

Congratulations 402 "City of Wpg" Sqn Celebrates Diamond Anniversary

402 Squadron IS 60 Years Old

The "City of Winnipeg" Squadron and one other squadron share the distinction of being the oldest Canadian Air Force Squadron in existence. We will mark the occasion on **August 14, 15 and 16, 1992**, with the 402 Squadron diamond anniversary celebrations.

Hundreds of former 402 members are expected to arrive from all across Canada on Friday, August 14, for a weekend of events, celebrations and memories. Many former acquaintances will be reacquainted while old friends and comrades reunite as events kick off with a meet and greet on Friday night at 10 Hangar. Saturday will be very busy with a change of command as LCol Bob Patrick relinquishes command of 402 Squadron to LCol (as of 15 August) Chuck MacIntyre. Then reunion goers are off to a Red River Paddle Boat cruise in the afternoon and a dinner at the Convention Centre in the evening. On Sunday they will enjoy a champagne breakfast at 10 hangar before finally saying farewell to each other, at least until next time.

A Brief History

402 Squadron's main purpose is reflected in its motto: "We stand on Guard". The Squadron has played a vital part in Canada's defence for sixty years. The Squadron was formed at Winnipeg as one of the three non-permanent (Reserve) RCAF squadrons in 1932. These squadrons provided the nucleus for the expansion of Canada's military air



strength and became the backbone of the nation's air force-overseas in the early years of the Second World War. At home, 402 Squadron provided the skills and experience needed to assist in the setting up of the British Commonwealth Air Training Plan (BCATP) and the Home Defence Squadrons. That expertise was provided to maintainers and aircrew on our first airplanes; the Gypsy Moth, the Fleet Fawn, Avro Tutors, Avro 626 and 627.

At the outbreak of the war, in 1939, No. 112 Squadron (now 402), along with Numbers 2 and 110 Squadrons were chosen for active service and were moved to

Ottawa for training in preparation for a posting overseas. We went to war with Lysanders in an army cooperation role, but, by 1940, we flew Hawker Hurricanes as a fighter squadron. The Squadron took the war to the Germans with the first Canadian offensive mission across the English Channel to German occupied France. Our many operations included bomber escort, fighter sweep, shipping reconnaissance, air coverage to air-sea rescue, convoy patrol and ground attack.

In March, 1942, 402 Squadron relinquished their Hurricanes for Spitfires. In one of its very first Spitfire

missions the squadron would receive special commendation. During an air-sea rescue the 402's aircraft were attacked by 20 Folke Wolfe 190s. A defensive circle was formed over the the rescue boats and although the enemy repeatedly dived on the Spitfires, they were unable to break through the tight defences. In August of 1942, the Squadron gave its support in air coverage at Dieppe. Several air combats ensued over the Dieppe beaches, with the result that three enemy aircraft were destroyed or damaged by 402 Squadron. Then the Squadron protected troops on the beaches on D-Day and

made significant contributions to the Allied effort to defeat the Nazis.

Most RCAF Squadrons were very mobile during the War years and 402 Squadron was no exception. From June, 1940, when the Squadron set up its first overseas base of operations at High Post, England, until July, 1945, when it returned home, the Squadron moved bases twenty times. Most of the bases were in England; however, as the allied effort brought successful advances, the Squadron based itself at airstrips in France, Belgium, Holland, and even Germany.

402 Sqn Anniversary continues ... page 7

AE signifies this Spit as a 402 Squadron aircraft. 402 Squadron completed 4 sweeps with Spitfires over the beaches of Dieppe on the day of the raid.



Operation Jubilee Dieppe 19 August 1942

See Pg.5
 for
 Dieppe
 History

"For all members of the Canadian Air Force"

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Thank you for loaning your pilots & their lovely exciting planes for such a great McConnell Open House 1992 last Sunday, May 30th.

Wow what a display we shared!

Your member, Martin Pescent, flying # 133579 was especially kind & generously patient answering our many questions. We did not get to meet any other member.

We do appreciate our friends to the North & are very pleased to share our fun times with you - probably America's best friend today in our crazy world.

Thank you again for flying in for the big event.

Respectfully,

D. Gene & Phyllis Hill

P.S.:

You can fly over our farm anytime because Canada is so SPECIAL.

Farewell to the D Comd of AIRCOM



LGen O'Donnell
tries out his new
Air Force arm chair.

On 20 Jul 92, the BComd bid farewell to newly promoted LGen O'Donnell.

Col Proulx presented the Gen with an "unofficial" Air Force arm chair (thanks to the folks at BEME) in the name of all Base personnel for his outstanding support to the Base as the DComd of AIRCOM.

LGen O'Donnell and his wife Julie are off to Ottawa where Gen O'Donnell will assume the functions of ADM Per.
Good Luck to you both, Sir.

GREETINGS FROM ENGLAND !

Hi, my name is Jane Edmond and my friends and I are looking to find Pen Pals in the Canadian Forces, for fun and friendship. You can write to us at this address:

Miss J. Edmond
Flat 2
54 A Aberdeemwk
Scarborough, North York
England, 4011 1WX

The Search For Missing Artwork

During the mid 1970's, Canadian artist Alex Jadah donated six illustrated pencil artworks to the CFB Saint Jean Officers' Mess. Some years ago, possibly during the relocation of the Mess on the base, these artworks disappeared. Mr. Jadahnow resides in Sylvan Lake, Alberta, and would greatly appreciate the return of his artwork to decorate the Officers' Mess once again.

He is presently offering a reward comprised of a one thousand dollar value selection of his art paintings, drawings and lithographs to any individual(s) disclosing information that results in the return of the six original artworks to the Officers' Mess.

If you have any information concerning the missing artwork, please contact :

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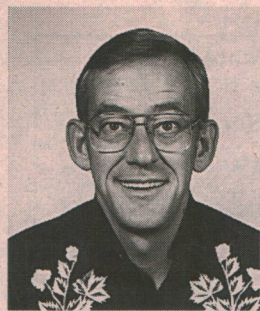
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Barry Sweeney



music reviews and syndicated columnist

Chains on the Wind

In her newly released *Chains On The Wind* (Liberty) the voice is central to the soulful offerings. The songs here are like she has dug deep into the soul and psyche of the various writers to come up with songs that reach the depths of emotions. While much of the material is new, Lacy has reached back in time to revive *Love Hurts* which comes from the pen of *Boudleaux Bryant*. This song has been recorded by numer-

ous artists including *Roy Orbison* but thanks to *Ms Dalton's* vocalizing, she has added a whole new dimension to the evergreen. She also dips into the Bryant bag of hits for *Bye Bye Love*. While no one but the *Everly Brothers* will ever be remembered for this song, the duet of *Lacy J. and Eddie Rabbitt* is credible, if not memorable.

Stay With Me, written by the team of *Stevens, Ranter & Pennington*, is one of the

albums key ingredients. This one, with *Lacy's* vocals flying high above the instruments, wrapped with solid guitar and drums and featuring superb lyric lines this is a standout track that should be culled for the singles market. She adds the recent chart rider *Here Today Here Tomorrow* and wraps up the set with *Lay A Little Love On Me* and *Like The Answer To A Prayer*.

Lacy has superb phrasing and throughout this project has added a new dimension to the term country-soul.

ARRESTED DEVELOPMENT

In their *3 Years, 5 Months and 2 Days In The Life Of..* (*Chrysalis*) *Arrested Development* utilize a combination of African rhythms, scratches and bring together a hip-hop

sound. They have broken through the top-10 with their beat-heavy *Tennessee* and as this song breaks big the spotlight is beginning to shine on AD.

Their music seems rooted in raising social consciousness and best tracks include *Dawn of the Dread*, *Children Playing With The Earth* and *Eve of Reality*.

FAST FACTS

The *Avant-Garde* only reached the top-40 once and really made very little impression with their single *Naturally Stoned*. However, something that makes the song somewhat unique is the fact that it was written by *Chuck Woolery* host of *Love Connection*.

That's the *Fast Facts* on *Avant-Garde*.

Aviation Art Prints

by George Nelson

Aviation Art is becoming more popular as artists and publishers continue to expand the choice and type available. While artists and collectors have their own personal preferences for the types of aircraft and style of art work, collectors can sometimes become confused with the types of pictures which are available and their widely varying cost.

The most valuable or expensive is of course the original piece of art. This can be done in many different mediums, such as oils, acrylics, gouache, water colour, pen and ink, pencil, etc. But this is not the confusing part—that begins with the type of reproduction that is used...the result is called a print.

