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21 MARCH 84

R.C.A.F.



60th  
ANNIVERSARY



"Serving the Winnipeg Military Community  
"Desservant la communauté militaire de Winnipeg"

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# SCAN CORNER JOB HUNTING

Have you ever noticed how often luck is mentioned when talk shifts to friends who have recently found jobs in the outside world?

Of course, if you stop to think about it you come to the conclusion that Lady Luck plays a very small part in the job finding process. Planning, careful preparation and hard work, in other words, those factors which helped you in your service career, are required to gain employment in the outside world. No one can count on luck alone to find a civilian job, especially during tight economic conditions such as exist in Canada today.

What do we mean by planning and preparation? Information is one of the main features of any planning. For example:

- Collect facts and information on the employment market, before you move into the outside world.
- Build up a file of firm names, telephone numbers, names of contacts.

- Read newspaper careers and want ad sections with great care and attention.
- Keep interesting ads for future references.
- Learn job description language and relate military skills and experience to the needs of the civilian market.
- Study yourself; look at yourself as a civilian employer would.
- Draft your job inventory and add this to your file.
- Settle the question of where you intend to locate.
- Collect information on cities by writing to Chambers of Commerce and other organizations.
- Learn what jobs are available in the city of your choice.

Your second career is much too important to you and your family to leave to chance. If you start your job planning early enough, however, your files start to bulge and your chances of success will grow.



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# LETTER TO THE EDITOR

The Editor  
Voxair  
Canadian Forces Base Winnipeg  
Westwin, Manitoba  
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Dear Sir:

Your articles concerning the kidnapping of the Commandant CFANS which appeared in Voxair over the last 6 weeks contained several inaccuracies and I demand the opportunity to set the record straight. Firstly, LCol Orbes did NOT eat three plates of lasagna; he had only two; secondly, the implication that he took moon shots off street lights while returning to Bldg 84 is ridiculous. He slept most of the way. Finally, Capt Edge's Honda is NOT steel grey, but a somewhat lighter shade of grey. I insist that you print an immediate retraction.

A Concerned Reader

## AIR COMMAND BAND WILL CUT RECORD

WINNIPEG — A musical salute to Canada's aviation history, in the form of a limited-edition, long-playing record, will be cut by the 30-member Air Command Band at a leading Toronto studio early this spring.

Entitled "Pop and Circumstance," and using the latest digital recording process, it will pay tribute to the 60th Anniversary of Air Command's predecessor, the Royal Canadian Air Force, as well as mark the 75th Anniversary of the first powered flight in the British Commonwealth, at Baddeck, N.S., in 1909.

Marketing and distribution arrangements now are well advanced, and it is expected that the record will be available through CF outlets at a reasonable cost.

Tentatively, musical selections will include the RCAF March Past; The RCAF, 1924-64; The RCAF/Air Command, 1964-84, in the writing stage; and the Airmen's Prayer, to be performed by a featured soloist, who is a member of the Royal Canadian Air Force Association.

Other selections include an Anne Murray Medley; two or three selections by the Air Command Stage Band; a special arrangement by a band member of "Hooked on Swing;" and a solo by another band musician.

Art work for the jacket cover and insert now is in the works, and other details will be announced when firm.

## POMV SAFETY PROGRAM POSTED? — GO SAFELY

Leaving Winnipeg this year? Hope you enjoy your new posting. Remember to maintain a safety consciousness wherever you go.

Do yourself a favour. If your sponsor at your new posting hasn't yet sent you a copy of the Provincial Driver's Handbook, give him/her a call and request one. It is available free of charge at any Provincial Motor Vehicle Branch. Every province has different rules of the road. Ignorance of the law is not an excuse for failure to comply with local regulations. Fines are getting stiffer and new traffic laws are being introduced every year. Be prepared. The time it takes to read this handbook will be well spent.

Staying here for another year? Why not pick up this year's copy of the Manitoba Driver's Handbook and read it cover to cover. A yearly refresher on traffic laws and safe driving techniques will raise your vehicle safety consciousness. Make a concentrated effort to practice the basics contained in the handbook.

Taking a holiday in or through another province? Why not obtain a copy of that provincial handbook also. It is your knowledge and care, as a driver, that may save lives. Do your part to reduce deaths and injuries on our highways.

## COMMUNITY SERVICE AWARDS

Have you completed a Nomination Form yet?

What Nomination Form, you say?

For the CFB Winnipeg Military Community Service Award. All members of the Winnipeg Military Community are invited to submit names of those they feel deserve a Community Service Award for their volunteer efforts in helping to improve our community. Nominees should have provided voluntarily his/her time and experience in some respect, not necessarily benefitting the whole community but certainly a reasonable part. Full guidelines on who, why and how you should vote have been published in the 7 Mar 84 issue of VOXAIR. Nomination forms are available at the BOR, Bldg 90 and from all Base Exchange outlets.

Don't delay! Nomination forms must be submitted by 27 April 1984. Awards will be presented on 10 June 1984.

## FRONT PAGE LOGO HISTORY

CANADA'S FLIGHT HISTORY — Canadian aviation history is depicted in a stylized logo symbolizing two significant milestones in the evolution of flight in Canada. Forming the backdrop to recognize the 60th anniversary of the Royal Canadian Air Force, formed April 1, 1924, is Air Command's latest fighter-interceptor, the CF-18, dubbed the flying computer. Centered on the maple leaf is the famed Silver Dart aircraft, signifying the 75th anniversary of the first powered flight in the British Commonwealth, Feb. 23, 1909, at Baddeck, N.S. Air Command plans coast-to-coast celebrations until next November, culminating in a Canada Post issue of an RCAF commemorative stamp. (CANADIAN FORCES PHOTO)

Happy  
Anniversary

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# CONGRATULATION MESSAGES

## COMMANDERS MESSAGE RCAF 60th ANNIVERSARY

With great pride I extend to all who serve in Air Command my personal best wishes for a very happy anniversary on the occasion of the 60th Birthday of the Royal Canadian Air Force.

Our nation has a very rich aviation heritage, one of whose great milestones was the founding of the RCAF on 1 April, 1924. From its modest beginnings, built upon the truly remarkable achievement of Canadian military aviators professionalism and service in peace and war. With its contribution to national development in the twenties and thirties, its phenomenal growth and significant involvement in air operations and training in World War II, through to its participation in NATO, NORAD, peacekeeping and sovereignty activities in the post war years, the RCAF has bequeathed to us a tradition that we in Air Command are duty-bound to uphold.

As we unfurl our new Air Command flag at bases and stations across Canada on 1 April, may we look to the past with pride, and to the future with confidence.

Happy Birthday to all of you.

P.D. Manson

Lieutenant-General Commander

## BASE COMMANDER

Throughout 1984 men and women connected with military aviation in Canada will commemorate the 60th anniversary of the RCAF. In so doing they will reflect on the struggles, sacrifices and accomplishments of our forebears. They will remember a time when Canada's Air Force was ranked the fourth largest Allied Air Power, and a moment in history when Canadian Sabres ruled the skies in Europe.

Yet the true measure of achievement for any Air Force is found in those who serve it. It is my hope that people across Canada will recognize the magnificent contributions made by individual Canadians who served in their Air Force, and the spirited resolve of today's personnel in upholding this traditional standard of excellence.

The anniversary celebrations include a particularly symbolic event. On 1 April 1984, at air bases and stations across Canada, the new Air Command flag will be unfurled. This flag, like the RCAF Ensign, will provide an aspect of environmental identity for all who serve in Air Command. Indeed, when future generations of airmen and airwomen look back on this day they will find it appropriate that their flag was born on the 60th anniversary of their Air Force.

Throughout the year let us all celebrate with pride and enthusiasm the legacy of the RCAF, for therein lies the foundation of our future.

On behalf of all the military and civilian personnel of CFB Winnipeg I proudly salute the 60th anniversary of the RCAF and the birth of our new flag.

Per Ardua ad Astra

S. E. McGowan  
Col  
BCOMD

## COMMANDER 14 TRG GP AIR COMMAND FLAG UNFURLING CEREMONY

This historic date, the anniversary of the founding of the Royal Canadian Air Force prompts us to reflect on and to remember the many achievements during the past 60 years of aviation. This anniversary is an appropriate date to unfurl our new Air Command Flag. Our Flag will not only serve as rallying point for our airmen of the future but will be symbolic of the history of the Air Force and of its contributions to Canada. Airmen can take pride in our new flag. It services to honour those who dedicated themselves in the past, and will inspire those airmen still to come.

R.P. Pattee

Brigadier-General

Commander

14 TRG GP

## AURORA



## LEADERS OF CANADA'S AIR FORCE

WINNIPEG — Spanning the days of sputtering HS2L flying boats and DH9a and Avro aeroplanes to the super-sophisticated CF-18 Hornet fighter-interceptor, here are the men who have commanded Canada's air forces over the past 64 years, in peace and war.

### Directors, Canadian Air Force

Air Commodore A.K. Tylee, OBE — May 17, 1920 - March 21, 1921

Wing Commander R.F. Redpath — March 22, 1921 - July 12, 1921

Wing Commander J.S. Scott, MC, AFC — July 13, 1921 - June 30, 1922

Wing Commander J.L. Gordon, DFC — July 1, 1922 - March 31, 1924

### Directors, Royal Canadian Air Force

Wing Commander W.G. Barker, VC, DSO, MC — April 1, 1924 - May 18, 1924

Group Captain J.S. Scott, MC, AFC — May 19, 1924 - Feb. 14, 1928

Wing Commander L.S. Breadner, DSC — Feb. 15, 1928 - April 29, 1932

Squadron Leader A.A.L. Cuffe — April 30, 1932 - Oct. 31, 1932

### Senior Air Officers, Royal Canadian Air Force

Group Captain J.L. Gordon, DFC — Nov. 1, 1932 - May 31, 1933

Wing Commander G.O. Johnson, MC — June 1, 1933 - Dec. 31, 1933

Air Vice Marshal G.M. Croil, AFC — Jan. 1, 1934 - Dec. 14, 1938

### Chiefs of the Air Staff, Royal Canadian Air Force

Air Vice Marshal G.M. Croil, AFC — Dec. 15, 1938 - May 28, 1940

Air Marshal L.S. Breadner, CB, DCS — May 29, 1940 - Dec. 31, 1943

Air Marshal R. Leckie, CB, DSO, DSC, DFC — Jan. 1, 1944 - Aug. 31, 1947

Air Marshal W.A. Curtis, CB, CBE, DSC, ED — Sept. 1, 1947 - Jan. 31, 1953

Air Marshal C.R. Slemon, CB, CBE, CD — Feb. 1, 1953 - Sept. 11, 1957

Air Marshal H.L. Campbell, CBE, CD — Sept. 11, 1957 - Sept. 14, 1962

Air Marshal C.R. Dunlap, CBE, CD — Sept. 14, 1962 - July 31, 1964

Canada's navy, army and air force were integrated in 1964 under the Canadian Armed Forces title. Air functions and roles continued thereafter for a period of about nine years, but they were organizationally distributed across the system, without a single focus of command. That changed Sept. 2, 1975, with the formation of Air Command.

### Commanders — Air Command

Lieutenant-General W.K. Carr, CMM, DFC, CD — 1975 - 1978

Lieutenant-General G.A. MacKenzie, CMM, CD — 1978 - 1980

Lieutenant-General K.E. Lewis, CMM, CD — 1980 - 1983

Lieutenant-General P.D. Manson, CMM, CD — 1983 - present.

Since integration in 1964, there have been seven appointments as Chief of the Defence Staff of the Canadian Armed Forces. They are:

Air Chief Marshal F.R. Miller, CBE, CD — 1964-1966

General J.A. Allard, CBE, DSO, ED, CD — 1966-1969

General F.R. Sharpe, DFC, CD — 1969-1972

General J.A. Dextraze, CBE, CMM, DSO, CD — 1972-1977

Admiral R.H. Falls, CMM, CD — 1977-1979

General R.M. Withers, CMM, CD — 1980-1983

General G.C.E. Thériault, CMM, CD — 1983-present.

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# CANADA'S AIR FORCE AT 60

## THEN, NOW AND IN THE FUTURE

By LCOL CL FITZPATRICK

An ocean away from Canada's shores, just 14 years into the 20th Century, seems like a curious place for a country's military aviation history to take roots.

It's even more mystifying to realize that Canada didn't even have an air force at the time.

Whatever the factors — Canada's broad expanses, its inhospitable climate or the mettle of its young men — it is high over the muddy and bloody battlefields of First World War Europe that today's Air Command and its predecessor, the Royal Canadian Air Force, directly trace their ancestry.

During that war it has been estimated that more than 23,000 young Canadians served in Britain's Royal Flying Corps, making up about one-quarter of its complement. Still other Canadians served in that country's Royal Naval Air Service at the time.

They went on to establish world-renowned reputations in the air war in Europe, winning 800 decorations. Included were three Victoria Crosses, Britain's highest award for valour. Statistics list 1,388 killed and 1,130 wounded in operations.

About another 5 1/2 years were to pass after the end of the 1914-18 war before the official formation of the RCAF was to come about, on April 1, 1924. The event would have occurred about 15 years earlier had pioneer aviator J.A.D. McCurdy had his way.

On Feb. 23, 1909, Maritimer McCurdy made history by taking to the air in his flimsy Silver Dart aircraft, from the icy patches of the tiny Cape Breton village of Baddeck, N.S. Observing from the ground was the aircraft's builder, telephone inventor Alexander Graham Bell. The event marked the first powered flight in the British Empire. It was just over five years earlier that man first had achieved mechanical flight, Dec. 17, 1903, when Orville Wright went airborne at Kitty Hawk, South Carolina.

After the Baddeck feat, McCurdy tried to interest the Canadian government in the military possibilities of the airplane, but the proposal was declined. It was the first attempt of several to add a third dimension to Canada's defence forces, then comprised of a small navy and army. Progress was to be frustratingly slow in the next decade and a half.

The spark was revived temporarily during the First World War. At the time it was considered that attitude and opinion in Canada and overseas favoured the formation of a distinctly Canadian air force. The Canadian public had become conscious of the important, if unsung, role their flyers were playing in the European air war.

With the end of the 1914-18 war, hopes for the formation of a Canadian air force diminished rapidly. About six months later, to regulate and control growing aviation activities in Canada, the Canadian government moved to form an organization called the Air Board.

Aviation was on the move in Canada, and it was only 8 1/2 months later, Feb. 18, 1920, that an order-in-council authorized the formation of a non-permanent, non-professional air force, under the administration of the Air Board. It had a provisional establishment of 1,340 officers and 3,905 men, but no affiliation with the military.

The first positive step towards the establishment of a regular air force followed on June 28, 1922, when the National Defence Act was passed. It was to incorporate the Departments of Militia and Defence, Naval Service, and the Air Board. The Canadian air force was placed under a director, responsible to the army's Chief of the

General Staff, to control both civil and military aeronautics.

### Lift-Off

Slightly more than 1 1/2 years later, on April 1, 1924, the Royal Canadian Air Force came into being, with the motto "Per Ardua ad Astra" (through adversity to the stars). It had been a long, but successful, struggle for the many proponents of military air power in Canada.

The RCAF eventually was to gain independent status about 14 years after its official formation, and no longer was responsible to the Chief of the General Staff, but to the Minister of National Defence. It thereby had been placed on an equal footing with the Navy and Army.

In the intervening years between the First and Second World Wars, the Air Force was committed to a variety of tasks. They included mapping, forestry reconnaissance, communication and transportation flights, anti-smuggling and fisheries patrols. It also conducted combined operations with the Navy and Army, chiefly artillery co-operation exercises at Esquimalt; Sarcee, near Calgary; Petawawa and Dartmouth.

### Gearing up for War

Two years before the outbreak of the Second World War in 1939, with the rapid deterioration of the political situation in Europe, the RCAF was given the added resources to begin growing into a world-class air force. In the next half-dozen years or so, it was to expand to become the fourth largest among the Allied air powers.

At its high point, it had mushroomed to a strength of 249,662 men and women, with 93,000 of this number — more than a third — having served overseas. Meanwhile,

back in Canada, the RCAF was training thousands of Allied airmen under the British Commonwealth Air Training Plan at dozens of air stations across the country.

RCAF losses during the Second World War mounted to 17,100 killed; decorations were earned by 8,000 airmen, again including three Victoria Crosses.

Conversion to peacetime status began with the end of the war in 1945, but it was short-lived. With the recognition of Communism emerging as a threat in 1948, a new build-up of Canada's navy, army and air force began.

This threat manifested itself in June, 1950, when North Korea attacked South Korea. Later, China joined the North Koreans in the campaign. Opposing them in due course was a United Nations-member force, and the undeclared war became known as the U.N. Operations in Korea.

The RCAF supported the involvement of Canada and its U.N. allies in an airlift role across the Pacific to Japan and Korea, and provided exchange officers to the U.S. Air Force in the Far East.

A truce ended the operations late in 1953, but many of the U.N.-member forces, including Canada, stayed on until early 1955.

Other post-war activities by the RCAF included those within the North Atlantic Treaty Organization in Europe; operations in support of U.N. peacekeeping missions in Egypt, the Congo, New Guinea, Yemen and Cyprus, and as a partner with the U.S. in the North American Aerospace Defence (NORAD) Command.

Also noteworthy have been numerous global missions in support of humanitarian needs, including the 1975 evacuation of Canadians and Vietnamese nationals from Indo-China. While often understated through the years, the RCAF's search-and-rescue role in Canada's vast interior and along its sea approaches has saved countless lives and been of enormous importance to the country's development.

### Unification

When Canada unified its forces in 1968, following integration in 1964, the RCAF ceased to exist as a legal entity. Although air functions and roles continued, they were organizationally distributed across the force without a single focus of command.

Today, Air Command, formed in 1975, has the assigned roles of providing operationally-ready forces to meet Canadian national and international commitments. The Commander of Air Command, Lieutenant-General Paul D. Manson, has jurisdiction over all air activities in the Canadian Forces, including tactical aviation and shipborne helicopters. In addition, he is responsible for the readiness of forces committed to the defence of North America, under the NORAD agreement with the United States.

Air Command has 16 bases and 21 stations across Canada, and operates about 650 aircraft of 26 varieties. Its Regular Force complement of officers and other ranks is 3,548 and 19,633, respectively, for a total of 23,181. It also employs 9,192 civilians, bringing the total personnel complement to 32,373. Its Air Reserve comprises

(Cont'd page 5 AIR FORCE AT 60)

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# AIR FORCE AT 60

(Cont'd from pg. 4)

253 officers and 722 other ranks, for a total of 975.

To carry out its diverse tasks, the Command is organized into six Air Groups. They are Fighter, Maritime, 10 Tactical, Air Transport, 14 Training and Air Reserve Groups.

**Fighter Group** — Headquartered at North Bay, Ont., it has the responsibility for all Canadian Fighter-aircraft operations. This includes operational fighter training, airspace sovereignty, the Canadian NORAD responsibility and the NATO North Flank commitment in Europe, as well as tactical fighter support to Maritime and Mobile Commands.

**10 Tactical Air Group** — St. Hubert, Que., is its headquarters. Its primary role is to support Canada's land forces, Mobile Command, with helicopters for fire support, reconnaissance, artillery spotting and tactical transport in the battle area.

**Air Transport Group** — Location of its headquarters is at Trenton, Ont. Its mission is to provide the strategic and tactical airlift for the Canadian Forces, as well as fixed-wing aircraft and helicopters for coast-to-coast search and rescue.

**Maritime Air Group** — With headquarters at Halifax, N.S., it provides combat-ready air forces for operational employment by Maritime Command. Tasks include the provision of aerial surveillance and control over the sea approaches to Canada, including the Arctic. It also provides part of the anti-submarine force committed to the defence of North America and NATO-member countries.

**14 Training Group** — Co-located in Winnipeg with its parent organization, its responsibility is to develop

training policy for Air Command, as well as to monitor and evaluate all Air Command Training. This entails aircrew selection and training to wings standard, junior leadership and meteorological training.

**Air Reserve Group** — Winnipeg also is its headquarters. Its mission is to provide support to the Regular Forces at Air Command bases and units, both operationally and through personnel augmentation. Operational command of any given Air Reserve unit is delegated to the Regular Force commander to whom it has been assigned. Included are tactical support to Mobile Command, continuation training, coastal surveillance, fisheries patrols, sovereignty flights, search and rescue, and cadet familiarization flights.

Air Command is also responsible for air policy, air standards and flight safety in 1 Canadian Air Group on NATO service in Europe, although the Group is under the operational command of the Commander of Canadian Forces in Europe.

To perform its functional role of providing combat-ready air resources to meet Canada's defence commitments, Air Command's organization is modelled on the doctrinal tenet of centralized command and de-centralized execution.

Resources of its bases, stations and units are varied, and include elements such as operational air fields, training schools, supply installations and communications facilities.

### The Way Ahead

The first priority of Air Command today, according to its Commander, LGen Manson, "is to maintain a very high state of operational readiness." He says "We are in a critical period of

history right now, at a time when deterrence, which is our business, must be kept to the forefront. The cost of failure of deterrence," he says, "is very, very high."

