

Reserves here for summer

What do a nurse, a medical student, and a teacher have in common? They are all personnel officers in the Air Reserve, and are teaching in Winnipeg for the summer.

Capt. Marion Clarke is Director of Nursing at the Queens Street Mental Health Clinic in Toronto, Lt. Jim Bell is a medical student at the University of Alberta in Edmonton, while Capt. Marg Houston is the departmental head for girls' physical and health education at Nelson A. Boyles Secondary School. They are spending their summer here administrating and instructing a course of Reserve administration clerks.

The students, 80 in all, are from Reserve units in Montreal, Toronto, Winnipeg and Edmonton. The minimum age requirements for these students is 18 for girls and 16 for boys. Many are high school students forfeiting their summer holidays in order to learn a trade and at the same time earn a little extra spending money.

The Reserves have a varied program. Their administration course consists of General Service Knowledge, typing, military writing, and general administration procedures, which are very capably taught by an instructional staff of five. The course is not all school work however. These young people can be seen any working day marching to and from school and the Mess Hall, to the Rec Centre for Physed classes, or going in groups of three and four to spend part of their evening hours at the swimming pool.

At their home units, the Reserves spend one night a week and every second week-end, with a maximum of 60 days a year learning the intricacies of Service life. Their summer work holiday this year is seven weeks in duration, from the 7 Jul to the 23 Aug. Although their pay is somewhat lower than that of the Regular Force, they don't seem to mind a bit, for they are learning and enjoying themselves at the same time.

On the Admin course here in Winnipeg are three female Privates — Elaine Shukuliak, Sharon Griffon, and Jean Reinhard. All three are from Edmonton and are enjoying Winnipeg very much. In fact the only complaints by the girls so far are the unpredictable Manitoba weather and the mosquitos. Friendly and outgoing, they were quickly adopted by the Regular Force girls, and are affectionately and humourously referred to as the "shads." They admit that at first they were a little shy and uneasy in the new surroundings, but now feel very much at home.

It is heartening to see that so many young people are making good use of the summer months, through education and sports, not to mention the discipline which goes hand in hand with Service training.

MAMS team goes abroad

Once again, the MAMS team of 9 Air Movements Unit sacrificed their summer holidays in order to perform duties across the pond. Nine men from this unit, led by Capt JJ Scoles, and consisting of Sgt. Bob Whincup, Cpls Eric Way, Chris Cantin, Phil Thirlwall, Stan Bystrom, Rick Jones, Gord Guitard, and Brian Stein, were scheduled to depart Winnipeg on the 15 Jul at 0230, but as usually happens, the



Capt. Marg Houston and Marion Clarke give a little advice in spelling to Pvt. Griffin at the Air Reserve School. (Photo by Hoover)

Militia goes to Europe

Members of the Canadian Forces Mobile Command Reserves will train from mid-August and mid-November with the 4th Canadian Mechanized Brigade Group in Europe for the third consecutive year.

The 360 man group from units across Canada will be airlifted from Trenton to Dusseldorf by scheduled flights of Air Transport Command. An additional 86 regular force soldiers will be airlifted from Fredericton to Dusseldorf to take part in the field exercises as well.

Short, intensive courses conducted by various brigade units start off the training period. By mid-October, the reservists will be fully integrated into regular force brigade units and prepared to enter the annual divisional-scale exercise conducted by the British Army of the Rhine.

The international exercise, starting October 1, will range over a large area of southeast Germany.

Exercise Orion Special follows a similar training exercise conducted earlier this summer in which 66 reservists trained with the Canadian Mechanized Brigade Group for six weeks in May and June.

Vietnam tour for Kerfoot

Lieutenant-Colonel R. J. Kerfoot, 49, Calgary, will serve a year's tour of duty with the military component to the Canadian Delegation in Vietnam beginning in August.

Now senior staff officer at headquarters, Prairie Region, Winnipeg, he will succeed Lieutenant-Colonel A. D. M. Matheson, 44, of Vancouver, who will serve on the directing staff of Canadian Forces College, Toronto.

Lt.-Col. Kerfoot is a member of The Princess Patricia's Canadian Light Infantry. Lt.-Col. Matheson is an armoured corps officer in the Royal Canadian Dragoons.

team was held up by aircraft unserviceability.

The trip to Dusseldorf was directed by the famous 435(T) Sqn from Namao, using one of their luxurious Hercules transports. In spite of the staggered hours of aircraft arrival, the operation was carried out most efficiently by our highly experienced mobile team.