A print is simply a reproduction of the original. There is no set number printed and if all are sold, more can be printed. The quality of the print can vary depending on the printer, the type of reproduction, the paper and the quality of the ink used. Most calendars, unless they are suitable for framing, fade quickly in sunlight, while prints made for framing have a better quality ink which resists fading.

A print that has been indi-

vidually signed by the artist is slightly more valuable than the simple print. These can also be counter signed by a person that has had some connection with the events depicted in the picture. Personalities such as *Johnny Johnston*, *Sanford-Tuck*, *Jimmy Doolittle*, *Adolph Galant* and *Russ Bannock* have all signed prints.

Limited edition prints are the choice of most collectors. With these only a certain number of prints are made and no more will be made. The number printed usually varies from 250 to 1000. These are identified by a number like 95/275. This means that this particular print is number 95 out of 275 that were printed. But to make it more confusing there can also be artist's proofs and printer's proofs and these are noted by the pencil notation A/P 15/25 on the border. The number available is usually 10% of the total run of the limited edition. Some collectors consider the artist's proof to be more valuable than the regular limited edition. Wildlife art is much more popular. Some of the "limited" editions by artists like *Bev Doolittle* and *Robert Bateman* have reached 35,000 in number.

The other item which can add value to a limited edition is a remark. This is a small original sketch done in pencil by the artist on the border of the print.

Limited edition prints, depending on the artist, can vary from \$75.00 to \$400.00 or more for the original sale. But when all the run has been sold and no more are available they can be offered for sale on the secondary market at what ever the market will bear. Prints that are in demand can reach up to twenty-five times there original price.

But for those that just want a picture of an aircraft there are still posters, photographs or calendars, all can provide memories of the past at a far more reasonable cost.

Base Commander's Commendation



Col Proulx, the BComd, presents Capt Joy Hunt with the BComd commendation. This award represents recognition "for her outstanding initiative in the implementation of the new Pay system and her dedication, loyalty, sincerity and professionalism while employed at CFB Winnipeg". Capt Hunt, a native of Kitchener, is employed as the Accounting Services Officer in the B Compt Branch.

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B Compt Promotion



The B Compt, Maj McMullin, congratulates WO Bob Dowe on his recent promotion. WO Dowe, a native of Toronto, is presently employed as the A/NPFAO.

NPF Certificate of Outstanding Service



BGen Buckham, COS Pers & Trg, presents Gina Neufeld with a Non-Public Funds certificate representing 18 years of outstanding service. Gina, a native of Winnipeg, is employed in the B Compt Branch.

Banff National Army Cadet Camp - Banff, Alberta

"The Best Are Here"

Released by:
Capt K. Smith PAO

Just north of the Trans-Canada Highway in scenic Banff, the National Army Cadet Camp is shifting into high gear for six weeks of intensive leadership training.

The Army Cadets of BNACC come from every region and province of Canada. An exchange programme is offered allowing British cadets and a German youth programme to train in the challenging historic mountains. They will be trained in the skills of rock climbing, glacier-climbing, high-mountain hiking and travelling through white-water in

canoes or kayaks. All of these activities will challenge and build their courage and self-confidence. The cadets will test their mettle while under the expert tutelage of the experienced instructors of Pacific Granite Mountaineering. In addition they will be accompanied by their platoon commanders.

The cadets also receive training in Search and Rescue Techniques, Parade Square Drill, Compass Orienteering, Radio Communications, and Leadership taskings.

One of the most important learning experiences the cadets will encounter, while at this prestigious cadet camp of the Canadian Cadet Movement, is one of com-

munity living with other teens from many socio-economic and cultured mosaics. This will no doubt be the most important of all the training here - and will set a good example for the rest of the world to follow.

The cadets are exposed to a variety of sporting activities. Some of these activities range from the use of free weights, to volleyball, to Canada Fitness Testing, to their early morning exercise period at 0600 hours. The cadets must be physically and mentally fit to accept the challenges that they will encounter in this historic national park.

Garrisoned at the Banff National Army Cadet Camp is the National Cadet Pipe and Drum Band. The band

consists of thirty of Canada's finest youth pipers and drummers from the Royal Canadian Army Cadet Programme.

The pipers and drummers will achieve a "Level Five" standard of excellence while on course at BNACC. The cadets are very active participating in performances in such locales as Calgary, Banff, and Lake Louise.

This year the pipe and drum band members will appear in a new white highland dress tunic with regimental kilts. An impressive group in music and appearance! Such a group of Canadian teens will make us all proud and give us hope for the future.

All the cadets receive supervised leave in Banff or

surrounding communities. The course cadets when on leave can be easily recognized wearing their corps uniforms.

The teens who attend Banff are selected due to their achievement. These indeed are the top Gold Star Cadets. Needless to say - the pipers and drummers are top too!

The Banff National Army Cadet Camp is under the command of Lieutenant-Colonel L.J. Rankin, CD. LCol Rankin has devoted thirty-four years to the Canadian Forces.

The Banff National Army Cadet Camp is in operation only during the summer months. It truly is the shining jewel in the Canadian Cadet Movement.

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Operation Jubilee -Dieppe 19 August 1942

"Fighting Canadians Return With Glory"

(Winnipeg Free Press)

Submitted by: Maj. Bill Beswetherick
A/Commander - 73 Communication Group

Fifty years ago today, on the morning of 19 August 1942, Canadian troops attempted to capture the French port of Dieppe. Samuel de Champlain had sailed from this town on his voyages of discovery to present-day Canada, and many of the later settlers of New France (now Quebec) came from the area. It is ironic that 656 Canadians killed in the raid now lie buried in the Dieppe Military Cemetery.

On 19 August 1942, 5,000 Canadian and 1,000 British soldiers made the largest raid of the Second World War. By the end of that day, over 900

needed to learn how to undertake a major landing, something that had not been done since 1915.

There was no chance of surprise as the need to relieve Russia was obvious to the Germans. They also knew that only a few possible targets were within range of fighter aircraft and able to be reached by naval vessels during darkness. In addition, only two days per month in summer gave tides suitable for assault. As a result, German soldiers at Dieppe were on alert the morning of 19 August 1942.

The overall objective was

artillery or bomber support, and naval fire support was limited to the guns of eight destroyers. More importantly, on landing troops faced an obstacle that they never overcame. The narrow beaches were dominated by thirty metre high cliffs (equivalent to a ten-storey building) with concrete bunkers holding heavy weapons that the Canadian attackers could not destroy.

The raid started at dawn on 19 August 1942 when 554 men of the Royal Regiment of Canada (Toronto) landed at Puits half an hour before the main landing. Within minutes the battalion was destroyed by Germans firing from the cliffs. 227 lay dead or dying on the beach and another 254 were taken prisoner. The failure at Puits doomed the main operation.

At the same time as the Puits attack, the South Saskatchewan Regiment under Lieutenant-Colonel Merritt landed successfully at Pourville but could not seize the western cliffs that overlooked Dieppe. The Queen's Own Cameron Highlanders of Canada (Winnipeg) landed later. The Camerons penetrated inland but the failure of the main attack at Dieppe forced a withdrawal in which Lieutenant-Colonel Merritt led a brave rearguard defence to allow survivors to escape. Of the 1026 men who landed at Pourville, 625 were evacuated. Remaining on the beaches were 160 dead and 250 prisoners.

In the main attack on Dieppe, two infantry battalions landed in broad daylight 30 minutes after the flank attacks. They were met by intense fire because the Canadians at Puits and Pourville had not been able to seize the cliffs overlooking the main beaches. Despite some successes, the landing was a disaster. The evacuation started at 1100 hours but six of the first eight boats were sunk. A



Cliffs overlooking Pourville beach where Queen's Own Cameron Highlanders of Canada Winnipeg and South Saskatchewan Regiment landed

Canadians were killed, 1200 wounded, and 2,000 prisoners of war. British Prime Minister Winston Churchill later wrote:

"Dieppe occupies a place of its own in the history of the war, and the grim casualty figures must not class it as a failure. Honour to the brave who fell, their sacrifice was not in vain."

