight of land, the ancient mariner relied almost exclusively on wind and stars to guide him. Navigation, particularly then, was an art requiring consummate skill and considerable experience. During the 12th Century the mariner was at least able to determine his course with a certain amount of accuracy thanks to the introduction of the "magnetic" compass. But it wasn't until the 17th Century when sufficient exploration had taken place, until the Columbus's, de Gama's, and Magellan's of the Old World had mapped out the New, that navigators acquired the skills to determine rough positions. A procession of sextants, chronometers, and accurate charts during the intervening years polished the art of navigation to a high lustre.

However, it wasn't until the advent of the aeroplane and the outbreak of the Great War that the "art" assumed a more scientific tilt. Time, space, and fuel took on tremendous importance for the frail craft now flitting about the sky. High altitude, wind, and poor weather posed wretched problems for the pilot who faced the almost impossible tasks of remaining airborne, completing his mission, and then piecing his way homeward... safely! Larger machines allowed other people to shoulder some of these demanding tasks. Observers, bombardiers, communicators, and gunners gave rise to the "aircrew" concept. Navigation still remained the number one problem and thus the navigators' star rose.

But the twenty years separating the two World Wars did little to foster the growth of a separate air navigator profession. Some navigators were trained by the RAF and the RNAS retained the observer, but many of the best navigators during this period were pilots, especially Clipper pilots. Limited payload edged the navigator out of the cockpit. For many of those solo pilots, the task of the navigation was dicey... to say the least!

On the eve of the Second World War, very little was known about upper level winds, weather forecasting was still in its infancy, and accurate navigation and precision bombing loomed as the number one problem. The navigator became a vital member of the air combat team. Although the USAAF initially trained their pilots as navigators and bombardiers, there simply weren't

enough pilots to go around and this certainly wasn't a cost-effective use of what pilots they did have. They soon followed the example of the Commonwealth forces and began recruiting *ab initio* navigators as an "interim" measure to fill the void. The die was cast!

Significant advances occurred in navigation technology during the war. German bombers rode along radio beams to their targets. Allied pathfinders made use of a secret electronic fixing aid called Oboe; and perhaps most significant of all was the implementation of airborne radar for navigation and target acquisition. Unfortunately these developments also spurred the growth of electronic warfare.

The nuclear age sparked a mad scramble for precision navigation and guidance systems. The early inertial navigators, dopplers, and astro-trackers achieved phenomenal positional accuracies — in the order of a few miles. Today these accuracies are good to small fractions of a mile. Indeed, the navigational problem could be reduced to rather simple proportions... for a price! As navigation became an easier task, other systems filled the void. Thus began the widespread diversification of the navigator profession.

Enormous strides in solid-state and digital technology have revolutionized aerial warfare. Radical reductions in the size, weight, and power requirements of today's avionics equipment have culminated in aircraft systems vastly superior and infinitely more capable than those of the Second World War. The problem now facing aircrew is how to utilize these capabilities to best advantage. Today's navigator is not only a navigator, he is a traccician, an analyst, and an operator of many systems. He plays key roles in air defence, electronic warfare, early warning, anti-submarine warfare, transport, search and rescue, reconnaissance, and all-weather ground attack. In fact, the navigator has been so versatile and resilient in adapting to the many changes in the air combat business that he is also known by a multitude of other names. Whatever the name, whatever the job, the navigator has proven both cost-effective and indispensable! He leads both in the air and on the ground. At the Aerospace & Navigation School, our motto is "to lead."

G.J. Forbes
Lieutenant-Colonel

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WESTWIN COMMUNITY ACTIVITIES

CHILDREN'S CHRISTMAS PARTY

DATE: 11 December 1982
 TIME: 11:00 AM TO 1:00 PM
 PLACE: Base Theatre, Building 90
 AGE: 12 years and under
 ACTIVITIES: Cartoons, Magic Show, candies and gifts
 SPECIAL GUEST: Santa Claus

CHRISTMAS CAROLING

DATE: 12 December 1982
 TIME: 2:00 to 4:00 PM
 PLACE: Building 21
 NOTE: Draws for turkeys, hams and glass turkeys will take place. Tickets can be purchased from your community councillor.

