

# SAR Role in Major Air Disaster

There are no good disasters. Neither are there preferred locations for such calamities. But if one was asked to select the worst location for a disaster to occur in Canada, it's a fair bet that Canada's Arctic would be high on anyone's list.

But that's just the location that Canadian Armed Forces' search and rescue technicians must be prepared to operate in. And the chances of a disaster occurring in the Arctic are increasing as trans-polar passenger traffic grows in volume and more commercial marine traffic plies the Arctic waters. A tragedy involving large numbers of people (an incident involving more than ten people in CF terms) in this hard-to-reach and largely uninhabited region of Canada would almost certainly result in the CF implementing a long-standing and constantly upgraded major air disaster (MAJAID) plan.

And that implementation would surely see CFB Edmonton especially, throw its search and rescue resources into the air since its the primary CF

base tasked with responding to MAJAID needs. "We are ready to go anywhere in Canada", says search and rescue technician Sergeant Andy MacDonald of Edmonton's 440 Search and Rescue Squadron.

Fortunately, there have been no MAJAIDs in Canada as yet, only a few close calls. Captain Jim Shultz, a duty officer at Edmonton's Rescue Coordination Centre responsible for Canada's west and north, remembers when a Japanese airliner was thought to have gone down in the Canadian Arctic on its way to Alaska. "I was working in a Chinook Squadron at the time. We were called and told a civilian airliner was definitely missing and we were to respond as per the pre-arranged rescue plan. They were talking of a couple hundred people so we got two Chinooks ready. A Chinook is an auxiliary resource but it's good for the High Arctic because you can't land a Herc everywhere." He continued, "We made flight plans, refuelled and were getting ready to leave when the call came in that the airliner had

finally arrived in Alaska. That's the closest I've ever been to a real MAJAID."

Although they haven't actually been involved in a MAJAID, CFB Edmonton's search and rescue organization is busy. Just last year the RCC received 2,000 calls, became involved in 354 incidents and even launched an aircraft on 150 occasions.

With so many incidents, Edmonton's search and rescue technicians know that a MAJAID can happen at any time. So they continue to test and improve MAJAID operations through trials and exercises. One such trial was held in January.

That trial provided a final check on 1 Air Movements Unit's (1 AMU) redesigned procedures for loading MAJAID airdroppable stores. "MAJAID aircraft loading response

by 1 AMU experienced a metamorphosis during 1986," said Major Jerry Gillis, CO 1 AMU. "Loadplans have now been developed and trialed which enable aerial dispatch of sufficient equipment to sustain 360 people at the crash site utilizing only three CC130 Hercules aircraft."

Moreover, 1 AMU, in cooperation with the SAR techs and CFB Edmonton BAMEO section, achieved a greater than 50 percent reduction in initial aircraft resource requirements needed to respond to a MAJAID by maximizing each aircraft payload. This was accomplished by double-stacking the loads and incorporating certain items within other loads. Problems associated with the heavy weight of double-stacked loads were redressed via BAMEO's development

Cont'd Page 6



SAR Techs quickly set up a tent at the simulated rescue site. At rear left is Cpl Will Bruce, (front left), Sgt Andy Anderson. On the right from back to front are CWO Guy Parent, Cpl Bill Barber and Cpl Bill Burton. PHOTO BY MCpl Kerry Andrews.

## CF Helps Red Cross

WINNIPEG — The Winnipeg-based Red Cross Mobile Blood Donor Clinic travels throughout Manitoba and Northwestern Ontario collecting pints of 'life' year-round. For their annual spring run to their most northerly clinic, Thompson, Man., the unit asked the military for help in getting there.

The result — the 14-member unit and all its gear were transported to Thompson via a C-130 Hercules aircraft.

The unit's charge nurse, Elaine Friesen, said the clinic travels with their own supplies, "Everything from cotton swabs to the beds the donors use." Friesen explained that being able to hitch a ride on a Herc was really a big help because the huge cargo plane can accommodate all their gear and their entire staff. The latter consisted of three nurses, eight clinical assistants, two transport people and a volunteer supervisor.

The Thompson run was made by 429 Transport Squadron from CFB Winnipeg and the squadron's commanding officer, LCol Robin Barnes, agrees that the Red Cross did indeed 'hitch a ride'. "We had a student navigation training detail planned for that general area anyhow, so giving the Red Cross a hand was really no problem, and a nice gesture as well," he said.

The mobile clinic has managed to make use of similar training flights in the past. On the way back from Thompson they 'hitched' a ride with CFB Winnipeg's 402 Air Reserve Squadron who had incorporated the mission in their training schedule.

The mobile clinic spent two days in Thompson running clinics at a local Royal Canadian Legion building and Inco Mines. The charge nurse said they brought home some 500 pints of blood.



Sgt Gilles Bertrand, a loadmaster from 429 Transport Squadron, adjusts seat belts for members of the Red Cross Mobile Blood Donor Clinic as they board the C-130 Hercules for Thompson, Manitoba to conduct their annual clinic. (Canadian Forces Photograph by Sgt J. Blouin, DND/CI Winnipeg)

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Physical Activity Week*

22 - 31 MAY 1987

# THE BASE CHIEF SAID

# Propos du Chef de la Base

Every day one can see more and more people dressed in their light-blue Air Force uniforms. There is however, one item of that uniform that has been observed being incorrectly worn, and that is the wedge. So let's look at the wedge. First, at the present time, the wedge is not authorized for wear with No 1 (ceremonial-accessories), and No 1a (ceremonial-medals only) orders of dress. I suspect that this will be changed — in the meantime, wait for the official word.

The use of the wedge began when the Royal Flying Corps was established just before the great war of 1914-1918, a force in which Canadians played a prominent part. The field service cap, as it was then called, was adopted by the Royal Flying Corps along with a tunic with a high, stand-up collar and secured by buttons at the far right side of the chest. With the cap cocked well over to the right this uniform with its jaunty air become synonymous with the daring new fighting man, the airman. The head-dress, designated wedge cap in 1941, continued to be worn throughout the life of the Royal Canadian Air Force, 1924-1968, and was the preference of many airmen in spite of the availability of the service cap and the beret. There is little doubt that in the days when goggles and leather helmets were worn in open cockpits, the field service cap lent itself to handy storage in a pocket ready for use on return to base.

But the wedge cap is somewhat older than airmen and aircraft. It is of army origin and dates from the nineteenth century. Indeed, the airman picked up the field service cap during a lull in its use by the army.

This head-dress, first called the Austrian pattern field cap, came into official use in the British Army in 1890 for other ranks and 1896 for commissioned soldiers. This was the head-gear worn by Canadian soldiers embarking for service in South Africa at the turn of the century. The army largely switched to the peaked forage cap in 1904 and stayed with it until the Second World War when a reversion was made to the wedge-type cap until use of the beret became general in 1943.