Many dispute whether the lessons learned at Dieppe were worth the loss of over three thousand men. However, there was much pressure that summer to land on the coast of Europe to divert German troops from the Russian front. In addition, the Allies

to seize and destroy the harbour at Dieppe. Two infantry battalions of over 1,000 men would land there at 0520 hours accompanied by tanks. Half an hour earlier, at dawn, four attacks would go in on the flanks. Two kilometres to the east at Puits, the cliffs overlooking the main Dieppe beaches would be seized. Four kilometres to the west at Pourville, Canadians would capture the western cliffs overlooking Dieppe. At the same time, British commando units would capture coastal guns further east and west.

The plan, however, had major flaws. There was no



The Military Cemetery at Dieppe contains 656 Canadian soldiers killed 19 August 1942, of whom 121 could not be identified. They were buried by the Germans with full military honours.

Royal Navy officer who made the final evacuation effort at 1230 hours noted:

"I paused at White Beach but there was no sign of activity. It looked to me that the Scottish Essex had never moved from where they had got on first landing - but they were dead now."

The final message from Dieppe at 1310 hours simply said: "Our men here have surrendered."

On the beaches of Dieppe lay 520 dead and over 600 wounded. Padre Foote of the Royal Hamilton Light Infantry tended to the wounded under heavy enemy fire and elected to remain behind as a prisoner to look after the wounded.

The carnage on the three beaches was horrific. A German soldier wrote: "The dead on the beach...I've never seen such obscenities before. There were pieces of human beings littering the beach. There were headless bodies, there were legs, there were even shoes with feet in them." The high number of dead is indicative of the scale of the fighting and the bravery of the attackers.

The official report of the 15th German Army stated that: "The enemy, almost entirely Canadian, fought - so far as he was able to fight at all - well and bravely."

For many Manitoba families, 19 August 1942 will be remembered as a day of mourning. The 503 members of the Queen's Own Cameron Highlanders of Canada (Winnipeg) suffered 76 killed, 103 wounded and 167 captured.

Originally the Canadian and British dead were buried

in a long trench, but the German War Graves Commission ordered them to be re-buried with full military honours. In 1944, Dieppe fell to the Canadian army without a fight, and in 1945 Lieutenant-Colonel Merritt and Padre Foote were released from prison camp to learn that each had been awarded the Victoria Cross for his gallantry on 19 August.

The controversy continues as to the value of Dieppe. British Field Marshall Montgomery noted that "we could have obtained the information and the experience we needed without losing so many magnificent Canadian soldiers."

The final words, however, belong to a Canadian mother. The headstone of Private Bryan (Royal Regiment of Canada) in the Dieppe Military Cemetery bears her simple request: "He sleeps beside his comrades, His grave I may never see, May some kind hand place a flower for me."

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CFANS Update

What did you tell him?"

"It was almost like a theatre audition. I told him I lived 'on the edge' and said 'Talk to me Goose!' a few times. The next thing I knew, I got the job! Mind you, living on the edge is the normal way of things at CFANS. You haven't really lived until you've explored 'the edge of the envelope' in a CT-142!"

John was referring to the much-feared "Snap Alter Heading" procedure that more experienced students brag about after their more eventful flights. Unbeknownst to most of them however, this procedure is reputed to have been instituted by bored pilots to give them something to do on

those flights where the trainees actually managed to follow something other than a straight line between Winnipeg and our turning point. Student navigators are loath to demonstrate their superior knowledge of procedures by carrying out this manoeuvre, but it is one that is eagerly anticipated by fellow course members and pilots.

We contacted Capt Craig Richmond, a.k.a. "The Fabulous Richmo," to find out the pilots' opinion on the procedure. A former F-18 driver, Richmo is well regarded by students for his inquiring mind and innate sense of curiosity on navigator training missions.

"I look upon each flight as

an invaluable learning experience," he replied, "and the snap alter heading is the best way to demonstrate the effect of g-forces on the students' finely-honed sense of panic management. It's really amazing how a simple comment such as, 'Well, it's a long time since I've seen this side of Lake Winnipeg!' or, 'Say, Nav, isn't that the town of Upper Rubber Boot we're passing over?' can initiate some truly memorable manoeuvring."

"But isn't that giving the student an unfair advantage by revealing positional information?"

"Not at all! Maybe we're right on track when I query them. Maybe we're actually

over the town of Lower Rubber Boot. They sometimes actually know where we really are. If not: YeeHaaw! We get to do some 'cranking and banking.' And when they eventually discover we've turned away from track, I get to snap again! I just love flying!"

Although determined to find out the average nav student's opinion of the snap procedure, I was unable to seek out one who would admit to having actually done one during a flight. It seems there are no merely average students in-house at the moment. Pollsters would be devastated....

If Mawdesley Hall seems especially busy these days, it is because the latest reinforcements to the instructor corps have arrived. Navigation Instructor Course 9202, under the capable Course Seniorship of none other than LCol Leclerc, are quietly discovering that the three foundations of instruction are not Fear, Sarcasm and Ridicule - much to the relief of the newer students.

Finally, the rumour that Capt Mike Colpitts is agitating for a return to CFANS of regular classes in drill is absolutely untrue. Although many instructors long for the return of the days when each course would form-up in the parking lot and march smartly to the mess for lunch, it is improbable that this long-held tradition will be reinstated. That is, of course, unless they undertake it of their own volition (probably not in our lifetime).

That's all for this week. Until next time: Pipeline Out!

As the days of August pass, the hopes for a hot summer also begin to fade. The longer, cooler evenings also remind us that the onset of winter is not far off. To speak with the student "veterans" of our last winter, one would think they had survived the blitz. CFANS Course 9206 arrived last week and have already been frightened by stories of winter's icy wrath.

"It gets so cold," reported 9107's 2Lt Mike Saville, "that dogs freeze to the fire hydrants, the water faucets actually dispense ice cubes; and the wind, it blows so hard that our Dash 8s hover in position for vertical take-offs!"

Of course, most would find these stories a bit hard to believe, but their veracity was confirmed by none other than Capt John Nowak. John is due to leave for Portage in September to begin pilot training, thus reversing the normal chain of evolution. He strenuously denies the rumours of a prerequisite lobotomy.

"Don't be ridiculous," he asserted in answer to our queries, "I was chosen as a result of a rigorous selection process, second only to the astronaut program's. I watched Top Gun until I could mouth all the clichés, then I went for my career manager interview."

"That sounds like some pretty intensive preparation!



CFANS Course 9205: These eager smiles usually vanish when the students are issued a 20kg stack of technical manuals and workbooks on their first day of training. They reappear upon presentation of wings 11 months later.

Front (L-R) 2Lt Natalie Marchesan, 2Lt Rick Alisch, 2Lt Joe Burbee. Rear (L-R) 2Lt Yves Labreque, 2Lt Jeff Simons, OCdt Eldred Penner, 2Lt Angus Stewart, 2Lt Kristian Smith.

ARAF Winnipeg Update

quired to sustain operation. ARAF Winnipeg is now one of the most diversified Reserve units in terms of trades and ranks. We are present in just about all sections on base, from financial assistance at the pay office to medical care at the base hospital. In fact, most of the trades identified in the war establishment are now represented, in different numbers, within our unit.

And now the local news: our Flight Commander, Major Cote was selected along with five other Air Reservists to be the subject of a Reserve Profile study by NDHQ. Our two expatriates to Europe, Pte Plourde and Cpl Steinke, have finally given news of their whereabouts; all is well and they are enjoying the local culture, including beer, wine and cheese. Our special Air Command detachment composed of Maj Trudeau, Cpts Wholers, Putnam,

Godfrey and Tough, will soon be joined by 2Lt George in Pers section. Lt Graham just returned from Trenton after successful completion of the Aeromedical Evac course. Word is out that she terrorized the USA on her final training sortie. As for our members on staff at ARTC Penhold, Cpl Boychuk and Pte Battad, they are apparently carrying the ARAF Winnipeg flag with great honor and pride. Pte Michaels will be using her newly acquired driving skills in Penhold as a general duty driver for the summer Cadet Camp. Cpts Wholers and MacIssac will be learning all about staff work from the STAR I program in Toronto while MCpl Bailey will get her fingers dirty on the JLC course and Cpl McGillivray will be counting jelly beans on the QL5 Fin clerk course while Pte Wright will be learning what jelly beans are

on her QL3 Fin crse. Congratulations to newly promoted OCdt Clink who is now awaiting training for the CELE occupation, and good luck to 2Lt Santa on his PAdm Phase II course. A special welcome to OCdt Armstrong who is rejoining us after a year of training at RMC Kingston. As for the remainder of you manning the Fort back here in Winnipeg keep up the good work.