At the boys' disposal in Germany was none other than the Volkswagen, capably

handled by "Mr. Europe" himself, Bobby Whincup. The daylight hours were spent visiting the beautiful cathedrals of Dusseldorf, while the Altstadt, or Old City which is famous for its night life was well covered by all members of 10 MAMS. The famous riding Academy known as the O. K. Corral, the Lord Nelson, The Pirates, and the Tuff-Tuff were some of the more frequently visited corners of the city.

Mike mystery finally solved

MIKE's purple face has been appearing anonymously since July 2. MIKE is the symbol for a new flight safety program developed by the Directorate of Flight Safety at Canadian Forces Headquarters.

MIKE is short for, would you believe, MICRO-FOD.

And micro-fod stands for microscopic foreign object damage.

During the next several months, MIKE's face will be publicized widely throughout the Canadian Forces in a concerted effort to reduce the number of aircraft engine failures resulting from the presence of extremely small contaminants in engine fluids such as gasoline, oil and hydraulic fluid. Micro-fod, or MIKE has helped cause considerable damage to aircraft engines, especially to the powerful, finely-tuned jet engines of CF-104 Starfighters.

In fact, each year approximately 20 CF-104 engines are returned to the contractor for Foreign Object Damage (FOD). At a repair cost of \$50,000 each, this adds up to quite an impressive sum. Add to this the fact that the contractor finds another 40 engines per

year that have FOD that was not discovered in the field, and you begin to see the magnitude of the problem.



And that's where MIKE... or micro-fod... comes in.

Who knows, if MIKE, or micro-fod, becomes a household word around our operational bases maybe we can eliminate this hazard that claims aircraft and human lives.

What can be done to stop MIKE from damaging engines?

Well, how about the last time you changed the oil in your car?

The bet is that you used a screw driver to open the can of oil. The second bet is that you first cleaned the screw driver of tiny metallic particles and just plain dirt so that stuff... micro-fod... didn't get into the oil.

There's one way: keep your tools clean.

The MIKE poster series will give many more hints about how you can deal with MIKE.

NORAD commander named

COLORADO SPRINGS — (NNS) — U.S. Air Force Lt. Gen. Seth J. McKee has been named to become the sixth commander in chief of the North American Air Defense Command, headquartered here. As the new commander in chief of NORAD, he will control the more than 130,000 members of the command who utilize an \$11 billion inventory of bases, systems and weapons to maintain an air defense umbrella over the 10 million square miles of the continent.

General McKee, a native of McGehee, Ark., was nominated by President Nixon for a fourth star and for assignment as head of NORAD effective Aug. 1.

The nomination followed consultation with the government of Canada, which shares with the U.S. the operation of NORAD. Formed in 1957, the command has responsibility for air defense of both nations against air attack.

General McKee, now U.S. Air Force assistant vice chief of staff, will be replacing General R. J. Reeves, NORAD's commander in chief for the past three years, who is retiring July 31 after 35 years of military service.

The past commanders in chief of NORAD have all been



Lt. Gen. S. J. McKee

four-star U.S. Air Force generals: Earle E. Partridge, Laurence S. Kuter, John K. Gerhart, and Dean C. Strother.

The command's deputy commander in chief has always been a Canadian officer, and that post is now held by Lt. Gen. F. R. Sharp.

He began his military career in 1935, as a member of the National Guard, and his Air Force career in 1938. He took his present post in Washington, in which he is the principal assistant to the Air Force chief of staff and vice chief of staff, last year.



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NEXT ISSUE DEADLINE AUG. 13

From the sticks

As you will probably read elsewhere in this issue, Voxair recently made a visit to CFS Gypsumville.

You know, that small out of the way station way up north you seldom hear about. The one that has mosquitoes in the summer and snow and cold in the winter. The one that has no shopping facilities and no theatre.

Yes that's the place, a way out in the sticks. Who would ever want to go there. Well, Voxair did and we learned a few things.

Gypsumville has the highest morale of any station to our knowledge. Yes, it surprised us too. They are the most friendly, happy and hard working people going. The majority are either on or applying for extensions to their tours.

The hardships are still there but the people have banded together to help themselves. In 1963 the station was merely a few buildings in the middle of a moose pasture. Now it is a community, it has a heart and the plant is now almost a resort.

It was people who made it that way. If facilities were needed they built them. If an event was organized they turned out. Everyone participates. There is no apathy at Gypsumville.

Wuntz they was a king

Wuntz they was a king and he hired him a prophet to prophesize the weather and one evening the king, he aimed to go out fishing and the likeliest place wuz right close to his best girl's house, so the king notioned to wear his best clothes. So he asked his prophet wuz it liable to come on a rain before sundown. And the prophet sez:

"No king, hit haint a-comin on not even a sizzle-sozzle."
 So the king he put on his best clothes and started down toward the fishing-place. And along come a farmer riding on a jackass and the farmer he sez:

"King, if'n you ain't aiming to get them clothes wetted, you'd best go back home, 'cause hit's a-comin on a rain a trash-mover and a gully-washer."