PMQ CHRISTMAS DECORATING CONTEST

JUDGING: 21 December 1982
 1ST PRIZE: \$75.00
 2ND PRIZE: \$50.00
 3RD PRIZE: \$25.00
 NOTE: Occupant must be paying monthly dues to Westwin Community Council to be eligible for prizes.

MERRY CHRISTMAS TO ALL WESTWIN COMMUNITY RESIDENTS FROM MAYOR RICK MT PLEASANT AND THE COMMUNITY COUNCIL MEMBERS

SKI SEASON IS NEAR

For all you ski enthusiasts, its time to start thinking about that ski trip you always wanted.

Have received some information on ski trips and here is what they said.

Silver Star This ski resort has conducted the Ski School Programme for 1 CBG for the last five years and would like to pass on savings to military, DND employees and dependants. Some of their prices are:

- Lifts — \$12.00 per person
- Lessons — \$10.00 per person
- Equipment Rentals — \$9.00 per person
- Accommodations — \$13.50 per person

Address Silver Star Ski Holidays #1, 3001 — 43rd Avenue Vernon, B.C. V1T 3L4

Phone (604) 542-0166
 Sugar Hills Ski Midwest USA in a modern ski village. Price \$77.00 per day per person (everything included except equipment).

Address Lodge Manager Sugar Hills PO Box 369 Grand Rapids MN 55744 (218) 326-9461

Lutsen Mountain Opening this season with special introductory rates.

Address Lutsen Mountains Box 86 Lutsen, MN 55612 (218) 663-7281

NOTE: The Base Recreation Section, Building 90 has pamphlets and brochures at the Main Office, for your convenience.

DID YOU KNOW?

— CFB Winnipeg has a Dog Obedience Club.

— CFB Winnipeg Dog Obedience Club in conjunction with the Golden Retriever Club offers basic obedience classes, open to all dogs on Sunday evenings. (Advance registration required).

— Are you interested in working with your dog towards any or all of the following CKC obedience titles (CKC Registered Dogs only).

- CD, CDX, UD
- or perhaps are you interested in scent hurdling.

If so, we are interested in you. For further information please contact MCpl A. Kirsopp at loc 406 or 889-1221.

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Westwin Pool	Rec Staff	Loc. 511
Lipsett Hall Pool	Rec Staff	888-5021
Badminton Club	Capt Wolfe	Loc 151
Base Theatre	WO Delong	Loc 623
Bingo	Sgt Bruce Butler	Loc 355
Bowling	Mngr. Frank Gallagher	Loc 324
Youths (N)	Jackie Gallagher	Loc 324
Ladies (N)	Flo Harvey	837-7713
BML	Keith Johnson	
Mixed (N)	Ed Short	783-6882
Youths (S)	Beth Cuthbert	452-9035
Mixed (S) Mon.	Shirley Bell	489-9867
Mixed (S) Thurs.	Larry Lagace	895-1184
Base Broomball Team	Rec Staff	Loc 511
Brownies (N)	Chapels	
Brownies (S)	Chapels	
Ceramics	Barbara Binns	888-1389
C.C. (S)S	Capt Anscomb (Mayor)	Loc 645
C.C. (N)	MWO Mt Pleasant (Mayor)	889-1389
Cubs (S)	Cpl Skidmore	262
Scouts (S)	Cpl Skidmore	Loc 262
Cubs (N)	Maj Adam	888-2456
Scouts (N)	WO Currie	888-5315
Curling Club	WO Al Gleadall	889-1363
Dog Obedience	MCpl Kirsopp	Loc 406
Garden Plots	Capt King	Loc 133
Golf	Capt Brabant	Loc 597
Hockey Minor	WO Gord Walker	Loc 533
Ladies Fitness	Rec Staff	Loc 511
Library	BGTO	Loc 230
Photo	Sgt Simon Croteau	Loc 611
Range Indoor	Capt Summers	Loc 334
Round Dancing	Maj Gibbon	Loc 602
Scuba	Capt McLeod	Loc 504
Skating Rink (N)	Community Council (N)	
Thrift Shop	Barb Whalen	889-6788
Wood Hobby	Capt Grist	Loc 779
Guides (S)	Community Council South	
Guides (N)	Community Council North	
Base Rep. Curling	Rec Staff	Loc 511
Inter-section Hockey	Rec Staff	Loc 511
Inter-section Volleyball	Rec Staff	Loc 511
Inter-section Curling	Cpl (W) Kathy Cox	Loc 764
Base Volleyball	Capt St. Laurent	Loc 276
Base S/W Volleyball	Capt St. Laurent	Loc 276