Today's wedge cap, as every boy who served in the old school cadet corps knows, is a little different from the old field service cap, though they look very much alike. The older one was a rather ingenious garment, fairly cool to wear when perched on the side of the head, but capable of being unfolded to cover the nape of the neck, the ears and the chin. Today's version is sewn so that it does not unfold. But even so, the light blue wedge cap of today looks very much like those worn by the air crews standing proudly beside the Avro 540s, Sopwith Camels and SE5As of the old royal flying corps.

It is obvious that there are a large number of personnel, who have never worn the wedge before, or who have developed some very bad habits over the years, with respect to the correct wearing of the wedge. At the end of this column, I have included an illustration on the correct method of wearing the wedge.

Next in the series of article on leadership/management is one we shall call, "set an example".

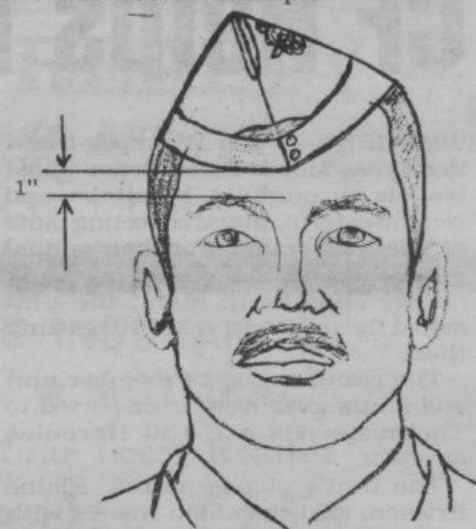
The way some people tell it you would think the boss had nothing to do but sit on a silk pillow and issue orders. Some fellows try to operate that way but it doesn't work. You never saw a construction gang working very hard while the foreman slept in the shade, did you? It's human nature that you can't expect any more from others than you are ready to deliver yourself.

The fellow who habitually shows up late should realize that nothing much is accomplished before he arrives, and the fellow who likes to get away a little early will probably find that few miracles have occurred in his absence. People can't get enthused about working when they feel others are shirking.

The guy whose office is like a rat's nest will have a hard time interesting anyone else in being neat. And few people are more unpopular than the guy who's always disregarding hangar or office rules but expects everyone else to obey them to the letter.

The fellow who gets the best results is the one who believes that what's sauce for the goose is sauce for the gander. He's willing to put just as much into the job as he asks of anyone else — and a bit more.

In a military service the head man can't very well stay in the rear rank and issue orders. He's got to get out in front and set an example.



**CORRECT METHOD OF WEARING THE WEDGE**

The wedge is worn on the right side of the head, centred front and back, with the front edge of the cap 2.5 cm (1") above the right eyebrow.

**PORT RÉGLEMENTAIRE DU CALOT**  
Le calot se porte du côté droit de la tête, centré en avant et en arrière, le rebord avant se trouvant à 2,5 cm (1 po) au-dessus du sourcil droit.



Tous les jours, on peut voir de plus en plus de militaires porter l'uniforme bleu aviation. Il y a cependant un article de cet uniforme, c'est-à-dire le calot, qui n'est pas porté de la façon réglementaire. À l'heure actuelle, il est interdit de porter le calot avec la tenue N° 1 (de cérémonie-accessoires) et la tenue N° 1a (de cérémonie-médailles seulement). J'imagine que cela changera, mais attendez que ce soit annoncé officiellement.

Le port du calot a débuté peut-être avant la guerre de 14-18 lors de la formation du royal flying corps, force dans laquelle les canadiens ont joué un rôle important. Le royal flying corps a adopté le calot en même temps qu'une unique à col montant et boutonnée du côté droit de la poitrine. Avec son calot couvrant le côté droit de la tête, cet uniforme est devenue la marque des nouveaux soldats audacieux qu'étaient les aviateurs, leur donnant une allure désinvolte. La coiffure, désignée calot en 1941, s'est portée pendant toute l'existence de l'aviation royale du Canada, de 1924 à 1968; beaucoup d'aviateurs la préférèrent à la casquette réglementaire et au bérêt. À l'époque où les pilotes portaient des lunettes et des casques de cuir à bord des cockpits ouverts, le calot pouvait se ranger facilement dans une poche jusqu'au retour à la base.

Le calot date toutefois d'avant les débuts de l'aviation, plus précisément du XIX<sup>e</sup> siècle, et c'est dans l'armée qu'on a commencé à l'utiliser. L'aviation l'a adopté lorsque l'armée en a délaissé le port.

Cette coiffure, d'abord appelée calot de modèle autrichien, a été adoptée officiellement par l'armée britannique en 1890 pour les non-officiers et en 1896 pour les officiers. C'était la coiffure que portaient les soldats canadiens qui se sont engagés pour servir en Afrique du Sud au tout début du XX<sup>e</sup> siècle. L'armée a opté principalement pour la casquette en 1904, qu'elle a gardée jusqu'à la seconde guerre mondiale, lorsqu'on a réintroduit le calot jusqu'à ce que le port du bérêt se généralise en 1943.

Le calot d'aujourd'hui, comme le savent tous ceux qui ont servi dans les corps de cadets d'antan, ressemble beaucoup à l'ancien calot, à quelques différences près. L'ancien calot était une coiffure assez ingénieuse, légère,

qui se portait sur le côté de la tête, mais qui pouvait se déplier pour couvrir la nuque, les oreilles et le menton. Le modèle d'aujourd'hui est cousu de sorte qu'il ne peut se déplier. Malgré cela, le calot bleu aviation d'aujourd'hui ressemble beaucoup à celui que portaient les équipages se tenant fièrement à côté des appareils Avro 504, Sopwith Camel et SE5A de l'ancien royal flying corps.

Il est évident qu'un grand nombre de militaires n'ont jamais porté le calot ou ont développé de très mauvaises habitudes au fil des ans au sujet de la façon de le porter. À la fin de cette rubrique, vous trouverez une illustration qui montre comment doit se porter le calot.

Le prochain article de la série sur l'art du commandement et la gestion s'intitulera "donner l'exemple".

D'après certaines personnes, on croirait qu'un patron nefait que s'installer dans son fauteuil et donner des ordres. Certains essaient ce système, mais sans résultat. On n'a jamais vu d'ouvriers de la construction travailler dur pendant que leur contremaître dormait à l'ombre! On ne peut attendre des autres plus que ce qu'on est prêt à donner soi-même. Telle est la nature humaine.

