

Trudeau wants more mobile force

OTTAWA (CFP) — Prime Minister Trudeau sees for Canada "a mobile force which will be able — much as I was saying that government and institutions must be able to — to adapt to change."

He said this in the CBC television program Twenty Million Questions June 24 during a wide-ranging interview by Charles Lynch, chief of Southam News Services.

"Nations like Canada will have to conceive their military role as participating here when there's a crunch coming, as moving there when they need peacekeeping, as coming back to the country when they have to redeploy", he said of the next 10 years.

In the mobile force concept he thinks Canada "may be a bit of a pioneer as it was in the area of unification of the armed

forces."

Here is the text of his remarks on the military under questioning of Mr. Lynch:

LYNCH: Let's talk about the military for a minute. There's been a great deal of attention paid to your policies and your intentions with regard to the NATO Alliance and the changes in the role of our armed forces. What do you see for the next 10 years in terms of Canada's

military stance?

MR. TRUDEAU: I see much greater movement towards the concept of the mobile force. I think here Canada may be a bit of a pioneer as it was in the area of unification of the armed forces.

LUNCH: Mobile force — to do what?

TRUDEAU: Well we talked about flexible response and I don't think we built the kind of

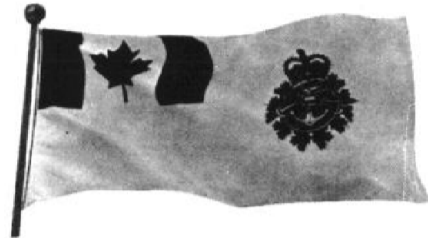
military machine to ensure that the response was flexible. A mobile force which will be able — much as I was saying that governments and institutions must be able to — to adapt to change. In the same way, the perils to peace in the future will be of a very moving kind. You know, they won't be the Maginot Line concept — there's the enemy and here we are and we wait for them. Nations like Canada will have to conceive their military role as participating here when there's a crunch coming, as moving there when they need peacekeeping, as coming back to the country when they have to redeploy. I think that just as I can't predict how political and social institutions will develop in the '70s, I can't predict either what the military developments will be. And I think it's essential to maintain your flexibility. Our position in Europe I think is the right one, and I think our participation in NATO is the right one, and it is the fogies who want us to keep there with the old form of deployment and mechanized brigades and so on. It is those who are trying to do the right thing and who are looking for the right ideas, which are prepared to re-examine their participation, as we are doing, and I think if we want to keep people in the armed forces of Canada, keep them with it, keep them enthusiastic about it, they have to feel that their government is looking in this direction, — not the old role, the traditional one, — but that the people in the armed forces of Canada are moving forward as much as the rest of the population is, whether it be in the economic or the social or the municipal or the academic world, you know. People in the armed forces are as aware of changing society as the rest and it shouldn't be surely the role of the government to prevent them from adapting.

LYNCH: Are we going to be less preoccupied with Canadian sovereignty in the next 10 years? You mentioned sovereignty in announcing your new military policy as though you felt this were a big problem before your government.

MR. TRUDEAU: Well I'm sorry, if it was understood that way. Most of my statements and most people realize that I'm more of an internationalist than I am a nationalist and sovereignty stated in the sense that you've put it is really a form of nationalism, and I don't believe in this and if there is an apparent contradiction I am glad to be able to correct it, because when I talk about protecting our sovereignty I'm just saying that Canadians have to realize that they have three oceans as their frontiers and that they have to, when they talk of defence of values they have to think of defence of values at home. But, in my mind, this isn't sovereignty in the 19th Century Austinian sense (see editor's note) that we alone will control everything within our society. I believe in internationalism. I believe that more and more the problems will be greater than those which can be solved within the frontiers of a given society. I believe that sovereignty in Canada has been in the lead in giving up areas of its sovereignty in various fields. But there are some areas in which I think that the values of a given society have to be protected. I think the key to development in the future is to learn to co-operate in all fields in which you can in order that whatever nationalism you want to protect will be restricted to those key points — for instance communications; for instance certain financial institutions which are essential to the preservations of the values in which you believe. In other words, I think that nationalism in the past has committed the mistake of trying to protect everything within a society by building great walls around it.

(Ed. Note: John Austin, 1790-1859, first systematic writer on law in English language, had a concept of law and sovereignty which held wide sway in latter half of last century but it has waned in the 20th century's larger conception of human society).

Corair



THE CANADIAN FORCES NEWSPAPER

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CANADIAN FORCES BASE, WINNIPEG

July 23, 1969

13 countries involved in exchanges

OTTAWA (CFP) — A total of 13 countries are involved in the 1969 international air cadet exchange.

Canada's air cadet league has arranged cadet exchange visits for July and August with Austria, Belgium, Britain, France, Israel, the Netherlands, Norway, Spain, Sweden, Switzerland, the USA and West Germany.

Coming to Canada are 25 cadets from Britain, 20 from Europe and 15 from the USA.

Canadian air cadets going to Britain total 25, to the Continent 21, and to the USA, 15. They'll be airlifted from base Trenton, Ont. the earliest departure being June 20 and earliest return Aug. 11.



Take It Off. Charming Man and His World hostess knows pitot covers should be removed before flight. The F-104 is

part of the Aerospace Pavilion in the former German Pavilion in Montreal. (photo by van Boeschoten)

Phantoms for Fighting Cocks

LONDON (CFP) — First Phantom — armed squadron of RAF strike command will be 43, the famous Fighting Cocks, re-forming at Leuchars in September.

The RAF News says 43 squadron was formed first in April 1916 and disbanded a couple of years ago after notable achievements in both world wars and later Middle East operations.

One of two versions of the Phantom will be used in the air defence role to supplement the strike command Lightning force. Two more Phantom squadrons will form at Leuchars in the next two or three years and the lightning squadrons deployed to Binbrook, Lincs.

New avgas and light water

WASHINGTON (CFP) — The U.S. Army is studying liquified natural gas for aircraft to increase performance, safety and maintenance standards.

Cryogenic fuel with liquid temperatures as low as minus 260 degrees F is under study to replace general purpose (JP) fuel in turbopropellers.

Meanwhile tests have been promising on "light water" to suppress petrol fires while rescuing people.

The foaming water has a six percent preflourinated chemical solution. If 25 gallons are sprayed from a light helicopter, a 20 to 40 foot path for rescuers opens for up to three minutes in fires where 500 gallons of avgas or JP spills.

Michener presents the guidon to all-French language unit

QUEBEC, Que. — Governor-General Roland Michener recently presented the guidon — flag of battle honors — to the 12e Regiment blindé du Canada, Canada's all-French language armoured unit. General Jean-Victor Allard received the guidon as Colonel of the Regiment.

The regiment, which perpetuates the name, honors and traditions of the Three Rivers Regiment, was formed last year as part of the 5e Groupe de Combat, French-language forces based at Canadian Forces Base Valcartier.

At yesterday's ceremonies, there was a march-past by the group, a flypast by the Forces' 425 "Alouette" fighter squadron based at Bagotville, and the

French-language destroyer HMCS Ottawa was tied alongside Anse-aux-Foulons (Wolfe's Cove) where the entire program took place.

An estimated 6,000 persons were on the pier to watch the ceremonies, dozens of pleasure boats pulled in close to shore, and the bluff Quebec cliffs were crowded with hundreds more onlookers.

The combat group which includes the 12e Regiment blindé du Canada, was formed last year as part of the program of the Canadian Armed Forces to encourage more French-Canadians to enlist — and to stay in the forces. About 25 per cent of all enrollments are French-Canadian, but the strength at any time is only 15 per cent of the total.

Wins DRB's largest award

OTTAWA (CFP) — A cheque for \$4,500, representing the largest sum awarded under the public servants inventions act to a defence research board employee, has been presented to electrical engineer Jack Nicholls, 47, of the defence research establishment Ottawa.

Mr. Nicholls has developed an improvement for radac meters, devices employed to measure radiation.

Dr. Robert J. Uffen, chairman of the board, in presenting the cheque to Mr. Nicholls said that, despite his encouragement, not many board employees in the past have sought to contribute to DRB's function by seeking patents. They have contributed rather by publishing the results of their research in the traditional manner. He said Mr. Nicholl's action in seeking patent recognition now might encourage others to come forward.

The regiment was formed as the Three Rivers Provisional Battalion of Infantry in 1871, but eventually became an armoured unit in 1936, going overseas at the start of the Second World War.

Following the war, the regiment became part of the Militia. The Reserve portion of the regiment is still based at Three Rivers.

General Allard, Chief of the Defence Staff, joined the regiment in 1932. Its present commanding officer is Lieutenant-Colonel J. P. R. Larose. Brigadier-General Roland A. Reid led the march-past as commander of the combat group.

Included in the parade were the vehicles of the mechanized formation, including Lynx tracked reconnaissance vehicles; armoured personnel carriers; jeeps with 106 mm. recoilless rifles and .50 cal. machine guns mounted, and support vehicles. 8

Following the ceremonies at Wolfe's Cove, the Minister of National Defence, the Honourable Leo Cadieux, officially opened the headquarters of the French-language division of Training Command by cutting a ribbon and unveiling a plaque at the entrance to Casault Building on the Eastern end of the Plains of Abraham. 8

The new division is charged with the administration of those schools in the Canadian Forces where instruction is given in the French language.



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Le rédacteur sera heureux de recevoir des articles en français pour publication.

NOON JULY 30



Morale becomes factor

The times they are a changing, and the Canadian Armed Forces is no exception.

There was a time when strict discipline was the only answer to running a military machine. It worked well in Sparta and to a lesser extent it achieved its ends in wars in this century.

We now have a different kind of military organization. It is composed of people who have volunteered to make the service a career. Call them professionals if you like. They are no longer cogs in a wheel, they are no longer little toy soldiers, they are men with feelings and goals.

In this situation morale becomes the dominant factor. The serviceman wants to know where he is going. So far he has been kept in the dark about his future. To complicate matters new rumours originate everyday. Many of our most talented people are seriously thinking of getting out.

Perhaps this is what is wanted. After all we have to lose personnel somewhere. Unfortunately it is our brightest members who are being wooed by civie street offers. As the talent disappears an ever decaying service would be left behind.

