

Postair

"FOLLOWING THE CANADIAN FORCES"
CFB/BFC WINNIPEG

28 Nov 84

Special Stamp



WINNIPEG — A ceremony was held last week at Canadian Forces Base Winnipeg to mark the launching of a special stamp to commemorate the 60th anniversary of the Royal Canadian Air Force. The stamp (shown above) was designed by William Southern and Ralph Tibbles of Toronto. A unique part of the ceremony featured the appearance of three servicemen dressed in uniforms identical to those depicted on the stamp

(below). Among the dignitaries officiating at the event were Lieutenant-General Paul Manson, Commander Air Command and the Honourable Judge Rene J. Marin, Chairman of the Board of Directors for Canada Post Corporation. About 700 spectators attended the ceremony which featured music by the Air Command Band and a display constructed by the Directorate of Exhibitions and Displays.



Dr. Isabel Auld, Chancellor of the University of Manitoba, talks with Major Atholl T. Malcolm prior to fall convocation ceremonies at the University of Manitoba. Maj Malcolm is the first person to receive a doctoral degree under the Canadian Forces — University of Manitoba academic upgrading program, launched 10 years ago. He entered the program in 1975 and received his Bachelor of Arts degree in 1978. In 1982 he completed his Master's degree and this October received his Doctorate in Clinical Psychology. Maj. Malcolm now teaches at Royal Roads Military College. (Photo by Sgt. J. Blouin).

First Doctorate

WINNIPEG — Major Atholl T. Malcolm, 41, is the first participant in the University of Manitoba — Canadian Forces program to complete a doctoral-level degree.

His personal achievement coincides with the program's 10th anniversary. He began the long road towards his PhD in 1975, the year after the venture was launched by the University of Manitoba, in cooperation with the Director-General Personnel Research and Development, NDHQ.

As a navigator, Maj Malcolm has had to balance his academic pursuits with his working life, first with 442 Transport and Search and Rescue Squadron, Comox, and more recently with Aerospace Systems Squadron, Winnipeg. "I don't think anyone working full-time would ever consider a PhD," he said. "I think it's hard enough to consider a B.A."

What started out as an attempt to finish a bachelor's degree has progressed over the past nine years to a doctorate in clinical psychology.

Now an assistant professor at Royal Roads Military College, Maj Malcolm has no plans for any big changes in the near future. "I'll stay here (at RRMC) for the full four-year tour, then I'll have a year to go because I'm out of the Forces the following year," he said. "Time enough to think about setting up in private practice."

Going from an undergraduate to a PhD in nine years is no small achievement. Maj Malcolm lists family support, perseverance and selection of achievable goals as the three key ingredients to his success.

Asked if anyone else in the Forces could do the same thing, Maj Malcolm replied "Sure".



What can I say about the Grey Cup game that hasn't already been said? Well, for one item. I had two sons-in-law playing, and playing very well. Big Chris Walby came over to our house at 1:30 a.m. after the team returned from the Western final to ask which team I was going to cheer for. I beat a hasty retreat to the bedroom and reappeared in my No. 63, WALBY Blue Bomber shirt. We then adjourned to the Rec Room to hoist a couple and replay the game on the VCR.

Jane and I travelled by Tercel to Edmonton to join the throng at The Game. Trying to find hotel accommodation was a real scramble but we found one right in the middle of party time!

Whatever the press reported about Grey Cup Spirit in Edmonton — Believe it! Our seats were in the End Zone but being there was at least half the fun. Except for the first thirteen minutes of play, the whole thing was a ball.

We came back from Edmonton with an Old English Sheepdog puppy! He's a beauty. Eleven weeks old and getting bigger by the minute. His name is Silverspar Paddington Blue or "Paddy". We have committed ourselves to showing him in the hope of attaining Championship points (that's where the dollars are!) We picked him up on Grey Cup Day, hence the name "Blue".

We recently braved the elements and down-town traffic to take in a pair

of newly released movies. Body Double and Thief of Hearts. Both loosely described as "Who Done'Its" and both flashing quite a bit of epidermis (T and A for the non medical crowd).

Body Double is touted as being Hitchcock style and does resemble Rear Window in plot line. The photography is imaginative, the acting is generally very good but the suspense is not vintage Hitchcock. It's not bad, and there are moments where some nervous gasps and shrieks were heard in the audience.

Thief of Hearts, is also a well done movie. A young woman's diaries are stolen and she is led into her fantasy "diary life" by the thief, who befriends her. The plot is full of holes but the superb photography and settings coupled with very believable acting from the leads overcome those weaknesses.

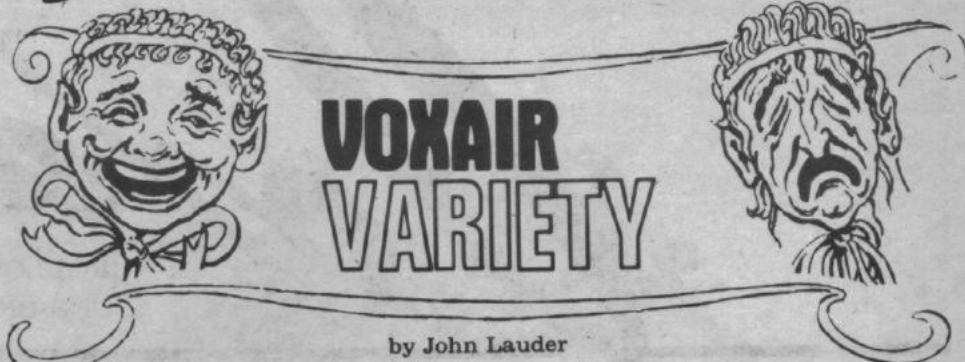
I have to remind myself that it's a fantasy film; a street crook cons a lady out of good judgement (and her clothes), the husband shows no guts or real strength of character but collectively the cast and director get away with it.

One very stylish, suggestive, symbolic and sexy scene has the young crook coaching the woman on shooting a .45 automatic pistol. Standing behind her, his "assisting" becomes caressing and then some pretty explicit groping. All the while, the heroine is panting and blasting away on the .45!

Neither film is likely to get an Oscar nomination but on the whole, both are worth the price of admission.

Deiter Brock was tired of the Winnipeg Zoo. As an alternative he should have dropped in to the Food & Cinema area of Eaton Place during the evening hours. There are some very strange specimens hanging around.

We made a quick visit to the West Edmonton Mall. In a word — Magnificent. Full sized skating rink, a car dealership and an amusement park almost as big as the Winnipeg Ex, are only some of the features.