Special thanks to those attending the get-together on Friday Z9 May 92 to say a final farewell to our departing members, and to welcome our new recruits. "Left over cheese curds" and "uniquely fashioned golf shirts by Pierre Cardin" are still available in great variety of size and colors (and smell in the case of cheese) for your buying convenience. Until next time, so long and KEEP ON ARAFing.

Lipsett Hall Pool

The swimming pool at Lipsett Hall will be closed 8 SEP - 30 OCT /92 for major renovations.

"ATTENTION ALL MILITARY GOLFERS"

This year's golf playdowns will be held at the Carman Golf Course on the following times and dates:

Tues- Aug 18 1030-
Wed- Aug 19 0900-
Fri - Aug 21 1030-
(rain day)

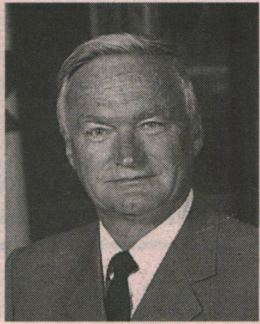
The playdown results will determine the 3 Open, 2 Senior, and 1 Woman golfers that will represent CFB Winnipeg at the Prairie Region Championships to be held at CFB Shilo 16-20 September 92.

For registration and information please contact:

MCPL Muir, Bldg 90 at local 2056.



By the time this article is published, most of our new recruits will be back from ARTC Penhold and on their way to their trade courses at CFB Borden. With the new comers, ARAF Winnipeg has expanded its spectrum of trades to include Dental Clinical Assistant, Military Police, Firefighter, Medical Officer, Stationary Engineer and Photo Technician, all of which were absent from our current unit strength. It must also be noted that all our reservists are hired against a specific war establishment position which means that in time of tension and war they would fill a predetermined position where augmentation is re-



Farewell

LCol Patrick

order to make the Dash 8 program a reality we had to combine forces and go forward as a team. The Dash 8 program as a Total Force Concept is, today, a resounding success.

We integrated the RSU into the Squadron. Reserve technicians were put on shift with BAMEO. It has not been an easy task. We might say that our flight path has brought us through moderate turbulence. However, we have proven the feasibility and mutual benefit of the totally integrated total force organization. We must continue to strive for greater levels of integration.

I am honoured to have had the privilege of leading 402 Squadron into this, our 60th year of operation. The Squadron has faced many changes throughout the years. We trained on Gypsy Moths and "Bug Smashers". We fought in Hurricanes and Spitfires. We hosted royalty, in stately fashion, on our Dash 8. Our role has evolved from that of front line fighter to navigational trainer and VIP transport. We have transported troops, civilians and VIPs over millions of miles. We have flown the oldest and slowest of the CF Fleet. We also converted to the newest and most sophisticated aircraft.

402 Squadron has a long and glorious 60 year history. For fifty-four of those years our home has been in Winnipeg. CFB Winnipegers have been steady and strong in their aim of service and support to the Squadron. In the fifties, as a young Pilot Officer, I came to Winnipeg to fly Expeditors with 402. Back then, the Base was highly committed to serving the 402 "Air Reserve" Squadron. Today that commitment continues. I know no better way to say thank you than just that: **Thank you.**

During 402's Diamond anniversary, as I hand over command to LCol MacIntyre, I commend each and every one of you, whether 402 or Base member, for the remarkable accomplishments you have realized. Finally, I ask that you give to LCol MacIntyre, the same level of team work and support that you have given to me. Good luck and every success in your future endeavour.

continued from the front page...

After a brief period of disbandment, the Squadron reformed in 1946. The golden age of the Auxiliary service had begun. In 1948 they accepted the long awaited Vampire to replace the ageing Harvards that had been the Squadron's first post-war aircraft. For the first time the RCAF was equipped with jets. Though humble by today's standard, the Vampire was spectacular in the forties and fifties. 402 Squadron waved the "City of Winnipeg" banner at many air shows with the delightful Vampire. We even managed to break a speed record or two. Mustangs replaced the Vampire in 1951. By 1954 the Squadron had converted to T-33s and, by 1956, we acquired C-45 Expeditors. We had switched from a fighter role to navigation training support. It seemed that, for a time at least, we had settled on a more permanent role and aircraft.

As it turned out, however, our role was not fully settled. Increasingly, we were called upon to carry out transport duties and assist in the the occasional search for lost aircraft. By 1957, we had become 402 (Transport) Squadron.

The Squadron Standard was awarded in 1961, with eight wartime battle honours testifying to action overseas. As that important event took



troop transport, search and rescue operations, and VIP transport. The Skyhawks (the CF parachute demonstration team) made many air

402 Squadron commenced Dash 8 flying operations in January, 1990. An initial group of pilots were trained by deHavilland company

CFANS Air Navigation Instructor Conversion course was initiated.

To date, the squadron has flown single and multi-engine aircraft, trainers and transports, using jets and props, on wheels, skis and floats.

Entering its sixtieth year of operations, 402 "City Of Winnipeg" Squadron is one of the oldest Canadian squadrons in existence. Each of the over 200 Regular and Reserve status people play a vital role in the maintenance, operational and training aspects of the newly acquired Dash 8 aircraft. Designated by the Canadian Forces as the CC or CT142, the Dash 8 serves in roles of transport and Air Navigation Training. Additionally, the technical aircraft maintenance training section of 402 Squadron conducts many in-house courses related to the maintenance of the Dash 8.

place, the Squadron re-equipped itself with the versatile Otter aircraft. With the Otter, which would remain until the mid seventies, 402 carried out its training and support role for Regular Force taskings, including exercises, search and rescue operation, VIP, troop and light cargo transport.

The "Dak" first appeared as a 402 Squadron bird in 1975. We had six of them and in them, we continued in our role of light cargo and

show demonstrations courtesy of the City of Winnipeg Squadron and the Dakota. At the time of its retirement from the Service and the Squadron in 1989, we had the distinction of being the only military outfit in North America still flying "Daks". Closeout was a momentous occasion. Two Dakotas were painted in their wartime colours and each toured one half of the country in a farewell to its military service.

pilots. In-house training began in March, 1990. During the same month the first



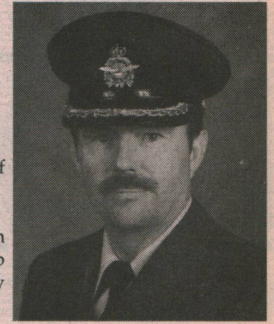
402 Squadron received its Standard in 1961. Standard bearers WO2 William Varey and WO1 Frank Waldie lay the Standard on an altar of drums.



402 Squadron

Biography

LCol Charles V. (Chuck) MacIntyre, CD



LCol Chuck MacIntyre assumes command of 402 Sqn on 15 August 1992.

Lieutenant-Colonel Chuck MacIntyre was born in Toronto Ontario, October 10, 1947. he grew up and completed his formal education (Secondary School) in Port Credit, Ontario (now Mississauga).

In January 1965 he joined the RCAF and trained on Chipmunks in Centralia, Ontario, Tutors in Gimli, Manitoba and Expeditors in Portage la Prairie, Manitoba. He received his RCAF Wings in August 1966.

Lieutenant-Colonel MacIntyre's first posting was with the Air Navigation School (ANS) in Winnipeg on the C-47 Dakota. In May 1968 he was posted to VS 880 Squadron with the Canadian Navy, flying CP-121 Tracker aircraft from CFB Shearwater and the aircraft carrier HMCS Bonaventure. The third tour for Lieutenant-Colonel MacIntyre started January 1971 with VP 415 Squadron flying the Argus anti-submarine patrol aircraft at CFB Summerside, PEI. While there, he was a pilot on the crew that won the Fincastle Trophy, which was awarded to the top ASW crew in the British Commonwealth.

In January 1974 Lieutenant-Colonel MacIntyre was released from the CF and joined Air Canada. He spent ten years in Toronto flying the DC-8, B-747 and the DC-9, and in 1984 moved to Winnipeg with Air Canada and was promoted to DC-9 Captain.

In December 1984, he joined the CF as a Reservist with 402 Squadron, flying the same C-47 aircraft that he had been flying almost 20 years previous.

Promoted to Major in April 1987, he served as Aircrew Leader and Squadron Standards Officer. He was promoted to his present rank and will take over the duties of Commanding Officer 402 Squadron on 15 August 1992.