And the king sez:
 "I hired me a high-wage prophet to prophesize me my weather and he allows hit haint a-comin on not even a sizzle-sozzle."

So the king he went ahead and hit come on a trash-mover and a gully-washer and the king's clothes was wetted and his best girl she seen him and laffed. An the king went home and throwed out his prophet and he sez:

"Fotch me that there farmer," and they fotched him. And the king sez: "Farmer, I throwed out me other prophet and I aims t'hire you to prophesize me my weather from this time on."

And the farmer sez: "King, I aint no prophet. All I done wuz look at my jackass, 'cause if'n hit's a-comin on to rain his ears lop down and the lower they lays the harder hit's a-comin on to rain and this evenin they wuz just a-layin a-loppin."

So the king sez: "Go home, farmer, I'll hire me the jackass."
 And that's how it started, and the jackasses have been holding all the high-wage gov'mint jobs ever since.

Obodo Oracle

Reflections on integration

Integration is in. Much as it saddens me to face up to the fact, there is no doubt that unification has ridden the crest of disapproval and much loud protest, and has come out the winner in spite of it all.

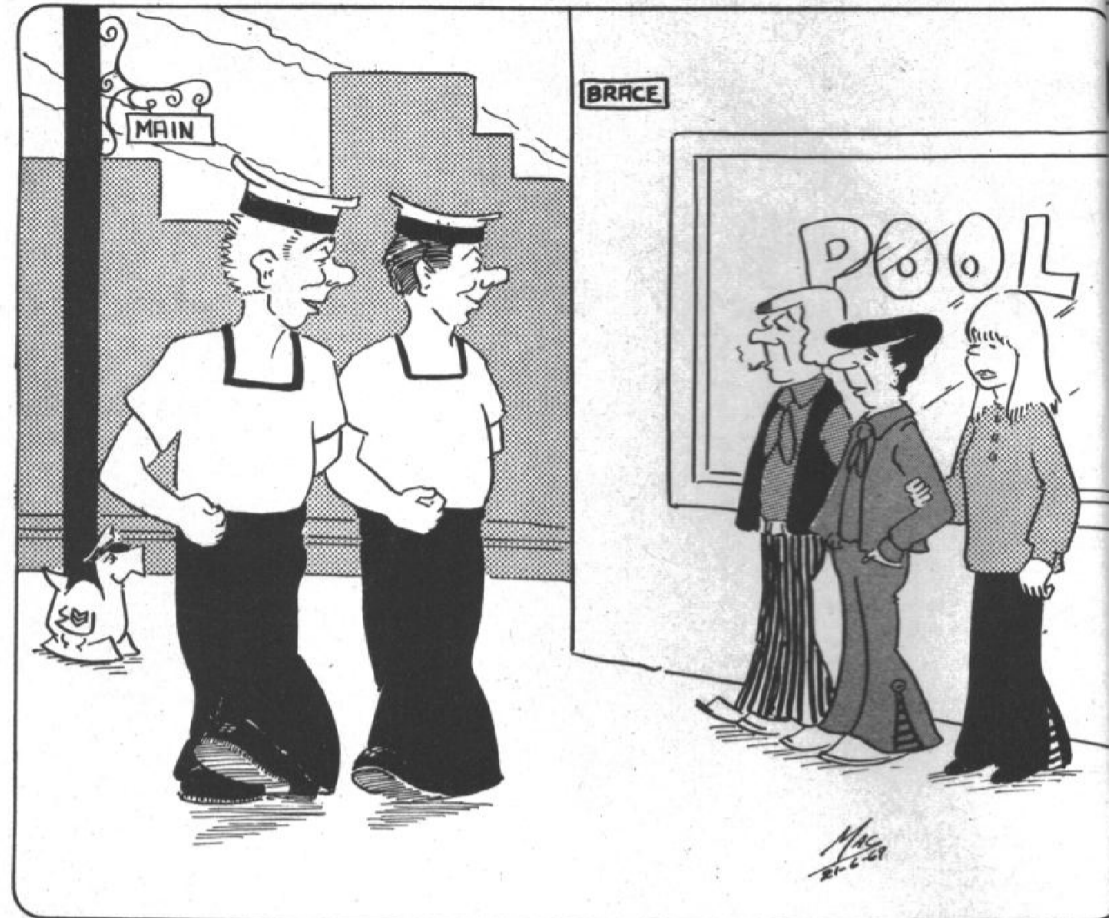
I am not a sergeant or a warrant officer who has spent a great amount of time in the Service. On the contrary, I am relatively new, and so I am supposed to be young and open-minded and quick to welcome radical changes, free from the entanglements of pride and tradition. I am expected to say three cheers for the green and down with the blue. Onward Progress and trample the traditionalists into the dust. Rah rah rah!