"Absolutely Charming" is the words Supercritic, my go-to-the-theatre buddy, describes the current Manitoba Theatre Centre production Old World. Written by the contemporary Russian playwright Aleksei Arbuzov, it tells the story of two 60-plus lovers, and demonstrates that human emotions are ageless. The play will run on the Main Stage until December 8th.

Two of Canada's finest actors have the lead (and really only) roles. Eric House is the senior doctor and Florence Paterson his aging patient. They convince us that these are real people, and by covering a series of past experiences, both good and bad, come to the conclusion that they can have a lasting, if limited, relationship. Special effects by Douglas McLean, who designed the massive sets, and Jeffery Dallas, lighting designer, are both timely and beautiful, and contribute much to the overall tone of the show.

This is not your Changing of the Guard, Show of Shows, or even a play by Dickens with 40 characters; but if you enjoy an evening of quiet theatre, great acting, and enjoyable backgrounds, make an effort to get out and see it.

The coming week-end seems to be a time for ethnic shows. At the Centennial Concert Hall the Cheremost Ukrainian Dance Ensemble will preform at 8:00 p.m., while at the Gas Station Theatre at 7:30 p.m. the Consulate Peru will sponsor Trigal, a concert of Andean and Centre American music. On the non-ethnic side, on Saturday and Sunday, Fred Penner will be at the Winnipeg Art Gallery, with two shows each day.

The Winnipeg Symphony is gearing up for a big, big holiday season. On December 1st they will feature Ick Choo Moon at the piano is Gershwin's Rhapsody in Blue as part of a popular music program. The next week-end, December 7th to 9th, a Masterworks concert will go on the Friday and Saturday, with a Family Pops on Sunday at 2:00 p.m., featuring Richard Turner with the harp, and music from Strauss to Debussy to Handel to Leroy Anderson. Finally the biggie on the 14th to 16th, with guest soloists and the Winnipeg Philharmonic Choir, Handel's Messiah. This used to be a Christmas tradition in Winnipeg, and we are glad to see it back.

And speaking of Christmas traditions, several groups are working to help the needy. The Symphony has asked that people coming to any concert between now and December 16th bring a donation of food, a new toy, or a gift suitable for an adult, for the Cheer Board. The Winnipeg Folk Festive people are having a party December 16th at the Norwood Hotel, and are asking the food items be donated as part of the fun.

SCAN CORNER

Have you looked closely at the want ad section of your newspaper lately? The want ad section is a useful indicator of the economic health of a region or country; so useful in fact that business and governments compile statistics based upon their number to discover in which direction the country is going.

You too can use want ads in your planning for retirement. Some hints are as follows:

— Want ads can be used as an excellent source of job descriptions. This is true even if it is still too early to follow up and ad with a formal application. Used in this manner the language of industry can be studied, qualifications for particular jobs determined and the location of certain industries noted. Start collecting interesting advertisements early so that your career resume is built up around the language of the employer.

— A list of contacts can be collected from the want ad section. Names and addresses in most cases are provided which can be used at a later date. You will need such a list.

— The best way to find out about the employment situation in another

part of the country is through the want ad section of the local newspaper. New industries can be spotted. If Kaiser Resources needs coal miners in British Columbia they will probably also need electricians, heavy equipment operators and payroll clerks.

— Want ads can be used creatively to provide leads for more than one employment opportunity. For example, if one job that you find interesting is advertised by a university, every other university in Canada is a possibility for the same position. The advertisement is the job description. You can zero in with your career resume or letter and with a list of universities apply for 30 jobs instead of only one.

The want ad section or careers page of the daily newspaper is one of the best channels available for entry into the employment marketplace. The secret for success in its use is the same for all elements of your job campaign - early preparation. If you are getting close to retirement, start reading the want ad section very carefully now.


LETTER TO THE EDITOR

Dear Sirs:-

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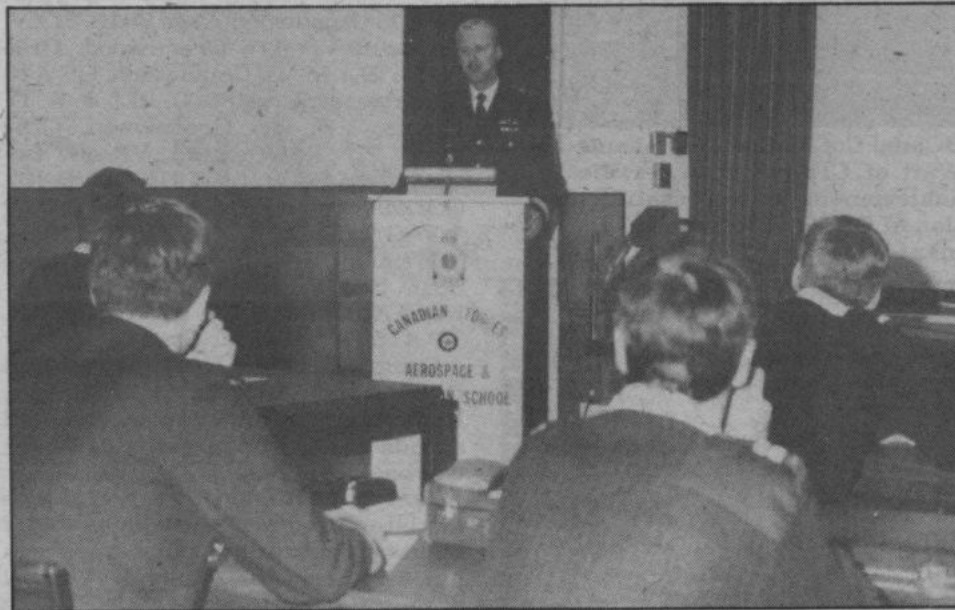
Please bring one canned food ITEM for Christmas Cheer board Christmas hampers. Let's All have A Merry Christmas!!

Look Mom It Works



MCpl J. C. Crowe of the CFB Winnipeg Fire Department instructs Cpl Lenora Rosskogler of the 18 Svc Bn in the correct use of a CO2 extinguisher during fire prevention training with the Thunder Bay Militia District. MCpl Crowe, along with MCpl P. Bellefleur (also from the Base Fire Dept.) trained the Militia in the practical use of several types of extinguishers. For many of the militia, it was their first "hands-on" experience with the equipment to put out a "real" fire.