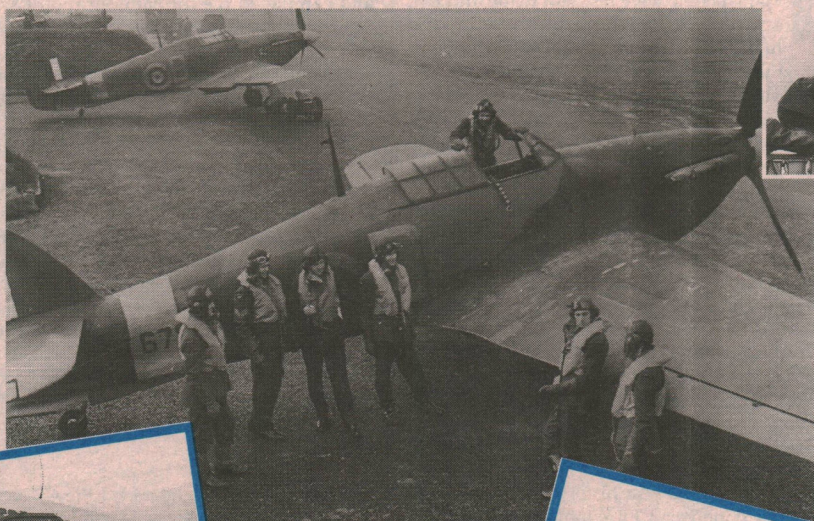
At the present, Lieutenant-Colonel MacIntyre flies the B727 aircraft as a Captain with Air Canada and the CC/CT-142 (DASH-8) aircraft with 402 Squadron.

He has two children, Lisa and Craig, who are attending St Mary's University in Halifax, Nova Scotia.



Sixty Years of

Some of the Hurricane aircrew at Digby in 1941: P/O Harry Crease, Sgt Graham Robertson, Sgt Jerry Walker, F/O Bob Morrow, F/O John (Rocky) St.Pierre, P/O Jim Thompson, F/L Vaughan Corbet (getting into aircraft).



1941- Rearming a Hurricane: Stone, R. Leslie and A. Cameron.



The Otter was versatile. Although ideal for troop and cargo transport, it could easily convert to medevac operations when required. 402 had Otters in the 60s and 70s and flew them on wheels skis and floats.



A Dak loaded with Christmas supplies.



"Just a little off the top, please."



A Family, Day in 1960.

A few of the original maintenance crew that went overseas with the Squadron in 1940: Front Sitting: Don Whellams, Alexander, A.P. Robinson, Unknown, Hugh Cormack, Don Matheson Standing: Harris Marchand, Vince Marrin, Tiny Moffit, Morris Hinam, Goby, Bill Dorsam.



Service 1932 - 1992

402 Squadron Today

In 1987 when the Federal Government called for the concept of Total Force and the integration of Reserve and Regular components into single units, 402 Squadron responded. Since then, Reserve and Regular personnel serve under the title of 402 Squadron. Despite a climate of resistance, 402 Squadron has proven the possibility of integration and demonstrated it as an efficient method of meeting operational requirements. 402 Squadron is at the forefront of Total Force.

Paralleling these necessary conceptual changes, came upgrades in equipment for 402 Squadron. In 1990, the Squadron phased out the Canadian Forces' oldest aircraft and accepted the most recent and sophisticated addition to the CF Fleet. The venerable Dakota was replaced with Dash 8 aircraft.

With a new aircraft came a new role for the Squadron. Assigned the task of operational support to the Canadian Forces Air Navigation School and passenger and VIP transport, 402 Squadron, an integrated Regular and Reserve Unit, was given a role normally preserved for



The Prime Minister and his wife with MCpl Eric Ross, MCpl Dave Wilson, Maj Rob Mackenzie, and Capt Hoffman in Kamloops - May 92.

strictly Regular units.

Operations: The role of 402 Squadron operations is to provide flying operations in support of Navigator training as well as transportation (including VIP) on behalf of Air Command.

With this in mind, operations is the focal point of the

Squadron whereby most other activities of the Squadron either directly or indirectly support its function.

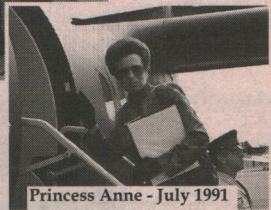
Ops itself is a relatively small cell which handles all Dash 8 flying activities. Close coordination is maintained between the Navigation School, Base Operations

and Air Command. A variety of missions are tasked to the Squadron from "Nav" details to transporting the Prime Minister or the Royal Party. These missions require careful planning and

extensive logistical support. Our theatre of operations reaches from Alaska to Central America. Ops ensures that all aspects of planning is completed effectively and on time. Should an aircraft break down enroute, Ops coordinates the repairs and if necessary deploys a Mobile Repair Party (MRP) in another aircraft.

Another significant flying section of the Squadron includes the Aircrew Leader who is responsible for scheduling all aircrew including those pilots who are augmentees and those who work at the Navigation School.

tenance. Approximately eighty percent of the personnel that take Dash 8 maintenance courses at the



Princess Anne - July 1991

TTU are Regular Force. Staffed almost entirely by part time and full time reserve personnel,

the TTU is a fine example of Total Force in effect.

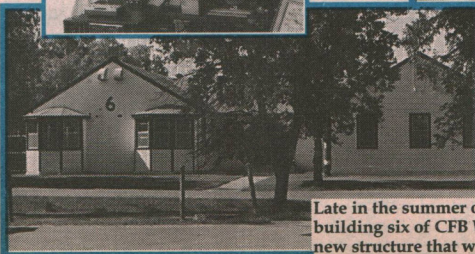
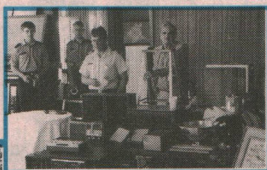


A typical winter Sunday at 402 Squadron in the early 70s

By 1948 402 Squadron had been equipped with Vampire Aircraft. Here the Regular Support Unit provides a lesson to reserve students. Left to Right: Al Peterson, Sawchuk, Frank Klaponski and John Klaponski.



The 402 Pipes and Drum Band



Late in the summer of 1986, bulldozers demolished building six of CFB Winnipeg to make room for the new structure that would house Air Command Headquarters. Instantly, 402 Squadron lost a piece of its heritage. Building six housed the Air Reserve Officers Mess. With mixed feelings much of the Messes holdings were auctioned off.



The Winnipeg Flood of 1950 posed a serious situation for the city. 402 Squadron provided 24 and 7 patrol of the dikes surrounding the St Boniface Hospital for the entire two week emergency.

continued from pg.9...

As a result of the large mandate of the TTU, the school normally operates on a seven and a half to eight training day per week schedule, as opposed to the conventional 5 day work week.

The wide scope of the TTU requires frequent liaison with a variety of outside agencies. Staff and Instructors correspond with people from Base Winnipeg, the aviation maintenance school in Borden, Air Reserve Group Headquarters, and Air Command Headquarters. The fine work and accomplishments of the TTU has won the highest of respect for the Squadron from these outside agencies.

Future plans of the TTU include the implementation of computer based training and further development of visual aid resources such as video and slide libraries. In the long term, the Chief Technical Training Officer,



Major Bodnarek, sees the TTU as an important step in the Total Force career of many Reserve personnel. Normal career progression of the typical Winnipeg aircraft technician will, one day, include postings from 402 Squadron to TTU, to ARGHQ, to Base, and to Air Command. Already the TTU is a source of trained human resources for the Base Aircraft Maintenance Section as many 402 Squadron Reservists serve on shift at BAMEO.

The administration of a Total Force squadron is a large responsibility requiring a dedicated staff of Regular, Reserve, full time and part time personnel.

The unified staff of administrators are committed to support of the Squadron on a continuous basis. In addition to normal unit responsibilities such as central registry,

travel arrangement and budget control, squadron administration is also responsible for personnel records, pay and medical upkeep of the 200 Reserve personnel of the Squadron. Recruitment coordination and Release of personnel also remains a responsibility of Squadron Administration.

402 Squadron has been directly, and very positively, effected by the recent changes to pay and benefits for all Air Reserve personnel. In terms of pay, reservists will soon receive pay cheques twice monthly with the option of cash, cheque or electronic transfer. Reservists are now eligible for coverage under the Group Surgical Medical Insurance Plan (GSMIP). Reservists also now have comprehensive dental coverage. Further, they can apply for Servicemen's Income Security Insurance Plan - Long Term Insurance (SISIP-LTD). Presently



there are plans to incorporate retirement benefits for reservists.