Let us hope that when the Minister makes his announcement in early August he will spell out the future and confirm there is a career in the Armed Forces. The servicemen won't buy words, they must be accompanied by action and a firm direction must be obvious.

The present tragedy could have been averted long ago by improved communications. The servicemen want to be clued in. — JPVV

The affluent society

(THE GAGETOWN GAZETTE) — The immediate pay raise of about 6.5 per cent for the forces effective last October first prompted me to take a hard look at my budget and brought out the information below.

First, let's have a look at the new pay raise — I am a sergeant, Adm. Clerk (pay field 3) with incentive pay 5. I am 36 years old, married, with three children, Bonnie, age 10, Billy, age 8 and Robbie age 5. All my family are in excellent health.

This new pay raise will gross me \$37.00. With the increase in taxes, pension deductions and PMQs this year I will be very lucky to net \$9.00. My present pay is \$539.00 monthly.

It is pleasant to note that our present pay structure is under review and will be until October, 1969. Maybe the following minimum standard of living costs for my family may hasten this study.

- Planned Savings 00.00
- Telephone 55.72
- General Insurance \$1.50
- The fire insurance on my home furnishings which I am really not paying right now as I let my policy lapse. Not much of a risk though, the furniture is getting pretty shaky looking.
- Life Insurance \$34.00
- I could probably lower this and allow my family to go on welfare when I'm gone but I'll wait until after October. After they raise the taxes and rent I might decide to take a long swim in the Miramichi.
- PMQs \$100.00
- Don't know what I'd do if I had to secure accommodation in the larger cities, however I'll probably find out if they keep raising the PMQ rents. (\$14.00 more in April.)

- Income tax \$39.90 and going up.
- Debt Reduction \$39.25
- Loans presently totalling \$400.00 the last \$200.00 of which I bought a new portable TV to take the place of the old one that after eight years has breathed its last.
- Food \$150.00
- My wife is a whizz with hamburger and we have a freezer which I bought by working part time on my 30 days paid vacation.
- Clothing \$20.00
- We seem to get by on the \$20.00. After all, we can't afford to go anywhere.
- Laundry, Tailoring \$10.00
- Mostly dry cleaning half of which is for my uniforms and once in a while, my wife's housecoat.
- Lunches, Tobacco, etc \$40
- This may seem excessive but it includes 15 cent lunches at the canteen, daily newspaper, kid's allowances of 50 cents each weekly, haircuts for the boys and me, razor blades, cosmetics and off (very odd) bottle of Bright's wine.
- Auto Expenses \$42.00
- I could give up my car (its on its last legs anyway) but public transportation is not available and is almost as expensive.
- Medical, Dental Drugs \$10.00
- Includes GMSIP of \$5.37 and 222s plus a bit of dental work for the kids. My wife needs quite a bit of dental work but it doesn't show. She very rarely smiles these days.
- Home and Appliance Repairs \$5.00
- Light bulbs, snow shovel, garbage cans and all that kind of stuff. I borrow a lawn mower.
- Church Charities \$2.00
- I don't really give the \$2.00 to charity. I use it to buy drinks at

the Mess during Friday Night Happy Hour. I'm considering saving this year's poppy.

Theatre, Amusements \$10.00
 My wife and I take in the odd movie at the Base (she puts a coat on over her housecoat) and once in a while we hopefully take in a bingo.

Education, Books \$3.00
 This also includes costs of Cubs and Girl Guides.

Gifts \$20.00
 This could be cut down and would probably effect a savings on the kid's dental bills.

Clubs, Associations \$4.50
 My wife doesn't know that the mess dues are only \$2.00. I get another \$2.50 here for Happy Hour.

Vacation \$15.00
 Forget it. I just thought if a guy gets 30 days vacation he should be able to take his family somewhere.

Pension Deductions \$49.40
 This is \$13.00 more than normal as I am paying back pension although it only really costs me \$10.00 as it lowers my income tax \$3.00. The one reason I am not far in debt now is because I got out after 15 years and used my pension return to pay off the debts I had accumulated over that period.

The grand total of expenditure is \$590.77 and that, with the new pay increase (less the new expenses) and our Family Allowance Cheque of \$2.00 should give us deficit of approximately \$31.00 per month or \$372.00 for this year.

That is of course if I don't make any purchases other than those listed above, and my 62 Chev keeps running without any major repairs and I don't splurge and take my wife to the Spring Formal.

IN MEMORIAM



Oh! I have slipped the sandy bonds of earth
 And danced the skies on laughter-silvered wings;
 Sunward I've climbed, and joined the tumbling mirth
 Of sun-split clouds — and done a hundred things
 You have not dreamed of — wheeled and soared and swung
 High in the sunlight silence. Soaring there,
 I've chased the shouting wind along, and flung
 My eager craft through footless halls of air.

Up, up the long, delirious, burning blue
 I've topped the wind-swept heights with easy grace
 Where never lark, or even eagle flew —
 And, while with silent lifting mind I've trod
 The high untrespassed sanctity of space,
 Put out my hand and touched the face of God.

Pilot Officer John Gillespie Magee, Jr., R.C.A.F.

Commander's compass

During the past few weeks, we have had two fires in our Married Quarters. One by a child playing with matches, and another by a cigarette that lodged unnoticed in a chesterfield. It is very fortunate that there was not a tragic ending to either of these fires.

The greatest precautions must be taken by all adults to ensure that matches are kept out of the reach of small children. Children have no fear of fire, to them it is something new to play with. Little children are not the only ones that cause fires; unfortunately older children are also responsible. Fires have been started by pushing burning paper into cold or warm air ducts of the heating system of a P.M.Q. or burning paper in the basement or bedrooms. The answers that some of the children give when questioned why they started the



fire, leads one to believe that parents really do not take the time to tell their children about the danger of fire and what the careless use of matches can do to life and property.

The cigarette that someone forgets, and falls on a chair or chesterfield, can smolder for hours and sometime during the night can break out into a severe fire causing panic and more often heartbreak to parents and children. The adult who smokes in bed is the worst fire hazard of all. This person has no regard for life or property, and this type of fire hazard has caused more fires than any other.

Let us ever be mindful of the dangers of fire and the necessity of educating children in the ways of fire safety. Parents and adults should always be aware of fire hazards and should practise fire prevention at home and at work. Remember that the tragedy resulting from fire is almost always preventable, but the prevention has to be done before the fire starts.

grains of sand...

A recent article in a business journal is entitled Why Some Men Sour After Forty. Basically it deals with the current accent of youth in the world of business. It refers to the 'over forty syndrome' . . . the condition wherein many talented people are locked into position and atrophy because of the lack of advancement opportunity up the corporate ladder.

In fact, a study of diverse companies indicated that the odds against promotion after the age of 45 are 93 to 7. Why? There can only be one answer, namely that the larger and less humane businesses really believe that at 45 you're a stumblebum with little or nothing to contribute. If so, such a philosophy is pretty damn stupid and plenty costly. Despite all of the elaborate appraisal systems involving records, periodic assessments and so on, the organizational structure is bent on moving only the young man onward. Why not be honest and just scrap the fancy hypocrisy of personnel assessments and at the same time openly declare that the experience, good knowledge and understanding of older men is Old Hat and who needs it?

We've always had various moans in the service about our many personnel policies . . . some have been valid, others merely ritual groans . . . but by and large the serviceman would appear to have a better deal than his civilian counterpart, as far as a system of promotion goes. This little statement won't do much to pacify the guy who's been a Corporal for several years and has always done a good job . . . or the aspiring NCO who wants a commission but can't pass the hurdle of an educational survey which tests him on high school academics which he hasn't been exposed to for years and will never need to use anyway . . . nonetheless I suggest that our services system for advancement is about as fair and realistic as you can devise within the parameters of human frailty.

We don't have an Over Forty Syndrome, as such, but we have a few other weaknesses. And maybe more coming???

Still thinking along the lines of organization and policy, have you heard about the new book which seems to be the rage in management circles these days? Its *The Peter Principle*, by Dr. Laurence J. Peter, a professor at the University of Southern California. He became intrigued a few years ago over the various instances of incompetency which he encountered in his day to day dealings with the world of business at large.

In brief, Dr. Peter says that incompetents have one thing in common. They are rewarded for good performance by promotion to the next higher bracket, and then perhaps promoted again until they achieve eventually a job which they can't handle . . . but they remain there. "In a hierarchy," states the Peter Principle, "every employee tends to rise to his own level of incompetence." Its corollary therefore decrees that every position, eventually, tends to be occupied by an employee who is incompetent to discharge its duties.

A tongue-in-cheek treatment of management, but still it makes one stop and think. For example, take that guy a couple of offices down the hall, would you believe that . . . oh well.

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A British engin will be airlifted in early August sappers, supporte Se groupement de build a road an engineering choreo training area.

No. 2 combat observation post regiment, Royal Horse Artillery, w float-equipped, L planes in logisti Called exercise O IV, it's a 10-day 21-31, in Ontario's

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EVERYTHING IN HOU

Combat training takes on new look

OTTAWA (CFP) — The summer "concs" of old are no more: concentrations of 10,000 soldiers, for example, at CFB Gagetown, N.C.?

Forces combat training like it streamlined, fast-moving formations has taken on a new look. It's the wide-spread look rather than the huge concentrations at Gagetown and Wainwright of past years.

Included in the summer sessions is the usual training for units and sub-units; training of mobcom reserves; small arms competitions; adventure sorties as well as combined, British-Canadian exercises on three big training grounds.

Biggest exercise is Pond Jump, a three-part exercise. The Wainwright portion has already been completed. In it, Britain's Royal Green Jackets and a battery of the Royal Artillery exercises with elements of Calgary's No. 1 combat group. The central and eastern portions at Petawawa, Ont., involving Britain's 1 Loyals, and Gagetown, N.B., — where elements of the Royal Artillery's 47th Light Regiment will deploy — are on in late June, July and August.

A British engineer squadron will be airlifted to Valcartier in early August. The Brit sappers, supported by units of 5e groupement de combat will build a road and do other engineering chores in the base's training area.