Visits CFANS



GROUP COMMANDER VISITS — BGen L. C. Price, who took command of 14 Training Group at CFB Winnipeg last July, speaks to students at the Canadian Forces Aerospace and Navigation School. They are part of a new electronic warfare course which started in late October. CFANS is an element of 14 Training Group.



BASE RECREATION LIBRARY HOURS

Tues, Wed, Thurs 6:00 - 9:00 p.m.
Wed and Sat 1:00 - 4:00 p.m.

Have you been to the Base Library? If not you're losing out on a lot of good reading. The library regularly purchases all fiction books that are good enough to make the MacLean's Best Seller list. The following books have recently been purchased on your behalf:

Fiction

- The Fourth Protocol
- First Among Equals
- The Aquitaine Progression
- The Haj
- Tough Guys Don't Dance
- ... And Ladies of the Club
- Job: A Comedy of Justice
- The Miko
- Strong Medicine
- Full Circle
- Proof
- The Passing Molly T
- The Outsider
- God Knows

- Forsyth
- Archer
- Ludlum
- Uris
- Mailer
- Santmyer
- Heinlein
- Lustbader
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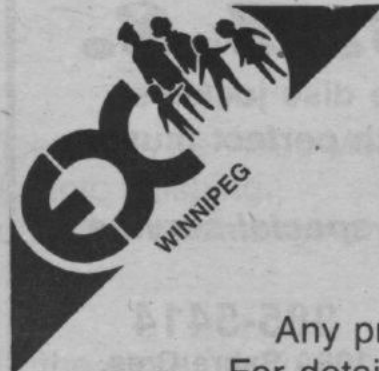
Non-Fiction

- The Promised Land
- In God's Name
- The Year of Armageddon
- Vengeance

- Berton
- Yallop
- Thoma and Mc-gan-Witts
- Jonas

The library also has a wide selection of paperbacks — several thousand for trade or sale at low cost.

For those of you who have not yet been to the library, you will find us located in the Sports Complex, Bldg 90 on Whytewold Road, immediately adjacent to the Post Office. Hope to see you.



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CFANS News



BComd Col McGowan presented Comdt CFANS LCol Forbes with Physical Fitness Award for aerobic excellence 5th milestone.



BComd Col McGowan presented Maj Sparks of CFANS with Physical Fitness Award for aerobic excellence 4th milestone.



BComd Col McGowan presented Maj Watt of CFANS with certificate of achievement for successful completion of Officer Professional Development Program.

by Capt George Sykes

It has been awhile since you last heard from us at the Nav School and quite a lot has been going on. First and perhaps most importantly is that you have a new scribe in yours truly, having been handed the reins from Captain Trevor McDougall. Actually the reins were left on my desk while I was away fighting the wars in Thule on boxtop. All this pressure on such a fragile body. I guess when it rains at CFANS it really rains. So much for the important news, now on to ANS trivia. Final score in the Staff vs Student's hockey game to be played at St. James Civic Centre on Fri 16 Nov 84 will be Staff 5 - Student's zip. Of course I predicted the Argo's would also repeat as Grey Cup Champ's this year.

Well the Staff at ANS are busily shining their uniforms and pressing their shoes as "The Big Day" approaches when the gods descent upon us from Mount Olympus. The career managers arrive in Winnipeg on 2 Dec 84 for a week of darts, shuffleboard and shaft, and at the end of each day they'll probably retire to the mess for the same thing. I shouldn't be so hard on them though, it's not an easy job. Have you ever tried to stick a worm back in the ground once you've pulled it out? Every cloud has it's silver lining though and thus the staff will be all split and polish after the career manager's visit for the expected graduation of courses 8401 and 8402 on 19 Dec 84. No news yet on where they're all going but for those of you who keep abreast of grad postings, the following is the status on courses 8309 and 8310:

2Lt J. Allcott, VP 407 Comox, Crse 8309. 2Lt M. G. Anstey, VP 405 Greenwood, Crse 8309. 2Lt J. A. L. Bouchard, 435 Sqn Edmonton, Crse 8309. 2Lt W. A. J. Boutin, VP 415 Greenwood, Crse 8309. Lt. D. Butler, VP 405 Greenwood, Crse 8310. 2Lt V. Cosman, VP 415 Greenwood, Crse 8309. 2Lt M. L. Cousineau, HS 443 Shearwater, Crse 8309. 2Lt D. A. D. Elliott, VP 415 Greenwood, Crse 8309. 2Lt R. Grayston, VP 407 Comox, Crse 8309. Lt P. Holst, VP 407 Comox, Crse 8310. Lt S. Leppik, VP 405 Greenwood, Crse 8310. 2Lt F. Martineau VP 405 Greenwood, Crse 8310. Lt J. Villeneuve, VP 405 Greenwood, Crse 8310. Lt. N. Walsworth, VP 415 Greenwood, Crse 8310.

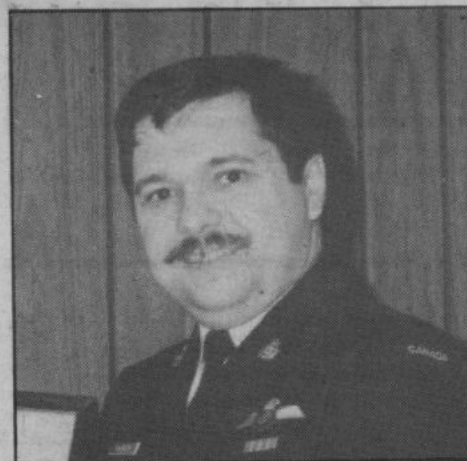
Congratulations to all of you and best of luck in your new careers. Remember on your compasses, the E stands for European and the W for wayback.

Just a reminder to all that the Christmas party 30 Nov 84 is rapidly approaching and we put names in a hat and drew for presents. You all drew my name.

In our next installment I hope to find out who John Door is and where he's been hiding and let you all in on the secret.



BComd Col McGowan presenting Maj Watt of CFANS with base commander's commendation for his work as the base coordinator for the Queen's visit to CFB Winnipeg.



B Comd Col McGowan presented Capt. Gagnon of CFANS with certificate of achievement for successful completion with distinction of officer professional development program.

Cooking Oil Ignites: Two Dead New York State - December 1983

A 46-year-old woman and her 17-year-old nephew were killed when a flash fire, triggered by cooking oil, roared through this two-story, wood frame, ranch-style house.