Among the main challenges facing Air Command now is the bringing into service of the new fleet of CF-18 fighter aircraft. Gen. Manson says he is "very gratified to see how well that program has gone." He was manager of the new fighter aircraft acquisition program since its inception in 1977, through to the time the government chose the CF-18 from among seven of the world's best fighter aircraft. A total of 26 of the 138-plane order now are in operation at CFB Cold Lake, Alta.

Today's air force, Air Command, is in the process of launching a penetrating look down the time tunnel to determine what the nature of the organization should be in the year 2000 and beyond. It is pursuing the re-establishment of a structured approach to air doctrine similar to that in use prior to integration and unification. The aim is to plan for the kind of air force that Canada will require in the future.

### A Diamond-studded Celebration

The mark the diamond anniversary of 60 years, Air Command plans to launch and take part in numerous activities on April 1 and at other times throughout 1984.

Canada-wide observances scheduled for the official RCAF birthday include the unfurling of the new Air Command flag at its installations in the country and overseas; the opening of an RCAF Library and Artifacts Museum at CFB Trenton; and publication of an RCAF visual history by CANAV Publications of Toronto. Mess dinners and other commemorative functions also are scheduled.

An anniversary committee was formed at its Winnipeg headquarters several months ago to map out birth-

day functions, not only for the RCAF 60th, but also to take part in observances for the 75th anniversary of the first powered flight in the British Commonwealth, at Baddeck, N.S.

Aircraft and special displays will appear at major air shows and exhibitions across Canada, including special anniversary performances by the Snowbirds air demonstration squadron. A commemorative stamp will be issued by Canada Post Nov. 9.

Open-house events will be staged at Air Command bases and stations across the country, special newspaper supplements are planned, and a commemorative tie and medallion will be produced by the RCAF Association. The RCAFA also will be organizing special ceremonies throughout the nation.

The 39-member Air Command Band will cut a long-playing anniversary record called "Pop and Circumstance," as well as perform in various parts of Canada.

A Winnipeg organization, the War-time Pilots and Observers Association, formed after the First World War, will stage a British Commonwealth reunion, Sept. 6-9, for an anticipated 3,000-4,000 aircrew members of all nationalities who flew in a Commonwealth air force.

Other activities under consideration at Air Command installations include the burying of time capsules with historical contents, planting of trees bearing commemorative plaques, carnivals, athletic events, and displays of large replicas of birthday cakes.

### Happy Birthday, RCAF!

It's been a long and sometimes turbulent flight in time since J.A.D. McCurdy's 1909 vision of a military role for the airplane.

Your legacy is in good hands as your direct descendent, Air Command, prepares to fly the skies of the 21st Century.

# A NEW FUTURE FOR THE AIR RESERVES?

WINNIPEG — If current indicators are right, the door just might be about to open to a new world for the Canadian Forces Air Reserve, long exposed to a get-by-with-what's-available existence.

Now they seem to be gaining more recognition and currency; the need appears to be apparent, and the infrastructure is in place. It all hinges on the future resources allocated to a concerned and perceptive defence management, who have to disperse the dollars as wisely and equitably as the situation permits.

The need is dictated by this country's necessity to reach a stage of defence planning and development to permit its continued existence, in concert with its allies. The desire is there, too, judging by recent pronouncements of high-level individuals whose counsel is heeded in the decision-making echelons.

Canada's top operational airman, Lieutenant-General Paul D. Manson, Commander of Air Command, recently had this to say while addressing his headquarters staff on "The Way Ahead" for Canada's air force in the coming 21st Century.

"The Reserves are extremely small... less than 1,000 people; how then could any consideration be given to a reduction, in the context of the development of mobilization, which is so important in the Canadian Forces today."

The general went on to say that "there is no way we could reduce the Reserves, while at the same time give so much emphasis to building a sustained war-fighting capability, which is perhaps the most important movement in the Canadian Forces today."

His predecessor in Air Command, LGen. Kenneth E. Lewis, speaking last July at a command-change ceremony for the Air Reserve Group in Winnipeg, said, "There is today a

greatly heightened awareness and respect within the air force for our need for a strong and much larger Air Reserve."

"Put quite simply," he said, "it is not an issue of desirability, but of necessity."

Turning to the incoming Air Reserve Group commander, Brigadier-General John R. Neroutsos, Gen. Lewis added, "you are to continue to build on the foundation that the Air Reserve must prepare for mobilization, with all that that entails. That, inevitably, means a much larger Air Reserve."

### Reserves score first in World War II

For many years there's been something akin to a caste system — a city mouse-country mouse syndrome — existing just below the surface between the Regular and Reserve components of the Canadian Armed Forces. The roles are switched drastically in wartime, when the ranks are swelled by citizen-volunteers, few of which remain in uniform after the shooting stops.

In 1939, at the outbreak of the Second World War, the Royal Canadian Air Force (Regular) had a personnel strength of 2,191. The Reserve component, known as the RCAF Auxiliary, numbered 966. The Reserve was put on active service that year, and by 1944 the air force reached a strength of 210,089, a growth of more than 66.5 times. The RCAF became the fourth largest among the Allied air powers.

The first RCAF unit to go overseas during that war was a Reserve component, 110 Squadron (now 400 City of Toronto Squadron), in 1940. It was also a Reservist who scored the first Canadian aerial victory.

Demobilization started towards the end of the 1939-45 war, and by 1947 the RCAF REgular strength had plummeted to 12,627, a 97 per cent

drop from its wartime complement. The RCAF Auxiliary went down to 408.

The fact is that, in any country in a wartime situation, the majority of its fighting personnel necessarily are drawn, by an overwhelming margin, from the civilian world, not small Regular Force components that exist before hostilities erupt.

A parallel is a professional football team; while the coaching staff works year-round, during the off season the players disperse to follow other interests.

### Today's reality

Today's Air Reserve, an element of the Canadian Force's Primary Reserve, is identified as Air Reserve Group, one of six such components within Air Command. The others are Fighter, Maritime, 10 Tactical, Air Transport and 14 Training Groups.

Air Reserve Group (ARG), with headquarters in Winnipeg, comprises the Air Command Primary Reserve list, two wings with two squadrons each, three additional "stand-alone" squadrons, and nine Air Reserve Augmentation Flights (ARAFs). ARAF's exist to augment and support host bases, as required by Regular Force base commanders. They provide a ready source of trained personnel encompassing a wide range of Canadian Forces classifications and trades. In essence, an ARAF is a part-time mobilized force of individual amentees.

Air Reserve Group's functions in peacetime are to train in preparation for emergencies and war; to augment Air Command elements; provide personnel and support for peacekeeping and truce supervisory operations; support the Regular Force in activities such as search and rescue, light transport, maritime surveillance and patrol; service support to bases and squadrons; and personnel

in aid-to-civil-power operations.

They also provide support to civil emergency organizations and national development projects, including ceremonial representation.

The wartime missions of Air Reserve Group are to provide personnel to augment the Regular Force complements of Air Command, Canadian Forces Training System, and National Defence Headquarters; assist the Regular Force in providing the functional augmentation required to permit level-one mobilization to take place; and provide the base for further mobilization.

Operational control of ARG flying units is vested in the pertinent Air Group commander, through base commanders, where applicable. For non-flying units, the nine ARAF's, the respective base commander is given operational control.

### Total force concept

ARG's headquarters organization in Winnipeg comprises a combination of Regular and Reserve Force staff, headed by BGen. John R. Neroutsos of Montreal. He is an Air Canada captain with more than 33 years experience in the Air Reserve. He is also a former air cadet, a graduate of Royal Roads Military College, and a military-trained pilot. He attended McGill University and the University of Toronto, and holds degrees as a Bachelor of Engineering and Master of Business Administration.

Gen. Neroutsos has served in numerous line, staff and command appointments in the Air Reserves, on the staff of the Chief of Reserves at National Defence Headquarters, Ottawa, and as Deputy Chief of Staff for Mobilization at Air Command Headquarters in Winnipeg. As commander of the Air Reserve Group, he is also the senior air adviser to the Chief of Reserves in Ottawa.

(Cont'd page 21 AIR RESERVES)



# New Flag will Fly April 1

WINNIPEG — When Air Command members cast their eyes at flag poles at headquarters, groups, bases and stations April 1, they'll witness history in the making.

For the first time since Air Command became the successor to the Royal Canadian Air Force, Canada's current-day air force will have a flag of its own, replacing the once-familiar RCAF ensign.

Barring problems that fit in the "unforeseen" category, it is the aim of planners here to have at least one of the new symbols in the hands of organizations entitled to fly them, by April 1, the 60th anniversary of the RCAF.

Since the new flag was approved by the Governor-in-Council last September, scales of issue have been developed, and manufacturing has gone ahead.

Based on the RCAF ensign, the new flag incorporates the Canadian national flag in the upper left quarter. In heraldic terms, it is described as "light blue, in the dexter (of or on the right side) canton (square division, less than a quarter in upper corner), the national flag, and in the centre of the fly a red maple leaf superimposed on two roundels, white upon blue."

An Air Command order (ACO 62-4) contains provisions for flying the new flag. It states that it shall be flown at Air Command and Group headquarters, and at the headquarters of all Air Command bases and stations. It may also be flown at individual units and squadrons only when they are geographically remote, meaning outside the confines of the main base area, or when they are lodged on the base of another command.

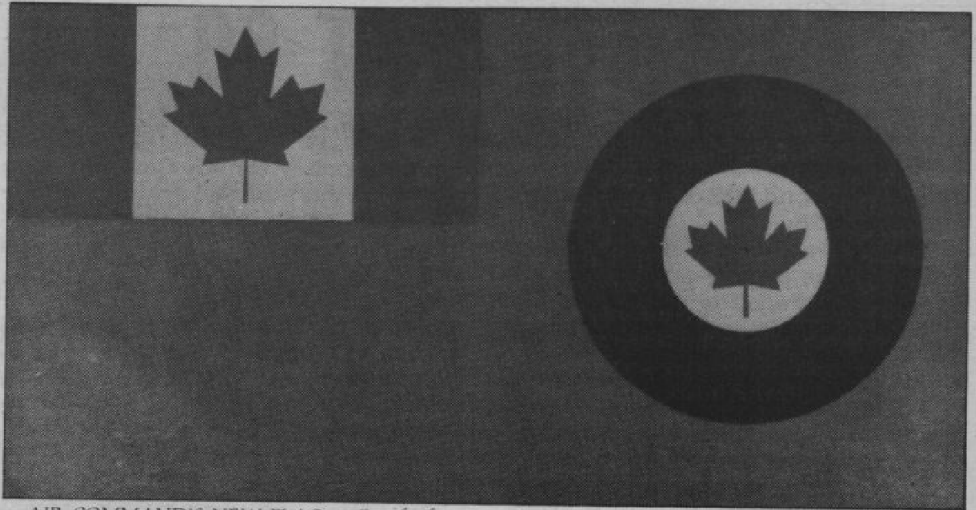
Also described in the order are circumstances whereby the flag may not be flown. Included are alongside or in the same array as national flags of other countries; shall not replace the national flag of Canada or any other country, or flown on the same flagpole as the national flag; and it shall not be permitted to touch the ground or floor.

The order states that the Air Command flag may be displayed in the office of a brigadier-general, or officer of higher rank, at Air Command Headquarters; the commander of a group, base, station or squadron; in a chapel, where it may also be used to cover an altar for devine services; and in a mess. When specifically requested by next of kin, it may be used to drape a casket.

Other stipulations are that it may be paraded with the national flag and the Canadian Forces ensign; it shall not be attended by an armed escort, but may be paraded with guards of honour or on ceremonial parades, if consecrated colours are not also being carried; and that compliments shall not be paid to the Air Command flag.

Other provisions in the order are that the new flag shall not be used as a cover for a box, table, desk, podium or other object, nor shall it be draped, except on a casket; it shall be flown at the same height or lower than the national flag and the CF ensign, but not higher; and its size shall not exceed that of the national flag and CF ensign, but may be of the same size.

Also, it shall be half-masted, along with the national flag and the CF ensign, when such instructions are received from higher headquarters.



AIR COMMAND'S NEW FLAG — For the first time since Air Command became the successor to the Royal Canadian Air Force in 1975, Canada's current-day air force will have a flag of its own waving at bases and stations across the country and abroad. It replaces the once-familiar RCAF ensign, relegated to history with the integration of Canada's navy, army and air force in 1964. Official flag-raising ceremonies will take place April 1, the 60th anniversary of the founding of the RCAF. (CANADIAN FORCES, PHOTO)

## There's a lot going on for women in Manitoba

### Find out

In Manitoba, there are many opportunities for women to get involved in or take advantage of programs, services and benefits offered through the Government of Canada. You owe it to yourself to know about them. A few are listed here and there are many more. Just use the coupon below to get more information.

### Need help getting a job?

If you're planning a career or looking for a job, your Canada Employment Centre can help. If you're thinking of going back to work, or changing jobs, or going to work for the first time, you may want to consult the nearest Women's Employment Counselling Centre. The WECC can help you decide what work you are best suited for and would most enjoy. It can teach you job-finding skills, and help you get essential training and on-the-job experience. Counsellors specially trained to help women get ahead in the labour market will provide a variety of job-related assistance. Some Outreach Projects specifically for women offer similar services. Ask at your local Canada Employment Centre for details.

### Can't afford to get job training?

Maybe you can. There are many courses available for women in Manitoba now. They range from academic upgrading to skill training. Most are offered by community colleges or provincial training centres throughout the province. If your Canada Employment Centre counsellor feels training will improve your marketable skills, you can take an approved course at no cost to you.

If you are eligible for Unemployment Insurance, you will draw your benefits during the training period. Training allowances are available for those not eligible for UI. Enquire at your local Canada Employment Centre, and send in the coupon.

### You can earn while you learn

Another option is on-the-job training. Opportunities to be trained in non-traditional jobs can readily be found in Manitoba. Many of these jobs are both challenging and high paying. The Government of Canada, through its General Industrial Training and Critical Skills Training programs encourages employers to hire and train women. Generous financial assistance is offered. Interested in working as a systems analyst, computer programmer, chef, machinist? There are lots of pos-

sibilities. Find out more by mailing the coupon.

### Help with child care

Income tax deductions for child care expense have been doubled — up to \$2,000 per child. Send the coupon for more details.

### The Women's Program

This program was created to support women's voluntary associations working in fields of particular interest to women. Through it, the Secretary of State Department makes grants and other resources available to women's groups to develop projects that will contribute to community education and action around status of women issues. Program staff are available as resource persons for information and project assistance. They also develop and distribute print material.

### Canada Works might help you

CanadaWorks is a job creation program that provides funds to community organizations, municipalities and businesses, helping them to hire staff for special work projects and activities. If you have been unemployed for eight weeks, you could be eligible to work on a Canada Works project. The jobs last from six to 52 weeks and give you experience and contacts that might help you find a long-term job. Your Canada Employment Centre has information on the Canada Works jobs available in your community.

### Labour Canada Women's Bureau

The Labour Canada Women's Bureau was established in 1954 to provide leadership and services to women in paid employment. A key role is the development, promotion and support of policies and programs to achieve equality for women in all facets of employment: opportunity, pay, rights and benefits. The Bureau addresses women's concerns through research, policy assessment and education. Send in the coupon to find out more.



CF-18 — The Canadian Forces' new jet fighter, the CF-18, drops some practice bombs during a training exercise at the weapons range near CFB Cold Lake, Alberta. (Photo by the Aeronautical Engineering Test Establishment, CFB Cold Lake).

## DONATION ACCEPTED



In a last ditch effort to have his moving claim of last July 83 finalized WO Fugere of Base Photo in a generous gesture to the Base Comptroller donated from his personal collection of colour photography the 3 displays boards as held by WO Bill Seimons and Sgt. Bob Dutchin of the pay office. Hopefully this will brighten the bare walls of the Base Accounting Section.

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# ROYAL CANADIAN AIR FORCE ASS'N

The Royal Canadian Air Force Association was founded in 1948 to provide civilian community support for the RCAF. The original all ranks association was comprised primarily of WWII RCAF and their counterparts from the other Commonwealth forces. In 1972 the Association was reorganized to include members of civil aviation organizations. The aims of the RCAF Association are to maintain a unity of effort among past and present Air Force members and their civil aviation contemporaries. In addition the Association provide support to our youth program such as Air Cadets. The following bibliographies briefly outline the stories of four Association members who, like all members, are justly proud of their contribution to the RCAF.

Doug Angus, Secretary of No. 500 Wing RCAF Association, served in the RCAF from 1940 to 1970 at various bases across Canada and Overseas in an Administrative capacity with the exception of a brief period of employment with the Canadian National Railways Engineering Department in Winnipeg.

In Ottawa in 1941, one of his early duties was to set up the first Casualty Ledger of the RCAF to record all deaths and injuries that were incurred by serving personnel and review personnel files for casualty and pension documentation. In addition, to serving at the now non existant No. 7 Equipment Depot and No. 8 Repair Depot, Winnipeg, he served with No. 166 Communication Squadron, Sea Island, and No. 120 (BR) Squadron, Coal Harbour, B.C., as well as No. 5 OTU Boundary Bay, B.C.

At the time of proceeding overseas he had achieved the somewhat dubious honour of being one of the most senior Corporals in the RCAF. Overseas' service was mainly in Britain and finally with the Paymaster of the Prisoner of War Repatriation Squadron in Bournemouth; returning to Canada in 1946.

Following employment with CNR, re-enlistment in the Regular Force saw service in the Construction Engineering Field with No. 2 CMU in Calgary and various Ce sections across Canada ending up with No. 1 CEU in Winnipeg in the rank of Flight Sergeant. While with No. 1 CEU, he served on construction crews operating in remote areas of Canada, including two short tours in Alert, NWT, retiring, at compulsory retirement age, in 1970.

Doug is now employed in the Engineering and Construction Branch of the Department of Natural Resources, Government of Manitoba.

An important part of the RCAF's early history was the creation of the Womens Division (WD's) in February 1942. The original plans for the WD's

came in 1941 when Air Force headquarters decided that "increased demand for man-power for combatant duties had resulted in the decision to replace airmen by airwomen in such non-combatant trades as might be decided from time to time". The women took their training at #6 Manning Depot on Jarvis Street in Toronto and after basic had eight trades to choose from — clerk, cook, equipment assistant, fabric workers, hospital assistant, M.T. driver, telephone operator or general duties.



One of these ladies was Eunice Frederickson who signed on in February 1942. After her 4 weeks of basic at #6 Manning Depot Eunice and her squadron were to #12 SFTS Brandon, Manitoba where the ladies spent 3 months as waitresses at the Officers mess.

Eunice then headed to #8 Repair Depot in Winnipeg as a member of the Aircraft Detection section. The only excitement came when a German junker was spotted over Northern Manitoba. It turned out that a mining company had purchased 6 junkers prior to 1939.

After five months in Winnipeg Eunice was posted to Station Rockcliffe, Ottawa, for the Clerk Operational course to learn aircraft

plotting. Following the successful completion of this course she was posted to the "Filter Room" at Eastern Air Command Headquarters at Halifax.

Later in 1943 Eunice was posted overseas, to Newfoundland, to the Information Centre at Fort Peperal, the American base, where the Canadians took over a shift from the American airmen who were being shipped out. Fifteen months later she was posted back to Halifax where she remained until discharged in 1945.

Following her discharge Sgt. Frederickson returned to Winnipeg and has been a proud member of the RCAF Association since 1949.

Another association member, Lindsay Grieves, joined the RCAF in 1941. He took his pilot training on Tiger Moths at High River in Alberta, followed by a trip to Nav. Instructor school at Rivers.

Lindsay covered a lot of ground in the next two and a half years as he went from flying Ansons at SFTS in Brantford, Ontario to Mosquitoes in Greenwood OTU. In between the Ansons and Mosquitoes he did a stint at the Elementary School in Godrich as the nav Flight Commander until the station closed in 1944.

Following completion of his operational training in Greenwood, Lindsay went to England to No. 60 OTU in High Ercall and No. 13 OTU at Hampstead North for more flying time on the Mosquito.

Operational training completed Lynn headed for 613 Squadron. 613 was part of 138 Wing 2nd TAF based in Epenoy, France and was responsible for night intruder sorties. At the end of the war Lynn was sent back to England. This time to 3FIS at Lulsgate Bottom, where they were doing operational training for the Japanese theatre. However, when Lindsay finished his training he returned to 613 in time to turn around and go back to England for repatriation.

On his return to Canada, Flt. Lt. Grieves joined the Air Reserve in

Winnipeg as a member of "Exercise Chipmunk". The purpose of Chipmunk was to provide a nucleus of trained pilots available should the need arise.

For many years Lynn put a great number of hours into 220 Red River Air Cadet Squadron and for the past 16 years has been a member of Air Cadet Provincial Committee.

Another of the early WD's was Flight Officer Beth Ferguson who enlisted in the Canadian Womens Auxiliary Air Force, (WAAF) in 1941. Miss Ferguson was a member of the first group of Air women to arrive at #6 Manning Depot in October 1941. Being a brand new part of the service the Depot had borrowed their instructors from the British WAAF.