Two years ago I started out in the RCAF, at the bottom of the rank ladder, but young, eager and full of ambition nevertheless. Today I am a Private in an Army-dominated service, and I no longer care who is a Major or a Colonel or what he is doing and why. Unlike most of my friends who

have served as little time as I, I am not overjoyed at the prospect of being issued with a brand new tailored Permapress uniform, with a microscopic lapel button distinguishing me as Air Element, and a cap that causes civilians to assume that I fly with Air Canada.

What, really, can integration achieve for us? So far, it has done a fine job of turning over to Civvie Street many career Servicemen who were of value to the Service. It has caused confusion and resentment within the Forces, and it has brought our morale down to an all-time low. Granted, an integrated force may in time prove more economical, but when that time comes, Canada may very likely have little need of an armed force at all. The role of our military, I suspect, is not so important as some of us like to imagine.

I am not a fanatic, but young as I am, I happen to like tradition. There is nothing more stirring than a company of sailors on Ceremonial Divisions,



from Totem Times

... shame to be changing uniforms just when Bell Bottoms are back in style ...

Per Ardua Ad Luna - Ad Infinitum

Now that man has indeed taken that "first small step for man - one giant leap for mankind", the detractors of this truly incredible feat are still busy at their self-appointed task of being "humanitarians". While it would be ideal if all of us were humanitarians, this is hardly a reason for being short-sighted enough to demand that the millions spent on the Apollo programme (which is far from ended since there are 9 more of the series yet to be launched) be spent on social welfare. Certainly, social welfare is important. Certainly more money is required for the many social welfare and anti-poverty societies and associations. But had man devoted all his time, energy, and monetary system to these causes he would not have been man. In fact, without man's aggression, curiosity, and acquisitiveness, all of which are essential qualities in any explorer, it is doubtful if there would have ever been what we know as homo sapiens.

As Arthur C. Clarke has stated recently, the suggestion that no more space exploration be made by man is the equivalent of Columbus saying: "Well, boys, there's land on the horizon - now let's go home." Space is after all the New Frontier and the youth of today will conquer it just as the youth of yesteryear travelled incredible distances by canoe,

galley, and sailing ship in order to explore and people the continents. (Youth is in the mind not one's age.)

To quote from Mr. Clarke again: "A nation which concentrates on the present will have no future; in statesmanship, as in everyday life, wisdom lies in the right division of resources between today's demands and tomorrow's needs." Or to quote from Will Durant: "Civilization, like life itself, is a perpetual struggle with death. And as life maintains itself only by abandoning old, and recasting itself in younger and fresher forms, so civilization achieves a precarious survival by changing its habitat or its blood."

And this is, after all, the

whole crux of the matter. Man cannot, and must not, stand still in smug contemplation of his island Earth. The first small step of Neil Armstrong has opened up a chapter of history that was as inevitable as it was necessary. Puny man has opened up the New Frontier, the only frontier since it is one that is infinite. Mars next - perhaps as early as 1985 if the present rate of technological progress is maintained. And by the year 2001? Who knows or would even dare to predict? The baby has just learned to crawl - it is exhilarating to think that one day not too far away he will actually be running.

r.a.m.

grains of sand...

American tourists to Canada have stated during recent interviews that delightful as they may have found our home and native land, the Canadian driver is lousy.

It's a national pastime in this country, of course, to shake one's head knowingly at the mention of Montreal and growl about that city's drivers.

But how does Winnipeg grab you? Having been pranged in the rear good and hard whilst stopped at a stop light (by a bearded youth with a Fu Manchu moustache, which seemed to make the offense worse), I've enjoyed recently the pleasure of going through the insurance claim ritual. My insurance man allowed as how, in general conversation, that at the rate Winnipeg drivers are smearing one another, we'll soon be a true rival for our friends back east. If not already.

I believe it. Just look around you. The same lady in a late model car has passed me twice on the intersite road on the base and disdains the use of turning signals. My spies tell me she's a dependent.

A polizei green DND van raced an amber light at Ness and Ferry the other day and just made it. Will he next time?

The speed limit over the St. James bridge is 40. Its southern approach and exit isn't the best in the world, either. So try doing an even 40 and see how many people pass you.