Le type qui arrive habituellement en retard devrait se rendre compte qu'il n'y a pas grand-chose qui se fait avant son arrivée, et celui qui aime partir un peu plus tôt s'apercevra probablement que peu de miracles se sont produits en son absence. C'est difficile d'être enthousiaste face au travail lorsqu'on sent que les autres négligent leur devoir.

Le type dont le bureau est un vrai fouillis aura du mal à inciter quelqu'un d'autre à être ordonné. L'une des personnes les moins aimées est celle qui ne respecte jamais les règles en vigueur dans le hangar ou le bureau, mais qui s'attend à ce que tous les autres les observent à la lettre.

La personne qui obtient les meilleurs résultats est celle qui croit que ce qui est bon pour l'un l'est pour l'autre. Elle est prête à fournir autant d'efforts qu'elle en exige des autres — et même un peu plus.

Dans le service militaire, un chef ne peut rester à l'arrière et donner des ordres. Il doit être devant et donner l'exemple.

## LETTERS TO THE EDITOR

### Open Letter of Appreciation:

In the past few months the Neighbourhood Watch Program has been introduced to the married quarters of C.F.B. Winnipeg. It has meant a lot of hard work and physical labour to get it off the ground. These people who have worked hard to make our community a safer place for all of us deserve our Thanks.

Our Community Representatives, Linda MacNabb and Sandy Hrehorick deserve special thanks, as does Ron Doucette.

Others too numerous to name are the many volunteers who cared

enough about their neighbourhood to go door to door to sign-up their neighbours in this important program. We must not forget the men and women who have already volunteered to be Block Captains. To all these good neighbours we extend a hearty Thank You.

Now it is up to the rest of us to see that the Neighbourhood Watch Program remains strong in our community. The program does reduce crime, but only when we stop being merely residents and become neighbours who care about their neighbours!

Thank you for getting us started.  
Margaret Horton



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## Next Voxair Deadline 8 Jun 87



Second Class Mail. Reg No. 1725 ISSN 0300-3213

RV 87 RV 87 RV 87 RV 87 RV 87 RV 87 RV 87 RV 87 RV 87 RV

# Army Playoffs Begin

WAINWRIGHT, Alta. — Canada's army reaches its own playoffs with the divisional exercise Bold Warrior, the culmination of the fourth in a series of biennial concentrations called Rendezvous 87.

In preparation, the Commander, Major General Guy Lessard from Montreal, took the salute and addressed a parade of almost 4,000 soldiers, members of 1 Canadian Brigade Group from Calgary, Alta on Sunday.

"The trick is for my staff to be able to get 12,000 troops to work as one", said MGen Lessard. "These exercises are the culmination and the highlight of the Army's training year. Individual platoons, companies, battalions, regiments have been able to hone their skills including full live-fire operational activities. But now, it's time to get the entire team to work together."

This year's RV includes 1 CBG and the Special Service Force from Petawawa, Ont. In addition, there is a task force based on the 1st Battalion 58 Infantry Regiment (Mechanized U.S. Army) from Fort Benning, Georgia as well as incremental troops across Canada, including 600 reserves and 140 women.

To keep this mass of people working in the field and supplied with all their necessities from food to gasoline, mail and whatever takes a massive undertaking. It required, for example, 800 rail cars and over 60 airplane flight just to bring the people and their 3,000 vehicles to Wainwright. Moreover, a fair-sized town had to be created in a few weeks and kept supplied with 16 tons of beef, four tons of peanut but-

ter, 41 tons of bread, 650,000 dozen eggs — just to name a few consumables.

For Exercise Bold Warrior, which starts Wednesday and lasts for six days, the Canadian Division will pit 1 CBG and the SSF (with the U.S. task force under command) against a battalion group based on the Airborne Regiment. As exercise director, MGen Lessard will test the force and his operational staff in all phases of war over a training area 225 square miles in size.

"It's like a hockey game", explains the General, "Except that we're not interested in declaring winners and losers. We do have an umpire organization to access the course of events, but its more like a practice game."

My staff is more interested in making sure that the different 'lines' — the defence, the forwards, and the goalies, if you will — are put through their paces and tested in as realistic and as demanding a situation as possible. Most importantly, they must all learn to work together and support each other for that is the only way that the Canadian people can be reassured that the Army is operationally ready."

MGen Lessard will not reveal who he is rooting for, either on the RV or the Stanley Cup. A native of Montreal, he studied at Royal Roads Military College in Victoria before commissioning in the Royal 22e Regiment. After holding a variety of command and staff positions, he was appointed "Le Commandant of 2e Bataillon, Royal 22e Regiment and of la Citadelle" in Quebec City, and commander of the Canadian Airborne Regiment — the "enemy" for RV87.

In Cyprus with that regiment at the time of the Turkish invasion, MGen Lessard earned the Medal of Bravery. Following National Defence College and a three year tour as Defence attaché in Paris, France, he returned to Canada to command the Special Service Force in Petawawa, Ont.

A former Chief of land doctrine and operation and National Defence Headquarters, Ottawa, he was appointed deputy commander of Mobile Command in August 1986. As such he is also the first francophone to command the FMC Division since the RV series began in 1981.



RV 87 WAINWRIGHT, Alta. — "OK now that we've captured it, what do we do with it now?" asks Pte. Gary Duggan, left, 20, of Prince Rupert, B.C. He and fellow infantryman Ed Harrison, 20, of Grimsby, Ont., are members of Bravo Company, 1st Battalion Royal Canadian Regiment of London, Ont. The soldiers are just two of the more than 12,000 Canadian and American troops, 3,000 vehicles, and 60 aircraft participating in exercise Rendezvous 87 in Wainwright. By the way, the American "enemy" M-60A3 tank is from Delta Company 2/69 Armoured Battalion, Fort Benning, Georgia. It has just been "captured" by the 1 RCR infantrymen and their supporting armoured troops from the 8th Canadian Hussars from Petawawa during one of many simulated battles currently underway.



RV 87, WAINWRIGHT, ALTA. — Travelling 50 Km per hour, cross-country in an armoured vehicle, keeping out of sight of the enemy, has its hazards. Soldiers like this infantry Grizzly crew from Alpha company, 1st Battalion Princess Patricia's Canadian Light Infantry, of Calgary, have firsthand knowledge of those hazards. Crew Commander Warrant Officer Roy Comeau, right, talks with his driver Private Paul Hutchison, after they discovered one such hazard during Rendezvous 87, a 12,000 soldier division-sized exercise, underway at this Albertan training base.