The fire is believed to have been started by a stove that was left unattended. The woman and a male friend had returned home that evening. The man decided to cook some fish; while the fish was cooking, he fell asleep in the living room. He awoke, smelled smoke, and found a grease fire in the kitchen that had spread to the curtains and cabinets. He attempted to extinguish the fire and shouted to the woman (who had gone to bed) to call the fire department and wake the nephew. After the woman called the 911 emergency line at 3:58 a.m. to report the fire, she went to the back bedroom to wake her nephew. When the fire quickly escalated, the man was forced out of the kitchen, and was unable to reach the woman or nephew. Both victims were found unconscious in a rear bedroom, their escape route cut off when the fire flashed over. They were transported to the hospital, where they were pronounced dead.

Three fire fighters were injured during the fire.

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1984 is not only a year in which the 60th anniversary of the Royal Canadian Air Force has been celebrated, it also marks another aviation milestone, the passing of the CF-101 Voodoo into history. Nearly 23 years of faithful service will soon come to an end, leaving the Voodoo only a memory to those of us who flew and/or worked with her.

I was lucky enough to be one of the minority of Canadians to have been chosen to serve my country as a military fighter pilot; an honour to which many people and most pilots aspire. Even though I have not flown the One-O-One since 1980, I've found that I still get quite nostalgic whenever I hear the familiar roar of those two J-57 engines in flight or their high pitched whine while taxiing. Hearing that jet noise immediately propels me back to the days when, as a single Lieutenant, I was filled with awe whenever I gazed up at the Big Silver Jet. That being the aircraft I flew on my first operational tour, many memorable Voodoo related events have stuck in my mind and remained with me even today.

I became combat ready in June 1977, and was immediately introduced to the "Q" which, in Voodoo vernacular, stands for Quick Reaction Area. The "Q" was hoem away from home for two interceptor crews who patiently waited on five minute alert for the onslaught of the enemy hoards. It quickly became apparent, however, that duty in the Bagotville "Q" was not going to be exceptional-

ly active although during my three years on squadron, I did manage, on two occasions, to get scrambled to intercept two civilian aircraft.

Pilots normally judge an aircraft using many factors, but the most important is handling quality. In this regard, the Voodoo is a dream. One exception to this rule however, is what is known as "Pitch Up". It is rumoured that the mere mention of these words will reduce an otherwise confident jet jock to a cowering heap of flesh; nothing could be further from the truth. I personally have attended a number of Pitch Up debriefs, and only rarely have I seen cowering heaps in the audience. Pitch Up is merely an aerodynamic condition that causes an aircraft, such as the Voodoo, to tumble completely out of control while losing at least 20,000 feet whether it's available or not. Suffice it to say that a Voodoo driver spends a great deal of his time attempting to avoid this rather embarrassing maneuver.

In difference to this one peculiarity, the Voodoo's airframe and engines have proven to be an extremely safe and reliable combination. The J-57 engine has had an outstanding record of reliability; in fact, it has unintentionally been demonstrated that a J-57 can ingest a 15 pound goose with no significant loss of engine performance and only minimal damage. (Ask LCol Koehn, my ex-CO).

Attesting to the aircraft's strength, there have been a number of instances where a Voodoo has arrived back on terra firma resting on its nose wheel and burner cans; a convincing testament to its toughness.

This being the year in which the Voodoo is to be retired, I came to the conclusion that I may never fly in the Big Silver Bullet again. Fortunately, through the auspices of this article and the hospitality of 416 AW(F) Sqn, I was given one last opportunity to

strap on a CF-101 and slip the surly bonds. The big event was scheduled for Thursday, September 30 and I arrived in Chatham, helmet in hand, moth ball-smelling flying suit on my back and an ear to ear grin on my face. LCol Kalbfleish told me that Capt Tom Sabean would be my chauffeur for the evening and that our limousine would be tail number 006. After the pre-flight brief, I disappeared down the stairs to get kitted out with flying gear - parachute, Mae West and the like, in preparation for my impending ride. The walk out to the aircraft seemed just like it had years ago except that unlike in the old days, today I'd be occupying the rear seat, the one normally reserved for A1 (Airborne Intercept) Navigators. I followed Tom around the aircraft on his pre-flight inspection, partly out of interest and partly out of habit, and I noticed that the old gray bird had changed very little over the past four years, except perhaps for its slightly more weathered paint job. The climb up the ladder was an event in itself as the rear cockpit sits twelve feet above the ground and I had to lug fifty pounds of gear up to it. As a precaution, I kept my parachute on during the ascent, just in case I fell.

With electrical power plugged in and both of us strapped into our ejection seats, Tom indicated over the intercom that we were ready to start. I crossed my fingers and miraculously, both engines started without a hitch and in what seemed like only a few seconds, we had our taxi clearance and were on our way to the end

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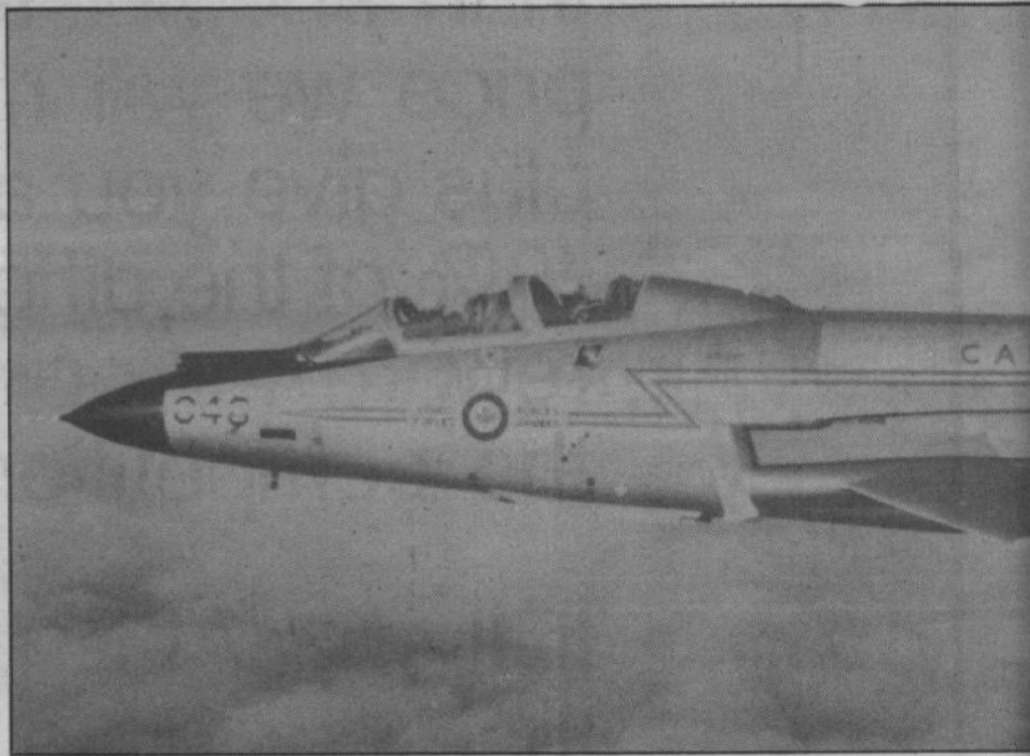