The scream of rubber on asphalt is fast becoming part of this city's background music.

(By the way, the youth who bashed me from behind, like, wasn't insured, man. Yeh, yeh.)

Two bits says that General Cam Mussells is trying to figure a way to put a CANEX outlet on the moon now that it's becoming a more accessible place. Maybe call it LUNEX?

More locally, our own Base Exchange Officer... Captain Tom Cory... states that planning is underway for a 'family shop' type of store to be located in the Rec Centre, building 90. Loan arrangements are being made with the Canadian Forces Central Fund to finance the project which could run up to \$60,000 including the purchase of opening inventory. Authorization request for the project has been passed to Ottawa and early approval is hoped for.

The main CANEX outlets on the base at present are the theatre, auto club, gas station and the various snack bar concessions which return a percentage to the base.

The Central Fund financial report as at end of June shows that during the first half of 1969 the fund made 56 loans to bases and stations, totalling a little under \$1,475,000. The lion's share went for exchanges and the rest for messes, community centres and recreational facilities.

At present, loans totalling \$3,747,729. are owed to the Central Fund. The largest of these is \$285,000. for CFB Cold Lake and the smallest, a \$500. loan to CAFATT Ghana.

CANEX is really beginning to roll, thanks to a lot of hard work by people in Ottawa and out in the field.

Gerd given new world

LAHR, West Germany (CFP) - Gerd Kohler, an 18-year-old student in Lahr, Germany, will have a whole new world of experiences beginning next September.

Gerd, who is in his final year of high school, will be spending the next school year in Canada as a guest of Canadian students and their parents.

The young man will be welcomed after since the idea of having a German student come to Canada originated with the 300-piece band of Laurentian high school in Ottawa.

Gerd will fly to Canada late August on a Canadian military aeroplane. He'll give a year's education, room and board and a Canadian winter wardrobe. In addition, spending money for Gerd will be provided by the 100 Canadian boys and girls of the school band. This money will be raised by selling tickets to band concerts which the Canadian students will put on during their visit to Europe this summer.

The band from Ottawa began its five-nation European tour on arrival in Amsterdam, July 15, the young Canadian arrived at Lahr where they meet Gerd Kohler, the German boy who will be sharing his happy experiences with them throughout the coming year.

Lowest

NORTHBAY, Ontario - "Pete," the lowest bird in Canada, has been the 1968 member of Brotherhood of Under Mushrooms (BOM) at Bay, Ontario.

Pete is the myna bird dining hall personnel is underground headquarters of the North American Air Defence Command's Northern Region North Bay. The region is of the joint Canadian defense force charged with defense of North America.

"When BUM first started in 1965, many people thought was for the birds," says John Harris, co-ordinator of the unofficial, unapproved unrecognized organization. "I guess we've finally they're right."

Membership in the club is limited to those who have spent more than 100 hours (approximately of normal duty) in the ground NORAD complex. Captain Harris, one administration officer, 41st NORAD Division, Master Mushroomer.



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Gerd given new world

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Gerd, who is in his final year of high school, will be spending the next school year in Canada as a guest of Canadian students and their parents.

The young man will be well looked after since the idea of having a German student come to Canada originated with the 100-piece band of Laurentian high school in Ottawa.

Gerd will fly to Canada in late August on a Canadian military aeroplane. He'll be given a year's education, room and board and a Canadian winter wardrobe. In addition, spending money for Gerd will be provided by the 100 Canadian boys and girls of the school band. This money will be raised by selling tickets to band concerts which the Canadian students will put on during their visit to Europe this summer.

The band from Ottawa begins its five-nation European tour on arrival in Amsterdam, June 26. July 15, the young Canadians arrive at Lahr where they will meet Gerd Kohler, the German boy who will be sharing many happy experiences with them throughout the coming year.



World's Fastest Warship — Reporters watched, film rolled and shutters clicked as the 200-ton hydro-

foil "flew" across the water outside Halifax harbour at speeds up to 62 knots (72 m.p.h.).

Aerobatics to air rank

LONDON (CFP) — G./C F. O. Barrett has been promoted to air commodore and appointed senior air staff officer at HQ 38 group, air support command.

The RAF News says that after the second world war he was chief instructor at RCAF station Trenton, Ont., "where he formed and led the first RCAF formation aerobatic team in 1948".

Lowest flying bird

NORTHBAY, Ontario — (NNS) — "Pete," the lowest flying bird in Canada, has been named the 1,000th member of the Brotherhood of Underground Mushrooms (BUM) at North Bay, Ontario.