Miss Ferguson graduated as a Cpl. in December 1941 and remained with #6 Manning Depot. In fact 12 hours later she was promoted to Sgt. and remained there for a month. After a few short sojourns with her trainees to SFTS Guelph and Hagerville she was posted back to Toronto for her commission. Upon receipt of her commission Miss Ferguson went to #1 Training Command Toronto to work in Public Relations with Cy Redford until 1944. While there they set up shows for servicemen and women with such celebrities as Dick Powerll, Jack Benny, and Kate Smith.

In 1944 she was posted to the Establishment Section and Ottawa for a brief period and then reopened #7 Manning Depot at Rockcliffe. After a brief period at #7 she was off to #9 Bombing and Gunnery School at Polson, Manitoba until the spring of 1945 when she was posted to #10 Repair Depot at Calgary as senior W.D. Three weeks later she became Base Adjutant.

In May of 1946 Miss Ferguson took her discharge and came back to Winnipeg to work for Trans Canada Airlines. She retired from T.C.A. in 1976 and has been an active member of both the RCAF Association and the W.D. Club.



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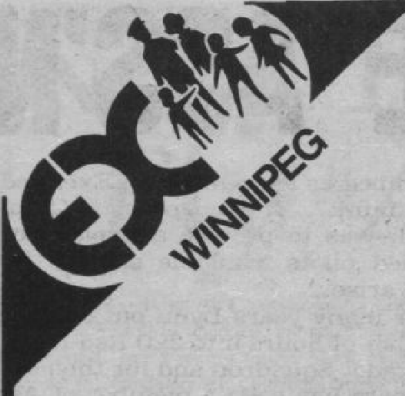
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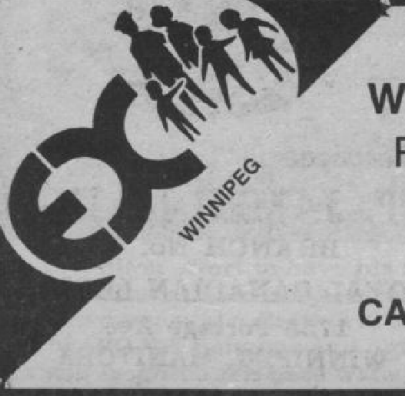
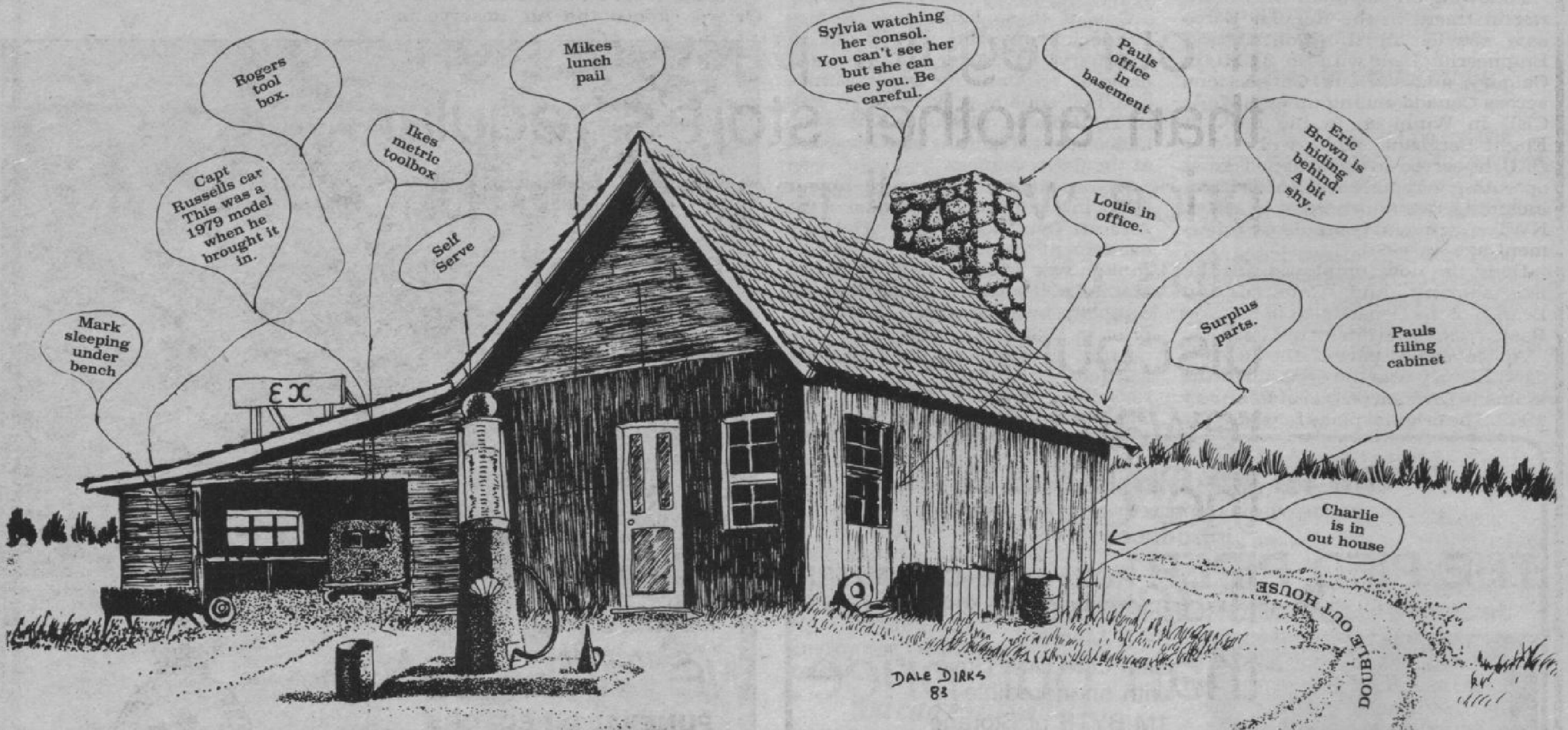
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# IT'S THE YEAR FOR NOSTALGIA UNLIMITED

## There's a lot going on for young people in Manitoba.

### Find out

Young people in Manitoba can take advantage of a number of excellent programs and services offered by the Government of Canada. If you're interested in any of the ones described here or in knowing more about others that are available, just use the coupon below to find out.

#### Youth Opportunity Fund

The continuing strength and vitality of our nation rests with its young people. That's why the Government of Canada has attached such great importance to creating jobs for Canadian youth.

In the last federal budget, \$150 million was added to the \$1 billion Youth Opportunity Fund. The purpose of this fund is to help young people, including students, to learn new skills and find jobs in private industry and the voluntary and public sectors.

#### Training for Youth

Haven't found the right job yet? On-the-job training is one of the most practical ways to gain valuable work experience. The Government of Canada's General Industrial Training program allows you to earn while you learn. Many employers have already used this program to help give young people a start in life.

Your employer may be reimbursed for nearly all of the training costs. As well, the Government of Canada will, in most cases, pay the employer half of your wages during the training period. Training may last from a few weeks to a year. To learn more, use the coupon below.

#### Career-Access could open doors for you

A lot of young people know what kind of career they want and may even have prepared for it by studying at high school, university or training at vocational schools or community colleges. Even so, once they start looking for jobs in those fields, they may not be able to find what they want. That's when the Career-Access Program can help. It was designed to encourage employers to hire these people so they can gain valuable experience in their chosen careers. The encouragement for employers is that the Government of Canada pays part of the wages while the person is gaining needed experience.

#### Specialized Services

Because they have no job training or trade, lots of young people find it difficult to get jobs. So there are special programs designed just for them. For example, Specialized Youth Units (SYUS) are staffed with people who cooperate with community agencies and Outreach projects to place these young people in suitable and rewarding jobs where they can increase their skills.

### Planning now for future job security

Modern technology keeps changing the ways we work and the jobs we do. Canada's new National Training Program includes a plan that will make sure people are trained now for the kinds of skills that will be very much in demand in the eighties and after. The Skills Growth Fund encourages public training institutions and private non-profit organizations to teach modern technical and related skills and to develop the facilities for this work. The easiest way to find out more about training is to ask at your local Canada Employment Centre.

### Get involved in Katimavik

Katimavik is a popular and successful national youth program for single people from 17 to 21. If you participate, you will be involved for nine months, travelling in groups to different regions in Canada and working on community projects. The work is rewarding and varied, from the restoration of cultural artifacts to the clearing of trails and waterways in municipal parks. While you don't get paid as you work, there is a \$1,000 honorarium at the end of the nine months.

Some Katimavik projects have involved a companionship and home care program for seniors, establishing day care centres for single mothers and a drop-in centre for teens.

Or, you could find yourself building a fishermen's wharf on Cape Breton Island or staffing a community cablevision station in British Columbia.

This year, 5,184 participants will be needed for over 400 projects in cities and communities across Canada. It could be a great way for you to develop new skills, meet new people and learn a lot about yourself and your country. Interested? Find out!

### Canada Works

Canada Works is a job creation program that provides funds to community organizations, municipalities and businesses, helping them to hire staff for special work projects and activities. If you have been unemployed for eight weeks, you could be eligible to work on a Canada Works project. The jobs last from six to 52 weeks and give you experience and contacts that might help you find a long-term job. Your Canada Employment Centre has information on the Canada Works jobs available in your community.

WINNIPEG — "Remember when ..." and "Where's ol' what's-his-name. ..."

Both are good bets to dominate conversations whenever and wherever current and former Canadian military airmen gather this year. Forging the bond of union will be celebrations marking the 60th anniversary of the founding of the Royal Canadian Air Force.

But, be warned. The repartee may be embellished a bit here and there. It's also a good bet that never in the field of human reminiscence will so much be re-hashed by so many about so few.

It's safe to say that gatherings, formal and informal, will be numerous, diverse and widely spread; ditto for those casual, impromptu gatherings over a pint or two in "pubs" and "rec" rooms from Lahr, West Germany to Lazo, B.C. In case you didn't know, Lazo is the post office address for CFB Comox.

In the more formally-organized category, anniversary events are scheduled for every month from March to November. Here are the known ones:

Date	Event	Sponsor
30 Mar 84	Meet and Greet, CFB Winnipeg Officers' Mess.	CFB Winnipeg
31 Mar 84	Canada-wide celebrations, including an Air Command Mess Dinner, at CFB Winnipeg.	Local Committees
1 Apr 84	Canada-wide observances: — Unfurling of new Air Command Flag at all Air Command elements. — Opening of RCAF Library and Ar-tifacts Museum, CFB Trenton. — Publication of RCAF Visual History, 1924-84, by Larry Milberry, Toronto.	Air Command CFB Trenton, Ont. CANAV Publications
14 Apr 84	Comox Airshow	CFB Comox, B.C.
19 Apr 84	Air Command Band recording 60th anniversary album, "Pop and Circumstance," Toronto.	Air Command Band
5 May 84	Major Air Display, Edmonton.	CFB Edmonton.
13 May 84	All-ranks air force Telecom Reunion at Canadian Forces School of Communications and Electronics, marking the 50th anniversary of the RCAF Telecommunications Branch	CFB Kingston
25-27 May	RCAF Veterans Reunion, at site of former RCAF Station Aylmer, Ont.	RCAF Veterans Committee
30 May 84	Air Force/Air Command Presentation to 35th General Meeting of the Canadian Aeronautics and Space Institute (CASI), Ottawa, on past, present and future of RCAF/Air Command	Air Command
1-3 Jun	Airshow and major display, London, Ont.	London Airshow Committee
10 Jun 84	Tenth anniversary of the opening of the Canadian Warplane Heritage Museum, Hamilton, Ont., and dedication of a restored Lancaster bomber to the late RCAF Pilot Officer Andrew C. Myrnarski, V.C., who died shortly after escaping from a burning Lancaster, as a result of his wounds, in 1944. He was awarded the Victoria Cross posthumously, recognizing his heroic efforts to free the rear gunner who had become trapped and who miraculously survived the ensuing crash. Air Command Band will take part in Hamilton ceremonies.	Canadian Warplane Heritage Museum, Hamilton, Ont.
16-17 Jun	Hamilton Airshow	Hamilton Airshow Committee
17 Jun 84	Saskatchewan Airshow and major display	CFB Moose Jaw
23 Jun 84	Greenwood Airshow, N.S.	CFB Greenwood.
24 Jun 84	Bagotville major air display	CFB Bagotville, Que.
29 Jun	RCAF Homecoming.	CFB Trenton, Ont.
2 Jul 84	Proposal to have Queen Elizabeth II re-dedicate Commemorative Gates erected at CFB Trenton, Ont., Sept. 30, 1949, in appreciation of Canada's participation in the British Commonwealth Air Training Plan during the Second World War. The gates initially were dedicated by HRH, Princess Elizabeth, Oct. 12, 1951.	CFB Trenton
10-12 Aug 84	Abbotsford International Air Show major display	Abbotsford, B.C., International Airshow Committee
30 Aug-3 Sep 84	Canadian National Exhibition, Canadian International Airshow and major display	CNE and CIAS
6-9 Sep	British Commonwealth Wartime Aircrew Reunion, Winnipeg.	Winnipeg Wartime Pilots and Observers Association.
8 Sep 84	Major air display	CFB Portage la Prairie, Man.
16 Sep 84	Battle of Britain Sunday — National observances	
28-30 Sep	Shearwater International Airshow and major display	CFB Shearwater, N.S.
2-5 Oct	Convention, Royal Canadian Air Force Association (RCAFA), Saskatoon, Sask.	RCAFA
9 Nov 84	Issue of commemorative RCAF stamp by Canada Post, with first-day cover.	Canada Post
11 Nov 84	Remembrance Day; nation-wide observances.	

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**Canada**



## FACTS AND FALLACIES ABOUT BREAKFAST

People can be divided into three groups:

- breakfast skippers,
- breakfast skimpers,
- breakfast lovers.

In which group are you?

Why?

Think about it for a minute. Think about what breakfast does. It gives you the quick energy you need to get started. It gives you a head start in getting the nutrition you need for the day. Most importantly, perhaps, breakfast can help you to react more calmly to the stress and tensions of the day!

It's a FACT that breakfast is necessary to give you that "get up and go" in the morning. During a night's rest, the body has slowed down and it needs nourishment to get going again.

It's a FALLACY that skipping breakfast helps you lose weight. Skipping breakfast often leads to eating more at the next meal because you are so hungry. People who skip breakfast usually eat high calorie foods at coffee-break — rolls, donuts, and long johns are too tempting! Canada's Food Guide recommends that you spread out your caloric intake throughout the day, starting with breakfast.

A nutritious breakfast contains a selection from at least three food groups and contributes one-third of your daily caloric requirement. It's a FACT that breakfast contributes to increased stamina, a quicker reaction time, as well as helping you to react more calmly to the tensions of the day.

During a night's rest the blood sugar level drops. This makes many people feel hungry, weak, and tired because blood sugar supplies the muscles and brain with fuel to help meet the demands put upon them.

Eating breakfast raises the blood sugar level. Studies show that children do better in school and are more lively in their play if they have eaten breakfast. Adults feel better, are more alert, and work more productively when they begin the day with a nutritious breakfast.

March is Nutrition Month across Canada.

This month, you can check out your food facts by calling the Food Facts Hotline at 956-1099. This is your chance to have all your questions about foods and nutrition answered by a Registered Dietitian.

The Manitoba Association of Registered Dietitians is offering this service to the public during March. Reference: Kathleen Harrison Telephone: (204) 257-4859

With quite a few years in, I guess it's natural to periodically consider "pulling the pin". With the ball in your court, it's comforting to be able to contemplate hanging up the tunic and beating the hell out of the pension fund. All it takes to get the mind clicking in that direction is an additional disappointment or two over and above the day to day routine.

We had a couple of twinges of SHOVE-IT-ITIS lately while trying to arrange a wedding reception. Stiff upper lip and all that stuff though and I'll get some more use from my white uniforms this summer.

\*\*\*\*\*

We suggested as engagement party for No. 2 daughter and fiancée. We thought we'd have immediate family and a few close friends of the prospective bride and groom. HA! Fifty people made the list. Four hours of marking sandwiches and canapes, a rearrangement of furniture and a sizeable transaction at the local booze outlet and we were ready. Everybody got their own coat and boots back so I guess it was a success.

It sure helps to have a great hostess too!

\*\*\*\*\*

Jane recently lost a scarf. Not an ordinary wrap-around wool thing, but a silk square with scenes of London printed on it. No great financial loss but a souvenir of a good U.K. holiday. She lost it at the Westwin Curling Club a couple of Fridays ago. If you found it, give Jane a call at work please, local 430.

\*\*\*\*\*

Sixtieth Anniversary of the RCAF coming up fast. My boss and I are keeping our fingers crossed for places at the mess dinner. Sixty-Eight years between us; you want hangar-line war stories?

\*\*\*\*\*

We recently attended the Medieval Dinner at the Viscount Gort Hotel and as usual had a good time. Best to go with a group and dress in casual fashion. The entertainment is still on the saucy side and the meal is eaten without utensils.

Whenever we attend, I am challenged to take the stage and "Sing for my Supper", this time I recited on original poem, while very timely, can't be printed here. It's all about politicians!

\*\*\*\*\*

Another thing that REALLY annoys me is hearing men refer to "THE WIFE". You know, "I'd like you to meet The Wife" or "I'm taking The Wife shopping". I get the immediate impression that those men are putting their ladies into the same classification as "The Car" or "The Furniture".

Ladies if your husband introduces you that way, try introducing him as "My First Husband" or my "Current Husband". Of course, some of us are beyond re-training.

\*\*\*\*\*

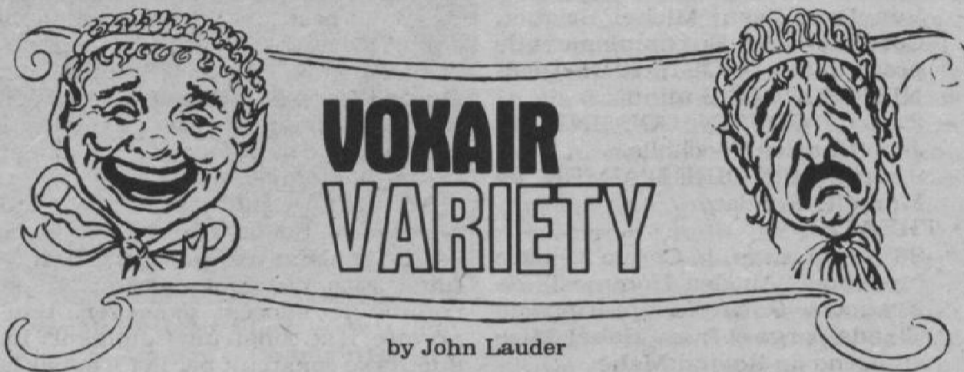
I'm not a great fan of Mexican food but recently had lunch at Chi-Chi's. The menu is quite varied and most dishes appear to be on the bland side until you add your own hot-stuff. I chose a sea-food combination which was excellent. I'll go back.

\*\*\*\*\*

Don't even ask about the old car which I recently purchased. Between the choke linkage falling off, and the heater dying...

\*\*\*\*\*

## ARGUS CL 28



*Bedroom Farce*, the current Manitoba Theatre Centre play which runs until March 31st, is living with mixed reviews in our daily papers. The morning one headlines enjoyable romp with comic fluffball", while the evening press notes "production provides for boring evening". Looking at it objectively provides the opinion that while the play has moments, much of the time it falls flat on its face, or even on its farce.

The problem may go all the way back to author Alan Ayckbourn, normally a fine British comedy writer. He has had four hits running in London at the same time in past years, and his trilogy of plays, the *Norman Conquests*, was made into a fine television mini-series. But no-body is perfect, and his attempt to make a play out of some rather dull characters does amount to a "fluffball".

Acting ranges from overburned ham to competent. Michael Ball has a good scene where he awakes after sleeping on a hard floor and tries to get his body awake, and Evelyne Anderson and Ron Hartmann seemed to be real people as an older couple caught up in the problems of their grown children. The main praise should go to the set and lighting designers. William Chesney's series of three bedrooms across the stage gave us the place, while Larry Isacoff's quick switch lighting keep the pace of the play going. James Roy, the newly appointed Artistic Director of MTC, has promised "new direction - new actors - new directors" and also new plays and Canadian plays for next season. These may just be political statements, but his timing is correct, as they seem to be needed.

And speaking of playwrights and critics, they had a public forum last week to discuss the criticism business in this city. Results were even more mixed than for the play noted above, with some opinions being that (1) there are no real critics, only reviewers; (2) four out of five critics have egos as big as the Fort Garry Hotel; (3) Winnipeg tends to be a frontier town; (4) it is hard to knock shows without killing show business (live) itself. The one playwright present pointed out that he found pizza servers, taxi drivers and bus boys to be better critics than the professionals. I'm glad I stayed in that exact scene, weather forecasting.

And forecasting into the summer, it will be on the 3rd of July that *Kismet* will open on Rainbow Stage, our outdoor theatre. This 72 year old musical, updated again 30 years ago, will be directed by Paddy Stone, one time Winnipegger and now choreographer to the world. Moving on into August, just to keep things warm, the second production at the Kildonan Park theatre will be the ever popular *Fiddler on the Roof*.