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# Beaver Tales

With old saul sitting higher in the sky and BBQ's taking the place of snow banks in all of our back yards, things are fairly active around the C.E. section. Remember all the sand that was sprinkled upon the roads and walkways throughout the winter, well unlike salt I'm afraid it doesn't dissolve, and after driving around the base I see a lot of other rather interesting things have sprouted from their winter resting place, cigarette packs, pop cans, sticks of wood, and just about anything else you can think of. Well have no fear, Garry and his crew are on their way to rid us all things that make CFB Winnipeg look like this. We'll be seeing a lot of the boys from the Road and Grounds section over the next few weeks as they do their magic and transform all that sand, mud, and debris into clean streets, rich green lawns and colorful flower beds. Do you ever wonder where all the water from melting snow goes? Well most of us would say the river, but if you ask Bob Grayson the plumbing foreman, he'll give you a different answer. Steam pits is where all the water goes, right into the many steam pits that are dotted around the base. And all this water doesn't do the pipes that are in the pits any good, so it's a continuous job in the spring for the plumbing shop to try and keep all those pits dry. The C.E. Electrical shop is busy playing catch up with all the work that couldn't be done during the cold of winter. While the R & M shop is busy preparing for the fast approaching air conditioning season which as those of you who have been

here for a summer or two know is quite a task. Taking about air conditioning, there are a few things you should keep in mind before you run out and purchase one for your house. If you're living in a PMQ your limited to window units. These units come in a variety of sizes and in two shapes, vertical or horizontal. Buying too large a unit not only means it may not fit into the window, or you may not have the electrical capacity to handle it, but having a unit bigger than you need for the space to be cooled will make the air clammy and uncomfortable; while a unit too small will just work away burning kilowatt hours and still not cool you. Window a/c units range in size from 5000 BTU's which will cool your bedroom, to 33000 BTU's which has a cooling capacity of 2300 sq. ft. The first thing you should consider before buying a unit is what you want to cool, a bedroom, kitchen, living room or the whole house, emember a window unit will not cool a whole house unless you live in a one story bungalow. If you have any questions on air conditioning, either window, central or automotive, do not hesitate to call M/Cpl Ed Spurrell at Local 6509 or the R & M shop at local 5042. We will do our best to answer your questions and help pick the right size unit to meet your requirements.

CHIMO



BSupo Maj Brian Westbrook presented the following personnel with their new rank. Front L-R: Sgt Wayne Harris, Pte Kathy Greer (receives certificate on completion of TQ4 Trg). Back L-R: Pte Steve Blake, Sgt Nancy Smith. Congratulations on your promotions.



Maj G.K. Dowle recently received the 2nd Clasp to his CD by BGen L.T. Rowbottom, Comd ARG.



Congratulations to MCpl Best on his appointment to OCdt. Best of luck in CMR from all of BML.

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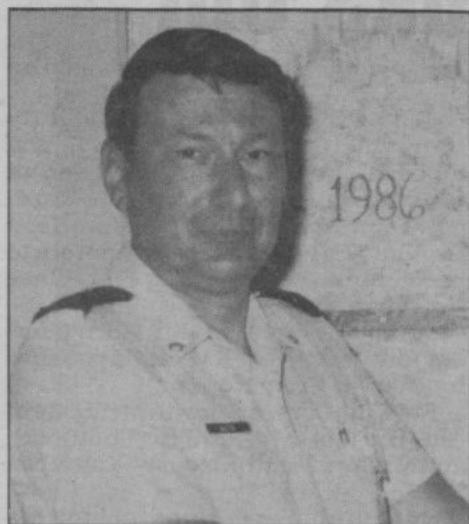
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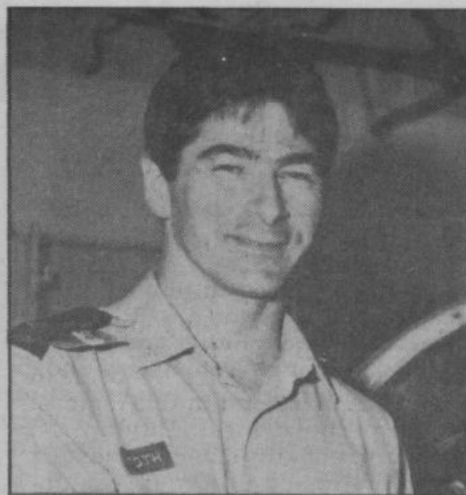
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WO Pat Walton of the Canadian Forces Weather Office was promoted to MWO effective 1 Jun 87.



MCpl Aubry with this Official First Aid Instructors Certificate. MCpl Aubry maintained an "A" average throughout the course.



Newly promoted Cpl Gabe Toth of BAMEO.



Congratulations to A/Cpl Digiovanantonio on his accelerated promotion to that rank effective 16 Mar 87.



2Lt Marie-Claude Carré of 14 Trg Gp HQ receives her commissioning scroll from BGen Eichel, Gp Commander. Assisting with the presentation is Col J.M. Hannah, newly appointed Deputy Commander. 2Lt Carré, whose home is Quebec City, joined the Forces in Sep 86 as a Direct Entry Officer, after graduating from College St Jean sur Richelieu with a diploma in Air Traffic Control. (Base Photo)



Cpl Ron Anstey, until recently, a member of 14 Trg GP HQ's Adm Staff, stands as BGen Eichel slips on his accelerated chevrons. Ron is now posted to the St John's, Nfld recruiting center.



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# MAJAID cont'd

and construction of MAJAID rollers for use on any configuration of CC130 aircraft. Further valuable aircraft floor space was liberated when a modified SAR spotter window was developed by BAMEO.

Not only has 1 AMU significantly increased the payload capacity of each plane, they have also made substantial advances in decreasing aircraft loading response-time by standardizing each load and having it preposition on a rollerized racking system. All loads are ready in No. 4 Hanger in the very sequence in which they will be embarked. AMU personnel need only push the load onto an aircraft cargo loader, transport it to the aircraft, and load and tie the equipment in accordance with detailed tiedown instructions developed for each possible configuration of CC130 aircraft. SAR response times have been shortened accordingly.

To prove the system completely, SAR techs and members of the Canadian Airborne Centre despatched a load, jumped into a simulated crash site, broke apart and assembled the air-dropped equipment, and within hours had a fully functioning survival site.

So in the event of an actual MAJAID anywhere in Canada, it's good to know that CFB Edmonton is ready. The primary SAR aircraft, SAR 1, a Hercules transport is loaded and waiting 24-hours-a-day, seven-days-a-week to deploy as quickly as possible on the first notice of a SAR incident. And if a MAJAID is announced, everyone drops everything to focus their attention on deploying the necessary resources in support of the MAJAID operation.