No. 2 combat group's air observation post troop, 4th regiment, Royal Canadian Horse Artillery, will exercise float-equipped, L-19 spotter planes in logistic resupply. Called exercise Open League IV, it's a 10-day effort, July 21-31, in Ontario's Cobalt and

Shannon Lake areas of the hard rock district.

ADVENTURE TRAINING

The forces adventurers are out en masse too.

No. 1 combat group's field ambulance unit slogged its way through the bush near Blaeberry River, Man., on a 12-day sortie earlier in the summer. It followed on the heels of a similar six-day bush exercise near Cascade River, Alta.

Adventurers from base River's airborne school are battling their way through bushland near the Pas, Man., early this month on a seven-day, long-range patrol and watermanship effort.

In the Nahanni River area near Fort Nelson, B.C., 1st Battalion, The Princess Patricia's Canadian Light Infantry's exercise Nahanni River got underway July 2. It's a three-week adventure session, part of which is boating up the Nahanni river. A party of The Patricias will scale mount Hamilton-Gault to erect a cairn in honour of the mountain's namesake who founded the regiment.



Base Commander, Colonel W. A. Hockney, and Mr. John B. Mottola, vice-consul of Italy, with Brig.-Gen. Francesco Cavalara on his arrival at Canadian Forces Base Winnipeg.

Col. Hockney, former military attache in Rome, spoke to the Academy in their native tongue in Italian and presented an entire base briefing in Italian.

Following a series of briefings the third year students were given an opportunity to view first hand Canadian aircrew training methods at the Air Navigation School.

103 members of the Italian Air Force Academy, accompanied by Academy Commandant Gen. Cavalara arrived here Tuesday on the final leg of their three day Canadian tour.

No Diners card in cave cafe

NORTH BAY, Ont. (CFP) — You won't find pheasant under glass or crepe suzette on the menu, but when it comes to a unique atmosphere northern

NORAD region's subterranean cafeteria here is unequalled.

To reach this out-of-the-way dining spot you have to travel up a steep hill, journey more than a mile down an access tunnel, pass through an entrance guarded by a 19-ton door, and climb to the top floor of a three-storey steel building.

Dubbed the Mountain Inn by its military patrons, the cavern dining hall is one of the support facilities in the \$51 million dollar NORAD defence fortress deep within the Laurentian mountain range.

It caters only to the Canadian and United States personnel who man the vital space age electronic systems of the northern NORAD region and its 41st division. Its customers man the only underground SAGE (semi-automatic ground environment) control center in the North American air defence command (NORAD), the joint Canadian — U.S. defence force. It is from here that the region commander, Canadian Maj.-Gen. Maurice Lipton, and his battle staff, directs air defence operations for two million square miles of Canadian and U.S. territory.

offer the exquisite dishes provided in such places as Hollywood's Brown Derby, its regular fare of four main courses and a buffet spread of 32 different food items, garnished to perfection, make it a far cry from the military mess halls of the past. Top this off with a variety of fresh fruit, eight or 10 desserts, and there's no reason the most critical of gourmets should not be pleased.

"The 'cavern chefs' do not specialize in a particular dish, but strive for excellence in all the different food served", says Corporal Clayton G. Krausar, non-commissioned officer-in-charge. "We do receive more favorable complements on our hot dinner rolls than any other food item served." he adds. The rolls are baked fresh before each meal.

Flowers and white table cloths create a pleasing effect in the underground dining area, while brightly-coloured paintings decorate the windowless walls. The decor helps create the elusion of dining at a restaurant with a good view of the out-of-doors.

The mountain Inn diners receive the added bonus of free entertainment while enjoying their meals. This is provided by "Pete," the dining

hall's myna bird mascot who does a perfect imitation of a ringing telephone followed by almost ceaseless chatter. Pete has spent more than a year on his cavern perch and was recently made an honorary member of the Brotherhood of Underground Mushroomers, an unofficial club for personnel who have logged more than 1,800 hours in the Hole.

While air defence is a 24-hour per day job for the underground defence center, shifts are arranged so that the dining hall is only required to serve two meals at noon and in the evening. It is open around the clock, however, when additional personnel are recalled for region and NORAD exercises, conducted to check the reliability of the air defence systems.

The dining hall can feed about 500 people per meal and has emergency rations for an extended period of time, should it become necessary to close off the cave from the outside. It receives rations from the adjacent Canadian ADC base where one of the two main access tunnels terminates. ADG is the Canadian member of NORAD, and is the largest supplier of personnel, weapons and facilities to the northern NORAD region.



—% FEWER CAVITIES? Waving toothbrush like a conductor from the porch Capt. J. A. R. Shearer and Miss E. Whebell in foreground carry out dental fluoride tests at Base Chilliwack, B.C., with zealous cadets. (CFP)

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They take wierd route to work

NORTH BAY, Ont., (CFP) — While NORAD would never attempt to put the proverbial camel through the eye of a needle — there's a daily ritual at this base which requires almost as much practice and skill.

For it's here that big buses of the Canadian Forces roar down narrow tunnels — clearing the solid rock of the Precambrian Shield by mere inches — carrying Canadian and U.S. defence specialists to their jobs in the underground headquarters of the northern NORAD region.

Although they don't man radar scopes, fly aircraft, or operate SAGE computers, the men who run NORAD's only underground bus line make a vital contribution to the air defence of the North American continent, as they provide access to the subterranean defence centre.

PROFESSIONALS

Driving in the confines of this man-made tunnel is no job for the timid or sufferers of claustrophobia. It is a job for the professional, as one second of inattention could spell disaster.

Fog, loose rock on the road, and other vehicles huddled against the walls in narrow passing areas, are only a few of the hazards of tunnel driving. But since the first bus entered the 10,000 foot burrow in 1963, NORAD's Canadian forces drivers have carried over two million passengers and travelled some 500,000 tunnel miles — with a safety record that's the envy of surface drivers. (Their professional performance played a major role in the recent award of the air defence command safety trophy to CFB North Bay).

THE WAY IN

Civil and military leaders, news media representatives,

and the thousands of other visiting Canadians and Americans who have travelled down the tunnel, agree there's nothing quite like it. But for the 1,000 NORAD personnel who must travel to work each day in the Hole, it's routine.

After being cleared by security police, they walk down eight flights of steps to the underground bus stop, and watch for the amber lights of the approaching bus. (Amber lights are another safety device — enabling other drivers to readily identify the bus from a distance and pull into a passing cove — buses always have the right-of-way.)

Suddenly a distant roar signals the approach of the bus. Specially modified to carry as many as 70 passengers, these behemoths of the deep operate on a fixed schedule, like any regular surface line.

Then comes the long ride down the narrow passageway, with

passengers instinctively moving from the windows as the rock walls whisk by. Perhaps the bus passes another of the giants, which has squeezed into a small passing area. (Where stretches of the narrow tunnel have been widened to permit passing, colored signal lights are used. A green light indicates that the tunnel is just wide enough for two buses to pass. A red-lit area is only wide enough for two cars to pass and areas with yellow lights are safe for a bus and a car to pass.)

Some 20 minutes later the narrow one-lane asphalt road enters a huge hollowed-out area. Here passengers leave the vehicle and walk past 30-ton blast doors to the three storey structure housing the command headquarters for the northern NORAD region. It is from this building that Canadian forces Major-General Maurice Lipton directs the air

defence of more than 2 million square miles of Canadian and U.S. territory, extending from the Arctic to southern Maine, and from the Yukon to Newfoundland.

HAZARDOUS

Drivers in the \$51 million complex are handpicked and given special training, before they carry their first passenger. After this, Subway-Driving continues to be a challenge, never allowing one instant of inattention. Sub-zero air pouring down the open tunnel can reduce visibility to almost zero, as dense fog rolls down the 10 per cent incline. Temperature contrasts can also cause instant condensation on the vehicle's windows. At all times, drivers must be alert for tiny bobbing lights in the cave, indicating the mining crew is working in the tunnel.

Again there is the mechanical

condition of the bus. Even at low speeds, a "blowout" or other mechanical failure could hurl the huge carrier into the rock walls with a deadly impact. Drivers must keep a close check on the conditions of their bus. Their lives may depend upon it.

DIFFERENT

So as other drivers roar down freeways and open highways, the men of NORAD's subterranean bus line guide their obedient giants down the entrances to North Bay's hole. While other drivers carry a variety of passengers for a variety of reasons — NORAD's scheduled buses carry only those concerned with the survival of our continent — the men and women of the North American air defence command (NORAD). It is this select group which would direct the air battle for North America — should any aggressor attack. Driving the tunnel "taxi" may be tiring and tedious, but it's also challenging. And most important, it's essential to our security.



Three commands cover NATO

Three major military commands cover the NATO area: Europe, Atlantic and Channel. Under the direction of NATO's military committee (chairman: Admiral Sir Nigel Henderson), each of these integrated commands prepare the defensive plans required for the protection of their areas.

Parts of the armed forces of member countries — though remaining under national command in peacetime — are under NATO command in the event of war.

ACE

Allied Command Europe stretches from Norway's North Cape to the Mediterranean and from the Atlantic seaboard to Turkey's eastern border.

SACEUR

U.S. General Andrew J. Goodpaster on July 1 succeeds Gen. Lyman Lemnitzer as supreme allied commander Europe.

SACLANT

USN Admiral Ephraim P. Holmes as supreme allied commander Atlantic is responsible for the defence of the vast area from the North Pole to the Tropic of Cancer and from the North American seaboard to the coastal waters of Europe and Africa.

CHANNEL

Under its allied commander in chief, Admiral Sir John Bush, NATO's channel command protects both the English Channel and the southern parts of the North Sea. It also provides — jointly with SACEUR — plans for the maritime air defence of the area.

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Seriously injured in the foot and with pain Spitfire's shot aw

COLORADO SPRING air battle over France 1941, produced American "Ace" of World War II though this country yet entered the war.

This memorable not the start of a military career for William R. Dunn at the finish. This served in the armed three countries and wars during his past of active service.

Although he was wounded during the engagement with German Force fighters, Dunn the distinction of shot two more enemy aircraft credited him with and fifth confirmed lies as a member "Eagle" Squadron of Air Force — five are needed to qualify fighter ace.