But to get back to the present month, several events are on tap at the Centennial Concert Hall. These include on March 23rd and 24th a Masterworks concert by the Winnipeg Symphony Orchestra with guest conductor Richard Buckley... and on the 25th the Symphony giving a matinee concert for kids called "So you want a job in an orchestra?" On the 26th and 27th there is the World Adventure Tours film "Spain", while on the 28th and 29th the great Zamfir will appear with the Symphony. On the 31st the month will go out like a lion to the tune of "School Daze" as the Barbershop Quartets hold their annual concert.

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### REFLEXION

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## LE CALENDRIER

par C. Dessureault Capt.

### • FILMS EN FRANCAIS

La Cinésérie, les lundi soirs à 2000h au Cinéma Main, 243 rue Main. \$2.00 (étudiants \$1.00). Pour savoir la classification du film, veuillez appeler au CCFM au 233-8972 après 1300h le jour de la présentation:

— 26 mars. "L'ARGENT" 84 minutes. Drame réalisé par Robert Besson avec Christian Patey, Sylvie Van Den Elsen, Michel Briquet, Caroline Lang. En complément de programme: "LOUIS RIEL-DERNIER SONGE" 8 minutes.

— 2 avril. "COUSIN, COUSINE" de Jean-Charles Tacchella.

— 9 avril. "HISTOIRE D'AIMER" de Marcello Fondato.

### • THEATRE

— 23 au 30 mars, le Cercle Molière présente: "Ah, les Hommes!" de François Dorin (adaptation de Claude Dorge et Irène Mahé). Mise en scène de Roland Mahé.

Deux femmes d'un certain âge, toujours gamines, fatiguées des hommes et de l'amour, vivent en solitaires jusqu'à l'arrivée de leur voisin, déserté par son épouse.

Personnages comiques, situations drôles, petits complots amusants dans la lutte pour la domination entre les sexes, le tout servi avec verve et piquant.

Au CCFM à 2000h. Réservations: 233-8972.

### • CHANSON FRANCAISE

— La Fédération culturelle des Canadiens-français vous invite au spectacle clôturant une semaine intensive de formation offerte à plus de 30 artistes de huit provinces canadiennes lorsque l'Ecole nationale de la Chanson populaire présente "En Spectacle" au Playhouse Theatre, 180 rue Market le samedi 24 mars à 2000h. Billets \$5.00 au CCFM, 247-4780, La Maison du Disque, 233-2169, et AECUSB, 247-5094. Pour de plus amples renseignements, téléphoner à Louis Paquin ou Lorraine Arel au 247-4780.

### • EXPOSITION

— Peintures "Mythes et Mystères" de Robert Freynet sont exposées au CCFM jusqu'au 31 mars.

### • 60<sup>e</sup> ANNIVERSAIRE DE L'ARC

le 1<sup>er</sup> avril est le 60<sup>e</sup> Anniversaire de l'Aviation Royale du Canada et pour souligner cet événement historique important il y aura plusieurs cérémonies la fin de semaine du 30 mars au 1<sup>er</sup> avril.

### • PER ARDUA AD ASTRA.

A bientôt!

## RESPONSES AUX QUESTIONS POSEES DANS LE DERNIER VOXAIR

- Il y a 54 carreaux dans un cube Rubik
- Mike Bossy détenait ce record avant Wayne Gretzky
- Sept, est toujours la somme des faces opposées d'un dé
- "Le neuf de coeur" est la carte symbole de l'amour.
- C'est dans la ville de Moscou qu'est situé le plus haut édifice de l'Europe.
- Il y a 64 carreaux dans un jeu de dames.
- Le "Washington Post" est le journal qui exposa la conspiration du Watergate.
- Le Polo est le sport exigeant le plus grand terrain de jeu.
- Evonne Goolagong fut la première australienne à jouer au tennis de façon professionnelle.

## L'ECHEC, UN MAL NECESSAIRE

Quand l'échec survient, que fait-on? Le plus souvent, on adopte soit l'une des deux positions: on en attribue la cause à l'autre ou aux événements malchanceux; on se voit victime de. Ou, soit qu'on se recroqueville sur soi, se dévalorisant et s'efforçant d'oublier, de sublimer comme disent les psychologues.

En fait, l'échec est un mal nécessaire. Il aide à grandir. L'échec est un malaise qui paralyse; il dure une heure, des jours parfois. Il est comme le succès: passager, temporaire. Il se construit. Comment? Le succès se construit par la foi et par la persévérance, par une vue positive des événements. Si ces conditions ne sont pas satisfaites, on marche presque à coup sûr vers l'échec. Il faut se dire en partant que l'échec peut toucher ou atteindre n'importe qui, riche ou pauvre, homme ou femme.

Quand on échoue, c'est souvent qu'il y a une partie de nous-même, souvent inconsciente, qui ne croit pas en la réussite. Un autre facteur: les autres. Pour plusieurs, c'est plus facile de se déculpabiliser pour rassurer sa fierté et d'attribuer la faute sur les autres. Une telle attitude amène l'irresponsabilité: refus d'endosser les responsabilités de ses gestes et de ses décisions. Certes, l'"égo" est calmé, mais une impression/sentiment de dévalorisation subsiste. Aussi, la crainte, la peur de faire face à d'autres situations nouvelles et, la fuite face à la réalité s'installent. Résultat: absence de confiance en soi.

Donc, quoi faire avec/face à l'échec? Puisque personne n'y échappe un jour ou l'autre, à un/des moment(s) donné(s) dans sa vie, il semble beaucoup mieux de l'assumer, de l'admettre, d'adopter une attitude active et non passive. Envisager "son" erreur avec un regard responsable est le premier pas, le premier défi qui est le pré-requis pour bâtir le courage et augmenter sa fierté. Le résultat? Bâtir la confiance en soi. Cela entraîne une vue plus positive des choses, de la vie. Cette partie en soi-même qui ne croit en la réussite, s'estompera. L'optimisme et l'esprit positif naîtront. Le succès suivra.

L'échec, pour ceux/celles qui l'acceptent, enseignent comment il faut faire pour REUSSIR.

## DES GAGNANTS . . .

Pour la troisième année de suite, les étudiants du Cours continu de français à la base de Winnipeg ont remporté troisième prix au Concours de Sculptures sur glace au Festival du Voyageur. Tout en épousant le thème LA VERENDRYE - ORIGINE D'UN GRAND DEPART, la sculpture mettait en relief trois sites architecturaux modernes de Winnipeg, entourés d'une palissade du style ancien. Ce concept, l'idée originale du Major Larry Faulkner, a pris forme sous la direction très habile du Caporal chef Garry Prette. Un grand merci à tous les étudiants et aux professeurs qui ont contribué de façon si généreuse de leur temps, de leurs talents et de leur support moral à ce projet.

Caporal M. Ashby

## L'ASCENSION DU CADRE FRANCOPHONE

"L'origine sociale joue un rôle aussi important que la compétence dans l'obtention des postes de hauts dirigeants et des cadres supérieurs". Voilà une des conclusions qui ressort d'une étude faite par un sociologue de l'Université de Montréal et que Jean-Marc Papineau commente dans son article paru en novembre dernier dans la revue mensuelle *Les Affaires*. Voici quelques extraits de cet article.

*Décideurs et Gestionnaires*, un ouvrage d'Arnaud Sales, professeur de sociologie à l'Université de Montréal et de Noël Bélanger, agent de recherche, trace le portrait-robot de cette catégorie de professionnels en scrutant les caractéristiques sociales de plus de 1,000 hauts dirigeants et cadres représentatifs des grandes entreprises privées, des sociétés d'Etat et de la fonction publique du Québec. L'ouvrage analyse tout particulièrement la mobilité sectorielle et la composition linguistique de cette force économique qui a vu ses effectifs se multiplier considérablement depuis la Révolution tranquille. On dénombre présentement environ 95,000 hauts dirigeants et cadres, dont près de la moitié oeuvrent dans des entreprises privées de 500 salariés et plus, et plus du quart dans le secteur public.

Le sommet de l'échelle dans le secteur privé semble de plus en plus accessible aux francophones. Ils constituent en effet l'essentiel de la relève: 72% des hauts dirigeants du groupe d'âge le plus jeune — les 30-39 ans — contre 43% chez les 60 ans et plus. Du côté anglophone, on assiste au processus inverse: ils ne forment que 26% des hauts dirigeants du groupe le plus jeune et plus de 56% du groupe d'âge le plus avancé. "Le bassin actuel de recrutement, affirme Noël Bélanger, favorise les francophones et leur avenir risque de s'améliorer au cours des prochaines années, notamment pour les postes de haute direction".

Le secteur public, lui, est à l'heure actuelle monopolisé par les francophones. Ils représentent pas moins de 97.7% des hauts dirigeants et cadres des sociétés d'Etat et de la fonction publique québécoise. "Il est clair, affirme Arnaud Sales, que les anglophones ne peuvent presque pas entrer dans ce secteur parce qu'il existe un recrutement préférentiel au sein du groupe francophone". On observe d'ailleurs la même tendance dans les entreprises privées canadiennes-françaises. Elles constituent en soi de véritables fiefs pour les francophones qui accaparent 91% des postes décisionnels, comparativement à 54% dans les entreprises canadiennes-anglaises et 59% dans les firmes à propriété étrangère.

Incidemment, c'est dans les entreprises dont le siège social n'est pas situé au Québec que la proportion la plus forte de personnel francophone de direction et d'encadrement est enregistrée. Les anglophones, eux, sont concentrés dans les firmes dont le siège social est implanté au Québec. "Cette situation, note Arnaud Sales, s'explique par le fait que les francophones travaillent avant tout dans des unités de travail liées à la gestion des activités québécoises de la firme. Au contraire, les anglophones sont davantage orientés vers les activités couvrant l'ensemble du Canada".

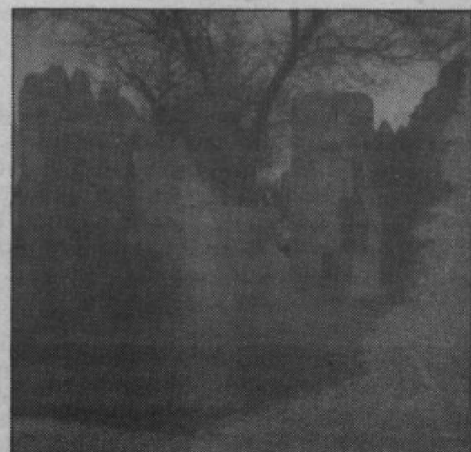
L'occupation d'une position de direction ou d'encadrement est étroitement associée à la connaissance des deux langues officielles du pays. C'est encore plus vrai pour les francophones. Environ 68% d'entre eux sont bilingues contre 48% chez les anglophones. Et c'est dans le secteur privé que l'on décele le plus de francophones bilingues (90%). L'ensemble des décideurs francophones de entreprises canadiennes-anglaises ou étrangères doivent travailler très souvent dans les deux langues, tant pour les échanges oraux que pour les échanges écrits. Ce qui n'est pas le cas pour les cadres anglophones qui fonctionnent plus fréquemment avec la langue de Shakespeare, peu importe la propriété des entreprises. "Globalement, indique Noël Bélanger, les hauts dirigeants et les cadres s'expriment le plus souvent dans leur langue maternelle à l'intérieur de l'entreprise, que ce soit avec leurs supérieurs, leurs collègues ou leurs subordonnés. Mais compte tenu des exigences linguistiques des relations d'affaires, ils font régulièrement face à des situations, où il leur est nécessaire d'utiliser leur langue".

Une exception, et de taille! Plus de 80% des hauts dirigeants et cadres du gouvernement du Québec et des sociétés d'Etat accomplissent leur travail quasi exclusivement en français. C'est carrément le royaume de l'unilinguisme français. A l'opposé, 23% de l'ensemble du personnel des instances décisionnelles n'emploient jamais la langue de Molière dans le secteur privé. La proportion de hauts dirigeants et de cadre étrangers s'avère très faible. Seulement 11% sont nés à l'extérieur du Canada et la majorité d'entre eux ont obtenu la citoyenneté canadienne. A l'échelle provinciale 86% de l'ensemble des hauts dirigeants et cadres sont nés au Québec; les autres proviennent surtout de l'Ontario et des provinces maritimes.

Les anglophones sont plus nomades que les francophones. La moitié des hauts dirigeants et plus de 42% des cadres anglophones qui travaillent au Québec sont nés à l'extérieur de cette province. Le pourcentage est dix fois moins important, tant parmi les hauts dirigeants que parmi les cadres francophones.

Jusqu'à maintenant, une origine sociale élevée est une condition quasi absolue d'accès aux postes de direction et, dans une moindre mesure, aux postes d'encadrement. La formation universitaire est une autre condition d'entrée pour les postes à haute responsabilité. Ainsi, 43% des hauts dirigeants et cadres possèdent un diplôme d'université. De longues études ne semblent pas aussi nécessaires dans le secteur privé.

L'univers dans lequel évoluent les hauts dirigeants et les cadres s'apparente, en quelque sorte, à un club très sélect. Et les règles du jeu transcendent finalement les nombreuses différences entre francophones et anglophones, entre le secteur public et le secteur privé. Ce sont encore, dans la majorité des cas, les plus favorisés socialement et les plus instruits qui peuvent envisager d'en faire partie.





# AIR COMMAND CIVILIAN OFFICIATING CLERGY TRAINING SESSION

## 21 - 22 FEB 84



**FRONT LEFT:** The Rev Ken Cardwell — Lowther, Father Frank Skaluba — Yorkton, Major Allan Stack — Asst Command Chaplain (RC), BGen Ian Alleslev — COS Support, Air Command HQ, BGen George Travers — Chaplain General (RC) NDHQ, Colonel Colin Campbell — Command Chaplain (RC), LCol William Fairlie — Asst Command Chaplain (P), The Rev Jim Turner — Falconbridge.

**REAR LEFT TO RIGHT:** The Rev Willis Henderson — Sydney, The Rev Reg Miller — St. Margarets, Canon Harvey Carmichael — Kamloops, Father Rene Poirier — Lowther, The Rev John Hooper — Baldy Hughes, The Rev Irving Fraser — Dana, Father Paul-Emile Bilodeau — Senneterre, Father "Tex" Keindel — Beaverlodge, Canon Horace Baugh — Lac St Denis, The Rev Rudy Plug — Sioux Lookout, Father Jan Rademaker — Sioux Lookout, The Rev Don Milne — Yorkton, Father Frank Swoboda — Kamloops, The Rev Lloyd Baker — Barrington, The Rev Larry Scott — Dundurn, Moose Jaw Detachment, Father Eddi Benning — Dana, Father John Caswell — Falconbridge, Father Bernard Broderick — St. Margarets, Father Ralph Kleiter — Alsask, The Rev Marilyn Moose — Moisie, Father Don Pruner — Gypsumville, The Rev David Nevett — Alsask, The Rev Jim Reid — Gander, Father John Hanicki — Beausejour, Father Oliver Rich — Goose Bay, Father Eddie Theriault — Barrington.

On our many Radar Stations in Canada, Air Command employs Civilian Officiating Clergy, Roman Catholic and Protestant on one or two days a week. As well, these individuals are normally on call at any time to respond to urgent requests on the Station. They are parish clergy working full-time in their own situations. Consequently, they are busy and graciously agree to minister to our people. Because they are resident in the community for lengthy periods they provide a stable link between CAF personnel and residents of the local community.

On 21 - 22 Feb these individuals met together at the Villa Maria Retreat Centre in the St. Norbert district of Winnipeg for a Training Session. The program was a balance of practical instruction on their various duties and also a time for theological refreshment. BGen Ian Alleslev, Chief of Staff Support, Addressed the gathering on behalf of LGen Manson of Air Command. Major Jamieson, Air Command Drug Education Coordinator spoke on our present life-style in the CAF and some characteristics of the military family. Dr. Larry Hurtado, Associate Professor of Religion at the University of Manitoba addressed the group on the theme, "Preaching Christ Today."

Much time was allowed for feedback from the Civilian Officiating Clergy on how they view their work and how together we might develop skills for meeting pastoral challenges. Both Chaplains General, Padre Ormond Hopkins and Father George Travers attended the session. (Padre Hopkins left early to attend a previous commitment). 29 COC's from across Canada came to the session. This represents a very high percentage of our total number.

Padre Fairlie and Father Stack are the Chaplain advisors at Air Command to the radar chain Fighter Group.

## FOCUS • FOCUS



Cpl. Julien Dupuis of Base Photo has reasons to smile, he was the recipient of an accelerated promotion to Corporal effective March first 84. Cpl. Dupuis is from St-Alexis des Monts Quebec, he joined the Service in April 81 and was posted to CFB Winnipeg in June 82. Congratulation to our Ace photographer from all of us at BAMEO.

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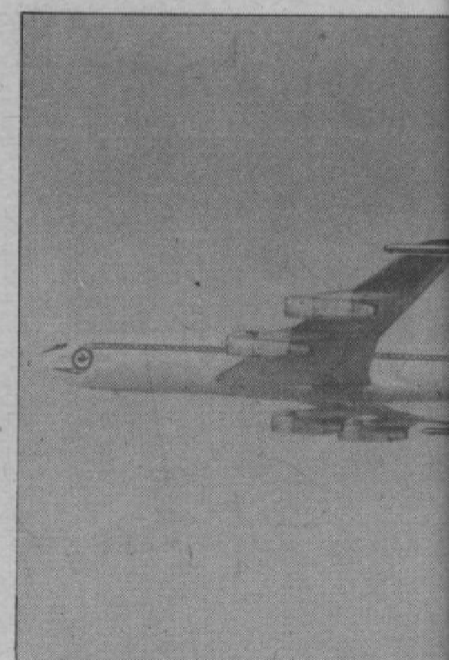
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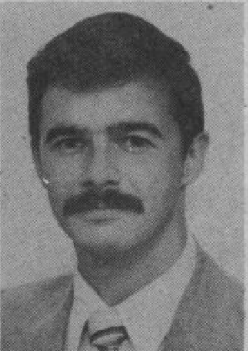
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## SPORTS SHORTS

By MCpl Tom Langer  
Photos by Base Photo

CFB Edmonton won the Prairie Region Servicewomens Volleyball Championship and CFB Winnipeg were runners-up then a week later CFB Winnipeg won the Prairie Region Servicemens Volleyball Championship and CFB Edmonton were runners-up.

The Servicewomens Volleyball Tournament was held at Lipsett Hall the 20-23 Feb 84.

After two days of round robin play CFB Winnipeg was in first place, CFB Edmonton second, CFB Cold Lake 3rd, CFB Moose Jaw 4th, CFB Calgary 5th and CFB Shilo 6th. This pitted CFB Winnipeg against CFB Moose Jaw and CFB Edmonton taken on CFB Cold Lake. CFB Winnipeg defeated CFB Moose Jaw in 3 games as did CFB Edmonton over CFB Cold Lake. In the final CFB Edmonton proved to be the stronger team over CFB Winnipeg by taking the trophy in three straight games.

In the Servicemens tournament held also at Lipsett Hall on the 27 Feb. - 1 Mar 84 after 2 days of Round Robin Play CFB Edmonton ended up in 1st place with CFB Winnipeg in 2nd, CFB Calgary 3rd, CFB Moose Jaw 4th and CFB Portage 5th. CFB Edmonton took on CFB Moose Jaw and defeated them in the semi-finals 3 games to nil and CFB Winnipeg then destroyed CFB Edmonton 3 games straight.

The Base Commander Col S.E. McGowan stated that in both tournaments he noticed excellent sportsmanship, good playing, good officiating and excellent organizing made these two tournaments rank amongst the top tournaments he has had the pleasure of presiding over.

The Hosting Committee would like to thank all the players & fans that come to play & watch and a special thanks to the volleyball fans that donated their time to help with this tournament.

Coincidentally last years winnings were reserved from this year. CFB Winnipeg won the ladies and CFB Edmonton won the mens.

### SERVICEWOMENS



Col S.E. McGowan Base Commander officially opens the Servicewomens tournament by serving the first ball.

### SERVICEMENS



Base C.W.O. (Slim) Hodgson officially opens The Servicemens Tournament by serving the fist ball.

**HAPPY ANNIVERSARY RCAF**

# EDMONTON & WINNIPEG DOMINATE PRAIRIE REGION VOLLEYBALL CHAMPIONSHIPS

## SERVICE MENS



Gold Medalists — CFB Winnipeg  
L to R Back Row — Slt R. McGowan, Pte Z. Vanthournout, Capt K. MacLean, Capt L. St. Laurant. Front Row — L/Col M. Charrow, Pte R. Desaulniers, Lt H. Viera, Pte J. Lafleur:



Silver Medalists — CFB Edmonton.  
L to R Back Row — Pte S. Leknois, MCpl J. Belzile, Maj W. St. Jean, MCpl B. McGuire. Front Row — Pte M. Duncan, Pte M. Falardeau, Lt Schalm W., Capt D. Timmons. Missing (Capt D. Rathbone)

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HELEN

# TROPHY PRESENTATIONS



MCpl Tom Langer Technical Organizer presenting the Prairie Region Servicewomen's Trophy to the Captain of the CFB Edmonton Team Lt M. Fripiat with Col S.E. McGowan Base Commander presiding over the activities.