In addition to the operational, training and administrative aspects of the 402, there is an element of the Squadron that is very viable and important and, yet quite unique.

Many of the members of 402 have developed strong community ties and this has placed the Squadron and the Base in very high regard in the eyes of many.

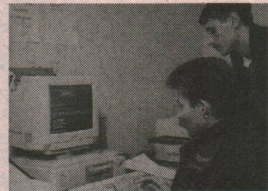
For example, the Squadron has a close link of friendship with the Middlechurch home for the elderly. On a number of occasions the Squadron membership has visited the folks of the home to share stories and a performance by the 402 Pipes and Drums Band. Many of the Mid-

dlechurch residents will be in attendance at the 402 Change of Command. On an individual basis, many of the Squadron's membership are regular volunteers with worthy organizations such as the Special Olympics, the Heart Foundation and the Western Canadian Aviation Museum. Finally, the 402 Pipes and Drums band is, in effect, the Squadron and Base Ambassador to the world.

The operational, technical, training, and administrative aspects of 402 Squadron have evolved into the nineties.

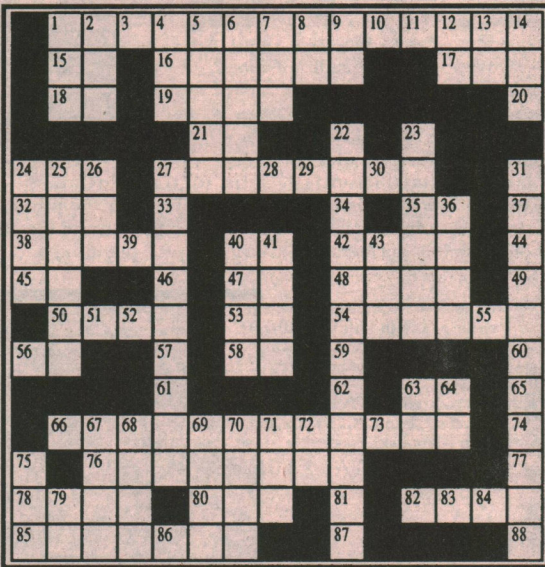
The Squadron has met the challenges of conversion from the venerable old Dakota to the new Dash 8. We are integrated and operationally prepared to carry out taskings traditionally reserved for purely Regular Force units, yet we continue to maintain a strong sense of our heritage and past as well as to the community.

The Squadron has met the challenges of conversion from the venerable old Dakota to the new Dash 8. We are integrated and operationally prepared to carry out taskings traditionally reserved for purely Regular Force units, yet we continue to maintain a strong sense of our heritage and past as well as to the community.



ACROSS

1. 402 is also known as "_____" Sqn
15. The officer of a Command
16. To compel by moral
17. Where members stay while on TD
18. Used before the compact disc (CD) was invented
19. Gas used in signs
21. Therefore
24. Get older
27. Prime _____
32. Segment of a trip
35. I/C of 402 possessions - _____ holder
38. Science of reasoning
40. "To _____ or not..."
42. Hoofed animal
45. Short form for 365 days
47. "And" - in French
48. Single
50. Festive celebration
53. Attending
54. To make necessary
56. They do construction work for 402



58. Regarding (Had favorable results)
63. When pilots sleep in
66. Completed _____
76. 402 fighter of WWII
87. Aunt _____

80. _____ de Janeiro
82. Two of _____ Military Crosses awarded to RCAF personnel during WWII were given to 402 Sqn members
85. One who plays the piano

HINT: Some answers can be found in the 402 Sqn articles

DOWN

1. Colonel (Abv)
2. Pilot course held in Winnipeg
4. Yonder
5. High BMI
6. Bottom surface
7. Be victorious
8. _____loo (ice hut)
9. Compass Direction
12. 3.1416
13. Printing measure
14. African antelope
22. 402 has a friendship agreement with this old age home

23. Space in from margin
24. Friendly force
25. In 1939, 402 Sqn was Guard of Honour for King _____
26. It comes from a hen
27. People who fix stuff
31. This aircraft has a twin (2 words)
36. Region
40. Mascott for 402 Sqn
41. Suffix - meaning small
43. How long LCol Patrick has been in the Forces (OK, slight exaggeration)
63. _____ Waxman
64. Mine
67. Bone in forearm
68. The colour blue
69. What holds pilots sunglasses up
70. Be in a _____ (upset)
71. School Duty Officer
72. _____Fi-Fo-Fum
75. Energy
79. Lady _____

ANSWERS ON Pg.14

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Fri. & Sat 9 pm - 1:00 am

Meat Draws
Every Sat. 2 pm - 5 pm

Disposal of Hazardous Waste Materials

On-Base Disposal of Hazardous Waste Materials

On 20 and 21 Aug 92, in keeping with DND's committed environmental policy, Manitoba Hazardous Waste Management Corporation (MHWMC) in conjunction with the Base, will provide two Base household hazardous waste collection depots. This public service will be open to all Base employees living in on-Base and off-Base Accommodations.

Depots will be established on the North and South Sites as scheduled below:

Date	Day	Location	Time
20 Aug	Thu	South Site Kenaston Blvd between Lipsett Hall and RC Chapel	0900-1500
21 Aug	Fri	North Site Silver Ave off Whytewold Road by RC Chapel	0900-1500

In addition, MHWMC presently offers this public service to all Manitoba residents at:
a. depot location is 745 Logan Ave, Winnipeg. Access depot from Owena St on the East side of Ward Lab property;

b. business hours - Sat 0900-1600 hrs.

Acceptable HAZMAT. All paints, cleaners, caustic waste, automobile oil, automobile oil filters, aerosol cans, lead acid batteries, solvents, art supplies, pesticides, swimming pool chemicals and old fluorescent light ballasts.

Any additional household hazardous waste information may be obtained for MHWMC at 948-1844 or BHMC at 833-6774.

Elimination des matières dangereuses de la base

Le 20 et 21 août 92, en conjonction avec la politique environnementale du MDN et de la Corporation manitobaine de gestion des déchets dangereux (CMGDD), la base offrira deux dépôts de collection de déchets ménagers dangereux. Ce service sera ouvert à tous les employés de la base demeurant à et à l'extérieur de la base.

Les deux dépôts seront établis au site nord et sud tel qu'indiqués ci-dessous:

date	jour	place	heure
20 aout	jeu	Site Sud Blvd Kenaston entre le Lipsett Hall et la chapelle catholique	0900-1500
21 aout	ven	Site Nord Avenue Silver et Whytewold pres de la chapelle catholique	0900-1500

De plus, le CMGDD offre ce service à tous les résidents du Manitoba:

a. adresse: 745 Ave Logan, Winnipeg. On entre dans le dépôt par la rue Owena du côté est du terrain des Labo Ward; et

b. heures d'ouverture: le samedi, de 0900 à 1600 heures. Matières dangereuses acceptées: toutes peinture, nettoyants, produits caustiques, huiles à moteur usées, boîte d'aérosol, piles, solvants, fournitures d'art et de loisirs, pesticides, herbicides, produits chimiques pour piscines et ballasts de fluorescents usages.

Pour plus d'information au sujet des déchets domestiques dangereux, contactez la CMGDD au 945-1844 ou le coordonnateur de la Base au local 6774.



1 CEU has a New CO



The Change of Command being initiated by Colonel Lougher-Goodey, DGIM, at 1140 hours 26 June 1992.

Friday 26 June 1992 marked the fourteenth Change of Command at 1 Construction Engineering Unit (1 CEU) since the unit's formation in 1962.

Lieutenant-Colonel J.A.S. René, CD, assumed command from Lieutenant-Colonel S.M. Léveillé, CD, who has been posted to CFB Montréal where he will carry out duties as BTSO.

Lieutenant-Colonel René, a graduate of the Collège Militaire Royal de Saint-Jean, served as Major Construction Projects Requirements Section Head at NDHQ, Ottawa prior to arriving in Winnipeg.

The Change of Command ceremony was witnessed by Colonel M.D. Lougher-Goodey, CD, NDHQ/Director General Infrastructure Management. In attendance were several honoured guests including: Colonel K.G. Penney, Air Command Deputy Chief of Staff Construction Engineering (DCOS CE); Lieutenant-Colonel B.J. Meindl, Acting Base Commander, CFB Winnipeg; Lieutenant-Colonel R.L.J.