Pete is the myna bird pet of dining hall personnel in the underground headquarters of the North American Air Defense Command's Northern Region at North Bay. The region is part of the joint Canadian - U.S. defense force charged with air defense of North America.

"When BUM first started in 1965, many people thought it was for the birds," says Capt. John Harris, co-ordinator for the unofficial, unappreciated, unrecognized organization. "I guess we've finally proven they're right."

Membership in the unique club is limited to those who have spent more than 1,800 hours (approximately one year of normal duty) in the underground NORAD complex here.

Captain Harris, operations/administration officer for the 41st NORAD Division, is the "Master Mushroomer" and co-

ordinator of the BUM and spends many off-duty hours maintaining BUM records. He feels the humorous recognition aids morale of the underground crews, and says it's surprising how the SAGE personnel look forward to their small mushroom pins and membership certificates.

The certificates read: "Having logged 1,800 subterranean hours deep within the confines of the SAGE Complex at North Bay, (name) is awarded membership in the Brotherhood of Underground Mushrooms." It's signed by the "Master Mushroomer." Civilian telephone operators, industry technical representatives, and other civilian employees are eligible for membership, along with the Canadian and U.S. military people who work in the \$51 million defense complex hundreds of feet below the surface of the Laurentian Mountain Range.

The morale of NORAD's underground workers at North Bay has always been very high, says Captain Harris. He adds, "If our private little club has contributed in any way to this high morale, then we're pleased to be BUMs."



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Fort Garry Unit No. 60, 279 Garry Street, Winnipeg 1, Manitoba.

Alexander Unit No. 150, Box 159, Alexander, Manitoba.

Selkirk Unit No. 151, Box 160, Selkirk, Manitoba.

Lakehead Unit No. 257, 128 Simpson Street, Ft. William, Ontario.

Camper Unit No. 281, Camper, Manitoba.

Assiniboia Unit No. 283, 3297 Portage Avenue, Winnipeg 22, Manitoba.

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The great outdoors

by Samantha J. Shirley

Everyone knows that summer is the time for family camping, but for those who are not familiar with this wonderful pastime, how to go about preparing for such an adventure can pose quite a problem. Following are some tips which should make the amateur's camping trip more fun.

Too many people are under the impression that camping means sleeping on a bed of boughs, awaking in the morning half-frozen, living on pork and beans, and fighting a continual battle with mosquitos and other insects. They forget that camping is supposed to be fun, not a chore. With proper

preparation, much of the discomfort can be eliminated.

The first thing one is naturally concerned about in regards to camping out is what to use as a bed. A sleeping bag, of course, you say. But a sleeping bag is not enough. To begin with, a sheet of plastic should be laid underneath the entire tent to insulate it from dampness. Each sleeping bag should also be insulated underneath with a blanket, and, in colder weather, with the addition of several layers of newspaper. Remember — most of the cold comes not from the air, but from the ground. Adults will no doubt prefer to sleep on an air mattress; however children, because their bulk is so much less, with fewer pounds per square inch, can sleep quite comfortably on the hard ground. Still others prefer camp cots, but these are bulky to carry and not all that comfortable.

Cooking on a camping trip can and should be a lot of fun. Food always tastes better outdoors anyway, and cooking it over a fire should be half the enjoyment. Cooking fires should be kept small and concentrated, and should not be started until a good supply of dry wood has been collected. The wood pile should consist of tinder, kindling, small logs, and larger ones. Don't worry about collecting too much wood — it can always be used for the campfire at night. Start the cooking fire an hour or so before you expect to use it. Cook over coals, not a fire.

For protection against mosquitos, flies and other bothersome insects, a supply of a good insect repellent is a must. The spray type is probably the most practical, since it is most easily applied. There are some bugs which should be avoided as much as possible, and a good example is ticks. These are reddish-brown, about an eighth of an inch long, usually found in grassy areas and bushes. Their bite

is painless, and they bury their heads in the skin of their victims. The best way to remove ticks is to burn their protruding tail with a cigarette. Another method is to use a drop of nailpolish, although this draws them out much more slowly. The body should be examined carefully for ticks before retiring for the night, and clothes should be shaken briskly.