# ALBATROSS



# SERVICE WOMENS



Acting Base C.W.O. B. Barton presents the Prairie Region Servicemens Trophy to the Captain of CFB Winnipeg Capt Louie St. Laurant, Col S.E. McGowan Base Commander Presiding.



Gold Medalists — CFB Edmonton  
L to R Back Row — Lt M. Fripiat, Sgt M. Pym, Pte C. Davies, Maj L. Leach (Coach), Cpl S. Kuzikowski, Cpl S. Leknois. Front Row — Lt M. Dube, Pte M. Laforge, Pte M. Proux, Pte S. Kinney.

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Silver Medalists — CFB Winnipeg  
L to R Back Row — Flo Zimmer, Debi Heit, Jackie Johnson, Rick Charlton (Coach), Kathy Cox. Front Row — Pam Barrett, Manor Meloche, Louise Gauthier, Debbie Domarchuk.



# A DAY-BY-DAY HISTORY CANADA'S AIR FORCE

## JANUARY

- 1 RCAF reaches peak strength with 109,200 personnel, plus 104,000 personnel involved in the Second World War British Commonwealth Air Training Plan, 1944.
- 2 First edition of world's oldest aviation magazine, *Flight*, appears, 1909.
- 3 RCAF Piasecki H-21 helicopter, 9611, from 121 Composite Unit, Comox, B.C., rescues 22 seamen from SS *Glarkos*, 1962.
- 4 First flight of all-Canadian built Anson V aircraft (8450), Cartierville (E.L. Capreol), 1943.
- 5 RCAF accepts first of 12 all-weather Siskin fighters, 1926.
- 6 RCAF accepts first of 825 "Bamboo Bombers," Cessna T-50 Crane (1300), 1944.
- 7 No significant recorded event.
- 8 No. 8 Group, Royal Air Force Pathfinder Force, in which Canadians served with distinction, elevated to group status, 1943.
- 9 First flight of the Avro 683 Lancaster bomber, Woodward, England, 1941.
- 10 RCAF accepts first of 229 Avro Lancaster bombers, 1944.
- 11 First flight of the McDonnell F-2 Banshee jet fighter, 1947.
- 12 Royal Aeronautical Society founded in Britain, 1866, 800 years after the Battle of Hastings.
- 13 First flight of prototype of Canadair CL-41 Tutor trainer aircraft (CT-114), Cartierville, 1960. About 120 still are flown by Air Command in a training role, and by the Snowbirds aerial demonstration squadron.
- 14 First non-stop trans-Canada flight by North Star transport aircraft, 1949; RCAF's 412 Squadron flies Yukon transport aircraft non-stop from Tokyo to Ottawa, 1963.
- 15 First live bomb dropped from an aircraft, at Harvard-Boston Air Meet, 1910; First flight of Beech 18 (*Expeditor*) aircraft, 1937.
- 16 Two RCAF Kittyhawks from 118 Squadron launch a machine-gun attack against a German U-boat crew, 10 miles off Halifax, 1942.
- 17 RCAF Maple Leaf Roundel becomes official insignia, 1946; Canadian aircraft carrier, HMCS *Bonaventure*, commissioned, 1957.
- 18 RCAF accepts first of 1,384 Tiger Moth (238) training aircraft, 1938.
- 19 First CF-100 Canuck prototype flight takes place at Malton, Ont., 1950. It was affectionately known as the "lead sled," and at its demise in early 1980s as the "defunct clunk."
- 20 RCAF Wellington bomber (BR432) from 429 Squadron, then stationed at East Moor, U.K., goes down in the Zuider Zee, 1943. Wreckage was recovered 29 years later, in May, 1972.
- 21 Inauguration of Concorde SST airline service by British Airways and Air France, 1976.
- 22 Last Sabre flight (MK5/23102) made to Trenton, Ont., by Major Bob Ayres; First commercial use of Boeing 747 (Pan-Am Airways), New York to London, 1970.
- 23 RCAF accepts first of 100 Noorduyn Norseman Mk IV (491) aircraft, 1940.
- 24 RCN's first light fleet-aircraft carrier, HMCS *Warrior*, commissioned, 1946.
- 25 First of Canadian Forces CP-140 Aurora maritime patrol aircraft rolled out at Lockheed, Burbank, Calif., 1979.
- 26 First practical seaplane flight (glen Curtiss), 1911.

- 27 No significant recorded event.
- 28 No significant recorded event.
- 29 RCAF's No. 7 General Purpose Squadron formed at Rockcliffe, Ont., equipped with Blackburn Shark aircraft, 1936.
- 30 No significant recorded event.
- 31 Explorer I, first U.S. satellite, launched in 1958.

## FEBRUARY

- 1 RCAF enters unification process, along with the Navy and Army, to become part of the Canadian Armed Forces, acquiring sea and land aviation elements in the transformation.
- 2 First commercial use of DHC-4 Caribou, 1961.
- 3 First pictures are transmitted from the moon's surface, by Russian Luna-9, 1961.
- 4 Lt. W. F. Sharpe becomes first of 1,560 Canadian airmen fatalities in the First World War, 1915, at Shoreham, England.
- 5 No significant recorded event.
- 6 RCAF accepts first Canadian CF-5D aircraft, Cartierville, 1965.
- 7 First flight of prototype Lockheed XF-104 Starfighter, 1954.
- 8 First flight by Queen Elizabeth since ascending the throne, in a Canadair Argonaut (DC-4M Atlanta), Nairobi to London, 1952.
- 9 Balloon bombs launched by Japan are found near Moose Jaw, Sask., 1945.
- 10 First CF-100 (Mk 5-18315) delivered to 409 Squadron, Comox, 1955.
- 11 Air Canada's first Lockheed L-1011 Tristar aircraft arrives at Dorval, Que., 1973.
- 12 No significant recorded event.
- 13 RCAF 497 Squadron Hudsons and 408 Squadron Hampdens attack the German ships *Scharnhorst*, *Gneisenau* and *Prinz Eugen* during a dash across the English Channel, 1941.
- 14 RCAF accepts first of an order of 69 deHavilland Otters, 1953.
- 15 King George V grants prefix "Royal" to Canadian Air Force, 1923.
- 16 RCAF 427 Squadron Lancaster II (DS794) goes down in the Zuider Zee. Recovered, with crew, 16 years later, Sept., 1960.
- 17 414 Squadron CF-100 flies 2,300 miles in 4½ hours, non-stop from Comox to Uplands, 1970.
- 18 Canadian Air Force formed in Canada, with Borden, Ont., as training site, 1920.
- 19 RCAF accepts first of 4,413 Ansons, 1940. First of three CL-84-1 flies, Cartierville, 1970.
- 20 Canadian government cancels Arrow aircraft program and orders destruction of all CF-105 aircraft, 1959. First U.S. astronaut, John Glenn, orbits earth in Mercury 7, 1962.
- 21 Nobel Prize winning Canadian, Sir Frederick Banting, killed in a war-mission flight in Newfoundland, 1941. He was co-inventor of insulin. First flight of Hawker Sea Fury, Langley, England, 1945.
- 22 RCAF 408 Squadron Lancaster (DS 788) goes down in Zuider Zee, 1944. Wreckage recovered 29 years later, Oct., 1973.
- 23 75th anniversary of the first powered flight in the British Commonwealth, by J. A. D. McCurdy in Silver Dart aircraft, at Baddeck, N.S., 1909.
- 24 First flight of prototype Hawker Typhoon, 1940.
- 25 First RCAF unit (110 Army Co-op Squadron) arrives in England, 1940.
- 26 RCAF accepts first Avro Arrow, 1958. First demonstration of

radar on aircraft, eight miles from Daventry, England, 1935.

- 27 First wartime aerial reconnaissance photographs (by Italian Captain Piazza) on Turkish positions, 1912.
- 28 No significant recorded event.
- 29 No significant recorded event.

## MARCH

- 1 Overseas RCAF squadrons adopt 400 block squadron numbers, 1941.
- 2 RCAF retires last of 101 Fleet Fort training aircraft, 1945. RCAF accepts first of 301 Boeing Stearman Model D training aircraft, 1942.
- 3 First flight of Canadair CL-289 drone, Yuma, Arizona, 1980.
- 4 No. 6 Torpedo Bomber Squadron formed at Trenton, Ont., flying Vickers Vedette aircraft, 1936.
- 5 First Spitfire fighter aircraft flies, Eastleigh, England, 1936.
- 6 deHavilland Aircraft Company (Canada) set up small plant at Weston, Ont., to assemble Moth aircraft, 1928.
- 7 First of seven Cosmopolitan aircraft of RCAF's 412 Squadron undergo Allison engine conversion at Pacific Automotive, 1966.
- 8 Certificate of airworthiness granted to first Canadian-designed and built helicopter, the Szyntler SG-VI Grey Gull, at Dorval, Que., 1951.
- 9 No significant recorded event.
- 10 RCAF's 422 Squadron Sunderland (EK 591), flown by Warrant Officer Morton, sinks German submarine (U-625) on his first mission, 1944.
- 11 Japanese balloon bomb, shot at in B.C., is recovered in Edson, Alta. Most easterly balloon bomb reached Oxford House in northeastern Manitoba, 1945.
- 12 First Canadian, Casey Baldwin, flies at Hammondspoint, U.S.A., in 1908. Halifax heavy bomber first used in operations, 1941.
- 13 First successful launch of solid fuel rocket, in Germany, 1931.
- 14 First 10-ton Grand Slam bombs dropped, Royal Air Force Lancaster bomber, 1945.
- 14 First 10-ton Grand Slam bombs dropped, Royal Air Force Lancaster bomber, 1945.
- 15 No significant recorded event.
- 16 First liquid-propelled rocket launched, R. H. Goddard, 1926.
- 17 First Canadian, Al Soutar, is granted first commercial helicopter license (Bell 47B-3, CF-FJA), 1947.
- 18 No significant recorded event.
- 19 RCAF's 409 Squadron gets first deHavilland Mosquito NF XIII bomber, Acklington, England, 1944.
- 20 U.S. President Roosevelt asked British Prime Minister Winston Churchill for Bomber Command to raid German U-boat bases to relieve threat on North American east coast, 1942.
- 21 Construction starts on Distant Early Warning (DEW) Line in Canada's north, 1955.
- 22 First flight of Lockheed TF-80C (T-33) prototype, 1948. First flight of CP 140 Aurora long-range maritime patrol aircraft, 1979.
- 23 First CF Beech Musketeer trainer aircraft arrives at CFB Portage la Prairie, Man., to replace Chipmunks, 1971.
- 24 First Canadian-designed aircraft (three CF-100 Canucks) flies Atlantic, from St. Hubert, Que., to Boscombe Down, England, 1955.
- 25 Spar Aerospace "Canadarm" lifts its first operational payload (300 pounds) aboard the third trip of the Columbia space shuttle, 1982.
- 26 Rt.-Hon. Vincent Massey is first

Canadian governor-general to fly over the North Pole, in a 412 Squadron C-5 aircraft, 1956. Canadair gets the go-ahead on stretch Challenger E aircraft, 1980.

- 27 RCAF aircraft shoots down Japanese balloon bomb, Strathmore, Alta., 1945.
- 28 RCAF accepts first Canadair CF-104 Starfighter aircraft (12701), 1961. Canadian Forces accept first Dash-7 (132001), 1979.
- 29 Production of Spitfire aircraft reaches all-time peak in one day, 134 aircraft, 1942.
- 30 Flight Lieutenant O. Levesque, RCAF, shoots down MIG-15 over Korea while attached to the U.S. Air Force, 1951. RCAF accepts first Neptune aircraft, RCAF Station Greenwood, N.S., 1955.
- 31 RCAF accepts first of 169 Dakota aircraft (Mk I/III-650) at RCAF Station Rockcliffe, Ottawa, 1943. British Commonwealth Air Training Plan terminates, 1945. A total of 181,553 aircrew graduates are produced, 55.4 per cent Canadian.

## APRIL

- 1 Sixtieth anniversary of the founding of the Royal Canadian Air Force, 1924. RCAF 445 Squadron first on operations with the CF-100 Canuck aircraft, RCAF Station North Bay, Ont., 1953. RCAF 408 Squadron retired the last Lancaster bombers, RCAF Station Rockcliffe, Ottawa, 1964.
- 2 Canadian Vickers (Canadair) completes first of 379 Canso (PBY-5A) flying boats, 1943.
- 3 Last RCAF Neptune aircraft retired, RCAF Station Summerside, P.E.I., 1968. Last Canadian Armed Forces Yukon transport aircraft retired, 1971.
- 4 RCAF Squadron Leader Birchall's 413 Squadron spots Japanese fleet south of Ceylon, 1942. NATO treaty signed in Washington, 1949.
- 5 RCAF accepts first Sikorsky S-51 helicopters, 1947.
- 6 Sgt. J. Scott of Toronto navigates 22 Squadron Beaufort to torpedo German ship *Gneisenau* at Brest, France, 1940. Pilot is awarded Victoria Cross posthumously. RCAF retires last Canso flying boat (162 Squadron) at Downsview, Ont., 1962.
- 7 Royal Canadian Navy's aircraft carrier, HMCS *Magnificent*, commissioned to replace HMCS *Warrior*, 1948. Canadian Forces retire Bomarc B air defence missile, 1972.
- 8 Mid-air collision between Trans-Canada Airlines North Star and RCAF Harvard trainer, near Moose Jaw, 1954. Japanese balloon bomb recovered intact at Merritt, B.C., 1945, one of 102 that landed in Canada.
- 9 First flight of DHC-5 Buffalo aircraft, Downsview, Ont., 1964. Canadian Forces Dassault Falcon aircraft makes first operational flight at CFB Trenton (437 Squadron), 1968.
- 10 Royal Canadian Navy's HMCS *Magnificent* leaves Halifax for return to Britain's Royal Navy, 1957. Canadian Forces accept first Boeing 707 transport aircraft at CFB Trenton, Ont. (437 Squadron), 1970.
- 11 Airborne radar (H2S) installed, Halifax, first flown April 16, 1942.
- 12 Frank Whittles first jet engine (U-type) tested on the ground, 1937.
- 13 RCAF 417 Squadron leaves

Con't on Page 19



# A DAY-BY-DAY HISTORY OF CANADA'S AIR FORCE

Con't from page 18

- England to join the Desert Air Force, 1942.
- 14 RCAF 132 Fighter Squadron formed at RCAF Station Rockcliffe, Ottawa, with Kittyhawk aircraft, 1942. Space shuttle Columbia's first return to earth for re-use, Edwards AFB, 1981.
- 15 In first military air lift, British 6th Division surrounds garrison at Kut Al Amara, Turkey, 1916.
- 16 Contract signed at CFB Uplands, Ont., for 173 CF-18A fighter aircraft, 1980.
- 17 U.S. Air Force C-124 Globemaster aircraft "bellies in" on two engines at Mount Hope airport, Hamilton, Ont., with 101 passengers, all survived. Recovered six months later, 1956. First flight of Fairey TSR11 Swordfish aircraft, 1934.
- 18 RCAF 412 Fighter Squadron dive-bombs German V-1 rocket sites in France, 1944.
- 19 Avro jetliner completes first international jet transport flight, and first jet airliner to fly in U.S., 1950.
- 20 RCAF 125 Squadron formed at Sydney, N.S., with Hurricane fighters, 1942.
- 21 Canadian airman Roy Brown shoots down famed German ace, the Red Baron, 1918.
- 22 Air Cadet Corps becomes component of RCAF's 400-series squadrons, comprising 30,000 boys, 1943.
- 23 RCAF's first bomber squadron, 405, formed in Driffield, England, with Wellington aircraft, 1941.
- 24 No significant recorded event.
- 25 No significant recorded event.
- 26 No significant recorded event.
- 27 First aircraft (German) hits a battleship (Russian) with a bomb, 1916.
- 28 RCAF 161 Bomber Reconnaissance Squadron formed at Dartmouth, N.S., with Digby aircraft, 1943.
- 29 Seven-pound baby girl born on a 442 Squadron Buffalo medical-evacuation flight, 1975.
- 30 Canadian Flying Officer R. H. Niven, of Calgary, flies first clandestine photo reconnaissance mission over Germany, in a Lockheed 18 aircraft, 1939.

**MAY**

- 1 RCAF No. 13 Seaplane Bomber Reconnaissance Squadron formed at Sea Island, B.C., 1940.
- 2 First foreign use of Canadian-designed CRV-7 (2.75 inch) rocket, Exercise Maple Flag, CFB Cold Lake, Alta., by U.S. Air Force, 1978.
- 3 No. 160 Bomber Reconnaissance Squadron, RCAF, formed at Sea Island, B.C., with Canso aircraft, 1943. Canadian Armed Forces accept first of two Canadair 600 VIP Challenger aircraft, 412 Squadron, CFB Ottawa Uplands, 1983.
- 4 RCAF 411 Squadron scores last "kill" of Second World War, Flensburg, Germany, 1945. First Canadian para-drop, Loadstar Aircraft, RCAF 164 Squadron, Rivers, Man., 1943.
- 5 Flying Officer A. A. Bruneau, flying a 547 Squadron Liberator aircraft, sinks German U-boat Z-521, 1945. Last Canadian to do so.
- 6 German airship, Hindenburg, explodes at Lakehurst, U.S.A., 1937.
- 7 First flight of Sikorsky SH-3 Sea King helicopter, 1969. Canada launches anik A communications satellite, 1975.
- 8 V.E. Day, end of Second World War in Europe, 1945.
- 9 First naval battle, fought entirely by shipborne aircraft, ends, Coral Sea, 1942.
- 10 deH Mosquito bomber crashes in

- to Calgary control tower, 1945.
- 11 Day 2 of German airborne invasion of Crete; Meleme airport taken, 1941.
- 12 Boulton-Paul Defiant aircraft achieves first kills (Ju-88, HE 111), both on same day, 1940.
- 13 Last Lancaster anti-submarine warfare aircraft leaves RCAF Station Comox, B.C., 1959.
- 14 Snowbirds are first air demonstration team to perform inside Arctic Circle, at Inuvik, 1974. First flight of Short S-29 Stirling bomber, 1939. First public appearance of Boulton Paul Defiant, 1939.
- 15 RCAF No. 19 Bomber Squadron (Auxiliary) formed at Hamilton, Ont., with Moth aircraft, 1935. Gloster-Whittle first Allied jet aircraft to fly, 1941.
- 16 Twenty-nine Canadian airmen take part in Dam Busters (617 Squadron, RAF) raid, 1943. Last of 5,500 Bristol Beaufighters completes operational flying, Seletar, 1960.
- 17 RCAF 405 Squadron receives Argus long-range patrol aircraft, RCAF Station Greenwood, N.S., 1958. First flight of Lockheed XP2V-1 Neptune aircraft, 1945.
- 18 Jacqueline Cochrane becomes first woman to exceed speed of sound, flying only Canadian Sabre Mk III built, 1953.
- 19 First helicopter rescue (U.S. Coast Guard Sikorsky R-4) picks up crew of RCAF 162 Squadron Canso flying boat, 1945.
- 20 RCAF ace, Buzz Beurling, dies in Norseman crash in Rome, en route to Israel, 1948. First flight of DHC-6 Twin Otter, Downsview, Ont., 1965.
- 21 RCAF retires last Harvard trainers, RCAF Station Penhold, Alta., 1965.
- 22 First flight of DHC-1 Chipmunk, 1946. First successful ejection from CF-100 Canuck. Pilot, Flying Officer Bolger and navigator, Flying Officer Parker, landed safely, 1956.
- 23 Squadron Leader F. M. Gobeil becomes first RCAF member to engage enemy aircraft in Second World War, 1940.
- 24 No significant recorded event.
- 25 First RCAF CC-109 Cosmopolitan accepted by RCAF 412 Squadron, Uplands, 1960.
- 26 First flight of Canadair CF-104 Starfighter flies (Pilot Officer Briggs), Palmdale, 1961.
- 27 Second Lieutenant A. A. McLeod becomes Canada's second winner of the Victoria Cross, 1918.
- 28 Twenty-five ex-RCAF Beech Expeditors fly Atlantic under MAP to Portugal and France, 1959.
- 29 Canadian Armed Forces accept first CP-140 Aurora maritime patrol aircraft, CFB Greenwood, 1980.
- 30 RCAF Squadrons 405, 408, 418 and 419 take part in first Allied 1000-pound bomb raid, Cologne, Germany, 1942. Flying Officer A. B. Angus, RCAF, wins posthumous Distinguished Flying Cross for becoming first Canadian "ace" in the Second World War (RAF 85 Squadron), 1940.
- 31 First of 687 Canadair-built T-33 Silver Star jet aircraft taken on RCAF strength, 1951.