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RACQUET SPORTS

TEN WAYS TO PREVENT EYE INJURIES

1. Avoid looking back to watch an opponent returning the ball. If you do, look out of the corner of your eye.
2. Wear good shoes to prevent slipping.
3. Give your opponent plenty of room to swing and follow through.
4. Toward the end of a close game, do not crowd your opponent — you both might be tired and this is when injuries are likely to occur.
5. When your opponent is striking the ball, it is safer to stand diagonally to his rear rather than directly to his side.
6. Avoid hitting your opponent with the ball or your racquet — call a hinder (let)
7. Give your opponent the opportunity to get to and/or strike the ball from any position.
8. Hinders should be called without a claim by a player, especially in close plays and on game points.
9. All players should have racquets with a thong securely wrapped around the wrist.
11. Wear approved protective eye guards.

CHRISTMAS SCHEDULE

	GYM	POOL
20 Dec 82	1330-1530	1330-1530
21 Dec	1330-1530	1330-1530
22 Dec	1330-1530	1330-1530
23 Dec	1330-1530	1330-1530
24 Dec	1330-1530	1330-1530

25 Dec CHRISTMAS DAY BLDG 90 CLOSED

26 Dec	1330-1530	1330-1530
27 Dec	1330-1530	1330-1530
28 Dec	1330-1530	1330-1530
29 Dec	1330-1530	1330-1530
30 Dec	1330-1530	1330-1530
31 Dec	1330-1530	1330-1530

1 Jan NEW YEAR'S DAY BLDG 90 CLOSED

2 Jan BACK TO NORMAL SCHEDULE

NOTE

1. Dependants using the pool must have a swim badge.
2. Out of town guests, for the Holiday Season, may purchase a Guest Ticket for 25¢ to use the pool. These Guest Tickets may be purchased at the main office, Building 90 between the hours of 1300-1330 during normal working hours.
3. Dependants using the gym must be 8 years of age and have a valid Dependants' Pass. This is for the festive season only.

LIPSETT HALL POOL HOURS

20 Dec	1300-1530
21 Dec	1300-1530
22 Dec	1300-1530
23 Dec	1300-1530
24 Dec	130-1530
25 Dec	CLOSED
26 Dec	CLOSED
27 Dec	1300-1530
28 Dec	1300-1530
29 Dec	1300-1530
30 Dec	1300-1530
31 Dec	1300-1530
1 Jan	CLOSED
2 Jan	1300-1530
3 Jan	BACK TO NORMAL SCHEDULE

(MON-FRI 1800-2000 — SAT & SUN 1300-1500)

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(by Tom Langer)
(excerpts from David Steen)

JOGGING TECHNIQUE

Good posture gives you a more powerful and efficient stride. Use a wall to get to know what it feels like to have a flat back, with shoulders pulled back and your hips underneath you.

Now walk away from the wall and stay as relaxed as you can. Practise good posture when you are jogging and when you are not! A very good way to start your programme.

Take short, economical strides. Overstriding wastes energy and can injure. Jog on your whole foot. Running on toes is for sprinting.

Bend arms at right angles from elbows, swinging them a bit in front of the body.