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of the runway. Pre-take-off checks were completed and the canopy was closed, sealing us off from the outside world. Before we lined up on the runway, Tom asked me if I would like to take control of the aircraft just after lift-off. I responded with a cool "Okay", but my true feelings were exposed by violent head nodding and hand clapping. We lined up on the runway and the engines were spooled up, the air conditioner clicked in and all the old familiar cockpit smells awoke more dormant memories. The brakes were released, Tom called after-burners in and after what seemed like an eternity, I was smashed into the back of my seat by two staccato after-burner lights. The airspeed quickly accelerated through 150 kts, Tom raised the nose and, milliseconds later, we were airborne and I felt the reassuring thump of the nose wheel slamming up into its roost below my seat. At that point, Tom uttered those magic words, "You have control", whereupon I pounced on the "Stick" and calmly retorted, "I have control". In those first few seconds, my long forgotten familiarity with this twenty-ton jet all came back to me as if I had never stopped flying it and as the aircraft accelerated through 380 kts, I hauled the nose up to 30 degrees above the horizon and watched the brown earth fall away as we clawed our way to the stars at over six thousand feet per minute.

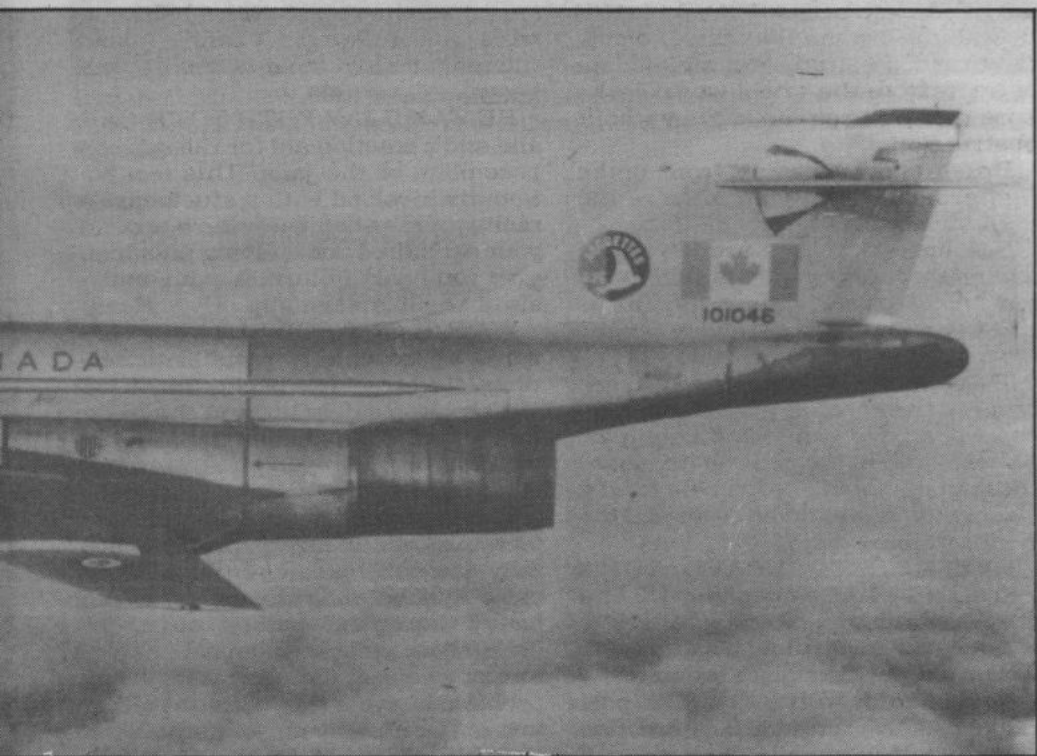
For the next half an hour we accelerated, climbed, dove, rolled, pulled "G" and did a hundred things that I had not dreamed of for years and in

what seemed like an instant, it was all over and time to return to the airport. Tom said he'd let me take a crack at the landing, so after a few "practice" runs, I put the Big Silver Jet onto the runway and felt a firm tug as Tom deployed the drag chute. Moving clear of the runway enroute to the parking ramp, I was reminded how the Voodoo shakes and vibrates while taxiing, as if bitterly complaining about once again having to join the world of earth bound creatures.

Tom and I taxied in with mixed feelings: I, with regret that it was all over and Tom, with relief that the reputation of his call sign remained more or less intact. Later, as we unstrapped and I pulled myself out of the cockpit, the realization hit me that this had been my last Voodoo flight and that I would sorely miss this smelly old warrior.

Down the road, when CF-18s are flashing overhead, far below on concrete pedestals the remnants of our proud Voodoo fleet will be pointing skyward, as if straining to be allowed once again to roam the skies and protect that which is so important: Freedom.

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THE END OF AN ERA (A FAREWELL TO THE VOODOO) by Captain Dave Tower DEPUTY STATION OPERATIONS OFFICER CFS GOOSE BAY

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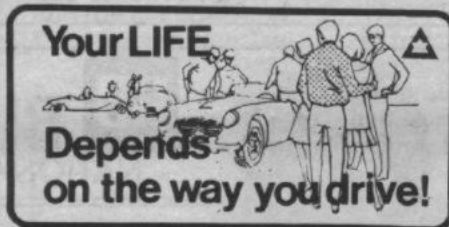
In August the Prairie Region Truck Rodeo was held at CFB Edmonton. Pictured with the B.T.S.O., LCol Holmes C. of CFB Edmonton is Cpl J. J. Landry of BTN, CFB Winnipeg, accepting the Trophy for a second place finish in the Bus Category. Congratulations, Jean on your good showing at this event.



Pte Van Nest who received Cpl Chevrons. Congratulations Cpl Van Nest from Maj J.A.R. Savage BTNO.