Aessie, DCOS CE Senior Staff Officer Quatering who was CO of 1 CEU from 1988 to 1990; Mr. B. Hood of Defence Construction Canada; Mr. D. Wasiuta of Supply and Services Canada; and Chief Warrant Officer (retired) K.M. Deller who served in 1 CEU and was responsible for the publication of its first complete unit history in 1983.

The ceremony took place under welcoming sunny skies and a pleasant breeze within the compound of Building P4. These conditions contributed significantly to the ceremony and allowed the new unit flag, which was approved and acquired in May 1992, to be proudly displayed for all to see for the first time.

Following the handover ceremony, a Bar-B-Q was held which was enjoyed by all. It provided a perfect opportunity to offer fond farewells for those personnel who were departing and cheerful welcomes for those who were newly arrived at the unit.

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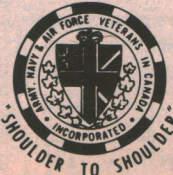
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1755 Pembina - 261-9241

Base Transportation Section - Promotions



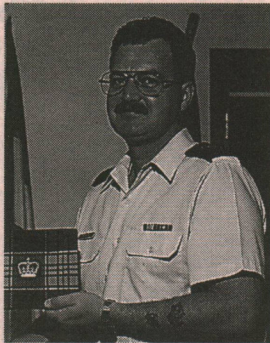
MCpl Rick Rioux is presented his promotion to Sgt by the BTnO, Maj Sénéchal. Rick is currently the NCO i/c Special Purpose Vehicles.

Sgt Barry Ross promoted to WO. Barry is currently the WO i/c General Purpose Vehicles at Base Transport.



2Lt Michèle Zunic promoted to Lt. Michèle is currently the Base Traffic Officer.

Sgt Bill Robinson promoted to WO. "Roby" is currently the Vehicle Safety Officer.



MCpl "Gil" Gillespie promoted to Sgt. Gil is currently the NCO i/c General Purpose Vehicles.



Cpl Denis Charbonneau promoted to MCpl. Denis is currently a shift dispatcher at Base Transport.

Cpl John Van Zeben promoted to MCpl. John currently works in Base Traffic.



Cpl Gisele Tanney promoted to MCpl. Gisele is currently the Floor NCM at CMTT.

Certificate of Service



On 20 Jul 92, MWO Arsenault received his Certificate of Service from Col Proulx for 30 years of dedicated service.

AIRCOM MCS Certificate of Service



Col G.G. Mark, C Compt presenting WO D.R. (Bud) Demler of AIRCOM MCS with his Certificate of Service on his retirement after 35 years service in the RCAF and CF. Bud and Pat are planning on remaining in Winnipeg for the present. All the best from all of us who had the privilege of working with you Bud!

DEPENDANTS DEFENSIVE DRIVING COURSE

Summer is over, the kids are going back to school and the ice and snow will soon be on our streets and highways. Should we as motorists adjust our driving? Come and see. Base Transportation Section will be conducting a DEP DDC on 1 & 2 September at Bldg 87 in the safety classroom, starting at 1830 hrs to 2130 hrs. To register for this course contact MSE Safety at 833-5742 or Loc 5742.

COURS DE CONDUITE PRÉVENTIVE POUR PERSONNES A CHARGE

L'été est terminé, les enfants retournent à l'école, la neige et la glace couvriront bientôt nos rues et nos autoroutes. Etant conducteurs prudents, devrait-on ajuster notre façon de conduire? Venez voir. La section de Transport donnera un cours de conduite préventive pour personnes à charge, qui aura lieu au bâtiment 87 dans la salle de sécurité routière, le 1 et 2 Septembre, de 18h30 à 21h30. Pour enregistrer, appelez la section de sécurité du matériel mobile de soutien à 833-5742 ou à l'extension 5742.

Base Hospital Promotions



Congratulations to Sgt Belanger on his recent promotion. Presentation was made by Capt Pearson, Base Hospital in June.



Congratulations to MCpl Hollingsworth on his recent promotion.

Centre de formation linguistique Cours de Français continu - 9201

Comme à pareille date l'an passé, un cours intensif de langue française est sur le point de commencer, et déjà, on sent l'enthousiasme et la détermination des nouveaux stagiaires. Pour ces francophiles chevronnés ce cours est l'ultime effort pour devenir fonctionnel dans la langue de Molière.

Nos intrépides soldats de la langue française auront comme armes le programme du Cours de Français des Forces Canadiennes (CFFC), le Nouveau Bescherelle, French The Easy Way, 501 French Verbs, la Grammaire française, le dictionnaire français Robert-Collins, English Grammar for Students of French et Key French Grammar & Vocabulary, sans oublier tout l'équipement audio-visuel disponible dans chacune des cinq classes du Centre.

En plus de ces armes, ils auront comme alliés six professeurs et un professeur doyen (la bande des sept). Cette équipe de 'franc-tireurs' les accompagnera en leur enseignant les ruses et subtilités de la langue française: le, la, les, ma, ta, sa,

man, ton, son, et autres véhicules linguistiques couramment utilisés; sujet; verbe; complément direct, indirect, participe passé avec être ou avoir; présent, passé, passé composé etc, et bien sûr le masculin, et le féminin (ennemis jurés de nos valeureux(es) étudiants (es)).

Malgré les conjugaisons ardues, les innombrables choix de temps de verbe de la langue française, et l'apprentissage d'un nouveau vocabulaire de plus en plus colossal, nos stagiaires gardent un moral inébranlable. Ils regardent d'un oeil sûr, les futures activités pédagogiques, et anticipent avec rigueur les voyages socio-culturels: Bien que le festival du Voyageur en ait vu bien d'autres, la ville de Québec ne perd rien pour attendre, car les francophiles du centre de formation linguistique sont bien décidés à conquérir et à maîtriser cette belle langue, qui au dire de certains historiens bien pensants, nous serait parvenue de la France.

A l'abordage. Molière n'a qu'à bien se tenir!
Bonne chance à tous!

BHosp Farewell



Farewell plaque presented to Ms Bonnie Baziuk from BHosp.

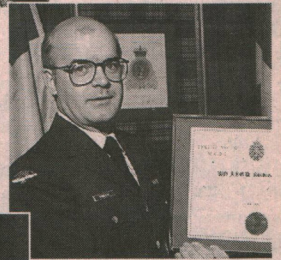
Certificate of Service

Cpl Hill received his certificate of service for 25 years of service.



WO Livingstone received his certificate of service for 24 years of service.

WO Rondeau received his certificate of service for 25 years in the Canadian Forces.



Capt Pearson received her certificate of service for 7 years.



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51st Winnipeg Scouts, Cubs, Beavers Registration

Registration for the 51st Winnipeg Scouts, Cubs and Beavers will be held on Wednesday, 2 September 1992 at Jameswood School Auditorium from 6:00 p.m. to 8:00 p.m. Cost of \$60.00 for first child and \$40.00 for each additional child comprises \$40.00 per child to Scouts Canada for National and Provincial Operation and Insurance. The remainder of the funds will be used by our Group to cover such events as Bowling, Field trips, Parties, etc.

Beavers will be held on Monday evenings from 6:00 p.m. to 7:30 p.m.

Cubs will be held on Wednesday evenings from 6:00 p.m. to 8:00 p.m.

Pick-Up Schedule for 1992 - Saturdays 2:00 - 4:00 p.m.

August 15	Aluminum pop cans Aluminum beer cans
September 12	Plastic soft drink bottles Plastic liquor bottles
October 17	Glass pop, beer, and liquor bottles
November 14	
December 12	The following GLASS juice and water bottles are accept- able:

The 1993 schedule will be distributed in late November or early December. The above times are approximate and will vary slightly depending on the number of kids available.

The following is a list of recyclable bottles and cans that we accept:

Beatrice, Clearly Canadian, Everfresh, Koala Springs, Perrier, Prairie Crystal, Presidents Choice, Sun Rype Sparklers and Virgin Springs

ALL GLASS BOTTLES purchased from the Manitoba Liquor Control Commission are acceptable. The color

doesn't matter. I'm sorry, but we do not accept other glass (jam & pickle jars etc.) or plastic bottles (vinegar, windshield washer etc.). Paper and soup tins are recyclable through one of the City recycling Box programs but the 51st Scout Group does not take them.