Now assigned here Plans Officer for the of the U.S. Air Force Defense Command, Grant Officer Dunn's service career with Army in 1934. Since he has served with the Army, Royal Air Force, Army Air Corps, and Force.

A native of Minnesota, Dunn was schooled in that north. His stepfather was Army colonel who fought during World War I and was a comm



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drivers roar down open highways, NORAD's subs line guide their way down the North Bay's hole. Drivers carry a passengers for a reasons — NORAD's uses carry only those with the survival of the men and the North American command (NORAD). select group which at the air battle for a — should any attack. Driving the "axis" may be tiring, but it's also challenging and most important, al to our security.

Seriously wounded in the right foot and leg, and with part of his Spitfire's controls shot away . . .

COLORADO SPRINGS — An air battle over France Aug. 27, 1941, produced America's first "Ace" of World War II — although this country had not yet entered the war.

This memorable date was not the start of a military career for William R. Dunn, nor was it the finish. This man has served in the armed forces of three countries and in three wars during his past 35 years of active service.

Although he was seriously wounded during the 1941 aerial engagement with German Air Force fighters, Dunn achieved the distinction of shooting down two more enemy aircraft. This credited him with his fourth and fifth confirmed air victories as a member of No. 71 "Eagle" Squadron of the Royal Air Force — five air victories are needed to qualify as a fighter ace.

Now assigned here as a War Plans Officer for headquarters of the U.S. Air Force Aerospace Defense Command, Chief Warrant Officer Dunn started his service career with the U.S. Army in 1934. Since that time he has served with the Canadian Army, Royal Air Force, U.S. Army Air Corps, and U.S. Air Force.

A native of Minneapolis, Minn., Dunn was reared and schooled in that northern city. His stepfather was a retired Army colonel who flew Spad fighters during World War I and was a commercial pilot



BEFORE

with a civilian concern in the years following the war.

Dunn's stepfather taught him how to fly before he entered the service at the age of 16. In 1934 he did his first hitch as an infantry private with the U.S. Army, and so started his long military career.

Joining the Seaforth Highlanders of the Canadian Army when World War II began in 1939, he was sent to Europe as a mortar platoon sergeant to help check the German advance into France.

Forced to retreat and evacuate from Calais following the famous withdrawal of British forces from Dunkirk's beaches, Sergeant Dunn heeded the RAF's call for volunteers who had some flying experience and so became a fighter pilot. The pay was equivalent to 76 U.S. dollars per month.

In April 1941, after five weeks of pilot training and 64 hours of flying time, Pilot Officer Dunn was sent to an operational squadron to engage the combat-experienced German Air Force.

Four months later he was given credit for the destruction of five and one-half enemy aircraft. Engaging three German Me-109 fighters Aug. 27, 1941, Dunn succeeded in knocking down two before cannon shells and machine gun bullets from the third fighter tore through his Spitfire.

The first German flyer got too anxious in his fast dive and overran the RAF pilot's aircraft before he was in position to shoot accurately. Dunn quickly framed the belly of the enemy fighter in his gun-sight and, at a hundred yards range, pressed the firing button. Eight machine guns sent bullets hammering into the German plane until its pilot was forced to bail out.

Dunn looked back over his shoulder to find another enemy fighter bearing down on him. Dumping full flaps, Dunn also caused the second German to overrun his aircraft.

A dogfight followed until Dunn closed to within 50 yards of the enemy Messerschmitt. Then a burst from the RAF Spitfire's guns ended the air battle quickly. The German aircraft plunged to the earth in flames.

Later Dunn's squadron intelligence officer told him that this second German flyer was reportedly a Luftwaffe pilot with 57 confirmed victories to his credit.

The third German pilot finally succeeded in pumping cannon shells and machine-gun bullets into Dunn's aircraft. Seriously wounded in the right foot and leg, and with part of his Spitfire's controls shot away, he broke off the combat engagement and headed back across the English Channel.

Dunn managed to get his



AFTER

damaged aircraft back to England where he was hospitalized from his wounds, which required the amputation of part of his foot. Following a convalescent leave to the United States, he was assigned to a Canadian unit where he instructed Royal Canadian Air Force pilots in fighter combat tactics and aerial gunnery.

In June 1943, Flight Lieutenant Dunn transferred from the RAF to the U.S. Army Air Corps' 406th Fighter Group, flying P-47 Thunderbolts, and later participated in the D-Day invasion of Normandy where he had numerous encounters with the enemy while providing tactical air support to Allied ground forces.

Before the end of World War II, Major Dunn had chalked up a commendable combat record — 8½ enemy aircraft confirmed destroyed in the air, plus 4 unconfirmed, 3 probables, and 4 damaged. In addition, he destroyed 12 enemy aircraft on the ground. He also destroyed 168 enemy vehicles and sank a 4,000-ton troop ship with rockets. During the war he flew 234 combat missions in 519 combat hours.

Even before he became an RAF pilot, Dunn shot down two German "Stuka" dive bombers from the ground during an attack on his Canadian Army unit, using a World War I vintage machine-gun.

Following his European service, the by-then Lieutenant Colonel Dunn was transferred to Burma and China where he fought against the Japanese. After World War II, the Air Force sent him to a number of important air operations duties, such as fighter advisor to the Chinese, Iranian and Brazilian air forces. During the period 1967-68, Dunn was assigned to Seventh Air Force Vietnam as an air strike planning officer.

Dunn was "retired" from the U.S. Air Force as a reserve lieutenant colonel in February 1967, but chose to remain on active duty as a regular chief warrant officer. After 35 years of military service for three nations, he is still not interested in talking about full retirement. Asked when he planned to call it quits, Dunn said he would "stay in the service just as long as they've got a place for me."

Chief Warrant Officer Dunn resides in Colorado Springs with his wife Evelyn and two teenage children, Marianne and John. One older son is a master sergeant in the U.S. Air Force and another son is a television producer and director in Dallas.

Music makes friends

Nicosia, Cyprus (CFP) — Standing ovations showed the warm reception accorded the Royal Canadian Regiment band by Cypriots during its two weeks on this Mediterranean isle.

Five military and civilian audiences — at Nicosia, Kyrenia, Salamis and Soli — heard one and a half hour concerts. There were special Canada day performances for officials of both the Greek-Cypriot and Turkish-Cypriot communities of Nicosia.

The band's director, Capt. Derek Stannard, said there was "absolutely no difficulty experienced in communication because music is an international language."

"Our musicians have been honored by being the first Canadian Armed Forces band to visit the UN force serving in Cyprus. We hope others will follow," said the enthusiastic director.

The band was hosted by the Canadian contingent whose major component, the 2nd battalion, Royal 22nd Regiment has reached the midway mark of its six-month tour.

The RCR band returned to Canada July 8 to begin rehearsals for an August engagement at the Stratford, Ont., Shakespearean festival.

PHOTOGRAPHY AT THE WHEEL!



Have any doubts about a weekend escape to your place in the sun? Getting there can be none of the fun, especially when accident reports say you're headed for Custer's last stand.

But there is a hidden safety factor on your side—photography! Photography is working subtle wonders to make motoring a safe and pleasant experience for you and your family.

For instance, when you climb into the car, you aren't concerned with your engine being solidly housed or that parts will crack under strain. And you're right! Responding to public demand for safer automobiles, car manufacturers are making increasing use of x-ray pictures, called radiographs, to inspect and test car parts.

When you hit the highway, leaving behind the tangle of city traffic, photography goes along for the ride. Stills and movies are the new explorers of traffic patterns, speed, acceleration, following distance and freeway outlets.

From today's photographic studies will emerge tomorrow's highways, designed to ease traffic problems and provide maximum safety measures on the road.

Now you pull into a gas station — and are confronted by photography! Petroleum resources are located by photographic geography. Next, pipelines to carry fuel around the globe are checked for strains and leaks by radiography.

In case of accident, your chances of coming through are greatly increased by photography.

The safety features on your car — strength of the frame, stopping distance for brakes, seat belt design—have been tested in movies which can be stopped or slowed down for detailed examination.

Better still, photography has a firm hand in accident prevention. Movies score for safety in driving education classes, clubs, and school groups. We use film on television, in magazines and newspapers to communicate the life-and-death necessity of good driving habits to both veteran and novice drivers.

As you cruise along, you enjoy scenic parks and forests. Chances are, you stop a while to explore their beauty with your camera. But you'd be surprised to discover these forests may have been rescued from disease by photography.

A special film, sensitive to infrared light, is conservation's new deputy. Diseased areas can be detected in these photographs. Conservationists follow these photo-leads by eliminating potential killers and keeping our forests healthy.

You turn on the car radio — and on comes photography! That is, the radio transistors were likely tested by radiography, and the circuits formed by an intricate photographic process called photofabrication.

Finally, the weekend is over and you're home safe. But the story of photography in the service of man is just beginning.

Photography is also the hidden handyman in your home. It is working hard for you, whether you're cooking boeuf bourguignon in the oven, chatting with a crony on the telephone, or enjoying a mental massage in front of the TV set!

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Gravel road driving techniques

A high incidence of single-vehicle accidents on gravel roads, at about normal driving speeds, points up the need for special driver education and training in this area.

Most drivers involved in gravel road accidents are not traveling at excessive speeds, but the accidents in almost every case were avoidable.

They were caused by the driver ignoring or being ignorant of the warning signs of a pending loss of control. Typically, the vehicle started off the right side of the road, was steered to the left side, sharply cut back to the right and off the road into the ditch. Once in the ditch, the driver frantically tried to get out and the vehicle rolled.

Once the sequence starts, the pattern is identical. A meeting of a unit's drivers to discuss this sequence will do a great deal of good in preventing this type of accident.