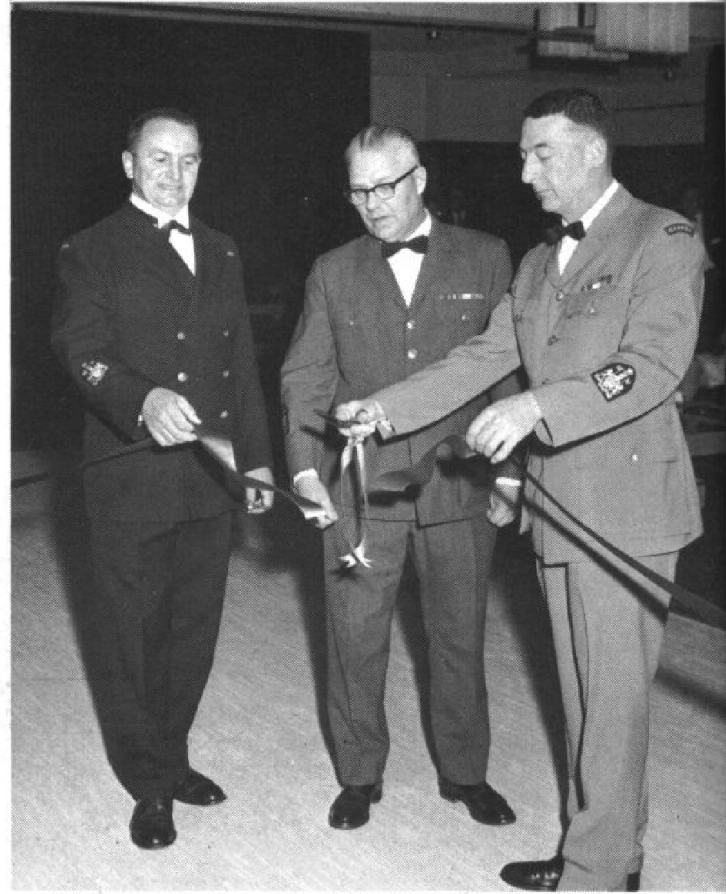
On any camping trip, something small but important is always left behind. The following list of miscellaneous items might prove useful as a checklist:

- Water pail —, flashlights —,
- extra batteries —, aluminum foil —, wax paper —, rope —,
- pocket knife —, lantern and fuel —, extra mantles —,
- small tarpaulin —, camera and film —, binoculars —,
- sewing kit —, safety pins —, thermal jug —,
- paper towels —, clothes pins —,
- air mattress repair kit —,
- can opener —, bottle opener —.

Last but certainly not least, don't forget the first-aid kit. It should contain adhesive tape, medicine dropper, gauze roller bandage, aromatic spirits of ammonia, gauze pads, milk of magnesia, absorbent cotton, scissors, tweezers, petroleum jelly, calamine lotion, and aspirin. Keeping some burn ointment and antiseptic solution in the first-aid kit is also advisable.

This summer, enjoy your family camping trips. Take your time getting everything together so that important items will not be overlooked. If your camping grounds are quite far from home, be sure to take along some games or books for the children during the drive down. Keep in mind too, that when building fires, using an axe or hatchet, swimming, boating, or walking in the woods, the rule is "Safety First". Don't let an avoidable accident spoil your holiday. Have a good camping trip, and bring home all the memories that make it enjoyable for a long time afterward.

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Watch that finger. PMC CWO Howard Chapman and Hon. PMC's CWO Jim Parker and CWO Clay Keefe open newly renovated Senior NCO's Mess last month. (Base Photo)



Col. W. A. Hockney can display some of

The Dangerous Sky

Reviewed by Major D. Dawe

The Royal Canadian Air Force and the gallant men and women who served under its "per ardua ad astra" motto from its founding on 1 April 1924 until its integration on 1 Feb 68 may all be justifiably proud of *The Dangerous Sky*. The first literary publication of air gunner turned journalist, parachutist, pilot and public information officer is a glowing testimonial to those who served in the air.

exploits of those who served — and some who are still serving (albeit in a renamed integrated service) — *The Dangerous Sky* is a worthy addition to any library.

The narrative flows from the first sentence and presents history in a readily digestible form, grasping and holding the reader in flight. Familiar names — Beurling, McNair, Davidson, Woodward, Faquier, McCarthy, Lane, Ross, Noble, Mynarski, Moore, McRae, Birchall, Hornell, Grant, Garland, Pudney and others — and exploits by them which have earned a place in history and which, in some instances, are not generally known, flash from the pages. Squadrons, many bearing the numbers of active squadrons well known today — 421, 439, 441, 435, 436 and 437 — again fly with Hurricane, Spitfire, Typhoon, Halifax, Lancaster, Hudson, Catalina and Dakota. The action in the sky over Europe, in the Aleutians, over the oceans and "down under", as well as in North Africa and Burma are brought to life. The varied sentence structure presents the reader with the clawing roar of the single engined fighter, the rumble of the heavy bomber, the sharp staccato of the guns and even the whine of the meteor and the Me-262.