WARM-UP ROUTINE

1. Toes on the floor, heels raised, make ten clockwise circles with the right foot then you make ten circles counter-clockwise on the same foot. Now repeat this with the left foot.

2. With toes on a one inch board and your heels on the floor raise your body up then down again. Do this fifteen times.

3. With legs straight and heels on floor about 24 inches from the wall and your arms and head on the wall hold this position for 20 seconds. Now move back 6 to 8 inches and repeat for 20 seconds. Then move back 6 to 8 inches and repeat for 20 seconds. Then move back another 6 to 8 inches and repeat for 20 seconds.

4. Jog slowly for fifty yards then you walk for fifty yards.

5. Take a crouching position then slowly raise your hips until legs are straight and heels flat on floor. Repeat 5 times.

6. Push-Ups Do three to seven push-ups and rest a moment. Repeat this three times. Upper body strength will help you in your jogging.

7. Next do three sets of five to fifteen sit-ups. Rest for thirty-seconds between each set.

8. On the ground or floor spread your feet, grasp your ankle and pull your head as close as it is possible to one leg. Then do it with the other. Repeat five times.

9. Semi-Split With feet spread, pointing in one direction lower slowly five times. Then turn in the other direction and repeat five times.

FOLLOWING YOUR WARM UP, YOU ARE READY TO JOG.

(Next Issue — Train Do Not Strain and Setting Goals)

On the average Winnipeg has 131 days free of killing frost.



Welcome . . .
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BASE HOSPITAL

Base Hospital is the second double winner of the Base Commander's Volleyball Championship. This team made up of unknowns made themselves known throughout the tournament by going undefeated. Although they had stiff competition from all teams Base Hospital soon let the rivals know that they would not let them deter them from winning the championship. The final match of the tournament was between Base Hospital and Aircom DCOS MILE. Base Hospital defeated them two games straight.

Watch out for the next Base Commander's Tournament which will be in late January or early February. It will be a tabloid championship.

AIR COMMAND

On November 17, 1982 DCOS PERS came through with a big win, (their first one) in the Noon Hour Volleyball League. After several scoops, triple hits, and one CWO getting tangled up in the net, they are finally on the score board. One point. But it appears they are enjoying themselves as well as all the other teams.

Following are the results as of 17 November 1982.

Teams	Games			
	Played	Wins	Losses	Points
DCOS PERS	9	1	8	1
DCOS MAINT	9	6	3	6
#1				
DCOS LOG	9	8	1	8
DCOS OPS	12	6	6	6
(FIGHTERS)				
SSO CADETS	6	2	4	2
DCOS MAINT	9	4	5	4
#2				

If you can't find anything to do during noon hour on Tuesday, Wednesday and Thursdays why not try volleyball.

PPCLI MARATHON

Iowa City, Iowa here they come to compete. Compete they did and one of them quit. The 2PPCLI Biathlon team sent four members of their team to the marathon in Iowa City, Iowa 6-7 November for the Multiple Sclerosis Society which draws 1,727 competitors.

2LT Kenny placed 20th with a time of 2:45:05. Times were generally slow on a relatively course through the Iowa country side, because of the prevailing winds.

The other team members that completed the marathon were:

PTE Karas	3:58
PTE MacIntosh	4:05
PTE Phillips	4:22

The residents and officials of this marathon were impressed by the determination of these four young men that represented the Great White North.

Entering the marathon also had a sister objective. It is also a good indicator that all those hours of dry land training are paying off.

The team will be advancing to the 1 CBG championships which will be held in Wainwright February 21-24, 1983 and if they are successful they will advance to the FMC championships also in Wainwright March 1-4, 1983. If determination and pride have anything to do with winning, which it does, the 2PPCLI Biathlon team will do well. The prayer of the Biathlon team is: "Don't let it get too cold but let it snow, snow, snow."