**JUNE**

- 1 RCAF Air Defence Command formed at St. Hubert, Que., 1951.
- 2 Capt. W. A. (Billy) Bishop becomes Canada's first airman to win the Victoria Cross, 1917.
- 3 RCAF 405 Squadron Wellingtons make first raid on Germany, 1941. Hawker Aircraft receives production order for 600 Hurricane fighters, 1936.
- 4 First flight of Fleet-built Doman LZ-5 eight-seat helicopter, Fort Erie, 1955.
- 5 Two anti-submarine air stations open at Dartmouth and North Sydney, N.S., 1918.
- 6 Thirty-seven RCAF squadrons participate in D-Day operations over Europe, 1944.

- 7 Lewis machine gun first fired from an aircraft, 1912. Zeppelin shot down in first night kill, 1915.
- 8 RCAF tests Rupert Turnbull's variable-pitch propeller on Avro 504, Camp Borden, 1927.
- 9 Forerunner of CF-18, the Northrop YF-17, undergoes first flight, 1974. RCAF ace, Sergeant "Buzz" Beurling, flies his Spitfire fighter from British HMS Eagle to Malta, 1942.
- 10 No significant recorded event.
- 11 World's first flight of rocket-powered aircraft, Germany, 1928.
- 12 RCAF conduct first bomber attack in four Wellington aircraft of 405 Squadron, Dortmund, Germany, 1941. CH-112 Nomad helicopters retired from the Canadian Forces, Lahr, West Germany, 1972. First man-powered aircraft, the Gossamer Albatross, flown by Bryan Allen, crosses the English Channel, 1979.
- 13 RCAF 434 Bluenose Squadron formed in Tholthrope, England, 1943. Pioneer aviators Alcock and Brown prepare to leave Newfoundland on non-stop flight to Europe, 1919.
- 14 Sixty-fifth anniversary of 1919 non-stop flight to Europe by Alcock and Brown.
- 15 Canada's first helicopter accident (Skyways Bell 47G), 1947.
- 16 RCAF 411 Fighter Squadron formed in Digby, England, 1941. RCAF accepts first victory aircraft built, Lancaster X (FM 101), 1945.
- 17 Third-day of concentrated V-1 flying bomb attacks against England, 1944. RCAF reveals that squadrons and anti-aircraft units are present in Alaska, 1942.
- 18 Canadian military aircraft are given G-CY serials from British Civil Registry, 1920.
- 19 Major Rudy Willhauk, 414 Squadron, North Bay, Ont., reaches 3,000 hours on CF-100 Canuck aircraft, 1976.
- 20 Pilot Andrew C. Mynarski, RCAF, salutes trapped Lancaster tail gunner, Flying Officer Brophy, and parachutes in flames. Mynarski is awarded 6 Bomber Group's only Victoria Cross (posthumously). Brophy survives crash, 1944.
- 21 RCAF's 412 Squadron accepts Canadair C-5 VIP transport, 1950.
- 22 No significant recorded event.
- 23 Lockheed Vega completes first circumnavigation of globe, 1939.
- 24 RCAF Flight Lieutenant D. E. Hornell, in a Canso aircraft, sinks German U-boat (U-1225), wins first RCAF Victoria Cross in Second World War, 1944. First official airmail flight in Canada, Montreal to Toronto, in Curtiss JN-4, 1918.
- 25 RCAF 425 Alouette Squadron formed in Dishforth, England, with Wellington bombers, 1942.
- 26 Air Cadet Corps becomes Royal Canadian Air Cadets, 1946. First flight by DHC-7 Dash-7, Downsview, Ont., 1975.
- 27 First successful in-flight refuelling carried out, U.S. Army Air Corps, forerunner of U.S. Air Force, 1923.
- 28 RCAF 6 Bomber Group mounts first 200-bomber raid (234 aircraft) on Hamburg, Germany, 22 aircraft lost, 1944. RCAF Spitfire pilots down a record 26 enemy aircraft, 1944.
- 29 Last of 503 RCAF Hurricane fighters struck off strength, 1948. RCAF Gloster Meteor Mk III crashes at Helen Bay Lake, Ont., 1946.
- 30 RCAF forms 410 and 412 Squadrons, first ones formed overseas, 1941.

**JULY**

- 1 First flight of Canadair DC-4M North Star, Cartierville, 1946.
- 2 Defence Minister Pearkes announces that RCAF Sabres in Europe are to be replaced with CF-104 Starfighters, 1959.
- 3 First post-war RCAF women trainees taken on strength, St. Jean, Que., 1951.

- 4 No significant recorded event.
- 5 RAF 172 Squadron Wellington bomber makes a submarine kill in the Bay of Biscay, 1942.
- 6 German cruiser Konigsberg becomes first warship sunk through use of aircraft-directed naval gunfire, East Africa, 1914.
- 7 No significant recorded event.
- 8 No significant recorded event.
- 9 RCAF Spitfire fighter aircraft takes 49 photographs of sun's eclipse, Rivers, Man., 1945.
- 10 Opening phases of the Battle of Britain when German Stuka aircraft attack convoys in the English Channel, 1940.
- 11 Last of 18 BP Defiant turret fighters delivered to 409 Squadron, Digby, England, 1941.
- 12 First Allied jet fighter, Gloster Meteor MK I, enters service, RAF 161 Squadron, 1944.
- 13 First flight of Canadair CL-41R (Tutor with 104G nose), 1962.
- 14 First jet crossing of the Atlantic Ocean, six Vampires from Stornoway to Goose Bay, 1948. RAF forms Fighter, Bomber, Coastal and Training Commands, 1936.
- 15 First flight of Boeing 707 prototype, Renton, U.S.A., 1954.
- 16 First flight of Vickers Viscount, 1948.
- 17 RCAF 115 Squadron Bolingbroke aircraft from Annette, Alaska, attacks Japanese submarine, later sunk, 1942.
- 18 World's first operational jet aircraft (Me 262), 1942.
- 19 RCAF terminates NATO aircrew training program after 5,000 trainees graduate, Winnipeg, 1958.
- 20 First of 2,377 Harvard-Yale training aircraft taken on RCAF strength, 1939. U.S. astronaut Neil Armstrong makes "giant leap for mankind," when he steps from Eagle spacecraft on moon surface, 1969.
- 21 Canadian government announces that the Lockheed Aurora CP-140 maritime patrol aircraft will replace the Argus long-range patrol aircraft, 1976.
- 22 First flight of Curtis Helldiver, by O. J. Wieben, at Fort William, Ont., 1943. An RAF Blenheim aircraft downs a German DO-17 in first radar-equipped night fighter kill, 1940.
- 23 Trans-Canada Airlines first DC-8 aircraft makes four-hour maiden flight, Long Beach, California, 1959. First successful deadstick landing of a heavy jet transport aircraft, anywhere (Air Canada Boeing 767, Gimli, Man.), 1983.
- 24 First manned ejection seat experiment (B. Lynch, at 320 m.p.h.), 1946. Last official CF Argus flight lands at CFB Greenwood, N.S., (415 Squadron), 1981.
- 25 RCAF accepts first CF-101 Voodoo aircraft, RCAF Station Uplands (Ottawa), Ont., 1961.
- 26 Bleriot makes first flight across the English Channel, 1909. A total of 627 heavy Allied bombers drop 2,032 tons of high explosives on Krupp's factory in Essen, Germany, 1943.
- 27 World's first jet airliner, deH Comet, flies, 1949. First flight of McDonnell-Douglas F-15 Eagle, 1972.
- 28 Airship R-100 arrives at St. Hubert, Que., from Cardigan, Wales, 1930. First flight of Boeing B-17 aircraft, Renton, 1935. Official roll-out first CF-18B fighter aircraft, St. Louis, 1982.
- 29 First flight of CF-18B (Mach 1.6, 43,000 ft.) St. Louis, 1982.
- 30 DeHavilland DHC-4 Caribou aircraft first flies, Downsview, Ont., 1958. Prototype Northrop F-5 first flies, 1959.
- 31 Distant-Early-Warning Line begins operations, 1957.

**AUGUST**

- 1 First flight of Canadian-built Lancaster X Bomber, "Ruhr Express," Malton, Ont., 1943. First of seven Dassault Falcon aircraft

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## A DAY-BY-DAY HISTORY OF THE CANADIAN AIR FORCE

Con't from Page 19

accepted by the Canadian Forces (412 Squadron, Uplands, Ont.), 1967.

- 2 J.A.D. McCurdy pilots Silver Dart aircraft in military evaluation at Petawawa, Ont., 1909.
- 3 Silver Dart, Canada's first aircraft, destroyed on landing at Petawawa, Ont. Pilots Baldwin and McCurdy unharmed, 1909.
- 4 First jet-to-jet air combat; Gloster Meteor aircraft of RAF 161 Squadron down two German V-1 flying bombs, 1944.
- 5 First flight of Trident Trigull (CF-TRI-X) Amphibian, Vancouver, 1973.
- 6 First atomic bomb (Little Boy) dropped on Hiroshima, Japan, by U.S. Army Air Corps, 1945.
- 7 Japan's first jet aircraft, Nakajima Kikka, makes first and only flight, 1945.
- 8 First Canada-to-Britain airplane flight, Wasaga Beach, Ont., to Heston, England, in deH Dragon aircraft, 1934.
- 9 Lt. R. Gray, Royal Canadian Navy, flying a Corsair from HMS Formidable, attacks Japanese in Onagawa Bay, wins posthumous Victoria Cross, 1945. First flight of Sabre Mk. I, Dorval, Que., 1950.
- 10 Canada's first jet aircraft, Avro C-102, flies, Malton, Ont., 1949.
- 11 First flight of B. P. Defiant turret fighter aircraft, 1937. RAF heavy bombers first use GEE navaid on operations, 1941.
- 12 An RCAF 412 Squadron aircraft takes a whooping cough victim, suffering spasms, up to 10,000 feet for relief, 1967.
- 13 Baddeck I, Canada's second aircraft, wrecked at Petawawa, Ont. Pilot J. A. D. McCurdy survives, 1909.
- 14 First Royal Flying Corps squadrons arrive in France, 1914. First flight of all-Canadian built Anson II aircraft, at Amherst, N.S., 1941.
- 15 First RCAF Battle of Britain kill, by Squadron Leader E. A. McNab, who shot down a German DO-215, 1941.
- 16 First aircraft built at Malton, Ont., a Lysander II, makes first flight, 1939. DeHavilland DHC-2 Beaver makes first flight, Downsview, Ont., 1947.
- 17 Double Eagle II helium free-flight balloon completes first trans-Atlantic flight, U.S.A. to France, 1978. Occupants become first balloonists featured in American Express commercials, 1980.
- 18 RCAF 6 Group heavy bombers take part in raid on German V-2 rocket site at Peenamunde, 1943. RCAF 1 Air Navigation School, Winnipeg, retires last B-25 Mitchell, 1962.
- 19 First flight of NA B-25 Mitchell, 1940. RCAF 400 Squadron makes first Mustang kill ever (Pilot Officer Hills) over Dieppe, France, 1942.
- 20 RCAF's only torpedo squadron, 415, formed in Thorney Island, England, with Beauforts, 1941.
- 21 British Prime Minister Winston Churchill makes famous statement, "Never in the field of human conflict was so much owed by so many to so few," in paying tribute to flyers in the Battle of Britain, 1940.
- 22 British light aircraft carrier, HMS Nabob, with Canadian crew, torpedoed by German U-Boat following raid on German battleship Tirpitz, but makes it back to Rosyth, 1944.
- 23 First flight of Lockheed YC-130 Hercules prototype, 1954.
- 24 World's first air show, Riems, France (23 aircraft, 120 flights), 1909. German Luftwaffe "accidentally" bombs London, 1940.
- 25 Royal Air Force bombs Berlin

with 81 aircraft (not accidentally), 1940.

- 26 Falaise gap closed; RCAF aircraft destroy 2600 enemy vehicles, 1944.
- 27 HMCS Athabaskan hit by German glider bomb near Gibraltar, 1943. First flight of Boeing Vertol CH-46C (Labrador) helicopter, 1959.
- 28 RCAF 129 Squadron formed at Dartmouth, N.S., flying Hurricane fighters, 1942.
- 29 RCAF Sabre-5 flies 2,740 miles in five hours and 30 seconds (Vancouver-Gimli-Halifax), with Flight Lieutenant Ralph Annis and Flying Officer Chick Childerhose, 1956.
- 30 First flight of Lockheed YC 130 Hercules prototype, 1954. RCAF's 12 Communications Squadron formed at Rockcliffe, Ont., with Fairchild 71 aircraft, 1940. Major (Dr.) Wendy Clay becomes first CF woman jet pilot, at CFB Moose Jaw, 1974.
- 31 No significant recorded event.

### SEPTEMBER

- 1 RCAF takes delivery of first Northrup Delta I, Rockcliffe, Ont., 1937.
- 2 Air Command, successor to the RCAF, is formed in a ceremony at its Winnipeg headquarters, 1975.
- 3 No significant recorded event.
- 4 Whitney bombers make first leaflet raid on Germany, 1939. RAF 144 Squadron Hampden aircraft crashes in Sweden, en route to Russia, 1942. Wreckage and three crewmen found 34 years later (Aug. 15, 1976).
- 5 Pilot Wiley Post, wearing first pressure suit, flies aircraft to 40,000 feet, 1934. CF's 416 Squadron wins Top Gun Trophy in William Tell competition, Tyn-dall Air Force Base, 1978 (Captains Earle Robertson and Brian Salmon flew Voodoos against USAF F-106 and F-4 aircraft).
- 6 RCAF's 405 Squadron Halifax-Pathfinders raid LeHavre, France, 1944.
- 7 Last RCAF Avro-Anson struck off strength, 1954.
- 8 First of 35 Fairchild C-119 Boxcar aircraft taken on RCAF strength, 1952.
- 9 First flight of Canadian-built Lancaster X aircraft, Malton, Ont., 1943.
- 10 RCAF No. 2 Squadron makes first patrol in Second World War, from Dartmouth, N.S., 1939. First air-to-air visual contact made with German V-2 rocket, in 410 Squadron Mosquito aircraft, 1944.
- 11 Last flight of CF-100 Canuck, at CFB North Bay, Ont., 1981.
- 12 RCAF 406 Squadron Beaufighter aircraft makes first night kill, a German Ju-88, over England, 1941.
- 13 First appearance of Japanese Zero fighter in combat, China, 1940. Twenty-five Lancaster aircraft of RCAF No. 6 Group fly over Parliament Hill, Ottawa, en route to storage, 1945.
- 14 First two RCAF casualties of Second World War lost in Northrup Delta in New Brunswick, 1939; Wreck recovered in 1958.
- 15 Austrian flying boat becomes first aircraft to sink a submarine, French Foucault, 1916.
- 16 Colonel Sam Hughes authorizes the Canadian Aviation Corps, two officers and one mechanic, 1914.
- 17 RCAF takes delivery of first CCF-23 Goblin fighters, 1940. RCAF sends 200 heavy bombers in 800-plane force against Boulogne, 1944.
- 18 First flight of Avro 504, Brooklands, 1913. This date in 1984 marks 44th anniversary of the Battle of Britain, 1940.
- 19 First RCAF member, Squadron Leader W. I. Clements, with RAF 53 Squadron, overflies Germany on a night reconnaissance in a Blenheim aircraft, 1939.
- 20 First German aircraft shot down in Second World War (BF 109), by

RAF 88 Squadron over France, 1939.

- 21 RCAF No 1 Fighter Squadron formed, Trenton, Ont., with Siskin aircraft, 1937. First flight of Boeing Verton YCH-47A Chinook helicopter, 1961.
- 22 First airborne kill on a German submarine (UB-32), by a Curtiss H-8 aircraft, in the North Sea, 1917.
- 23 First wartime battleship kill by aircraft (German JU-87 Rudel), on Russian Marat, 1941. First Canadian-built deH Mosquito aircraft flies, Downsview, Ont., 1942.
- 24 First flight of Bristol 142M Blenheim Bolingbroke prototype, Filton, 1937.
- 25 First and only RCAF kill over North America; CO of 111 Squadron, Squadron Leader K. Boomer, downs a Japanese Rufe over Aleutian Islands, 1942.
- 26 First flight of Turbo Otter aircraft, at CFB Edmonton, 1978.
- 27 Squadron Leader Ernie McNab becomes first RCAF ace in Second World War; shoots down two German aircraft in one day, 1940.
- 28 RCAF provides 250 heavy bombers in 500-plane raid on Calais, France, 1944. RCAF acquires first Gloster Meteor, Mk 3, for cold-weather trials, 1945.
- 29 First flight of McDonnell F-101 Voodoo fighter, 1954. Canada launches first satellite, Alouette I, at Cape Kennedy, 1962.
- 30 RCAF officially stood down after Second World War interim period, 1947.

### OCTOBER

- 1 Canada's first military aircraft, a Burgess Dunne, arrives at Valcartier, Que., 1914, leaves for England the following day aboard the S. S. Athenia.
- 2 No significant recorded event.
- 3 Fastest flown manned-aircraft flight, X-15A-2, at 4,532 M.P.H., by W. J. Knight, 1967.
- 4 Avro CF-105 Arrow rolled out, Malton, Ont. Russia orbits Sputnik I, 1957.
- 5 First RCAF/RAF "jet" kill, 401 Squadron downs Me262 over Arnhem, 1944.
- 6 RCAF 6 Group conducts largest raid, 293 heavy bombers, over Dortmund, Germany, two aircraft lost, 1944.
- 7 Five-aircraft relay sets out on first trans-Canada flight, 1920.
- 8 First in-flight movie, The Lost World, shown on Imperial Airways, 1925.
- 9 RCAF sends 200 heavy bombers in a 400-bomber force in a raid on Bochum, Germany, 1944.
- 10 Last operational flight from the Canadian aircraft carrier, HMCS Magnificent (Avengers, VS-880), 1956. RCAF retires deH Comet (412 Squadron), 1963.
- 11 First use of aircraft in war, Italians against the Turks, Tripolitania, 1911. RCAF accepts first Vertol Voyageurs for search and rescue operations, 1963.
- 12 Famed RCAF ace, Buzz Beurling, wounded when shot down over Malta, 1942. Royal Canadian Navy accepts first CS2F Tracker aircraft, 1956.
- 13 RCAF takes first Voodoos (101B-101F) on strength, 1961.
- 14 RCAF provides one-quarter of the heavy bombers in two 1,000-bomber raids on Duisen-bury, Germany, 1944.
- 15 RCAF forms 424 and 426 Bomber Squadrons in England, flying Wellingtons, 1942.
- 16 First flight of Short S-25 Sunderland flying boat, Rochester, 1937. First Second World War air raid on British warships, Scotland, 1939.
- 17 RCAF takes delivery of first CF-100, Malton, Ont., 1951. Runnymede Memorial unveiled, containing names of 3,072 RCAF personnel killed in Second World War, 1953.
- 18 RCAF sets up trans-Atlantic mail service with 168 Heavy Transport Squadron, Rockcliffe, Ont., 1943.

19 Santos-Dumont flies dirigible around the Eiffel Tower, Paris, 1901.

- 20 First recorded RCAF mercy flight, Vancouver to Norway House, Man., 1924.
- 21 No significant recorded event.
- 22 First successful parachute descent, A. J. Garnerin, 3,000 feet, from a balloon, Paris, 1797. First flight of Bell XH-40 Iroquois helicopter, 1956.
- 23 First patents taken out for aerial photography, from balloons, by Gaspard Felix Tournachon, 1858.
- 24 First flight of Grumman HU-16 Albatross prototype, 1947.
- 25 Canadian Armed Forces accepts first two CF-18 fighter aircraft at CFB Uplands (Ottawa), Ont., 1982.
- 26 Royal Canadian Navy accepts first seven of 100 Grumman Tracker aircraft at Downsview, Ont., 1956.
- 27 Major W. G. Barker becomes third Canadian airman to win the Victoria Cross during the First World War, 1918.
- 28 RCAF 435 Squadron accepts first C-130B Hercules transport aircraft, Uplands, Ont., 1960.
- 29 No significant recorded event.
- 30 No significant recorded event.
- 31 Inventor of geodetic construction, bouncing bombs and swing-wing aircraft, Sir Barnes Wallis, dies at 89 years of age, 1979.