In your discussion there are a few points to consider:

a. The vehicles involved in these accidents are usually pickups, 4 by 4's, or power wagons. These vehicles will normally be lighter weight than the average passenger car. This will cause the vehicle to have a greater tendency toward a rear end sway or "dance" on gravel roads.

b. These vehicles are also built with a high center of gravity. The reason is that they are built for fieldwork. Also, they ride high on the springs when there is no load in the bed. Passenger cars are built lower to the ground and, as a result, have far better steering control. When an empty pickup is driven on gravel, the high center of gravity makes the vehicle "oversteer". In other words, when the vehicle is turned it tends to tighten the turn. A passenger car is designed specifically not to have this characteristic. When you couple these two facts together and put a driver behind the wheel who has

driven only passenger cars, you can begin to understand how and why a man can be driving on a straight road at high noon and by



duced. The most experienced driver cannot insure that normal vehicle wander will not take him into the excess gravel area. Speeds must be drastically reduced so that the vehicle is controllable if it should enter the heavy gravel. The driver who does not take these steps will find the problem compounds so quickly that no action can be taken to keep the vehicle under control.

If 400 pounds of weight is added to pickup beds, it may help the control problem slightly. The added weight will not make the pickup drive like a passenger car. The problems inherent to a light truck will still be there and driving habits must still be modified to overcome the steering problems associated with light truck operations. Any excess steering play in the front end is naturally going to aggravate the steering problem. The road and vehicle condition will dictate the speed at which the vehicle must be operated. The driver must continually feel for that speed which will completely stop a rear-end sway.

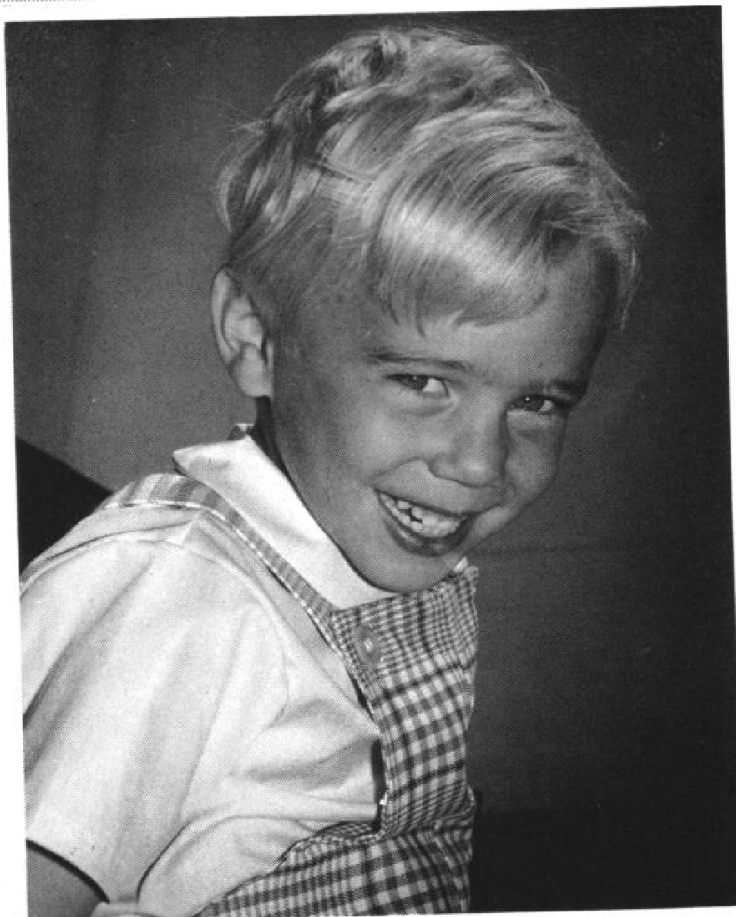
himself lose control of his vehicle.

A professional truck driver, one who is familiar with driving different types of equipment, knows these facts. He may not know the reason for it, but he can feel it in the vehicle and automatically make adjustments for the feel. When the rear end begins to sway or "dance" he will ease up gradually on the accelerator and reduce his speed to stop the rear-end sway. This is the key to preventing an oversteer pattern from starting. The second thing he will do is adjust his steering inputs so that he has a "light" touch on the wheel and he will make all steering corrections firmly but gradually.

His steering inputs also will be made more frequently. In other words, on a straight stretch of road he will be making a few more steering inputs than the average driver.

The biggest trap that a gravel road can present is an uneven gravel surface. Frequently you will find more gravel in the centre or sides of the road. This will aggravate control of a light truck far more than any other type of vehicle, when conditions such as these exist, speed absolutely must be re-

Kiddies' Korner



Blonde Nicki Jones says the sun did it.

Photo by Hoover

U.S. begins withdrawals

MIDWAY ISLAND (CFP) — President Nixon has "decided to order the immediate redeployment from Vietnam of a division equivalent of approximately 25,000 men".

In his comments after sessions with south Vietnam's President Thieu on this Pacific island of second world war fame earlier this month Mr. Nixon said the redeployment would be completed by the end of August.

More withdrawals are geared to progress of the "training and equipping of South Vietnamese forces, progress in the Paris peace talks and the level of enemy activity".

They clean the troops

Sennflager, Germany (CFP) — No soldier will say who contributes the most to a military exercise but there's little doubt who gives the greatest satisfaction to the greatest number of men in the brigade group deployed here.

It's a tiny part of a sub-unit of the service battalion. The bath section of the supply platoon is the miracle-worker. The sections parlays some canvas, boards, piping and three pumper engines into the biggest boost the troops can get. Says Corporal Reynier Seguin, "I've soaked in the tub at home and in Montreal's Queen Elizabeth but the hot showers in this camp are the most".

Drawing the most praise from his service battalion officers is Cpl. Jack Carroll. The short and husky NCO is a born mechanic, they say. He's kept the shower unit in constant operation under almost impossible conditions. In the past four weeks, it has lost just half-an-hour of operating time due to mechanical failure.

On their biggest day 1,500 soldiers had showers in the 34 by 17 foot marquee tent fitted with 24 shower heads. Water came from a nearby stream at a 2,400-gallon per hour rate, and the kerosene fuel heating system "got awfully tired sometimes" and it's here that Cpl. Carroll shone in keeping the engines going.

The bath section could bathe the entire brigade once every two days if a steady stream of customers were available. Officers of the service battalion note the even greater role the bath section would play if a nuclear strike took place. First steps toward recovery from radiation contamination is a bath, say the medical men and, in warfare, the bath component would be greatly enlarged.

Two other corporals and a private work with Cpl. Carroll. None of them wants a change of employment as "it's not often you get a job where you can see the results and everyone says thanks a million".

The section is composed of Corporals Gerald Stevens, Norman Walker, and Private Ernest MacCulloch. Sergeant Raymond Gracie is the NCO in charge of the bath section as well as the administrative NCO for the section.

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A rose by any... the ubiquitous "Gooney Bird", or whatever else call it, first flew the "Douglas Support" or simply entered as the "DC-3" U.S. Army Air Force Air Force service up the designation C-49, C-50, C-51 and C-117, depicting the individual aircraft what engines were whether or not "drafted" civilian. Additionally, the "popular" name "train" and "Sky" though these were caught on. One flown as a glider title XCG-17, was removed and left the nacelles to for the loss of U.S. Navy application R4D to the this was retaining the standardization

System

It isn't happy... would have no trouble out of the ground... in some cases they need to survive there as well. It is the function Systems Section to their equipment is available and successful. Headed by Mechanic Officer Lt. D. Brian the NCO in charge. Hall, the 17 people are constantly rechecking the which is so vital



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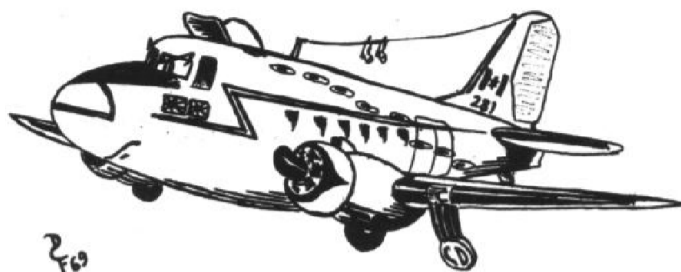
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WHAT'S IN A LISUNOV LI-2

A rose by any other name . . . the ubiquitous "Dak", "Gooney Bird", "Dizzy Three" or whatever else one may call it, first flew in 1935 as the "Douglas Sleeper Transport" or simply "D.S.T." and entered airline service as the "DC-3" in 1936. In U.S. Army Air Corps, U.S. Army Air Force and U.S. Air Force service, it picked up the designations C-47, C-48, C-49, C-50, C-51, C-52, C-68 and C-117, depending upon the individual aircraft's role, what engines were fitted and whether or not it was a "drafted" civil machine. Additionally, the so-called "popular" names were "Skytrain" and "Skytrooper" although these never really caught on. One C-47 was flown as a glider under the title XCG-17, with engines removed and lead ballast in the nacelles to compensate for the loss of weight. The U.S. Navy applied the designation R4D to the aircraft and this was retained until the standardization of U.S.



designations in the early 1960s.

When accepted for R.A.F. service, the name "Dakota" was officially applied and the R.C.A.F. accepted the same name.

During WW2, the Soviet Union undertook licence production of the type, initially as the "PS84" and later under the design bureau designation of "Lisunov Li-2" (that's a strange way to spell Douglas!). Not being people to pass up a good thing, the Japanese also acquired a licence to build

the machine prior to Pearl Harbour and produced the same aircraft as the "Nakaima L2D type O". Under the Allied recognition code system, this "Dak" was known as the "Tabby". Thus did the same airliner become the standard military transport for both sides! In the post-war period, virtually every airline used the "Dakota", but just to be different, British European Airways christened theirs the "Pioneer".

Close relatives of the "Dakota" were the "DC-2" airliner, which was known in

the military as the C-32, C-34 and R2D, and the C-38, C-39 and C-41, all of which were "DC-2s" with "DC-3" wings. The "Dakota" also gave birth to two bombers, the B-18 "Bolo", which was all "DC-3" except for the fuselage, and the B-23 "Dragon" which was a development of the B-18. The B-18 served in the R.C.A.F. as the "Digby" on Maritime reconnaissance duties off the east coast during the first half of WW2.

Today, there are still over one thousand "DC-3s" or derivatives serving with airlines, probably a similar number in military service, and a large number operating as executive transports and in other varied jobs. The Canadian Forces still have about 75 "Daks" flying and one of these, KN201, still flying at Winnipeg, was one of the first R.C.A.F. "Dakotas" over the "Burma Hump". Rest assured, the old "Gooney Bird" will be around for a long time yet!