CROSS COUNTRY

FEB. 4, 5, 6;

Fri - Sun

DOWNHILL

TRIP INCLUDES

- * 2 days of lift tickets
- * 2 nights accommodation
- * 2 breakfasts, 1 dinner (Smorg)
- * Transportation to and from Sugar Hills, MINN. by Grey Hound STEREO equipped motor coach.
- departure time is 5:00 (SHARP! !)
- arrival back to Winnipeg will be LATE Sunday night.
- * Keg party on the slopes Saturday afternoon. (all the BEER you can drink FREE! !)
- * Wine and Cheese Party on the slopes Sunday afternoon.
- * Dance Saturday night with live band!
- * Night skiing (OPTIONAL)

Accommodations are at the INN, which is located at the base of the slopes, and are based on 4 person occupancy. Double occupancy can also be arranged only on request!

**** A \$35.00 DEPOSIT is required immediately, seating space is limited. If cancellation occurs with 18 days of departure the deposit will not be refunded unless your space is filled. FINAL DEPOSIT is due on Friday, December 31st 1982. ****

FOR FURTHER INFORMATION CONTACT:

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CHAPEL NEWS

CFB Winnipeg has two new Protestant Padres.

Padre Gary Tonks comes to Winnipeg as BChap(P) from Borden, prior to Borden, Padre Tonks served six years in Halifax as Padre 1st Destroyer Squadron and Director of the A.R.C. program. A Nova Scotian, he is a graduate of Acadia University, married with two children. Gary and Norma live on the North Side.

Padre Gord Lanctôt comes via Holberg and Calgary. Gord hails from Ontario and is a graduate of McMaster University. He is presently in Cyprus with the battalion. Gord is married and he and Val live on the South Side.

Padre Stan Fowke provides the continuity for the Chaplain term. Stan arrived in Winnipeg from Gypsumville in 81. Prior to that, Stan has ministered in Portage and points East. Originally from Saskatchewan, Stan and Edna are the true Westerners on the team, they live on the North Side.

This winter, the services will alternate in both Chapels between Padre Tonks and Fowke until the 2PPCLI return from Cyprus. This allows the Chaplains to meet and get to know members of both communities, and, of course, the reverse is also true.

The Chaplains and Chapel Congregation wish to extend a hearty welcome, and invite you to participate in the various Chapel activities. At the same time, the Chaplains and Chapel Committees thank those who are involved.

We need to remind ourselves that a service Chapel or Church is not a building but a community of people, without you there is no community hence no Chapel.

The Church Schedule:

- Sunday Services** — 10:30 a.m., South Side, Chapel of St. Andrew (corner of Kenaston and Grant)
- 11:00 a.m., North Side, Chapel of the Good Shepherd, (corner of Whytewold and Silver)
- Sunday School** — 15 minutes earlier at both Chapels.
- Ladies Guild** — 7:30 p.m., first Monday each month.
- Mens Group** — 7:00 a.m., Mens Breakfast, Junior Rank Mess, 25th Nov.
- Couples Clubs** — 7:30 p.m., Chapel of the Good Shepherd, 26th Nov.

Should you have any questions, don't hesitate to contact a Chaplain. You are welcome.

Padre Tonks: 832-1311 Loc. 417
Padre Fowke: 888-5175

CHAPEL SERVICES



Our Lady of The Airways (N)

Masses:
Sunday: 7:00 on Saturday
11:00 on Sunday

Masses
Daily:
4:45 Tuesday & Thursday
10:00 Wednesday & Friday

Confession:
Before and after each mass on request.
A vant et après chaque messe, et sur demande.

C.W.L.:
Meetings every 2nd Monday of the Month.

Sunday School:
Every Sunday from October to June, for Grades 1-9 inclusive at the Air Nav School from 9:45 to 10:30.

Choir:
Every Thursday evening at 7:00
Tous les jeudi soirs — 7:00.

St. George's Chapel (S)

Masses:
Sunday: 11:00
Daily: Thursday at 7:00 p.m.
Friday at 9:30 a.m.

Nous exigeons de connaitre vos intentions au moins 3 mois avant le mariage. Un cours de préparation est nécessaire aussi.