All operations are pre-planned and rehearsed. "Eight SAR techs are sent on the first MAJAID aircraft. There are four on stand-by and we would have to locate four others," said Sergeant Andy MacDonald of Edmonton's 440 Search and Rescue Squadron. The SAR techs would prepare to leave as soon as possible on SAR 1. It

is possible to have this plane ready in 20-40 minutes. Others can be ready in a matter of hours.

Besides the number of people involved, Edmonton's SAR planners must also take weather and light conditions, distance from nearest hospitals and terrain into consideration. Edmonton's responses will vary according to the size and location of the incident.

"MAJAID is a flexible response," said Captain Kevin Leroux from 1 AMU. "Each of the three MAJAID airdrop aircraft carries sufficient equipment to sustain 120 people at a crash site."

Hercules or fixed-wing aircraft may not be able to land at the air crash site so everything may have to be airdropped. Casualties will then have to be airlifted by helicopter from the Crash Site to a designated airhead capable of accepting CC130/CC137 aircraft for evacuation of casualties brought in from the Rescue Site. It must have facilities available for the location of a Medical Centre to hold and treat casualties prior to evacuation to major medical facilities and be able to generally support the airlift operation. If a designated Forward Airhead is unavailable, then the necessary equipment may have to be dispatched to construct an airfield.

MAJAID operations are divided into four phases: namely, Warning and Search, Deployment, Rescue and Withdrawal. However, due to a wide range of possible circumstances, CFB Edmonton and MAJAID Planners will have to adjust and cope as the situation develops.

They have to! The plans and resources are in place and it takes experienced people to effectively execute the operation should a MAJAID occur. Those people consisting of aircrew, SAR Techs, Ground Support personnel, army paratroopers, and AMU are ready to respond on a moment's notice. Let's hope they are never needed!

# Base Ops Report

It's that time again for the BOps goings on, but before I get to the more interesting side, just a little look at what's in store for the June and July weather. It will be hard to surpass the weather of the past few weeks, however, here we go. For June the normal daily maximum for the first of the month is 21 warming up to 25 at the end with the record being 38 degrees in 1900. The normal minimum for the first part of the month is 8 increasing to 13 by the end of the month, with a record minimum of -6 in 1888. You are probably aware that we are now in the thunder storm season and there are on an average of 5 days in June with thunderstorm season and there are on average of 12 days with precipitation is 12. Over those 12 days an average of 80.2mm of rain falls, and we sure do need some.

A couple of points of interest: on the 16th June 1984 more than 42mm of rain fell in one hour at Winnipeg (61.1mm over 6 hours). Also in the same year on the 21st of June

southern Manitoba experienced a week of severe weather that included thunderstorms, hail, heavy rain and strong winds. At Winnipeg a record 57.2mm in 1 hr flooded hundreds of basements, many for the second time in less than a week. Who says there aren't many indoor home pools in Winnipeg.

Now for July. The average daily maximum temperature for the month is 25° and average low 12°. Record high for month was 42 in 1936 and record low 1 in 1972. Like June the average rainfall is 80.2mm over an average of 11 days with precipitation with thunderstorms occurring on an average of 7 days out of the month.

The prevailing wind directions for both months is from the south. So now you have some idea what to expect over the next two months.

On the 8th of May we had our base Operations luncheon at the Assiniboine Golf Club. It was very nicely set up and everyone would agree that the food was very good and lots of it.

# SPV Speaks Out

Good day from BTN's Heavy Equipment Section. Well, our Snow and Ice Control (SNIC) season is now officially over. The first thing we would like to do is thank the following groups for their excellent help and support, given during adverse conditions:

- a. 10 hanger servicing under the knowledgeable direction of WO Clemons;
- b. 16 hangar servicing which as directed by WO Klein;
- c. Base Operations personnel who are guided by the capable hands of Maj Mansell, BOPSO; and
- d. BATCO, Capt Wikdahl.

Well I think, overall, the base commitments and priority were met this year with a minimum of incidents. This is attested to by the fact my phone didn't ring at all hours of the day and night. A few points should be brought forward so next year the new SNIC crew chief (still to be appointed) can enjoy a smooth season — as I head to CFB Esquimalt to run the snow removal program there;

the "Keep Back" signs on the equipment are there for a reason; plastic POMV's don't mix with steel bumpers;

when passing snow removal equipment, and we can't stress this enough!, make sure the operator sees you. They know where the snow is being pushed, you don't;

our most frustrating situation, "Parking Lots"! Observe the clearing signs! This not only ensures a clear parking area, but it also means your POMV will not be hit or buried. There is also no chance you will get the ultimate: an MP Parking Ticket!

Overall base personnel demonstrated a very good degree of tact and judgement when encountering Heavy

Equipment vehicles. Enough said on this.

The SPV section held its Wind Up Party on 16 April with a Crane and Forklift competition, a luncheon at the Viscount Gort, and an Award presentation and party at the No. 4 Legion. The following personnel are to be commended on their 1st place finishes:

Crane Competition: Mr Horn (Horney) and Cpl Young (Horney's younger brother) — Crew No. 1;

Forklift Competition — Mr. Loughheed (Burlap), Mr. Ashley (Thumper), and Mr. Rousseau (Sleepy) — Crew No. 2

Honourable mentions go to: Ms Wattie, Cpl Bradley, Mrs Ladders, Cpl Simmons and Mr. Desharnais. Special thanks to our judges Capt Cheffins, Capt Robillard, MWO Lepine, Cpl Maseneh, Cpl Vanthournout and MCpl Burton.

The party went very well and there were a few surprized people when the awards were handed out. As we employ 20 personnel there are too many to list. Ask someone in a yellow truck about it, and you can be sure of a laugh.

Finally, the section wishes to Welcome our new SPVO, Capt Blake, from CFB Trenton. With regret we also say goodbye to Capt "Pee Wee" Cheffins, SPVO, who is posted to Air Command and our seasonal workers, Mr Horn, Ms Wattie and Mr Desharnais, who get to lay around in the sun all summer (only to return when the first snow flake flies in September).

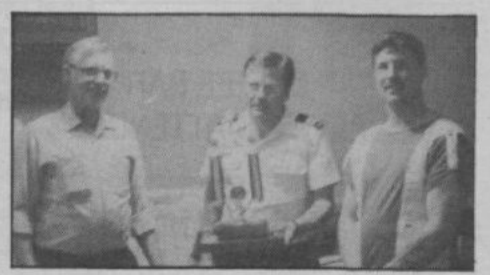
So remember, if you find your walkway filled with snow, or your car buried this winter, the City Snow Removal Section did it. Keep on Trucking, and keep the shiny side up and the greasy side down.



Your Heavy Equipment Section, 11 Hqr.