Military film wins award

Canadian entries have won a second prize and an honourable mention at the 4th International Military Film Festival held recently in Versailles, France. More than 30 nations submitted entries in three categories — instructional films, information films and still photographic displays.

The National Film Board film "Cent Visages d'une Armee" produced for the Defence Department won an honourable mention in the information film competition, and a display of still photographs produced by Canadian Forces photographers took second place in its category.

English title of the honourable mention award winning film is "Their Roots Run Deep" — a story of the role of Canada's Armed Forces and their national and international commitments.

The Silver Medal-winning still photographic display portrayed Canadian servicemen and their equipment engaged in training and peacekeeping tasks around the world.

System geared to safety

It hasn't happened here in Winnipeg but if it did the crew would have no trouble in getting out of the aircraft and parachuting safely to earth. If they land in some remote section of the country, all the equipment they need to survive would be there as well.

It is the function of the Safety Systems Section to ensure that their equipment is always available and serviceable for use. Headed by Mechanical Support Officer Lt. D. Brian Malloy and the NCO in charge WO C. G. Hall, the 17 people in the section are constantly checking and rechecking the equipment which is so vital to the crews

and hung full length to air for 24 hours. A thorough inspection of all components is made, timing devices are checked and barometric automatic release mechanisms are checked in a vacuum chamber. Only then is the chute carefully repacked and made available for issue again.

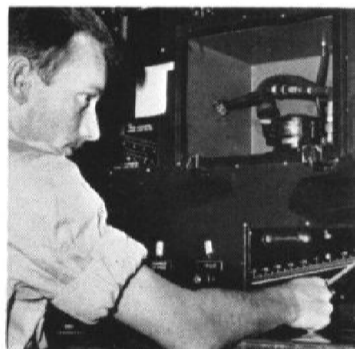
The section assembles, cleans and repairs helmets. Oxygen masks are brought in monthly to be checked and cleaned.

When aircraft come due for periodic inspection all of the survival gear is removed. It is then taken back to the section where it is opened and every item is inspected. Even the life rafts are inflated. The contents of a survival kit vary with each different type. In a jet aircraft the pilot sits on his kit and it goes with him when he ejects. In other aircraft such as the Gooney Bird a special rack is provided near the rear door to store 310 pounds of equipment.

The kits contain a myriad of items: extra socks, rations, playing cards, needle and thread, fishing tackle, snare wire, a double barrel shotgun, a compass, sponges, an axe, radio transmitter, a candle, sleeping bags, tent, liferats and countless other most useful items.

During the periodic inspection the oxygen system is also examined. The oxygen regulators undergo testing in a pressure chamber. Oxygen used for aviation breathing must meet very high standards. It must be 99 percent pure, colourless, odourless, tasteless and dry.

The seatbelts and harness used in all aircraft are tested and repacked.



PVT. J. LEFEBVRE . . . tests regulator

to 2,000 pounds while passenger seatbelts are tested to 800 pounds.

Among other tasks is the responsibility for the inspection and maintenance of the Tutor and T-33 ejection seats. In addition they are responsible for the aircraft fire extinguishers and first aid kits.

Each item from the parachute to the helmet to the oxygen regulator has its own log book. This way proper control can be maintained over all modifications and inspections.

Safety systems has an important task indeed. Upon their efforts depend the lives of many men.

Develop air traffic unit

WASHINGTON (CFP) — The USAF has a new tactical air traffic control system under development by Rathcon Co. under a recent \$28.5 million contract.

Rapidly deployable, the basic configuration of AN/TPN-19 Landing Control Central will have a Terminal Area Surveillance radar, a precision approach radar and an ops center in three easily transported shelters.

Commanders Digest says it is expected to achieve safer landings "even under the most adverse weather conditions".

New chores for choppers

WASHINGTON (CFP) — The US Army found rotor downwash from a chopper can clear shallow fog from an airfield or dock area up to 100 yards and a mile long in less than five minutes, says Army Digest.

Choppers or ground vehicles can spray inexpensive latex base camouflage paint. It blends construction-scarred areas with surroundings, the colorant penetrating and sticking to all soils and dries in 15-20 minutes.



CPL. M. S. PELLETIER . . . packs parachute

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och.

ant Raymond Gracie is
O in charge of the bath
as well as the admin-
e NCO for the section.

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TOPS NATO COMPETITION — Gunners of Winnipeg's 3rd Regiment Royal Canadian Horse Artillery, display the Exercise Annual Barbara trophy after topping artillery entries from Belgium, Britain, Denmark, Italy and the U.S.A. in the competition staged a few days ago in Belgium. Canadian participation included 280 officers and men from the 3rd Regiment's "G" Battery and Petawawa's 4th Regiment's "M" Battery. Left to right are Bombardier F. G. King, Gun-

ner G. C. Smith, Sergeant R. M. Stubbert, Warrant Officer A. A. McPherson, and Major Michael D. Calnan, commander of "G" Battery and the Canadian contingent. Major Calnan returns to Europe later this month to take command of the 1st Regiment, RCHA, in the rank of lieutenant colonel. Exercise Annual Barbara evaluated mobile force artillery procedures in Allied Command Europe's Mobile Land Force.

(photo by Hoover)

Painless summer persuing

John Gordon is a diligent recorder of the considerable military aviation of Canada. He goes about it in an attractive way — by leaning heavily on good illustrations.

Of **MEN AND PLANES** makes perfect summer holiday reading for young types or head-drowsy adults. CFP hasn't been able to do justice to reproducing John's favorite illustration in the soft cover; news-magazine-size book.

In the one shown, however, his very capable artist Claude Rousseau recaptures a scene from the wild sky adventure in which Canada's 2nd Lt. Alan A. McLeod won his Victoria Cross in the great war by battling through overwhelming enemy air attacks and, although wounded, dragging his also wounded observer to friendly lines after crashing in No Man's Land.

The book is available for

\$3.95 from Love Printing Service Ltd., 951 Gladstone Ave., Ottawa 3. Gordon, an old RCAF pilot himself, earlier produced **Winged Sentries**, an illustrated catalogue of all military aircraft ever on the Canadian inventory.

Of **Men and Planes** is the first of a trilogy. Vol. 2 will deal with the RCAF following the great war and the third will cover Canadian naval aviation. The artwork, if that is possible, promises to be better than that in the **Winged Sentries** and **Of Men and Planes**. Gordon showed CFP a preview and talks about providing an attractive sleeve in which the last three works can be cased. Good show!



Welcome to new families

As your Chaplain I would like to extend a sincere welcome to all the families who have arrived at CFB Winnipeg this summer.

You are becoming members of a new community. This community is going to be what you are going to make it — your involvement and co-operation is not only desirable but absolutely necessary. We are looking forward to meeting you all soon.

We would appreciate very much if you could tell us where you live and leave your phone number, as you know it is customary in the Service to pass all emergency messages through the Padres. The Chaplain receives emergency calls any hour of the day or night, during the normal working hours, weekends and holidays. Often the sections are closed and it is necessary for the Chaplains to have an up-to-

date nominal roll of every Service personnel and dependents. This combines the records of the ten orderly rooms of Training Command — Base Winnipeg and the Lodger Units.

When personnel are reporting-in to their respective orderly rooms, they do not always have a home address and phone number. By passing this information to the Chaplains you may render yourself a service in the event of an emergency in your own family.

We hope that through the coming years we can be at your service and we are looking forward to your co-operation in all aspects of community life and that your stay at CFB Winnipeg will be a happy one.

Your Pastor
M. E. Arsenault
Captain
Chap/RC

Confligere

Canada's new postage stamps

by Bob Purvis

Some months ago, Postmaster General, Honourable Eric Kierans announced the creation of a special "TASK FORCE" on stamp design. The Task Force, which includes some of Canada's best known artists, designers, engravers, and at least one well-known philatelist will study all aspects of the design and production of both definitive (regular issue) and commemorative stamps issued by the Canada Post Office.

At the Royal Philatelic Society of Canada's Annual Convention recently held in Toronto, the Deputy Postmaster General, speaking on behalf of the Postmaster General, announced the 1970 philatelic program in a speech made to the delegates, however, the official designs and definite dates of "First Days of Issue" have not yet been announced. The commemoratives will be as follows:

1. The Centennial of Manitoba's entry into confederation — the designer will be Kenneth Lockhead of Winnipeg.
2. The 25th Anniversary of the United Nations — the designer will be Brian Fisher of Vancouver.
3. The 25th Anniversary of the "Group of Seven" — the design will be a reproduction of a Lismer painting.
4. Canadian participation in the International Biological Program which will take place in 1970 — design or designer not yet announced.
5. A special to honour Sir Oliver Mowat, one of the Fathers of Confederation — design or designer not yet announced.
6. Sir Alexander Mackenzie, the explorer, will have a stamp issued in his honour. Details unknown.
7. The first white man to see the prairies, explorer Henry Kelsey will also be honoured by a commemorative stamp designed by Dennis Burton of Toronto.
8. The CPR pioneer, industrialist and politician, Sir Alexander Smith will be honoured by a commemorative designed by Dora de Pedery-Hunt of Vancouver.
9. For the first time in Canada's history — four Canadian stamps commemorating participation in a foreign EXPO will be issued. This will be EXPO '70 at Osaka, Japan. The set to be designed by Tako Tanabe of Vancouver.
10. The new traditional Christmas issues are also on the slate for production. It is anticipated that there will again be one 5c and one 6c denomination.

This current year of 1969 has witnessed some fairly colourful and attractive stamps with the most controversial probably being that of the Labour Organization Anniversary issue which was produced in such a manner that it could be mounted horizontally or vertically and still be the right way up. The conglomeration of tools depicted, however, tended to somewhat leave one with the impression that the engraving had been subjected to congested brutality.

...this home offers are:

...man walker, and private Ernest MacCulloch.

Sergeant Raymond Gracie is the NCO in charge of the bath section as well as the administrative NCO for the section.