Sgt Outingdyke received congratulations from LCol Ross, B.T.S.O., on his promotion to Warrant Officer. Sorry! Promotion to Staff Sergeant.



Snow

As probably everyone is aware, winter is now knocking at our door. This means only one thing: Snow! Emigration notwithstanding, here are a few steps you, as a snow-country driver, should consider.

PREPARE YOUR CAR as if you were going on a long trip. On-the-spot maintenance will be very difficult in snowy weather, so a major tune-up should be considered. Lubrication and adjustment of the choke and carburetor go along with replacement of fuel, air and oil filters. Spark plugs can be cleaned and re-gapped. Brakes, shock absorbers and tires should be checked for wear/replacement.

You should be looking at minor things such as turn signal bulbs, reflectors and mirrors. Consider lubricating oddball items such as hood latches and hinges, trunk and door locks. Locks on older cars can accumulate dirt which holds moisture and freezes into ice. Commercial lock lubricants can be sprayed into the lock opening. Spillage is inevitable but can be wiped up easily.

PREPARE YOUR PARKING PLACE both at home and at work. Take a hard look at the ordinary. If a slight skid will put you in the boonies, look for an alternate.

Try to park in a well-drained, lighted area. A garage is perfect, but if one isn't available, check the most frequently-plowed areas. **PREPARE TO LEAVE YOUR PARKING PLACE** by walking around your car. Look for flat tires. Loosen any accumulated ice or snow from the wheel wells. Make sure that all tires can move without obstruction.

Brush snow/ice away from brake lights, outside rear-view mirrors and defroster intake vents.

In some cars, defrosters can create a fountain of fog or frost until the system becomes free of moisture. This is bad news on an expressway. Scrape ice and snow from all windows.

These tactics will allow you to see other drivers and give them the chance to see you. Car pool passengers might be willing to share these tasks. Snow is dirty, so even a clear window should be cleaned if the weather permits.

PREPARE TO LEAVE YOUR PARKING PLACE by using D2 and D1 automatic transmission ranges or second gear of a manual transmission to leave a parking place when snow poses a threat to traction. Car pool riders can give you additional traction or a push if you really need it.

GET AN OVERVIEW of the street. A two-lane street can be regarded as having two driving lanes and two parking lanes. The primary surface may be covered with packed snow. It may be plowed, cindered or treated with chemicals. Can you stop in a straight line? Is surface treatment the same for all of your regular route?

Alternate routes can relieve you of the traffic jams common in heavy storms. Alternate routes may include detours down lightly travelled side streets or even through an alley. These may be cluttered with badly parked cars, unplowed snow or kids at play. The gain is realized by freedom from stop-and-go traffic, not from speed.

GET AN OVERVIEW of your own driving habits. Does your car become part of a convoy which averages high speed over a regular route? Do the cars in front of you and behind you have room to stop safely? If they can't, your car may be sandwiched in a chain collision.

Do you love to drive through corners in a graceful four-wheel drift? Police love to ticket drivers who call attention to themselves.

Do you use turn signals? Other drivers appreciate them. Be sure they cancel automatically.

GET AN OVERVIEW of how time is used. Tight schedules may be impractical in bad weather. Carry a shopping list and a little spare cash so you can drop out of traffic jams to buy need-

ed articles. This is not as frivolous as it seems — there's no point in making a second trip in a snowstorm.

BE FAMILIAR WITH YOUR CAR and any special equipment carried on or in it. Some cars are too small to carry everything everyone recommends, so look for substitutes that you, as an individual, can use.

If you don't feel your car can accommodate sandbags or tree trunks, try a few plastic jugs full of dry sand. Plastic jugs pack easier and keep sand dry. Burlap bags leak, let moisture in and will thereby let your sand become one large lump.

Kitty litter should be fresh. Sand or kitty litter are not the only choices for grit. In an emergency, soap powder can give your car traction on ice. If your car is parked on glare ice and a stiff wind blows grit away as fast as you throw it down, put the grit on top of the tire under the fender. Normal tire-spin will carry it under the rubber.

BE FAMILIAR WITH YOUR CAR so that if you can't use normal traction aids like sandbags, you can put empty garbage bags in your car. When you need extra weight, stuff a bag with the heaviest substance around — snow. After you get out of the snow the bag can be emptied.

If your car has a roof rack you may not need a bag. Just roll up a large snowball like a part of a snowman and load it on the roof. Several balls can be as useful as a bag of sand. Unload the roof after your car is free of deep snow.

BE FAMILIAR WITH YOUR CAR and add a traction aid for the smooth base-plate of the jack. This can be notionally involved with a stuck car. A racing engine can pack snow around your car's tires and a racing pulse can give you heart failure. A calm analysis of problems usually solves them.

WATCH OUT FOR SLICK SPOTS while approaching "stop" intersections. If a street has packed snow too slick to stop safely, look in the parking lane — it may be unplowed snow which will allow you to stop if you steer into it.

These tricks may not be the complete answer to every problem but they can solve a few of the anxious ones. And, because anxious problems have a way of snowballing into major ones, wear your seat belts.

And, because anxious problems have a way of snowballing into major ones, wear your seat belts. **PUBLIC NOTICE: DANGER SNOW REMOVAL**

Snow removal crews will soon be out clearing snow on Base roads, parking lots and PMQ area. In order to safely and efficiently carry out these operations, the Snow and Ice Control teams will require your cooperation. Here is a list of "DO's and Don't's" that everyone should follow:

1. If you hear equipment operating in your PMQ area, check on the location of your children and ensure that they keep well clear of the equipment.
2. Obey the "STAY BACK" sign on equipment; a minimum of 15 meters (50 feet) is required in order for the operators to see you at all times.
3. Exercise extreme caution when passing snow removal equipment.
4. Do not leave vehicles on parking lots for extended periods of time. Parking lots are posted 24 hrs prior to being cleared, providing you with sufficient time to remove your vehicle.
5. If at all possible, do not park privately-owned motor vehicles (POMVs) on streets and laneways during the period 1 Nov to 30 Apr, to assist snow clearing equipment crews in providing the best possible service.
6. Although it is very difficult for snow removal equipment operators not to fill sidewalks and driveways with snow, they will do their utmost to avoid such situations.

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Attention Former 426 Sqn. Members

426 Sqn is preparing to publish a hard cover Squadron history book. It will cover the Squadron from its war-time role to its present activities. It will contain 200 photos with eight pages of full colour. Publishing funds will be raised by pre-sales. The price will be \$16.00 plus \$2.50 postage and handling if your payment is received on or before 28 Feb 85.