Baptism:
On request. Give us a "One Month Notice."

Marriage:
It is absolutely necessary to give a "Three Month Notice" and to follow a course of preparation.

PROTESTANT CHAPEL SERVICES

Chapel of the Good Shepherd (N)

Church Service:
11:00 on Sunday
Sunday School:
11:00 on Sunday

Chapel Activities:
Weddings and Baptisms as arranged.

Chapel of St. Andrew (S)

Church Services:
10:30 on Sunday
Sunday School:
10:30 on Sunday

To contact a Chapel
Just ask our Switchboard
Operators

The Canadair North Star



All you ever wanted to know about the RCAF's great North Star transport. CANAV Books announces the complete history of the North Star from its inception during WW2 to the present, as researched and compiled by aviation historian Larry Milberry. The book details the North Star's operational history with 426 Squadron, 412 Squadron, No. 4(T)OTU and 107 Rescue Unit in the RCAF, as well as with all civil operators.

The North Star's importance to Air Transport Command is covered from 1947 when the first aircraft joined 426 Squadron, to 1965 when it was finally retired. North Star operations are covered from the Korean airlift to the Middle East to the Congo and Chile.

Many personal anecdotes are included, as are excerpts from squadron diaries and log books. A production list, accident log and pilots' notes are also included.

The book includes the world's largest published collection of North Star photos (over 350), a gallery of full page North Star art, large fold-out colour profiles, and other features that will bring back countless memories of North Star days.

The Canadair North Star is large format, hard cover and 266 pages. It follows CANAV Books' best-selling book *The Avro CF-100* (\$24.95), with the same high standards of research and production. At \$29.95 (postage paid), *The Canadair North Star* is a bargain, even in these days of high inflation. This is one book you won't regret ordering. A great Christmas present or gift for other occasions.

Please send me _____ copies of *The Canadair North Star*. I enclose my cheque for \$ _____ made payable to CANAV Books, 51 Balsam Ave., Toronto, Ontario, M4E 3B6. Phone (416) 698-7559. (PLEASE PRINT)

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CHECK BOX IF YOU WANT YOUR COPY AUTOGRAPHED BY THE AUTHOR.



BXO COLUMN

One last kick at the can for the new Canex self serve Gas Bar. The Grand Opening was held on 4 November 82 when the Base Commander COL Smith and Mr. John Stocks of Shell Canada Ltd. did the honours by cutting the official ribbon.

The Grand Opening featured three Double Bonus Buck Days, raffle draws, Grand Opening Specials, and give aways. Winners in a raffle draw were:

- 20" Colour T.V. — CAPT Bing Shearer
- Set of 4 Shell All Season Tires — CAPT Ken Hudson
- Set of 4 Gulf All Season Tire — Bob Speers
- Shell Invincible Battery — Ross Forbes.

Congratulations to the winners and a heartfelt thank you to all who participated. Business has been booming and I would like to thank you our customers for your patience and trust. I know that many were almost driving on fumes waiting for us to open up. Your support is very encouraging.

The next major project on the books is the renovations to the Retail Store scheduled sometime in the new year — hopefully Jan-Feb. (always the eternal optimistic). So, keep an eye posted; it will be happening after we get over the Christmas madness. As much as possible we will be open for business as usual; watch for our pre-renovation sale — we'd rather sell it than count and move it.

The video business is now in full operation, so drop in and check out our large selection of video movies for rent — both Beta and VHS. There was a foul-up in the negotiations for a national contract on VHS machines; so we do not have VHS machines for rent yet; however, they should be available very shortly. BETA machines are available for a very reasonable rental charge and we have a fine selection of BETA and VHS machines for sale just in time for Christmas.