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Your Pastor M. E. Arsenault Captain Chap/RC

new mps

Bob Purvis

arable Eric Kierans "FORCE" on stamp of Canada's best ast one well-known and production of ative stamps issued

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r, and Private Ernest h. Raymond Gracie is in charge of the bath well as the admin- CO for the section.

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graving

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NTS

WINNIPEG



Lynn and Andy Lanctot are on the receiving end of the family hose, directed in devilish glee by brothers Rene and Armand.

oddsnendsbyep

"We are not old while in us springs A joy in all new living things; To watch a kitten chase its tail Or ducklings launching out to sail And watching, share the morn- ing mood We knew when all in life was good." David Hope

POT POURRI To act is to annex to our thoughts vaster fields of ex- perience. Be not forgetful to entertain strangers, for thereby some have entertained angels un- awares. Babies are bits of star-dust blown from the hand of God. (L. Barrette) Some is the place where we are treated best and grumble most.

HELPFUL HINTS — To kill weeds in a gravel drive or between patio stones, use Dalapon. This is a soil sterilant which prevents growth for 2 to 3 years so don't let even a drop fall on your lawns or flower beds. — Ribbons on a cat's neck can be dangerous as they are easily caught and pulled tight. If your pet wears a collar out- doors for identification purposes, be sure it is large enough to slip over the head if necessary. A new stretch type collar is now available. — Measure whipped cream after it is whipped.

A WEE LAUGH In order to calm a nervous patient, the dentist gave him a

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stiff shot of whiskey. "Now," the dentist asked, "Got your courage back?" "Yeah, and I'd like to see any so and so touch my teeth." I would be pleased to use any of your favorite poems, quota- tions, tips, etc. in this column. Submit to E. P. c/o Voxair.

WHO IS MIKE??

bon appetit Beer Recipe No. 2 Ham Steaks with Beer Glaze You will never know just how good ham steaks can be until you try cooking them this way. 1" thick Ham Steaks 2 cups beer. Glaze 1/3 cup brown sugar 2 tps dry mustard 1/4 cup corn syrup 1 cup beer Cover precooked steaks with water, then add two cups of beer. Bring to boil, then simmer for 20 minutes. Drain before scoring the edges of the steaks. Place in a shallow roasting pan and cover with the glaze — made by combining the above ingredi- ents. Bake at 375 degrees F. for 20-30 minutes, or until lightly browned. Serve with rice and green beans.

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Diet facts and fallacies

Summer is the time when most of us get ambitious and decide to go on a diet. Too many people are under the impression that the less food and the more exercise, the better. This of course is not so at all. How fast one loses weight depends more on what kind of food and exercise one has than on the actual amounts. In spite of the popular idea that foods which are high in starch, such as potatoes, bread and whole-grain cereals should be avoided by weight-watchers, these foods provide nutrients

not found in sugar foods, and satisfy hunger which can't be duplicated by nibbling on let- tuce leaves. For example, whereas 1 medium raw apple contains 87 calories, a slice of whole wheat bread contains only 58, and a slice of bread will satisfy hunger better than an apple. Molasses, honey, and corn syrup have fewer calories than sugar, when compared pound for pound. When compared by tablespoons, sugar is the best sweetener for dieters. Toasting bread makes no difference in

the calorie content — there are just as many calories in a slice of bread as in a slice of toast. And white bread is more fatten- ing than brown by 6 calories. It is impossible to omit carbo- hydrates from one's diet, since all foods except eggs, fish, meats, fats and vinegars contain them. Even clear tea and coffee contain small amounts of car- bohydrates. One of the most common diet cliches is that exercise is the best way to reduce weight. Exercise alone without a sensible reduction of calories increases appetite and in turn leads to overeating or snacking between meals. The best rule is to exercise according to the amounts you eat. Meals should be regular and satisfying, and exercise should be moderate rather than overdone. Proper rest is necessary also for good health while dieting.

Distaff

Summer time means holidays for most of us, but for the Reserves it means lots of hard work too. Spending seven weeks here at CFB Winnipeg are Ptes. Sharon Griffin, Elaine Shukaliak, and Jean Reinhard, all from Edmonton. The girls are taking an AdminClk course, along with lots of drill and PT. They'll be at Winnipeg until the 22 August. So far they seem to be enjoying their stay here at the base.

Capt. B. Doherty leaves us soon to take up her duties at CFB Cornwallis as Officer i/c Female Recruits. It may be difficult to adjust to the Cornwallis way of life after the relative peace and quiet of Winnipeg, but we feel sure that she will get along famously with her little charges! Capt. Doherty will be missed by all the airwomen as she was a friend to all of us and was particularly admired for her avid participation in sports with the girls.

"Susie" Moriyama eagerly looks forward to three weeks of TD at the Pacific National Exhibition in Vancouver, and Diane Roy will be on her way to the Canadian National Exhibition in Toronto. Some people have all the luck! That's all for now. See ya next issue!



For teens

Keep cool, but have a warm heart. Hang tough, but know the dif- ference between a dream and a useless ambition. Get in the groove, but have the courage to be yourself. Do your thing, but not by hurt- ing others. Turn on, but be aware of the consequences. Split the scene if it's not your bag. Make love not war, but remem- ber that immorality leads to social decadence. Move with the times, but time your moves according to that cat named Conscience. No one digs a cop-out — don't begin what you don't intend to finish. Those who can't hack the pace, should not be in the race.

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Sports 'N Things

with Russ Phillips and Laurie Logan

Fearfully frantic seems to be the best way to describe life around the Sports corner these days. Short staffed due to leaves and transfers etc, we find ourselves away behind in the local news. Things are still happening, but the primary workload being what it is, it's hard to get out and cover some of the events. Like it's — no headlines for the deadline or no story for to-morrow. (ugh) Even the Sportlight has to be left out this issue. Could it be that all our athletes take their leave in July?

We would like to welcome Capt. Don Breer aboard as our new Community Council Chairman. He takes over from Maj. Al Ford which makes it a pretty hard act to follow. Biggest event on Don's agenda is the gigantic Sports Day set for Sept. 5. Top men on the organizing committee are Capts Jack Lynch and Dave Hache. This just about ensures complete success. If only the weather man cooperates. A double bouquet to the CFB Winnipeg Rifle Club. These sharpshooters are really making a name for themselves. They're not hurting the CFB Winnipeg image either. The Mike Pearce Trophy is now up for competition. Though this dept is by no means a final authority on who should receive it, we will, from time to time mention those whom we feel are deserving of consideration. This privilege is extended to all our readers and we sincerely hope to hear from you. Since coming back on day shift I have joined the unofficial noon hour Joggers club. I was amazed at the difference in the proficiency as opposed to last year at this time. The guys I travel with out in the back 440 are really good, and mostly I eat dust from 1200 to 1300 hrs. Have an eye Dave Sproule and Laurie Logan, you have competition! Incidentally, I hope to jog a non-stop marathon (26 miles 385 yds) out there on Aug. the 8th. That's 105 laps of the track, and your right, I'm crazy.

Notice to all dependants — boys and girls between the ages of 7 and 14. Later on this fall we plan to hold a Bicycle Rally taking in both sides of the Base. It will be semi-competitive affair whereby it will be possible for all contestants to win an award in their particular age group. This rally is not geared for super skilful bike riders. Anyone who has an average ability and a good knowledge of all applicable traffic rules can be sure they won't go home empty handed. In general, the main points for consideration are: Bicycle handling ability, knowledge of traffic regulations and courtesy, plus care and maintenance of the bicycle. Next issue we will cover the terms in full, complete we hope, with diagrams. You will know well in advance exactly what is required of you. This should be a real fun thing!! It goes without saying that we will need volunteer help. In particular we need someone from the South Site to take over the rally on that side. Let's hear from you!! My number is 837-2681.

Prairie Open Golf Tournament

The Prairie Open Golf Tournament consisting of 45 holes at Northermaire and CFB Gimli golf courses will be held on 16 and 17 Aug 69.

A team of 8 players from CFB Winnipeg will be selected in a tournament at Bel Acres Golf Course 6th and 7th Aug 69.

The selection tournament is open to all serving members of CFB Winnipeg and a large turn out is encouraged. The deadline for entries is 1 Aug 69.

The green fees for the two days will be \$2.50 per day and will be accepted on the first tee.

Let's all come out and have a try at it.

New Reduced Challenge!!

It has been suggested that my challenge to a hundred mile race in the last issue was a bit much. So I now challenge any member of the Armed Forces to a 50 mile endurance race. As before, you may run, walk, jog or combine all 3. This is absolutely my last offer.

Russ Phillips



Wake Up! It's True

NORTH BAY (CFP) — Base North Bay's Ray Zuback has realized the fastball chucker's dream — a perfect game.

Zuback, a lieutenant with No. 41 NORAD division, tossed the no-hit, no run masterpiece earlier this month against North Bay's Silverwood Dairy nine in the Nipissing mercantile fastball league. He plays for the base's Phantoms who won the contest 2-0.

The veteran left hander set the dairymen down in order pitching to 21 batters in the seven inning contest. Fastball is a seven-inning game. He didn't allow a runner to reach first base. In fact the last batter in the seventh flied out to left field, the only hitter to get the ball out of the infield.

Zuback, a newcomer to North Bay, struck out only one batter but forced the dairy squad to hit the ball on the ground. Flawless fielding and John Smith's fourth inning, two-run homer was all Zuback needed for his gem. They currently hold down third spot in the six-team league with three wins and two losses.

Before coming to base North Bay, Lt. Zuback served at base Cold Lake, Alta.

Zone 3 Track and Field Championships

The Zone 3 Track and Field Championships will be held at CFB Portage la Prairie on the 1st of August 1969. Competition will include the following events: 100 yd Dash, 220 yd Dash, 440 yd Dash, 880 yd Dash, 1 Mile Run, 3 Mile Run, 6 Mile Run, Triple Jump, Broad Jump, High Jump, Pole Vault, Discus, Hammer Throw, Shot Put, Javelin.

Anyone interested in entering please contact Sgt TOM Eagle at local 743. deadline for entries is the 24th of July 1969. Cpl Valade has been very busy lately repairing the track, broad jump runways etc. And of course, the Base Jog-A-Thon may have produced some adherents of Track and Field. So there we have it, a well kept Track area and some bright eyed competition. Could be we can show the other Bases where Winnipeg is.