Security Action



COL S.E. McGOWAN, Base Commander, CFB Winnipeg, presents SGT John F. STROGAL with his second clasp. Congratulations from the Military Police Section.

2nd Anniversary Security Branch

Area Military Police celebrated their second anniversary as a Security Branch on 20 Oct 84. This was a result of the separation of the Security and Intelligence Branch into two separate identities, which took effect on 1 Oct 82. This special event was celebrated locally in Lipsett Hall, CFB Winnipeg. In attendance were military police members from CFB Winnipeg, CFB Portage la Prairie, 17 Svc Bn MP P1, AirCom HQ, 3 RCR MP Sect, WDSIU and SIU Sect Winnipeg. Also in attendance were many ex-members of the branch.



LCol R. J. DONOVAN, SSO Secur, AirCom HQ, and Pte J. M. R. Ouellet (junior military policeman in the area), Base MP Section, CFB Winnipeg, out the SECURITAS birthday cake.

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It's Your Choice

How do you prepare yourself for driving after an evening of drinking? Lots of other people have something to eat, or freshen their breath (in hope that the police won't smell the beer if you get pulled over.) Other just convince themselves that they're capable of driving by walking a straight line in the parking lot, or by counting backwards from one-hundred by three's. Whatever it is that you do, you can be sure of one thing — it won't work.

Drinking affects the brain in such a way that only time will cure its effects; and for time there are no substitutes. There's no other way for your reflexes and awareness to return to the level which is considered safe enough to drive. The required time depends on a number of variables such as the weight of the individual concerned and how many drinks he has had and when he had them. In most cases this required time span is a matter of at least several hours.

Most people use the following sort of reasoning when trying to decide whether or not to drive home after a party: "Everyone else is driving home and I'm in at least as good a condition as they are, so I'll drive home too. After all, a taxi is such a hassle." If you're lucky, you'll get home without incident. If you've been doing this for some time, now, beware; the odds may soon catch up to you and you too could become a statistic. In Manitoba alone each year, over one-hundred and ten traffic deaths are directly attributed to alcohol or drugs. You could be luckier and be one of the approximately six-thousand Manitobans who get charged and convicted of impaired driving this year. (That's better than an average of sixteen people every night of the year.) First offenders are not let off lightly. In Manitoba, they can be fined up to two-thousand dollars or spend up to six months in prison or both; plus they lose their license for at least six months. Also, insurance rates rise drastically.

Next time you've been drinking and you slip behind the steering wheel; consider the following before you turn on the ignition: "Is it worth it? Should I drive and risk my future, or should I take a cab."

Please, if in doubt take a cab.

Next Issue: Some tasty non-alcoholic drinks for entertaining over the holiday season.

Yipe!! My smoke alarm's screeching!

It makes you jump! It wakes you up! And lets you know there's smoke and probably fire around. Take a tip from the Old Lady. While smoke alarms can't prevent or extinguish fires, they can save your life and prevent injuries — yours and your family's. A reliable, well-installed and maintained smoke detector is a life-saver!

The Old Lady and your Fire Department have lots of other hints on how to prevent fires, how to make your home fire-safe and how to deal with arson, burns and getting out of a fire safely. For these hints, simply contact your fire department.



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Ottawa Speaks

OTTAWA — The Canadian Armed Forces and the German Army have concluded a cooperative agreement providing for the mutual overhaul of Leopard tanks in Canada and in the Federal Republic of Germany.

A brief signing ceremony was held yesterday in Bonn where the agreement was initiated by Mr. John Killick, Assistant Deputy Minister (Materiel) for the Department of National Defence and Lieutenant-General H. H. von Sandrart, Inspector of the German Army.

Under the terms of the agreement, Leopard tanks of 4 Canadian Mechanized Brigade Group, based in Lahr, FRG will be overhauled at the German Army Maintenance Plant 850 in Darmstadt, FRG. German Leopard tanks located in Shilo, Man., and a small number of CF Leopards in Canada will be overhauled at Canadian Forces 202 Workshop Depot in Montreal.

OTTAWA — A routine aircraft testing program has been concluded this week at CFB Cold Lake in Alberta, under the terms of an agreement between Canada and the United States, Defence Minister Robert Coates said today.

The project involved the testing of two AV-8B (Harrier) aircraft operated by the United States Marine Corps. The tests were carried out over the Air Combat Manoeuvring Range facility at Cold Lake. The planes will be returning to the U.S. today or tomorrow.

Each year the American government presents Canada with a list of projects it would like to carry out on Canadian soil, because conditions here closely simulate those found in many parts of Europe. The requests usually are received in January. Testing of the Harrier jets was the only new project with which the U.S. decided to proceed in 1984.

FIRE PREVENTION NEWS

BASIC RULE FOR ON-THE-JOB HOUSEKEEPING:

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A TRASH CONTAINER should never be used as an ASHTRAY.
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Grinding, welding or electric sparks can seek out UNSEEN combustibles.
- Store oily rags properly.**
Some can burst into flame spontaneously. Keep them in closed metal containers.
- Dispose of waste material regularly.**
Trash or scrap becomes a fire tempter... just WAITING for a chance to burn.
- Handle flammable liquids carefully.**
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WANTED — No. 220 Red River Squadron, Royal Canadian Air Cadets, sponsored by No. 4 St. James Branch, Royal Canadian Legion, invites young people, both boys and girls, age 13-19, to join us to participate in the many activities offered. There is an opportunity to join our Pipe and Drum Band and receive the best instruction, free of charge. We parade on Monday evenings at 7 p.m. in Room 26, Minto Armouries, 969 St. Matthews Ave. For further information, call Captain A. Stade, 837-5405.

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Excellent condition, clean, 1 ski suit (size 14 girls) cord pants (various colors) jeans, sweaters. Sizes range from 11 to 14 girls, med, 30, 31 (waist sizes) jeans. Also many more items. Must be seen to be appreciated. 489-2122 after 4 pm.

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New treadmill jogger with speedometer/odometer, adjustable handrail and tension. \$200.00. Phone 889-0856.

FOR SALE — Nova '76 hatchback, standard 3-speed, mechanical A-1; AM-FM radio cassette - \$2,000 or best offer. Phone: 895-5191 or 837-1933.