The SPVO, Capt. Cheffins, presents the 1st place Forklift Award to from left to right, Mr. Ray Rousseau, Mr. Terry Ashby and Mr. Bill Loughheed.



The GVPO, Capt Robillard, presents the 1st place Crane Award to Mr Wayne Horn (MD06) and Cpl Ming Young.

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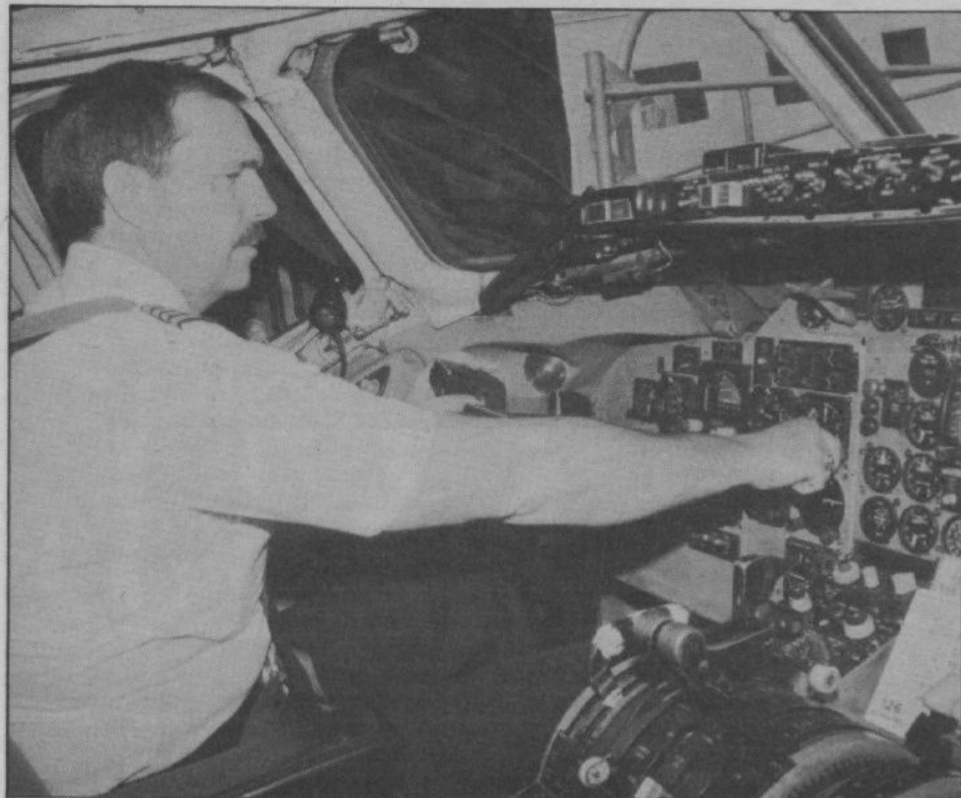
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# Twice A Captain



"Chuck" MacIntyre is twice a Captain, once for an airline and once for the Canadian Forces. He was recently called upon to wear the uniforms of the Canadian Airforce and Air Canada while the Canadian Broadcasting Corporation was doing a feature on the last active squadron of DC-3's in NATO. Captain MacIntyre flies the old "Dak's" as chief check pilot for 402 City of Winnipeg Squadron and, wearing his other hat, flies its grandchild, the DC-9, on routes throughout North America.

# North Bay Officer Mess Restyling

The Canadian Forces Base North Bay Officer's Mess is being restyled to commemorate the base's long-standing role as part of the North American Aerospace Defence (NORAD) environment. In light of this, the Officer's Mess is looking for items to be displayed, such as photographs, artwork, badges, plaques, and other mementoes related to the air defence world, with an emphasis on the Canadian NORAD Region. Items for display can involve air bases, squadrons, radar sites, training units or any other element of NORAD, past or present.

Interested persons, please contact: Officer's Mess  
Canadian Forces Base North Bay  
Hornell Heights, Ontario  
Canada POH 1P0  
Attention: Captain E. Lemoine.

# Bison Bits

Greetings again, from the hallowed halls of 429 Squadron. News of Squadron happenings is a bit sporadic these days, as the 1986-87 leave year has been completed and the spring/summer leave begins.

The new fiscal year started out with Autopac, Income Tax, and the NDC tour which started in March and continued through to 9 April. Letters of appreciation for a job well done by the Mission Commander, Major Bill Stenberg, the Aircraft Commander, Capt Micky Garner and the entire crew have been received. One of the highlights of the trip was a tourist type tour of Washington D.C. Tourist class as you may know is the lowest class (according to the Concise Oxford) but fun was still had by all.

The 16th of April saw the departure of Captain Tim Sexsmith and crew on the spring Boxtop Exercise. During off hours the crew had many a good name of Pass the Ace and although Capt Sexsmith doesn't say how much he lost, Warrant Officer Rick Cooke is talking about a new truck.

In addition to the standard Navigation Details and other one day trips, was the staff Navigation Trip from 28 April to 2 May. Although the paper work had not arrived at the time of writing this article, strong rumours have been circulating that Master Warrant Officer John Gallant has again successfully passed his check ride and continues to lead the rest of

the Flight Engineers for yet another year in his own inimitable fashion. This revelation comes to light despite the rumours that during the late afternoon hours, with office door closed, John can be heard repeating the same phrase over and over again: "I must hurry and catch up with the others for I am their leader."

May 1st saw the departure of Service Flight 595 to Africa which returned uneventfully under the leadership of Mission Commander, Captail Bob Gottfried and Acting Aircraft Commander, Captain Louis St. Pierre after nearly 65 hours of flying time. A well done goes out to the entire crew.

That just about covers the away trips to date. Before closing I should add that on 14 May, Squadron members joined in to say good bye and best wishes to Captain's Yves Charette, Tom Dressel, and Steve Strauss and Sgt's Ken Hill and Maureen Young. Whether your destination is a new posting or civvy street we wish you all good luck in your new endeavours. Congratulations go out to Capt Yvan Choiniere and Tanis Reid on their wedding 16 May. The Squadron wishes you a long and happy life together. Upcoming up events are sketchy but we do have a Flight Engineer and Loadmaster barbeque planned for 6 June. Watch this space for details of that event. Till next time.