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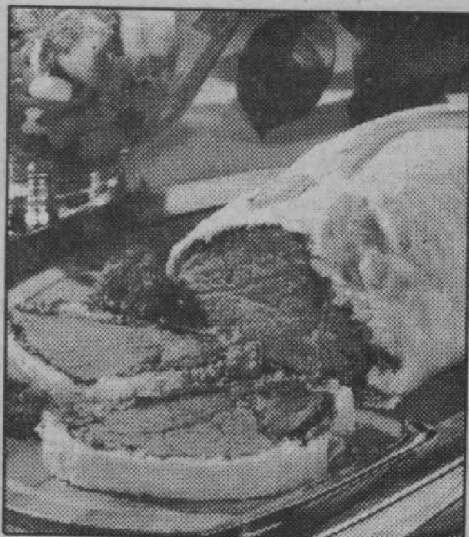
CHEERS

Hear the Christmas bells ring? Sounds like it's going to be the best holiday ever. We hope it is!



BEEFacts

Holiday entertaining on a budget



"Easy Beef Wellington" - festive holiday fare

Holiday entertaining means good friends, good food and good times. If you are looking for some gourmet menu ideas that will draw rave reviews and are economical and easy to prepare, the *Beef Information Centre* has some delicious suggestions.

The beef rib roast is a traditional favourite for Christmas entertaining. It can become an elegant and money-saving choice when you divide a rib roast into 3 separate meals. Doing your own cutting can save up to 25% on beef prices.

Select a good-sized roast weighing about 3 kg (or 6½ lbs.) with the shortest rib bones. Remove the top meat cap along the natural seam. (The cap almost lifts off without cutting.) This cap can be cut into cubes or strips and marinated for fondue, kabobs or stir-fry recipes.

Using a sharp knife, remove and separate the meaty rib bones. The rib bones can also be frozen until there are enough for a barbecued rib dinner.

What remains is the tender rib-eye. For extra-special entertaining, prepare festive "Easy Beef Wellington". This recipe usually calls for the most expensive cut of beef, the tenderloin. By substituting the rib-eye, you can save several dollars. That is a real bonus at Christmastime, or anytime.

If you would like more ways to save money on the good taste of beef, write for your free recipe booklet "Beef Sounds Good on a Budget". Send 50¢ to cover postage and handling to the *Beef Information Centre*, Dept. P, 590 Keele Street, Toronto, Ontario M6N 3E3.

Easy Beef Wellington

- 1.4 kg (3 lbs.) beef rib-eye roast
- 50 mL (¼ cup) butter
- 500 mL (2 cups) fresh mushroom slices
- 50 mL (¼ cup) chopped onion
- 25 mL (2 tbsp.) sherry
- 50 mL (¼ cup) chopped parsley
- Pastry, enough for two double crust pies or 1 package frozen flake pastry
- 115 g (4 oz.) liver sausage
- 1 egg, beaten

Preheat oven to 220°C (425°F). Place beef on a rack in an open roasting pan and cook for 50 minutes or until meat thermometer registers 50°C (120°F). Remove from oven; let stand 30 minutes.

Melt butter in a frypan; sauté mushrooms and onions until tender. Add sherry and parsley. Cook until all liquid evaporates; cool.

Roll pastry into a 45 x 35 cm (18" x 14") rectangle, 7 mm (¼ inch) thick. Spread liver sausage over the surface, leaving a 5 cm (2 inch) margin around edges. Spoon mushroom mixture down centre of pastry.

Place roast, top side down, in middle of the pastry. Wrap meat completely with pastry, sealing edges with beaten eggs. Decorate with extra pieces of pastry. Place roast, seam side down, on baking sheet. Brush tops and sides with egg. Bake at 220°C (425°F) for 30 minutes. Let cool 10 minutes before carving. 6-8 servings.