### NOVEMBER

- 1 First RCAF CF-100 (Canuck) aircraft deployed to 445 Squadron in Europe (Marville, France), 1956.
- 2 No significant recorded event.
- 3 RCAF accepts first Canadian-built Fairchild Bolingbroke I aircraft, 1939. First flight of Canadair CC-106 Yukon transport aircraft, Cartierville, 1959.
- 4 First flight of Vickers Vedette flying boat, Montreal, 1924.
- 5 CF's 450 Squadron Chinook helicopter successfully lifts Lancaster aircraft from Goderich, Ont., to Mount Hope, Ont., 1979.
- 6 First flight of prototype of Hawker Hurricane fighter aircraft, at Brooklands, England, 1935.
- 7 RCAF forms 427, 428 and 429 Bomber Squadrons, flying Wellington aircraft, in England, 1942.
- 8 First flight of Canadair 400 (stretching CL-44D-4) airliner (189 seats), 1966.
- 9 Canada launches world's first domestic communications satellite, Anik A1, from Cape Canaveral, 1972.
- 10 First participant in British Commonwealth Air Training Plan, Leading Aircraftman Gravell, wins George Cross posthumously, Calgary, 1941.
- 11 431 (Iroquois) Bomber Squadron formed in Burn, England, 1942.
- 12 Twenty-six Canadian airmen take part in 32-plane Lancaster bomber raid, and sink the German ship, Tirpitz, Norway, 1944.
- 13 World's first helicopter free flight (30 seconds) made in France, 1907.
- 14 First aircraft takes off from a ship, U.S.S. Birmingham, 1910. RCAF accepts first of 392 Beech-18 (18D) aircraft (Bugsmashers), 1939.
- 15 No significant recorded event.
- 16 First trans-Canada flight by CF-100 Canuck aircraft, 445 Squadron, RCAF, 1953.
- 17 RCAF accepts first Blackburn Shark I aircraft, 1936.
- 18 RCAF provides 192 heavy bombers in 480-bomber daylight raid on Munster, Germany, 1944.
- 19 Air Cadet League of Canada formed, 1940.
- 20 RCAF's No. 1 and No. 2 Fighter Squadrons formed, Upper Heyford, England, 1918.
- 21 First free flight by hot air balloon, carrying a man, France, 1783.
- 22 RCAF forms 416 (City of Oshawa) Fighter Squadron, Peterhead, Aberdeen, Scotland, 1941. RCAF

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# A DAY-BY-DAY HISTORY OF CANADIAN AIR FORCE

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- 23 Avro C-102 jetliner makes last flight before being scrapped, 1956.
- 24 First graduates of British Commonwealth Air Training Plan arrive in England from Canada, 1940.
- 25 First flight of deHavilland Mosquito aircraft, 1940, and Lockheed YP-3A Orion, 1959.
- 26 Royal Canadian Navy takes on strength its only jet fighters, 39 McDonnell F2H-3 Banshee aircraft, 1955.
- 27 RCAF forms 417 Fighter Squadron at Charny Down, England, 1941.
- 28 First Canadian flies a helicopter, Lieutenant-Commander Dennis, Foley, a Sikorsky YR-4, New York, 1944.
- 29 Canada launches second satellite, Alouette II, 1979.
- 30 First radar-assisted submarine kill, German U-206, by RAF 502 Squadron, 1941.

## DECEMBER

- 1 Avro Aircraft Canada comes into

- 2 being as part of the Hawker Siddeley Group, Malton, Ont., 1945.
- 2 First Canadian Mosquito aircraft goes into action over Berlin, with RAF 139 Squadron, 1943.
- 3 Sea Vampire becomes first ure jet aircraft to operate from an aircraft carrier, HMS Ocean, 1945.
- 4 First flight of Grumman Tracker prototype aircraft, 1952. Last of 692 CF-100 Canuck aircraft rolled out at Malton, Ont., 1958.
- 5 First flight of Avro AVrocar (flying saucer), Malton, Ont., 1959.
- 6 First aircraft shot down in the Pacific Ocean during the Second World War, an RAF Catalina, by a Japanese Ki27, 1941.
- 7 Canadair CL-84 Dynavert (VSTOL) aircraft rolled out, Cartierville, 1965.
- 8 First flight of Bell 206 Kiowa helicopter, 1962. First RCAF air-to-air hit with a 2.75-inch rocket on target banner, RCAF Station Cold Lake, Alta., during operation Frozen Bananna, 1955.
- 9 Canadair CL-84 Dynavert (VSTOL) aircraft makes first transitional flight, 1967.
- 10 First Lockheed Hudson I aircraft flies, 1938. RCAF 410 Squadron pilot, Flying Officer Shultz, gets three German DO-217 aircraft kills in one night, 1943.
- 11 Author of High Flight poem, Pilot Officer McGee, reported missing in RCAF 412 Squadron Spitfire fighter aircraft, 1941.
- 12 First flight of DHC-3 Otter air-

- craft, Downsview, Ont., 1951. Last operational landing aboard Canadian Navy's aircraft carrier, HMCS Bonaventure, by a Sikorsky H045, 1969.
- 13 No significant recorded event.
- 14 RCAF Wing Commander "Bud" White reaches 100,110 feet, flying a CF-104 Starfighter prototype, 1967.
- 15 RCAF forms 419 Moose Squadron, Mildenhall, England, flying Wellington aircraft, 1941.
- 16 Glen Miller, popular composer and band leader, reported missing on flight from England to France aboard U.S. Army Air Corps YC-64 (Noordyn Norseman) aircraft, 1944.
- 17 Wright Brothers first powered flight, 1903. First flight of Douglas DC-3 (Dakota) aircraft, 1935. Canada's first fighter design aircraft, Gregor FDB-1, flies at Fort William, Ont., 1938.
- 18 CF-100 Canuck, Mk 4, goes supersonic. 1952.
- 19 RCAF becomes independant from the Canadian Army, with a Chief of the Air Staff reporting directly to the Minister of National Defence, 1938. Telesat Canada's Anik B communications satellite launched, 1978.
- 20 RCAF's first wings parade, Camp Borden, Ont., 1924.
- 21 First Canada DH-82A Tiger Moth aircraft flown at Downsview, Ont., 1937.
- 22 RCAF's 168 Squadron Boeing

- Fortress 11A aircraft starts first return crossing of the Atlantic Ocean, Rockcliffe, Ont., to Prestwick, Scotland, 1943, returns Jan. 11, 1944.
- 23 No significant recorded event.
- 24 RCAF 434 Bluenose Squadron first use lancaster heavy bombers on 150-plane raid on Dusseldorf, Germany, 1944.
- 25 No significant recorded event.
- 26 RCAF provides 61 Halifax heavy bombers in 270-plane raid on St. Vith, France, 1944.
- 27 First commercial use of supersonic airliner Aeroflot, TU-144, Russia, 1975.
- 28 German General Von Rundstedt's final Ardennes offensive stopped with aid of 5,000 Allied aircraft, 1944.
- 29 First flight of Consolidated B-24 Liberator aircraft, 1939. RCAF 411 Squadron pilot, Flight Lieutenant R. J. Audet, becomes an ace in one day, 1944.
- 30 Fist flight of Russian MIG-15 jet fighter, 1947.
- 31 RCAF 61 (Yellowjack) Squadron closes, 1 Canadian Air Division, Metz, France, 1962.

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## AIR RESERVES

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His deputy at ARG Headquarters is Colonel Michael M. Zrymiak, a Regular Force officer, who also serves as Deputy Chief of Staff, Reserves, at Air Command Headquarters.

Despite impressive strides over the past few years, the direction of Air Reserve Group is continuing qualitative self-improvement and the fostering of the total-force concept. In this respect, two objectives are uppermost. They are preparing for mobilization, and the provision of well-trained and well-led augmentation and support personnel. All current activities focus on these mandates.

Its high-priority training and development objectives are to bring the Reserves to Regular Force standards, and the indications are that significant progress has been made. The prime objective is functional professional equivalence of Air Reserve forces with Regular Force counterparts.

**What's ahead**  
And what about the future of the Air Reserves?

That will be decided by a current review now going on in the Canadian Forces. They believe that the results should identify the total air force requirements and the resources needed to meet the nationally-dictated commitments.

If it all comes to pass, they envisage that growth will take place through a combination of increased individual augmentation, an increase in current unit establishments, enrichment of operational employment and the creation of additional formed units. At the moment, they consider that they are under-funded to complete assigned tasks, self-train and operate the infrastructure.

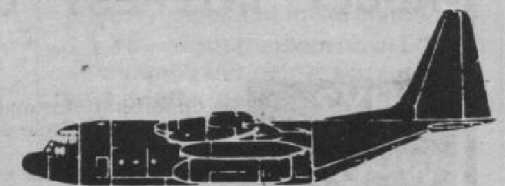
Regardless, until the verdict is known, the Air Reserve continues on a course of qualitative self-improvement and development. It now is firmly established on a path to meet known and perceived mobilization objectives.

They believe that they constitute a credible and effective force whose performance and progress reflect well on its membership, past and present. The aim is to ensure that the Air Reserve of the future remains a

reliable and effective member of the total air force.

The motto on the Air Reserve crest is "Excelsior," which translates to "higher and nobler." Also included are replicas of two Arctic terns. The species was chosen because of the tiny bird's fierce devotion to flight, known to migrate annually from pole to pole.

Asked why two Arctic terns instead of one, they say, with a straight face, "One good tern deserves another." Touche!



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# THE R.C.A.F. AVE ATQUE VALE

By Murray Peden, Q.C., D.F.C.

The occasion of the 60th anniversary of the formation of the R.C.A.F. will once again awaken a flood of vivid memories in the minds of a host of people across our country, men and women who either served personally in the Force or had other less direct links with it.

My own connection with the R.C.A.F. first began to take root in the mid-thirties, when I was a boy of thirteen. As a cadet, I had wangled the coveted two-week posting of batman to the R.S.M. of The Manitoba Mounted Rifles, and in that elevated capacity had accompanied the regiment to its annual summer training session at Camp Shilo. The days there began at 5:30 a.m. for cavalry regiments, and the squadrons were usually mounted and riding out on their first exercises around 7:30, which was about the time I finished my morning chores by rolling and tying the flaps of the bell tent and sweeping out its raised wooden floor, having earlier polished all the R.S.M.'s accoutrements, from his spurs to his Sam Browne, to a dazzling resplendence.

Once the regiments of the Fourth Cavalry Brigade had cantered off and disappeared over the rolling contours of Shilo's landscape, I was left with about three hours of free time, during which I invariably assumed a much more important and satisfying role than that of a mere batman: I became the Inspector-General — well, not officially, but for all practical purposes — free to wander to the scene of whatever activities caught my interest. There were usually any

number of intriguing displays to capture a boy's fancy near the lines of the P.P.C.L.I., everything from bayonet drill to grenade practice.

On occasion, a battery of the R.C.H.A. would gallop up, position its guns, and commence a shoot, using a range located just a mile or so from our lines; and at the first distant crash of the guns, I would be on my way, trotting out to venture as close as possible to the thunderous throats of the eighteen-pounders and watch the fall of shot around the distant frame-house target.

But the tocsin that brought me running most swiftly, and most frequently, was the sound of an aircraft engine being run up, for, much closer to our cavalry tentlines, was the domain of the 12th (later the 112th) Army Cooperation Squadron, R.C.A.F. Many a morning I spent sitting on the sandy ground near them, watching these fascinating figures preparing to take their machines aloft, the pilots waddling out in white coveralls, their seat packs bouncing against their legs. To me they were wondrous warriors, surely the most daring and glamorous people in any service.

I came to know all their exercises, and one in particular I found thrilling to watch. Two men would stand 30 feet apart, a cord of similar length stretched between them, tied to the muzzles of their rifles. Mid-way along the string a folded message-paper would be fastened in place. With these preparations made, a signal would be given, and a pilot circling offstage in a Moth or an Avro 621 Tutor would swoop down and make a low-level run at the two men, intent

on passing between them at a height of only 4 or 5 feet and snatching the message with a shepherd's-crook device fastened just below the fuselage. Standing as close to the message-holders as I dared, I watched the aircraft sweep towards us at a speed which took by breath away, then felt it roar between us in a great crescendo of sound. It was a thrill of which I never tired.

The R.C.A.F. Squadron added to its inventory of aircraft in succeeding years, perhaps through borrowings from other squadrons, for my snapshot album expanded to show not only the Moths and the Avro Tutors, but an Armstrong-Whitworth Atlas and other types as well. And within a year or two, at succeeding camps, I was allowed to attend a demonstration, at virtually the same site, of aircraft attacking ground targets. Before the rapt faces of our assembled militiamen a white biplane would dive on a ground target and fire at it with machine guns synchronized to fire through the whirling propeller. Almost simultaneously, the pilot would drop a flour-bag bomb, and then pull up to permit a gunner standing in the rear cockpit to open up on the target with guns secured to a Scarfe mount. This exhibition, repeated several times, sometimes with the pilot casting caution to the winds and pounding the target with two bags of flour, likewise thrilled us all to the core, leaving the mixed impression of skill, daring, loud and warlike noises, and unbridled military power — admittedly still with aircraft of the "Hell's Angels" variety. My fascination with the aeroplanes and the

white-covered gods who flew them had already attracted me strongly to the R.C.A.F. This latter exhibition overwhelmed me, although I was still too young to entertain, except in brief flights of fantasy, the seductive vision of performing such feats myself.

Then came 1939, and seemingly in one stride the R.C.A.F. moved from message-snatching and flour-bombing to inaugurating, and assuming a dominant role in, The Commonwealth Air Training Plan, simultaneously readying a Hurricane Squadron, amongst others, for service in Britain. Time dragged on for me and those of my vintage; we were still too young to go. All we could do was watch. The Battle of Britain came and went. Our pride in the exploits of the Canadians in the conflict flourished; and meanwhile the prairies blossomed with new Air Force stations. Slowly, but with noticeable acceleration, the trickle of aircrew graduating from these stations swelled to a stream, the result of herculean efforts in every quarter.

As the summer of 1941 wore on, I and a substantial proportion of my classmates awaited the arrival of our eighteenth birthdays, so that we could enlist in the R.C.A.F. My birthday fell on October 19th, so it was autumn before I could present myself at the recruiting office.

It was when I actually enlisted and began to experience the months of training that followed that I first came to appreciate the impressive strength of spirit in the R.C.A.F. The enthusiasm and tenacity of purpose exhibited on every hand was simply

(Con't on page 23)

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# THE R.C.A.F.

Con't From Page 22

boundless. The motivation to succeed was of incredible strength, and cadets in a few short weeks at ground school slogged through esoteric courses in navigation and other subjects, courses that would have been treated as full-term projects in a prep-school or college. Sixteen-hour working days were routine. No one complained; the objective was all-important. Those young men unfortunate enough to be washed out — and there were many — frequently broke down and wept when the decision was communicated to them.

We were reminded of Canada's flying heritage every day of our lives. All R.A.C.F. stations were studded with portraits of Bishop, Barker, Collishaw and Alan MacLeod. These people were not just names to us. Collishaw and Bishop were back on active service. Billy Bishop, in his uniform of an Air Vice-Marshal of the R.C.A.F., frequently presented wings to classes of graduating aircrew. I, and thousands of others, had seen him in person, and had thrilled to his stirring speeches, reminding us of the feats of earlier airmen, and predicting what we ourselves would accomplish. All this was part and parcel of the spirit of the R.C.A.F., as was the common pride in the knowledge that Canada, from the days of the Silver Dart in 1909, had been a country in which civil aviation, too, had been of paramount importance in the nation's commercial development. Canadians were noticeably air-minded, and the R.C.A.F. became the public manifestation of that leaning. As the stream of graduating aircrew swelled to a flood — at its peak the Air Training Plan was graduating 3000 trained aircrew every month — there was scarcely any sizeable element in Canadian society that was not touched in some way by the massive effort.

My own class graduated in October, 1942, receiving our pilots' wings at #10 S.F.T.S., Dauphin. In a matter of a few weeks most of us had been shipped overseas, and had begun the final courses in our advanced training in England, earmarked in the vast majority of cases for service in the most rapidly expanding Command of the Royal Air Force, Bomber Command. Fighter Command, which, at heavy cost, had won in the skies over south-eastern England what was arguably the most critical battle of W.W. II, now took second place in the allocation of men and equipment. Our political masters had decided that strategic bombing would be the primary focus of Britain's war effort for months to come, and a high proportion of the human resources and productive capacity of the Allies was now being directed toward that objective.

So the lion's share of all new aircrew shipped to Britain were put through Advanced Flying Units and quickly funnelled into Bomber Command, first reporting to its training establishments, the Operational Training Units and Heavy Conversion Units, then on to the line squadrons of Main Force.

Everyone now knows that the R.C.A.F. eventually established an entire fourteen-squadron Group in R.A.F. Bomber Command, namely, No. Six Group. What many people still do not appreciate is that Six Group comprised only a small part of Canada's contribution to the R.A.F. and to Bomber Command. Far more Canadian airmen were attached to, and flew with, R.A.F. Squadrons than ever flew with Six Group. My own case was typical.

I was attached to an R.A.F. Squadron in Bomber Command, #214 Squadron, a unit with a long and proud history. Its crews came from every part of the Empire. My own crew, for example, was made up of Canadians, Englishmen and Australians, and we

had on the station other aircrew from New Zealand, and various parts of Africa. This was a typical mix in an R.A.F. squadron. So it should never be thought that Six Group was Canada's main participant in Bomber Command, significant as the efforts of that redoubtable Group undoubtedly were. Perhaps I may underline my point.

Our own crew was nearing the final stages of its training when the Dams Raid took place on May 16th/17th, 1943. This daring strike was carried out by a very small force, a single, specially-formed R.A.F. Squadron of Bomber Command, #617 Squadron. The attack was led, as everyone remembers, by the Commanding Officer of the new Squadron, Wing Commander Guy Gibson, V.C., of the R.A.F. What is not so well remembered is that Gibson's navigator on that epic assault was an R.C.A.F. flyer, Pilot Officer T.H. Taerum, of Calgary, and so was his front gunner, Flight Sergeant G.A. Deering, R.C.A.F. Counting the two men just mentioned, Gibson's small force numbered among them no less than 28 members of the R.C.A.F., including four of the pilots involved, six of the navigators, and five of the bombaimers. Sixteen of those 28 Canadians were killed in action in Bomber Command, the majority of them that night of May 16th/17th. As a post-script, one might record that #617 Squadron had a number of outstanding men serve as its Commanding Officer after Gibson had gone, including another Canadian, Canada's most decorated airmen, Air Commodore Johnny Fauquier, D.S.O., D.F.C., R.C.A.F.

Seeded heavily throughout Bomber Command, R.C.A.F. aircrew played a correspondingly significant role in the pulverizing bombing offensives of 1943 and 1944 carried out by the line squadrons of the Command. This is not a personal assessment of the writer's. The Commander-in-Chief of Bomber Command, Sir Arthur Harris, in a letter dated May 20th, 1980, referred to "... the magnificent Canadian crews who rendered such wonderful service in Bomber Command." No man was better qualified to judge the calibre of the R.C.A.F.'s contribution.

The name of Air Commodore Fauquier has already been mentioned as one of the aircrew who shed great lustre on the R.C.A.F.; and one would be delinquent not to mention the shining self-sacrifice of Andrew Mynarski, who focused further attention on the calibre of Canadian airmen. Although Fauquier was the best known Canadian in the Command, his efforts were certainly supplemented by those of a vast number of other Canadians serving in less conspicuous positions. Fauquier's predecessor as C.O. of #617 Squadron, Group Captain J.B. Tait, won his fourth D.S.O. for leading the Lancaster attack that destroyed the giant German battleship Tirpitz in November, 1944. Tait's bombaimer on that memorable occasion — and on several others — was an R.C.A.F. bombaimer from Melville, Saskatchewan, Flying Officer "Danny" Daniel, D.F.C. Examples of this type could be cited at length.

On any of our attacks in the later stages of the Combined Bomber Offensive, great responsibility rested upon the several Pathfinder crews whose job it was to mark the target accurately for the bombaimers of Main Force. The most crushing responsibility attached to the pilot and crew selected as "Primary Visual Marker." Bearing in mind the enormous potential for destruction borne towards a target by Main Force at that stage of the war, it was considered a mark of great distinction to be nominated "P.V.M." on any major attack.

I always thought it fitting, although I didn't learn the fact until long after the raid, that the P.V.M. on August 29th, 1944, was a Canadian. Why that date? Because it marked the last operation for my crew in our front-line service in Bomber Command; after that night we were taken off for a rest as instructors.

On August 29th, 1944, one of the two primary targets selected for destruction by Bomber Command was the German port city of Stettin. I was the pilot of Fortress C Charlie of #214 Squadron, providing R.C.M. coverage via our German-speaking Special Wireless Operator for the first wave of Main Force. It was a long and arduous trip, taking some four and a half hours to reach the target from our base at Oulton. We were leading in the Main Force, but as the final seconds ticked away for our "Time over Target" there was absolutely no sign that we were in fact coming over that target. The German defences were being kept tightly under wraps, to give no inkling of their position in case the great armada the Germans knew to be approaching was actually bound elsewhere. We were sweating copiously in the head end of C Charlie as our appointed time ticked inexorably nearer and absolutely no sign of any attack materialized. We wondered nervously if we had somehow strayed far away from our appointed position.

Suddenly the blackness was torn asunder by the cascading brilliance of the Target Indicators falling with majestic deliberation just a few hundred yards directly ahead of us. Despite the fact that all hell broke loose a split second later — as we knew it would the moment the German defences saw the markers — I was never so happy to see a salvo of T.I.'s go down in my life, and, best of all, dead on time and dead on track.

The Primary Visual Marker that night was another Canadian, Flight Lieutenant A.J. Johnston, D.F.C., a Pathfinder flying a Lancaster from the Canadian Pathfinder Squadron, #405. When I learned that fact, I thought it altogether fitting that R.A.F. Bomber Command should be led onto the scene high over Stettin that night by two Canadian Captains: the P.V.M., an R.C.A.F. pilot from Souris, and an R.C.A.F. Fortress pilot from Winnipeg, constituting the first element of the Radar Counter-Measures force.