Portsmouth, England — Leading Seaman (L/S) Kimberley Klyne teaches the techniques of sonar spectrum analysis to British submariner recruits at HMS Dolphin in Portsmouth, England. L/S Klyne joined the Canadian Navy as an oceanographer in 1982 and now specializes in interpreting the underwater signals reported on sonar equipment. Following her basic training she gained experience at Canadian Forces Station Shelburne, Nova Scotia. Thereafter, she was transferred to HMS Dolphin which is one of the Royal Navy's submarine training school. L/S Klyne is not only the first Canadian Forces (CF) female sailor to hold this posting, but also is the only CF female sailor now serving in the United Kingdom. L/S Klyne has completed two and one half years of a four year tour of duty at HMS Dolphin. In her courses she trains submariners, up to the Petty Officer rank, from the submarine fleets of England and several other navies which use similar equipment. L/S Klyne's parents reside at 1394 Alexander Avenue, Winnipeg, Manitoba. (Canadian Forces photo by Sergeant Rick Sanschagrin)

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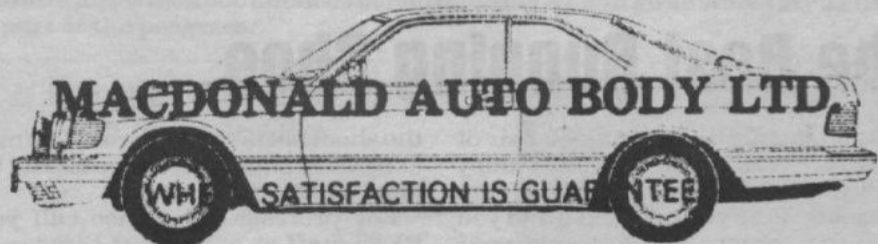
But by buying a used mobile home at say \$15,000, you can, by your next transfer, have it paid off and sold. You've lived rent free for four years and have some left over. And if you decide this is a good idea I'll throw in four months' free rent.

For a service family it makes good sense to me — and I paid rent for 12 years when I was in the service.

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# Fitness Week For Military Spouses

The CFB Winnipeg PERI staff would like to offer the opportunity to all military spouses to get involved in the National Activity Week and at the same time get familiar with the Express evaluation that all military personnel undertake once a year. Find out how fit or unfit you are and pick up

a few hints on physical fitness.

Unfortunately, only a limited number of appointments are available so phone your Recreation Centre, Bldg 90, local 5511 to reserve your half hour of personalized evaluation. This could be the beginning of a new life for you and your family.

# Barbeque Safety Tips

A Barbecue is an outdoor feast. To barbecue is to cook food in a covered grill, on a spit or in a pit, using a combination of heat and smoke. Barbecuing is fun for the whole family plus the food cooked on a BBQ tastes great, but like all other things we do there are certain safety precautions we must take to ensure our fun is not short-lived.

- Never use a charcoal grill indoors.
- Be sure to locate the grill away from dry grass, bushes or other combustible materials.
- Never add starter fluids to hot or even warm coals. Flare-ups can be dangerous.
- Do not use kerosene, gasoline, alcohol or other volatile fuels to light charcoal because an explosion could result.
- Don't wear loose-fitting aprons, flowing sleeves or any article of clothing that could brush across the grill and catch fire.

- To prevent burns when tending the grill, use heat-resistant cooking mitts and long-handled utensils.
- With an open grill, use a spray bottle filled with water to douse flare-ups. Be careful to spray the water gently so food won't be covered with loose ashes.
- When using a covered grill, place lid back on the grill and flames should die down.
- Cook fatty foods by indirect heat. (Food is cooked by reflected heat, not directly over coals)

**Note:**

In some areas of the country, spiders have been known to create "flashback" problems by spinning webs in the grills venturi tube. The webs can lead to gas flow obstruction which results in a "flashback" (fire in the venturi tube). If "flashback" should occur, turn off the gas supply valve and turn heat control knob to "off". Wait till grill is cool, then remove burner and clean venturi tube before relighting burner.

Have a safe Barbecuing Season.

# St. James Assiniboia Volunteer Of The Year

On Wednesday, 29 April 1987, WO Don Smart of the Westwin Community Centre was selected the Volunteer of the Year for St. James-Assiniboia as part of National Volunteer Appreciation Week. This is an annual event in which the thirteen community centres that make up St. James-Assiniboia honour their Volunteers.

Seventeen nominees were presented with the City of Winnipeg Volunteer pin and the traditional "Volunteers are Special" mug by John

Mirus, Manager of the St. James-Assiniboia Community Parks and Recreation Branch. Councillors Jae Eadie and Bob Douglas presented Don Smart with the Volunteer of the Year Award and a custom "Volunteers are Special" coffee service created by "Sounding Stone" of Winnipeg.

The Westwin Community Council is extremely proud of Don's selection and feel that he is very deserving of this recognition for his many years of community service.



L to R Don Smart and Councillors Jae Eadie and Bob Douglas.



Front Row L-R: Capt Richard Brown, Sgt Johanne Desjardins, Maj Brian Westbrook, Capt Carol Brearley, Lt Joseph Savard. Centre Row: Pte Joanne Birch, Cpl Rose Kelly, Cpl Mao Peron, Pte Leslie Raugust, MCpl Denise O'Brien, Cpl Jamie Rowat. Back Row: Pte Jeanette Sicotte, Cpl Ruby Gosse, Cpl Charly Aumais, Cpl Ian MacRae, Pte Tess Catton, Pte France Claude Rivard. Absent: MCpl Ron Borden, Cpl Marg Cooper, Cpl Dave Smith, Cpl Bill Dalke.

The above personnel are the crew who were involved with the issue of the new uniform for fall and winter to all base personnel and Winnipeg Reserve units. A fine job was done by everyone with many hours of overtime being put into getting the job done. With their continued good performance the issue of the summer uniforms, which commences sometime May 87 will go as smoothly as the first part of the program.



Canada's new one-dollar coin, featuring a portrait of the loon, made its public debut today at the Royal Canadian Mint's Winnipeg plant. The new dollar coin is eleven-sided, yellow-gold in colour, and only slightly larger and heavier than a 25-cent coin. It begins circulating across the country in July.

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# CHAPLAINS CORNER



That was not the first time Jesus was to be found breaking bread. All four Gospel writers tell of the feeding of the five thousand with fish and bread. These people gathered round Jesus to listen to him and receive his teaching. They were hungry for the good news he shared with them. Later, he took bread, and blessed, broke, and shared it with all those people. Jesus then told them: "I am the bread of life; whoever comes to me will never be hungry." In that action people caught a glimpse of who he was.

The celebration of the Easter event (something Christians are always doing) is the realization that the Christ who died is alive and present forever. In the breaking of the word of God (Bible reading and study, sermon) and in the breaking of the bread (the Eucharist) people discover Christ risen and present. And they discover that some of their hurts and longings and needs are touched by him.

Why not come and break bread with him and with us?

Two people, after a long walk on a Sunday afternoon, arrived home for supper. The stranger who travelled with them was invited in and, as he broke the bread for the meal, they suddenly realized who the stranger was (Lk 24:13-35).