Spaghetti With Seafood

- | | |
|--|-------------------------------------|
| 1 can (147 g) clams | 2 mL salt |
| 1 pkg (340 g) cooked shrimp, thawed | 2 mL thyme |
| 50 mL butter | 50 mL chopped green onion |
| 1 garlic clove, minced | 250 g spaghetti, cooked and drained |
| 375 mL sliced fresh mushrooms | 50 mL soft butter |
| 2 large tomatoes, peeled, seeded and chopped | 50 mL chopped parsley |
| 100 mL clam liquor | Grated Parmesan cheese |

Drain clams and rinse. Strain liquor, reserving 100 mL. Chop shrimp coarsely. Melt butter and sauté garlic and mushrooms. Add tomatoes, clam liquor, salt and thyme. Simmer until some of the liquid has evaporated. Add shrimp and cook 3 min. Add clams and green onion and cook 2 min longer. Toss spaghetti with butter and parsley. Combine with seafood sauce. Serve with Parmesan cheese.

Makes 4 servings. (375 mL each).



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Stove electric - 30" excellent condition. Kenmore. White. Reasonable. Can be seen at 396 Grenadier or phone 489-9696.

RCMP ceremonial sword. \$350.00. Ph. Bus. 775-9711 Ext. 217. Res. 885-5569 evenings.

Hamster - Grey teddy bear. Complete with cage. \$23.00. Phone Danny at 885-6347 after school.

Sears 20 inch colour portable with stand, very good condition. \$175.00; Clairtone stereo in Italian Provincial Cabinet with 2 extra speakers. \$150.00; Table model hair dryer \$15.00; Telestar game - ping pong, hockey \$15.00; MECHANICS SPECIAL - 1972 Yamaha Motorcycle \$50.00; CCM Exercise Bike \$65.00; Variety of games, records and puzzles \$.10 to \$3.50; electric train set \$15.00; wagon wheel head & foot boards with rails for bunk beds \$10.00 per set; child's record player \$5.00. Phone 889-4749.

ALPINE SKIS: head mid 440's 193 cm's. Used 4 times, less than 1 yr. old excellent intermediate skis \$120.00

NORDICA SKI BOOTS: size 10 Profectas used 4 times, less than 1 yr old (red) \$85.00

SAN MARCO SKI BOOTS: size 10-11 used twice, 2 years old (blue) \$80.00. Phone Kevin 885-6879.

CB RADIO. Radio Shack 40 channel CB radio with trunk mount antenna. Bought new in Aug 82. \$400.00 value - selling for \$225.00. Mod trc 428. L.E.D. channel selector, power input/output/match meter, channel 9 can etc.

CAR STEREO: Realistic AM/FM cassette stereo fast forward, rwd, vol, tone, bal, 5 band 40 watt graphic equalizer, defeat, fade, both for \$150.00. Phone Kevin 885-6879.

HAMSTER: Grey teddy bear, complete with cage. \$23.00. Phone Danny at 885-6347 after school.

BABYSITTER

Mature 14 year old male would like to babysit in the Whytewold area during the week Monday to Thursday up until 11:00 p.m. Weekends up until ?????? Prefer children from age 5 and up. Has babysitting certificate. Call 889-9505 and ask for Darryl.

"BEGINNING PIANO LESSONS - Your child can learn to play by memory. He or she develops listening skills and creative abilities at his/her own pace. Using Suzuki Book I. \$5.00 for 1/2 hour lesson. Ph. 832-2187.

HELP WANTED

Required starting Jan. 3, 1983 mature loving person to care for three young children. Would prefer someone to come in. Hours from 7:00 till 4:30. Please call 889-4225.

Officers mess. Partime bar help. Male or female. No experience necessary. Contact D. Graves Local 310.

MEETINGS

South side residents - Boy Scouts bottle drive on Dec. 4 from 10 a.m. to noon. If you're not going to be home, please put your bottles on your doorstep. We take all kinds of bottles.

BABYSITTERS COURSE

Base Fire Prevention Section is conducting a babysitter's course for dependants 12 years and over on December 9 & 10. Applications accepted between 0900 and 1600 hours at base local 501.



The 5 Point Club meets for lunch 1st Wednesday of each month at east end of Bldg #61, 12:00 sharp. Further Information Contact: Geo Burton - 697 Wes Coombe - 225 Doug Johnston - 225

THE BLUE BRIGADE



Sharon is our Winnipeg Blue Bomber cheerleader for December.

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