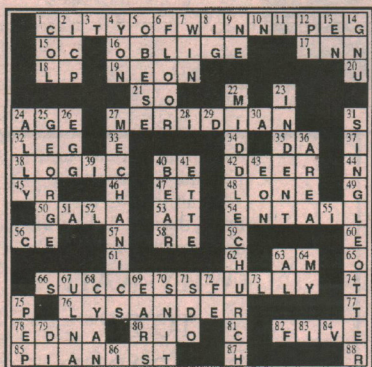
The only thing we ask is that you please give the bottles and cans a quick swish with water. Remember, it's the kids that help sort the bottles and cans.

City Mayor Visits CFB Winnipeg

On 23 June 92, Mayor Bill Norrie and his staff visited the Base. The visit consisted of a Base Briefing given by the Base Commander and a CT 142 Dash 8 aircraft flight. In his discourse, Col Proulx explained that CFB Winnipeg was one of the largest bases within Air Command and the fourth largest employer in the city, employing almost 3,700 personnel of which about 1,000 local civilian. The Mayor was pleased to hear that the Base contributed significantly to the local economy by injecting \$210 million a year and by handling contracts with local firms valued well over \$800 million at any given time. After lunch, Mr Norrie and his staff were given a familiarization flight on board the CT 142 Dash 8 aircraft and shown the intricacies of the modern computer displays and instruments used to train our Air Navigators. The Mayor and his group left the Base with nothing but praises for the men and women of the Base.



Mayor Norrie signs the Base Guests Book while Col Proulx and Councillor Douglas look on.



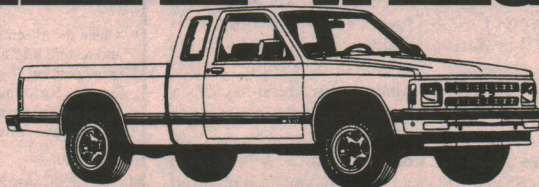
LABOUR DAY HOLIDAY SEPT. 7/92

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go... GOD ...go!

by Col Howie Marsh,
the Base Commander
of CFB Suffield

This spring I was invited to be a member of a five man team whose function it was to bring the gospel to senior leadership in Russia, Byelorussia, and Lithuania. Christian Embassy of Canada, an arm of Campus Crusade for Christ International, organized, equipped and provided the team leader. The other four members represented professional fields with which CIS nations could readily relate— a parliamentary secretary, two vice presidents of industry and a military representative, myself. Translators were indigenous Christians.

Our visit was more like a military operation than an evangelical tour. Campus Crusade had pre-positioned personnel in each city. Our task was to meet with the political and military leadership, bring them the message of God's peace, present them with the video tape "The Life of Christ", the Gospel of Luke, the "Four Spiritual Laws" and depending on the reception, arrange a follow up with the in-country teams. We were the advance party opening doors for those to follow.

The prayer preparation focused on two themes— opening doors, and giving the light of the knowledge of the glory of God in the face of Jesus Christ (2 Corinthians 4:4-7). What transpired was a sovereign move of God. Doors and hearts were so open that we could not meet

all the opportunities. On our first day we were in the heart of the Kremlin, the Congress of People's Deputies, with free access to the 1,050 deputies. Our Member of Parliament confided that this level of freedom of movement and access is not permitted in Canada. So as in all good operations we concentrated on the vital ground, deciding to meet with those who influenced the lives of millions—the chairmen and deputy chairmen of supreme councils of international affairs, economic relations, labour, social defence etc.

We repeated the gospel message to government officials in Minsk, the capital of Byelorussia, and in Vilnius, the capital of Lithuania. On no occasion was there a hostile reaction to the gospel. The majority of leaders and associates responses were best summarized by Dr. Antana Ivanauskas the Minister of Finance of the Republic of Lithuania, "I have been in power for 18 months. During that time I have met over 400 delegations from the West. All come with advice on economics, privatization, banking etc., but this is the first time that I have heard a spiritual, moral message. This is what our nation needs. If the foundation is not correct a nation cannot be built."

It was during our time in Lithuania that we witnessed the most dramatic conversion. Our Russian speaking interpreter was not permitted in the Lithuanian government buildings. Animosity ran strong. Protocol provided a Lithuania-English inter-

preter. During the fourth meeting the day the vice president of AMOCA started the message of hope. By this time, our translator had heard and explained the four spiritual laws eight times. (1. God loves man; 2. Sin has separated God and man; 3. Jesus paid the price; 4. Accept Jesus and be reconciled to God.) When the word "resurrection" was used, the translator stopped and was unable to proceed, not be-

cause she did not know the word but because the head knowledge and the heart's acceptance of what she was conveying became reality. God's provision is perfect. On that day a lady missionary was permitted to accompany us. She quickly led the translator to Christ and we carried on. This story has brought fresh meaning to 1Cor 15:13-14.

Our task was to meet with the political and military leadership, bring them the message of God's peace...

ly. In addition, whenever we traveled from place to place, especially on the subway, tracts were handed out. If ever there was a crowd hungry for reading material it was on the Russian subway commuter. They would read our tracts, the "Four Spiritual Laws", from cover to cover without looking up and then smile when finished. One mother in particular was beaming because her ten year old son read with such intensity despite the swaying of the coach.

The most unexpected discovery was the "Room of Facets" in the Kremlin. It was explained that previous communist leaders held orgies and planned their most insidious actions in this room. The room was covered with goldleaf and beautifully painted scenes. One picture would flow into another. It was evident that the artist was telling a story. As I looked at the ceiling an unmistakable series of events was portrayed— creation.

As well as the "big wheel" circuit it was surprising how God used every word. In the Kremlin, meetings were often held in corridors or corners

of large rooms. It was not unusual to have many eaves dropping deputies. Two muslim deputies from a district east of the Black Sea asked to have further discussion. When a Muslim says, "Jesus the prophet did greater things than Mohammed the prophet" you know you are on first base. In a follow up visit to the Muslims it was discovered that they had shown the Jesus tape to 120 friends and fami-

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50 gallon fish tank & accessories. Ph: 489-0139.

Brown wooden bedroom suite, double mattress with boxspring, head & foot boards, dresser with mirror & nightstand. \$300.00 OBO. Ph: 489-0714.

Inglis 24" oven, good condition, \$175.00. Available Sep 5/92. Ph: 888-5755.

145' of 4' high chain link fence, \$75.00. Ph: 488-9073.

Stainmaster carpet & underpad, 3 yrs old, dark beige, professionally installed in South Side duplex, \$250.00. Ph: 488-9073.

Banbury Cross Double Adjustable Easel, one side chalk board, other side paint board, \$40.00. Ph: 488-9073.

Child Round Playtable, no building plates, 3 seats, easy clean top, similar to Banbury Cross Lego Table, removable centre bowl. Ph: 488-9073. (Classifieds continued on Page 16)



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(Continued from page 15)

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Sears rod pocket priscillas, pair width 200", length 81", colour - rose pink, also included Sears double rod, extends from 66" to 120", \$45.00 set. Ph: 488-9073.

White venetian blinds, size to fit livingroom window South Side duplex, plus one dusty rose venetian blind for back door, altogether \$15.00. Ph: 488-9073.

Stereo System - 2 large speakers, record player & cabinet. All in good condition. Asking \$100.00 for works. Ph: 489-2609.

Belt Sander, like new \$50.00, Router, like new \$50.00. Ph: 489-2609.

Bow & Arrows with case, best offer. Ph: 489-2609.

Hard-top 1975 Lionel Tent Trailer, sleeps 6, 2 burner stove, running water, electrical outlet, fridge, \$1,700.00. Ph: 831-7421 or local 6674.

Golden Falcon Travel Trailer, 17 ft. light weight, easy tow, sleeps 4, has 2 pce bathroom, 3 way fridge with freezer, sink, 3 burner stove, furnace, propane tank, hitch, etc. Very good condition, \$5,000.00 OBO. Ph: 885-2739.

Vehicles for Sale

1981 Toyota Tercel, one owner, low mileage, \$1,500.00. Ph: 885-5569 after 5 pm.

1979 Dodge Aspen, 6 cyl, 4 dr, good town car, new brakes - front & rear, A/C & heater works great. Would need car until end of Aug if possible due to move on release. Asking \$900.00. Ph: 488-1539 after 5pm.

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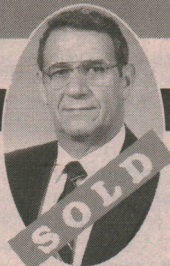
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