## CHURCH SERVICES

### Protestant Chapels

**The Chapel of the Good Shepherd (North):**

- Holy Eucharist (Anglican Rite) 0900 Sundays
- Divine Worship 1100 Sundays

**The Chapel of Saint Andrew (South):**

- Divine Worship 1030 Sundays

For information regarding Baptismal Preparation, Baptism, Church Membership Classes, Marriage Preparation, Marriage, Sunday School and Nursery, Young Peoples, and Bible Studies, please contact a Chaplain.

- Chaplains:** Padre R. Baker, BChap(P) — 895-5417  
 Padre J. Jolliffe, Chap(P) (North) — 895-5075  
 Padre E. Wiley, Chap(P) (South) — 895-6022

### R. C. Chapels

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- TÉLÉPHONE:** 895-5087
- MASSES / MESSES:** Sat: 1700 hrs (Eng.) Sun: 1000 hrs  
 Sam: 1900 hrs (Fr.) Sun: 1115 hrs
- MARRIAGE / MARIAGE:** Please give the Chaplain a six month notice. Parlez à l'Aumônier au moins six mois à l'avance.
- BAPTISM:** Baptism Preparation Meeting is mandatory. Please make an appointment at 895-5087.
- BAPTÊME:** Une réunion préparatoire au baptême est exigée. Il faut nous parler aussitôt que possible.
- CHAPLAINS:** Father Gaston Gagnon, - 895-5272 - Home, 888-8804 BChap(RC)  
 Father Lindo Molon - 895-6023 - Home, 489-5654
- SECRETARY (NORTH SIDE):** Francine - 895-5087
- SECRETARY (SOUTH SIDE):** Denise 895-6024

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# Employee Assistance Program

The Employee Assistance Program (EAP), a neutral program developed by union and management, serves civilian employees of DND by guiding them to the specialists required for various personal problems. Without this help employees often find that they are too preoccupied to keep their minds on their jobs. This may lead to declining job performance and even accidents. Problems of this nature are often related to: health, finances, marriage, alcohol, drugs, mental illness or even legal disputes. The EAP has been helping people solve problems like these since 1983.

The EAP Committee consists of civilian and military "referral agents" who volunteer their services to help employees through difficult times. These referral agents are ordinary DND employees who have been trained to lend a confidential listening ear, and to assist the troubled employee in obtaining any specialized

or professional help that may be required.

Last March CFB Winnipeg received a visit from the Regional and National organizers of the EAP. These dedicated people (Brenda Quinn and Ron Habinski) ensure that the program polices are followed at each base. They also brief bases on new developments provided by the National Labour Management Relations Committee. Mr Ted Burke, editor of *Communique Magazine*, was also present to research material for a feature article on the EAP.

This team of visitors met with Col Reynolds (Base Commander), Mr Dobie (CPO) and Ron Perry (Union Rep). The ensuing discussions centred on the necessity of ensuring confidentiality and neutrality within the program. These mandates are, and will continue to be, a priority for the referral agents who serve this community.



Referral Agents of the EAP committee. From the left: Gloria Pearson, Austin Cooper, Gerry Howe, Charlene Yorkie, Ron Habinski, Maureen Sheehan, Brenda Quinn, Evelyn Richards and Pat McAllister.

#### #4 WIRELESS GUNNER SCHOOL REUNION

There will be a reunion for all Wireless Gunners who served during WWII. The reunion will be held at the University of Guelph, Ontario on June 27 and 18, 1987. For more information write:

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Knechtel 8 piece dining suite, mahogany, almost new. \$1500.00. Buffet — antique white. Italian Provincial. \$500.00. Ph. 885-1172.  
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For sale, portable Whirlpool dishwasher (walnut colour), three years old (used only one year) and fully equipped. Also, Gendron stroller that can be used in three different ways. After five o'clock 889-7339.  
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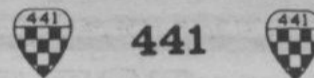
Will babysit in my home Mon-Fri Days. Please call 489-7274.

SOUTH SITE RESIDENTS. Interested in gardening? If so, please contact Randy Palmer at 489-3144.

Wanted: Voxair carriers for delivery in the Kenaston area. Call Voxair at 889-3963 if interested.

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13 Jun 87 1300-1600 hrs Sports Field.  
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Admission — \$5.00 per person



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Tactical Fighter Squadron

**MONSTER TGIF**

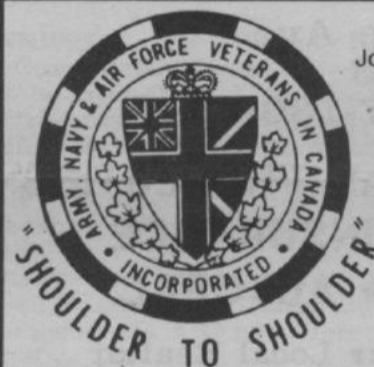
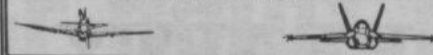
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Friday 26 June 87

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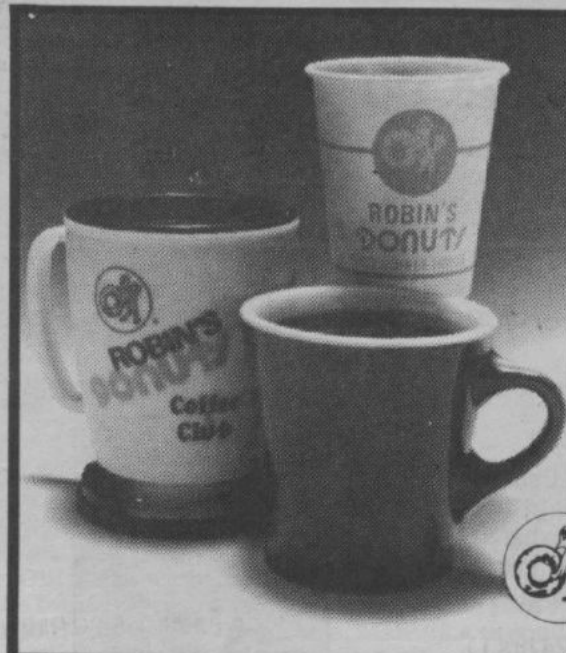
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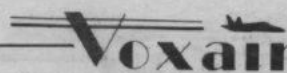
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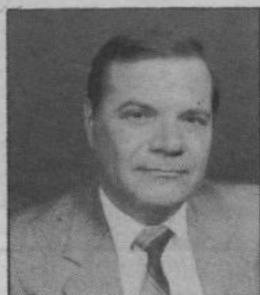
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