R.C.A.F. airmen flew, of course, in every Command, and in every theatre of war. Call a reunion for Coastal Command, Fighter Command, Transport Command, the Desert Air Force — indeed any component of the R.A.F. you care to name — and the members attending will number a great many representatives of the R.C.A.F. On this 60th Anniversary of the founding of a great Force, a Force which served Canada well, and which helped in the most unselfish way to pay the bloody price of admission that brought Canada as an equal partner

to the counsels of world statesmen, the R.C.A.F. rates from each one of us a fond and grateful salute.

(Mr. Peden is the author of three books: "Fall of an Arrow", a work on Canada's first supersonic fighter; "A Thousand Shall Fall", an account of R.C.A.F. training and operations in Bomber Command in W.W. II; and "Hearken to the Evidence", a recently published book on noteworthy police investigations and criminal trials in Manitoba in the mid-1950's.)

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**COMMUNITY SERVICE AWARD  
NOMINATION FORM**

19

Major B.D. Brennan, Base HQs  
Chairman, Community Service  
Awards Selection Committee  
Canadian Forces Base Winnipeg  
Westwin, Manitoba  
R2R 0T0

1. I/we nominate:

SIN	Rank	Mr/Mrs/Ms	Surname	First Name
Unit/Place of Employment		Telephone		Year

2. He/She is nominated for the following unpaid community service(s):

- 3. He/she has a voluntary ( ), appointed ( ), or elected ( ) position.
- 4. He/she has participated in the above activity for (length of time, hours per week, etc.).
- 5. Submitted by:

SIN	Rank	Mr/Mrs/Ms	Surname	First Name
Signature		Unit/Place of Employment		Telephone

PLEASE COMPLETE THIS FORM AS FULLY AS POSSIBLE. Remember, everyone may not be fully familiar with the activity. A clear description of the contribution of the nominee will assist the Committee to select the award winners. Military personnel, DND employees and dependants of all ages are eligible for nomination.

Completed nomination forms are to be mailed or delivered to the above address no later than 27 April 1984.

**RECOMPENSES POUR SERVICES RENDUS A LA COMMUNAUTE  
FORMULE DE NOMINATION**

19

Le Major B.D. Brennan, QG (B)  
Président, Comité des récompenses pour  
services rendus à la communauté  
Base des Forces canadiennes, Winnipeg  
Westin, Manitoba  
R2R 0T0

1. Je propose:

NAS	Grade	M/Mme/Mlle	Nom de famille	Prénom
Unité/lieu de travail		Téléphone		Ans

2. Le/la candidat(e) est proposé(e) pour le(s) service(s) non rémunéré(s) suivant(s) rendu(s) à la communauté:

- 3. Le/la candidat(e) est volontaire ( ), nommé(e) ( ), ou élu(e) ( ), au sein de son activité.
- 4. Il/elle a pris part à l'activité susmentionnée durant (préciser la durée, le nombre d'heures par semaine, etc., etc.).
- 5. Proposé par:

NAS	Grade	M/Mme/Mlle	Nom de famille	Prénom
Signature		Unit/lieu de travail		Téléphone

PIERRE DE REMPLIR LA PRESENTE FORMULE DE LA FACON LA PLUS COMPLETE POSSIBLE. Rappelez-vous que tous les membres du comité en question ne connaissent pas à fond toutes les activités. Une description détaillée de la contribution du candidat aidera le comité à choisir les gagnants. Les militaires, les employés civils du MDN et leurs personnes à charge de tout âge peuvent être proposés comme candidats.

Faites parvenir les formules de nomination à l'adresse susmentionnée, avant le 27 avril 1984.

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# COMMUNITY NEWS

## SILVER WEDDING ANNIVERSARY

Pictured below are Master Corporal Al MacDonald and wife Julia, who celebrated their 25th Wedding Anniversary on 14 March 1984. Al is the Exercise/Tasking Cell at Air Command and is active with the Community Council as Sports Director. Julia is employed at the Officers' Mess (N) and is a member of the Protestant Chapel Choir. They have four sons, Shane, Kent, Troy and Kurt.



## GIANT FLEA MARKET

Saturday May 12th  
8 A.M. - 2 P.M.

BIGGER AND BETTER THAN LAST YEAR

FEATURES — MILITARY DISPLAYS  
— HIGH BOX TEAM  
— CAR WASH  
— APC RIDES  
— REFRESHMENTS  
AND MUCH MUCH MORE.

TABLE RENTALS \$15 EACH

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## WESTWIN COMMUNITY COUNCIL NEWS

### UMPIRES NEEDED

St-James-Assiniboia Minor League Baseball will begin late April and 120 umpires are required for all ages from 5 to 18 years old.

Westwin is one of eleven (11) communities within the St James Assiniboia association.

The others are Bord-aire, Bourkvale, Crestview, Deer Lodge, Kirkfield-Westwood, Heritage-Victoria, Silver Height, Sturgeon Creek, St Charles and Woodhaven.

Based on the number of umpires that will be needed Westwin should provide 10-12 for our home games. (normally 4 home games a week 15 May-30 Jun.) Age preferred 14 years and older but younger people may be excepted.

Pay will be between 5 to 8 dollars per game depending on age group you umpire.

Umpire clinics will be held around end of March and the registration fee will be paid by Westwin Community Council.

There are over 900 children involved with Baseball in total and approx 100 of these will be from Westwin.

Please get it on, now, and call me soonest.

You will be notified later on date and place of umpires clinic.

Al MacDonald (MCpl)  
WESTWIN SPORTS  
Duty 832-1311 Loc 127  
Residence 102A Comet St  
885-3116

P.S. Also coaches, score keepers, Drivers, etc needed for the following levels.

- T-Ball — 7 yrs and under
- Minor — 8-9 yrs old
- Mosquito — 10-11 yrs old
- Beaver — 12-13 yrs old
- Bantam — 14-15 yrs old
- Midget — 16-17 yrs old
- Bison — 18 yrs and up

and Junior  
Registration fees, place and date will be held in near future (late March or early April) more info next issue of Voxair.

### Children's Skin Diving Course

The CFB Winnipeg Goldeyes Scuba Club is sponsoring a Children's Skin Diving Course to teach children the proper, safe use of skin diving mask, fins and snorkel. This course is an advanced aquatic activity and to participate children should be good swimmers. The course is open to military dependants and DND civilian employee dependants, aged 10 to 16 years. The course will be held at the Westwin Pool, Bldg 90, on consecutive Tuesday nights from 6:30 to 8:30 p.m. beginning 3 Apr and finishing 15 May 84. Cost will be \$30.00 per person and this includes all instruction, pool time, textbook and certification with the National Association of Underwater Instructors (NAUI). For more information and to register contact Capt. Ronn Cooper at local 355 (days) or 489-8785 (evenings). Registration is limited so call today!

## 104th Scouting Group FLEA MARKET March 31, 1984 LIPSETT HALL

Check off your reason for being there:

- The kids got so much for Christmas some of the old stuff has got to go.
- The car hasn't fit into the garage since August.
- You're moving (overseas?) so its "clean out time."
- You're not moving and the 'junque' is backing up the basement stairs.
- \_\_\_\_\_ write in your own special reason.

### OTHER FEATURES

1. Kids tables — \$2.50.
2. "Too big to bring" list — for those dishwashers, boats or vehicles.
3. Free babysitting.
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5. Raffles; games; contests.
6. Free pick-up on donations.

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### PROTESTANT CHAPELS

THE CHAPEL OF THE GOOD SHEPHERD,  
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- Divine Worship: 11:00 a.m. Sundays
- Sunday School : 11:00 a.m. Sunday
- Nursery
- Choir Practice: 7:00 p.m. Thursdays

THE CHAPEL OF ST. ANDREW, corner Grant and Kenaston  
— South Side:

- Divine Worship: 10:30 a.m. Sundays
- Sunday School : 10:30 a.m. Sundays
- Nursery
- Choir Practice: 7:00 p.m. Thursdays

BAPTISMS: By appointment, 832-1311, Loc 417.

MARRIAGES: By appointment, 30 days notice required.

BIBLE STUDIES: — 7:00 p.m. Mondays — Chapel of the Good Shepherd  
— 10:00 a.m. Fridays — Chapel of the Good Shepherd

LADIES GUILD: — 1st Monday each month at 7:00 p.m. — Chapel of the Good Shepherd

COUPLES CLUB: — 4th Friday each month at 7:00 p.m. — Chapel of the Good Shepherd

### CHAPLAINS:

- G.E. Tonks — Base Chaplain (P) — 832-1311, Loc 417
- S.C. Fowke — Chaplain (P) (North) — 888-5175
- G.W. Lanctôt — Chaplain (P) (South) — 888-9036

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HAPPY 60TH ANNIVERSARY  
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COMMUNITY COUNCILS

# SHAKES N' TAKES



Pte MJ Little is presented with his first chevron by Maj ER Webb, HQ COMDT. Pte Little has been with AIRCOM since Jan 82.

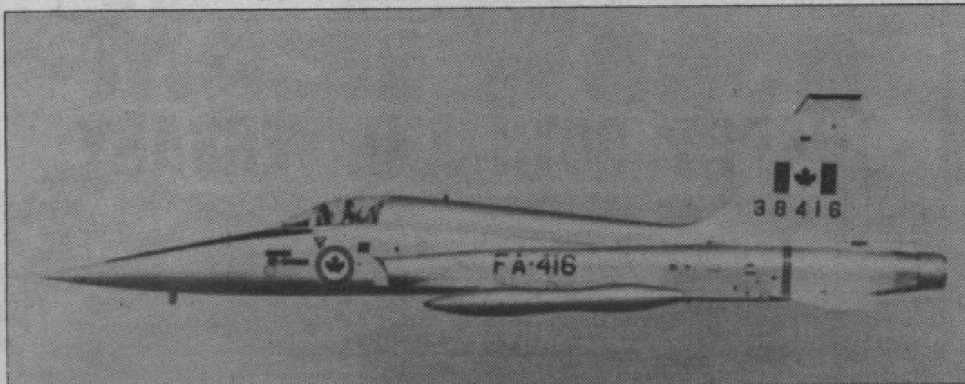


The BTNO, Maj Savage is seen here presenting Cpl(W) Davies with her Cpl's hook. Cpl(W) Davies was promoted on the 31 Jan 84. Congratulations!



The BTNO, Maj Savage is seen here presenting Cpl(W) Desjardine with her Cpl's hook. Cpl(W) Desjardine was promoted on the 4 Jan 84. Congratulations!

## CF-5 FREEDOM FIGHTER



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1 Intellivision Set with several game cartridges; \$300, o.b.o. 1 26" B & W Viking FM TV, very gd cond. \$80. o.b.o. 1 Kenmore Washer/Spin Dryer, gd cond, \$40. o.b.o. Ask for Phyllis at 489-4831.

1 twin-size mattress & box spring, \$50., two B & W 19" T.V.'s, \$15. each, pinball machine, \$15. Ph. 837-5304.

2 pce wall unit with corner cabinet, VIC 20 computer with recorder, monitor, 16K, 3K super expander & more attachments, Panasonic VCR. All could be seen at 361 Kenaston, Fri 6 p.m. till 9 p.m. and Sat 12:00-9:00 p.m.

Windsurfer, Alto Fidji, made in France, used 2 months, exc cond. Paid \$1050, will sell for \$800. Ph. 837-5055.

Coffee table & 2 end tables for a living room. All top glasses. As new. Price \$200. Home: 885-9621 or work: ext. 550. Ask for Cpl. Meagher.

1 Commodore VIC 20 Computer and data cassette, includes joystick and instruction manual. Asking \$160 O.B.O.; 1 10-speed bike, good shape, \$65. O.B.O.; 1 Sanyo Portable 12" Black & White TV. Also comes with 12V car battery adapter, \$70 O.B.O. Ph. Rick at 888-5618 after 5 p.m.

Great selection of over 160 hardcover books — fiction and non-fiction including cookbooks, and some childrens books: .50 and up. Turntable with AM/FM radio. \$15.00. Fisher Price Toys: Farmhouse, Family Playhouse, \$15.00 each. 2 small occasional tables from Egypt. \$5.00 each. Please call 895-9190 after 5 P.M. or weekends.

1 pair of pull-on leather boots, brand new, never worn, mens 8 or ladies 10. Regular \$70. Will sell for \$20. 1 Clairol Mist Hair-setter, brand new, used twice, \$20.

Colour computer 64K, joy sticks, cassette, word processor, utilities, lots of games. Call Mark at loc 156.

Hotpoint Humidifier \$55. Dresser \$60. Bamboo Curtain \$15. Double Bed \$70. 2 Toyota 14" Wheels \$25. ea. 150 lbs weights \$35. Exercise Bench \$20. Size 8 goalie skates \$45. Phone 885-2980

Two young budgies (yellow & blue) with cage complete, all for \$15. Ph. 885-6805.

One Mummy-style sleeping bag, like new; backpack with frame, \$45. for both. 489-8575.

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1 flip-out sofa, exc cond \$60. Table with 2 shelves on casters, suitable for TV or stereo stand, wood-grain finish \$20. 9 x 12 green shag rug \$25. Wooden 4 shelf TV or stereo stand, gd cond \$30. Child's table with arborite top, \$10. Child's spring horse \$5. Ph. 889-4291.

Wooden wardrobe dresser with small closet on one side, 3 ample dressers & cubbyhole on the other side, \$90. Ph. 889-4291.

Two Bell helmets, sizes 6-7/8 and 7, \$60. ea. Ph. 489-5479.

1972 Oasis Cabin Trailer, fridge, stove, toilet, pressurized water system, sleeps 5, \$3,000. Ph. Gary at 489-8214 or loc 520.

### CARS

Rabbit Diesel 1980, Deluxe-5 speeds, 77,000 km, 4-doors, AM/FM cassette, excellent condition. Ph. 837-6001 after 5 p.m. or loc 277/352.

1978 Z28 Camero. 350 4 Barrel, 4 speed, Headers. P.S., P.B., All guages, clock, Rear window defogger. Cruise control. AM/FM Cassette Stereo with Equalizer. Gold Seat covers. The car has Green Metallic Paint/Black Interior. B.F. Goodrich 60 Series white letter Radials. 64,000 kms. This car is in very good condition. Asking \$5000. Please phone Rick at 888-5618 after 5 P.M.

1980 Pontiac Sunbird Sport V6 auto, buckets & counsel, 19,000 miles with new all-season radials, \$5195. o.b.o. Ph. Bill at 489-7515 after 5 p.m.

For sale 81 Chevette, 4-d, hatchback, a.t., AM radio, rear window defrost, new radials, one owner, like new, \$5,150 O.B.O. 895-0073.

1978 Pinto, 2-d, yellow, 4 cyl, std, less than 60,000 km. Asking \$1800. Ph. 489-8446 (after 6 p.m.) or 889-0401.

### TRUCKS

1980 Ford F250 Supercab, seating for six pax, 351 V8, 1 owner, 9300 miles, 4 spd std, p.s., p.b., cruise, dual batteries, dual tanks, security pkg, radio, wired for camper and trailer, full set maintenance manuals, premium condition. \$8500 O.B.O. 837-9636.

1981 Suzuki Jeep 4 wd convertible, 36,000 km, exc cond. \$4,000. Ph. 489-5479 after 5 p.m. or loc 277 and ask for John.

1969 Ford F100 - 360 V-8 Standard, New brakes, transmission, water pump Equalizer hitch, electric brake control AM/FM 8-track stereo. Aluminum cap with full door. Bus. 832-1311 (local 304) Res. 888-8090.

### WANTED

To buy a fence in good condition for PMQ backyard. Ph. 489-8016.

### LOST

Ladies gold watch, Westwin Curling Club on Monday, Feb. 27th. Reward \$50. Ph. loc. 788 or 895-1289 after 5 p.m.

At Westwin Curling Club Ladies Silk Square Scarf white, with scenes of London, England. Green border. Holiday souvenir and I would like it back please. Jane Lawrence local 430.

### MOTORCYCLES

Honda Gold Wing 1983, 6919 km, exc cond. \$4,500. Ph. 889-7572.

1981 Honda 750 Custom, vetter fairing, AM/FM stereo, very gd. cond. Ph. 837-5173.

### MOTORHOMES

1984 Corsair 21 ft. motorhome, fully equipped with air, weekly rentals. Book now for the summer. Ph. 837-5173.

### PETS

"CLIPPERS" - Dog Grooming, 373 Stratmillan Road, 889-6762

### NOTICE

All interested people are invited to the 2701 (2PPCLI) Army Cadet Corps Open House on Saturday, March 31, 1984 at 10 AM in B-8 (Drill Hall) at Kapyong Barracks.

Recruiting is presently in progress for those of the ages 13 to 18.

The Cadet Corps parades every Tuesday night in B-8 (Drill Hall) at Kapyong Barracks. Come down and look around.

### BABYSITTERS

Will babysit in own home, very reliable, all ages, 7 days a week. Grant & Kenaston area. Ask for Sherry at 489-2353.

Mother of three will babysit afternoons and evenings in my home. Please contact me at 361 Kenaston Blvd. (south site) evens between 6 & 8 p.m.

Will babysit in my home Mon-Fri, 8-5. Apply in person at 26 Cornwall Blvd, north site. Ph. 885-1076.

Babysitter, 13 yr. old girl wishes to sit on south site, qualified. Call 489-4237.

Experienced and reliable 14 yr old girl, completed Babysitting Course, is looking for work on the north site. Ph. 837-6363 and ask for Laura.

Mother of two young children will care for infant/pre-schooler in her own home starting January 1984. Please call 888-4020.

Will babysit in my home, south site, days. Ask for Bev at 489-9129.

Wanted — mature woman needed to come into my home on a casual basis to sleep over from 10:30 PM to 8 AM. Occasionally Sundays 9:30 AM to 4:30 PM. Good salary. Ref. please. Ph. 489-5091 after 4 PM.

### SERVICES

Posted to C.F.B. Borden? Personal touch with 15 year experience. Call or write Ron Jones, Associate Broker, Lou Goedemondt Real Estate Ltd., 35 Essa Rd., Barrie, Ont., L4N 3K4 705-737-2880.

Personal and small business income tax. Reasonable rates. Call 832-5109 after 5 or 832-1311, loc. 391.

**MAR. Program** Telephone 888-6290

**Cinema Theatre**  
CANADIAN FORCES BASE WINNIPEG

SUN	MON	TUE	WED	THU	FRI	SAT (mat.)	S (Even)
Mar 18 GORKY PARK	Mar 19 Experience Preferred... "The Day After Tomorrow"	Mar 20 NO SHOW	Mar 21 NO SHOW	Mar 22 WOLF	Mar 23 NO SHOW	Mar 24 SABOTEUR	Mar 24 SABOTEUR
Mar 25 SABOTEUR	Mar 26 SABOTEUR	Mar 27 NO SHOW	Mar 28 NO SHOW	Mar 29 CHRISTINE	Mar 30 NO SHOW	Mar 31 THE SMOKE	Mar 31 THE SMOKE

SUBJECT TO UNAVOIDABLE CHANGE WITHOUT NOTIFICATION

## COMMUNITY CALENDAR — MARCH/APRIL

SUN	MON	TUE	WED	THUR	FRI	SAT
			Bible M21 Study C F 12:00-1:00 Every Wed. Prot. Chapel (N) Bingo 8 p.m.	22  Base Library 6:00-8:30  Ceramics 7 pm	23  Mess Meetings	24  Base Library 1:00-3:30
25	26	27	28	29	30	31
		VOXAIR DEADLINE	Bingo 8 p.m.	Ceramics 7 p.m.	MIL Pay Day	
APRIL 1	2	3	4	5	6	7
RCAF 60th Anniversary April Fools Day			Bingo 8 p.m.	Ceramics 7 p.m.		
8	9	10	11	12	13	14
		VOXAIR DEADLINE	Bingo 8 p.m.	Ceramics 7 p.m.	MIL Pay Day	

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Tue — Grilled Cheese & Fries	Reg. 2.05	Special <b>1.50</b>
Wed — Trudy Special	Reg. 2.40	Special <b>1.90</b>
Thur — Fish & Chips	Reg. 2.85	Special <b>2.25</b>
Fri — Hamburger & Fries	Reg. 2.20	Special <b>1.60</b>

**SNACK BAR #90  
DAILY BREAKFAST SPECIAL  
TWO EGGS, BACON, HASH BROWNS,  
TOAST, LETTUCE & TOMATO,  
COFFEE & REFILLS**

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**HIGH DAILY INTEREST PAID MONTHLY** helps you make the most of your money. EVERY DAY YOUR CLOSING BALANCE IS \$2,000 OR MORE YOU REAP THE REWARDS OF HIGH DAILY INTEREST PAID MONTHLY. That's high daily interest earned on all your money. And, on those days your balance drops below \$2,000, you'll still earn a rate of 3% per annum daily interest paid monthly. It's guaranteed! So, no matter how much your account fluctuates from day to day you keep earning interest on every dollar every day.

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**THE COMMERCE COMBINATION ACCOUNT.** It's available at most Commerce branches. Ask for details at the one nearest you. You'll find it's a great reason to move over to the Commerce for all of your banking needs.

†Rates and terms subject to change without notice.



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