CFB Winnipeg Golfers place second

The Zone 3 Golf Championships were held at CFB Rivers on the 4th and 5th of July.

The response during the elimination trials to choose a team for CFB Winnipeg were very discouraging but the team still made a creditable showing coming in second to CFB Rivers, the host base.

The members of the CFB Winnipeg team were Major A. Booth, TCHQ, Captain H. Mackay, Lieutenant B. Malloy, Master Warrant Officer D. Nutley, Corporal L. Bertrand and Corporal Psooy.

Captain H. Mackay placed as a regular on the Zone 3 team and Lieutenant Malloy and Corporal Bertrand won alternate berths. Our congratulations for their fine showing.

Does this mean CFCS wire that Squash is in and running is out?



ADDITIONAL PHYSICAL FITNESS—Col. G. A. Berry the Base Commander of CFB Summerside is shown in the photo which was taken during the recent official opening of the Base squash courts. There are two squash courts which have not been idle since their official opening at CFB Summerside, P.E.I. (Canadian Forces Photo)



733 Comm Sqn em winners of the wire bowi offs and are shown al ceiving the trophy from CO Capt. O. J. Palasch tured from left to ri Cpls. Charlie Collett, M tien, Ivan Carnegie, C aschuk, and Cpl. G Donald. Missing from is Cpl. Bob Segeg who

Have either



The two men with the shooti Further informa will be found o



Third Polaris Sub Ready

WASHINGTON (CFP) — A British Polaris submarine, HMS Renown, will visit the United States this month for final "shakedown" tests of her two crews and the weapons system, including the firing of Polaris missiles, the U.S. defence department has announced.

HMS Resolution and HMS Repulse which made similar visits in March 1968 and March 1969, are now operational and Britain's other Polaris submarine, the Revenge, will follow the Renown as her sea trials are completed.

British Polaris submarines operate from the Clyde submarine base at Faslane, Scotland, and HMS Renown embarked her Polaris A-3 missiles from the Royal naval armament depot at Coulport before leaving the United Kingdom.

The Renown will go to Port Canaveral, part of the Cape Kennedy complex, where she will be berthed for about a month. She has two complete and interchangeable crews, called port and starboard. Both crews will test fire the Polaris missile during the visit.

The starboard crew, under Cdr. Kenneth Mills, will operate the submarine from the time she leaves Faslane until after the first missile firing, when the port crew under Cdr. Robin Heath will take over.

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Does this mean
that Squash is
and running
is out?



ADDITIONAL PHYSICAL
ESS—Col. G. A. Ber-
Base Commander of
Summerside is shown
photo which was
during the recent of-
opening of the Base
courts. There are
squash courts which
not been idle since
official opening at
Summerside, P.E.I.
ian Forces Photo)

Golfers

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CFCS wire bowling presentation



733 Comm Sqn emerged as winners of the wire bowling play-offs and are shown above receiving the trophy from Acting CO Capt. O. J. Palaschuk. Pictured from left to right are: Cpls. Charlie Collett, Mike Bentien, Ivan Carnegie, Capt. Palaschuk, and Cpl. Gus MacDonald. Missing from the photo is Cpl. Bob Segec who has since

sought civilian attire and resides in Ottawa.

This marks a first for 733 Comm Sqn although they were runner-ups last year. There was strong representation for the qualifying round and competition was keen, however, the best of the crop emerged in the persons pictured above. Bob Segec came in with a triple of

825, Ivan Carnegie with a triple of 791 with the high single game of 310, Charlie Collett with a triple of 779, Mike Bentien with a triple of 760 and Gus MacDonald with a triple of 753. The team total was 3,908. A well deserved win for some very fine bowling. A person might just say (if this is any indication) that the Cpl. is truly the backbone of the service.

Have you seen either of these men?



The two men pictured above are wanted in connection with the shooting of countless athletes and sportsmen. Further information such as rewards for their capture will be found on page 13.

MINOR LACROSSE

Coach Karl Herman's pee wee squad edged the St. James Blues 5-2 in a 7th July encounter at the Civic Centre. Bruce Gilmore fired in a pair while singles went to Murray Bannerman, Bruce Pounder and Tony Rice.

Crescentwood dumped Coach Webbs Bantams 9-4 on the 7th of July at the Civic as Bill Keech, Brad Cunninghame, Cliff Hermann and Bob Johnson earned singles.

On the 16th of July the Bantams trampled the St. James Blues 17-3 in the highest scoring contest for the locals this season. Tempers flared and several sparring matches erupted as the determined visitors gave their all in the one sided route. Bill Keech led the squad with seven goals, Brad Cunninghame notched four while Clif Hermann and Bob Johnson collected three goals each.

What's the dime for?

Parents have been asking why the 10 cents charge each time their children use the Rec. Centre Swimming pool. This is over and above 75 cents admittance card and the \$1.75 charge for swimming lessons. The answer lies in the added expenses incurred by the Rec. Centres. Due to the greatly increased number of children who use the pools during the summer months, more help must be hired. Full time locker attendants are required of course, and this needs no explanation. The safety of the children often depends upon these people. In addition to this, Control Attendants had to be hired to check cards and to ensure that the maximum number of swimmers in the pool is not exceeded. Also a safety factor. This extra help sets the Rec. Centre funds back in the neighborhood of \$50.00 a day. It is realized that in the larger families this extra dime per swim

can run into money in the space of a month or so, but at the same time, expenses must be met. And of course, even taking the extra charge into consideration, we are still much better off than many Communities. For instance, below is an excerpt from the CFB Moose Jaw Plainsman. They have an outdoor pool.

SWIMMING INFO

It looks like the Base Pool may be opened by the time you read this, but as always, unforeseen problems arise prior to opening. This year the pool received a complete face-lifting job and is now freshly painted and full of c-o-l-d water. We hope that you will be using it soon.

The fees for this season, by necessity, have been slightly increased over last year.

Rates: \$2.25 per person to a maximum of \$11.00 per family. Casual swim — 25 c per swim.



Chief hope for a Canadian to capture the 1969 Canadian Open from Montreal is Toronto's George Knudson seen here unleashing his classic swing.

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35 MM ARGUS PRO-jector, 5 years old, 300 watts. Best offer. 832-1114.

TENT TRAILER FOR sale. Call 489-4373 or 888-4305. WO Piche.

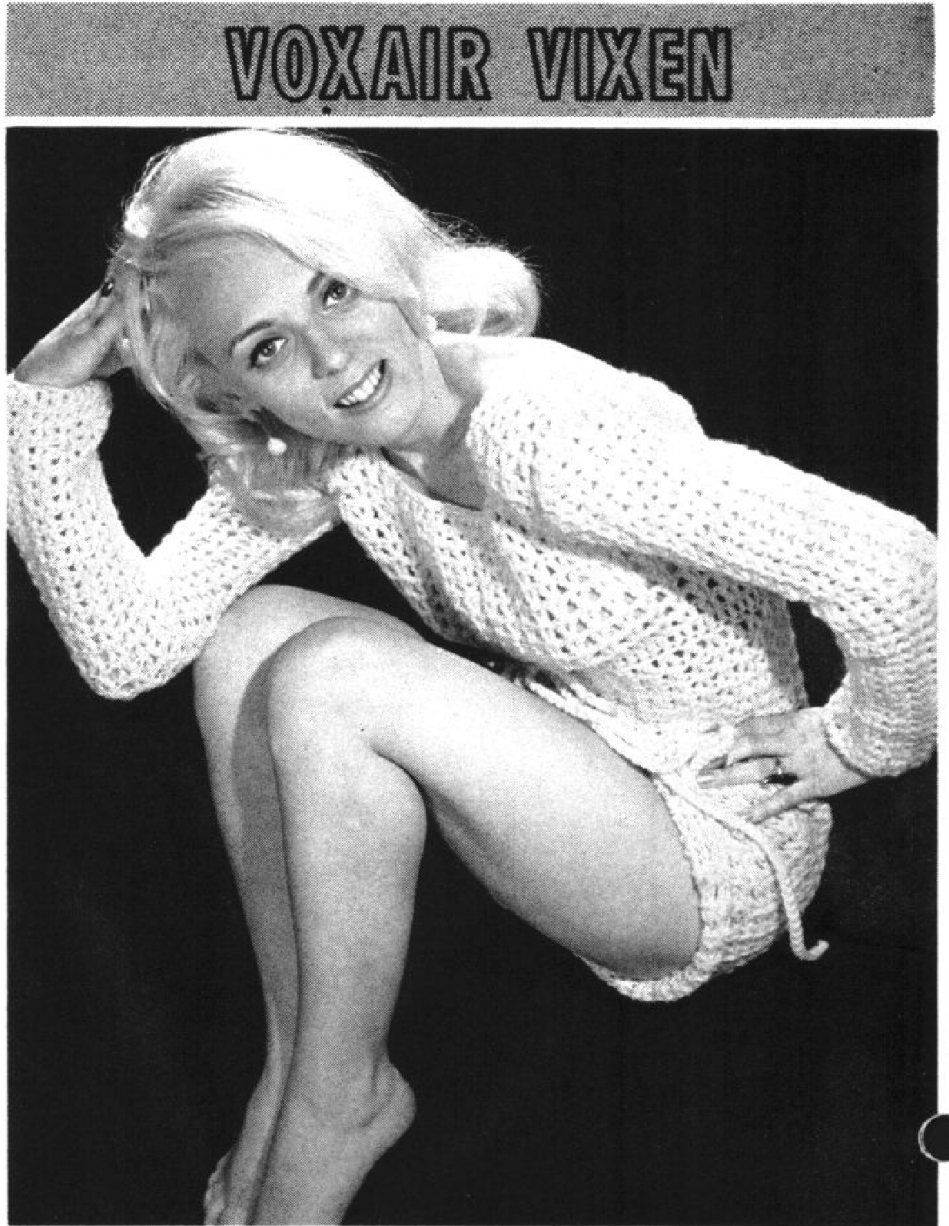
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Photo by Hoover

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