FOR SALE — 1974 Chev one-ton crew cab Duallu. Features camper special package, air conditioning, tinted glass, PS, PB, tilt wheel, 67,700 original miles. Original red and white paint. Cheyenne super package, like new. Exclusively Alberta-Manitoba. Since new replacement value is \$22,500. Asking only \$3,500. and will accept partial trade. Local 5561, or 1-353-2567, Eile, Man. Dale.

FOR SALE — Yamaha 100 cc motorcycle, low mileage, Enduro, fully equipped, excellent condition, complete with helmet, \$600. Phone 895-5191 or 837-1933.

PIANO LESSONS

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Al Durham: 895-6125

HI!

We have lost quite a few of our people because of postings or other reasons. However, I do know that quite a few new ones are coming in. To you, the new comers, welcome, and we want you to know that we are pleased to see you and have you aboard. I am sure that we will get along, and be happy together.

Please introduce yourself when I meet you, and we will take it from there. Remember that if you were involved in any way in the Church activities before, we need your help. If you were *not* involved, maybe we could start something together in Winnipeg.

Robert Gagnon
Base Chaplain (RC)

RC CHAPELS NORTH & SOUTH

CHAPELS

There are two different RC Chapels for CFB Winnipeg. St. George Chapel on Kenaston Boulevard for the South-Side, and Our Lady of the Airways on Silver Avenue for the North-Side.

MASSES

North: Saturday: 18:00
Sunday: 11:15

South: Sunday: 10:00

CONFESSIONS

Anytime before Mass.

SUNDAY SCHOOL

Children from Grade 1 through to 9, inclusively, gather at the Air Navigation School on the North-Side every Sunday morning from 9:30 to 10:30 from October through to May.

Transportation is usually organized among the parents, involved, for the children from the South-Side.

BAPTISM

Please contact the Chaplain one month before.

MARRIAGE

Please contact the Chaplain at least three months prior to the wedding.

It is understood that a preparation is required before baptism and marriage.

DEC. Program

Even. Max. thru Sat. 20:00 hrs.
Sat. Matinee 14:00 hrs.
Sun. Evening 20:00 hrs.

Cinema Theatre

CANADIAN FORCES BASE

SAT. 1. MAT.— DON'T RAISE THE GENERAL BRIDGE LOWER THE RIVER

SAT. 1. P.M.— THE KARATE KID
MATURE ENTERTAINMENT
Telephone 888-6290

WINNIPEG

SUN	MON	TUE	WED	THU	FRI	SAT(mat)	SAT(lev)
Dec. 2 The Karate Kid	Dec. 3 TERROR IN THE AISLES	Dec. 4 NO SHOW	Dec. 5 NO SHOW	Dec. 6 Purple Rain	Dec. 7 Purple Rain	Dec. 8 Roussell Russell Mills	Dec. 8 The Woman in Red
Dec. 9 The Woman in Red	Dec. 10 NITEL	Dec. 11 NO SHOW	Dec. 12 NO SHOW	Dec. 13 Wild Life	Dec. 14 Wild Life	Dec. 15 MICKEY'S CHRISTMAS CAROL PLUS: SIX CARTOONS	Dec. 15 OXFORD BLUES
Dec. 16 OXFORD BLUES	Dec. 17 OXFORD BLUES	Dec. 18 NO SHOW	Dec. 19 NO SHOW	Dec. 20 Sixteen Candles	Dec. 21 Sixteen Candles	Dec. 22 The Villain	Dec. 22 The Villain
Dec. 23 CHARLES BRONSON	Dec. 24 Best Wishes FOR A VERY Merry Christmas	Dec. 25 NO SHOW	Dec. 26 NO SHOW	Dec. 27 THEY'RE HERE TO SAVE THE WORLD GH-5TBUSTERS	Dec. 28 THEY'RE HERE TO SAVE THE WORLD GH-5TBUSTERS	Dec. 29 Annie	Dec. 29 GH-5TBUSTERS
Dec. 30 GH-5TBUSTERS	Dec. 31 Season's Greetings to all and Best Wishes for the Coming Year	Jan. 1 NO SHOW	Jan. 2 NO SHOW	Jan. 3 TEACHERS	Jan. 4 ALL OF ME	Jan. 5 THE RAZOR'S EDGE	Jan. 5 Thief

SUBJECT TO UNAVOIDABLE CHANGE WITHOUT NOTIFICATION

Goose Bay History Project

A history of Goose Bay Airport is being compiled by Lee Weber with sponsorship for RC Legion Post 51, Happy Valley-Goose Bay, Labrador. If you are interested in contributing to this project and have photos, papers, memorabilia, etc., please contact:
LEE E. WEBER
P.O. Box 651 Sta A
Goose Bay, Labrador
Canada A0P 1S0

Phone: (709) 896-2461 (work)
(709) 896-5135 (home)

NAME _____

ADDRESS _____

YEAR(S) AT GOOSE _____

JOB(S) AT GOOSE _____

CONTRIBUTIONS AVAILABLE _____

NOTE: Contributions will be copied and returned, if requested.

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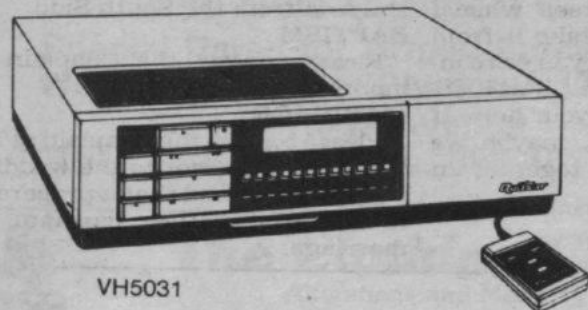
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 MONDAY TO SUNDAY



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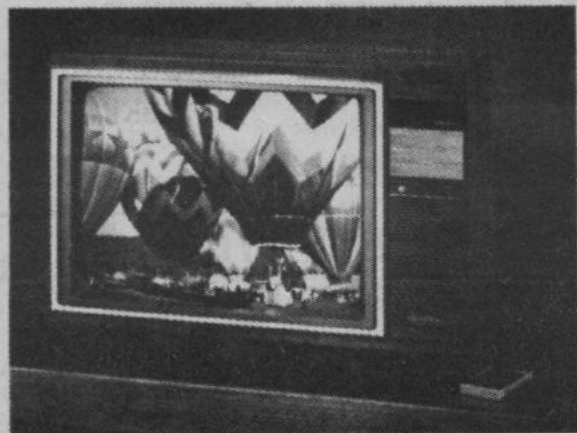
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