The *Dangerous Sky* is well worth reading and keeping. The first edition is fresh off the press. The memory of the Royal Canadian Air Force as an entity is still fresh and *The Dangerous Sky* will serve to keep it so.

It is expected that CANEX facilities will carry author Coughlin's first work of literary excellence and that further writings will soon flow from his pen.

VOXAIR BOOK REVIEW

New types join fleet

WASHINGTON (CFP) — Two new classes of ships joined the U.S. fleet in June.

The 659-foot Wichita is the lead ship of a new class of replenishment oiler to keep the fleet fuelled, victualled and ammunitioned. Her helicopters allow her to deliver material to ships at a distance. She'll operate from Long Beach, Calif. Named after a second world war heavy cruiser, the new fleet oiler was Boston-built.

From the Philadelphia naval shipyard comes USS Newport (LST-1179) first of a new class of tank landing ship faster than previous LSTs due to her clipper bow.

Her revolutionary 80-ton ramp goes over the bow and the 522 foot Newport of 8,000 tons can make 20 knots. She'll be based at Little Creek, Virginia.

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NORAD'S

COLORADO SPRINGS
Eight years ago a big explosion rocked Cheyenne Mountain, located near Colorado Springs, Colo. It marked the beginning of what is now the North American Air Defense Command underground forerunner. And the mountain complex times to grow.

The first dynamite was set off May 25, 1960. Three years later the rock miners had used 1.1 million pounds of blasting powder to hollow out this 190-million-cubic-foot mountain.

Construction of the underground city began immediately to provide a blast-resistant command post for North American defense forces.

Millions of dollars worth of equipment was placed in 11 buildings that comprise the NORAD. But NORAD is satisfied to rest on its laurels after all the agencies completed their move into the mountain. Research and development continued on a speed up the aerial warning time and to improve the continent's defense posture.

New, advanced equipment constantly being sought by NORAD. Recently cost totaling \$17 million awarded by the Aerospace Sense Command to instrumentation at the computer and display in Cheyenne Mountain. This modification will enlarge computer to allow the timing and display of input from the Sea-Launched B-

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HANDY TO RCAF



Howard Chapman and CWO Clay Keefe at NCO's Mess last month (Base Photo)



All that glitters is not gold. Col. W. A. Hockney and Maj. G. Burrows with the CFB Winnipeg Rifle Club during the annual MPRA shoot held 9-13 July. (Photo by Hoover)

Dangerous Sky

... of those who served and some who are still serving (albeit in a renamed or regraded service) — The Dangerous Sky is a worthy addition to any library. The narrative flows from the sentence and presents a story in a readily digestible manner, grasping and holding the reader in flight. Familiar names — Beurling, McNair, Vidson, Woodward, Faquier, Carthy, Lane, Ross, Noble, Marski, Moore, McRae, Birch, Hornell, Grant, Garland, and others — and extends by them which have had a place in history and which, in some instances, are generally known, flash from the pages. Squadrons, many of which are active squadrons well known today — 439, 441, 435, 436 and 437 — fly with Hurricane, Spitfire, Typhoon, Halifax, Lancaster, Hudson, Catalina and Liberator. The action in the sky is Europe, in the Aleutians, the oceans and "down here" as well as in North America and Burma are brought to life. The varied sentence structure presents the reader with the clawing roar of the engine of the fighter, the roar of the heavy bomber, the sharp staccato of the guns, even the whine of the propeller and the Me-262. The Dangerous Sky is well worth reading and keeping. The edition is fresh off the press. The memory of the Royal Canadian Air Force as an organization is still fresh and The Dangerous Sky will serve to remind it so. It is expected that CANEX activities will carry author Martin's first work of literary licence and that further works will soon flow from his

NORAD'S mountain still growing

COLORADO SPRINGS — Eight years ago a big explosion rocked Cheyenne Mountain, located near Colorado Springs, Colo. It marked the beginning of what is now the North American Air Defense Command underground fortress. And the mountain complex continues to grow. The first dynamite charge was set off May 25, 1961. Three years later the hard-rock miners had used 1,100,000 pounds of blasting powder to hollow out this 100-million-year-old mountain. Construction of the underground city began immediately to provide a blast-resistant command post for North American defense forces. Millions of dollars worth of equipment was placed in the 11 buildings that comprise this bastion. But NORAD wasn't satisfied to rest on its laurels after all the agencies had completed their move into the mountain. Research and development continued on ways to speed up the aerial warning time and to improve the continent's defense posture. New, advanced equipment is constantly being sought by NORAD. Recently contracts totaling \$1.7 million were awarded by the Aerospace Defense Command to add new instrumentation at the central computer and display facility in Cheyenne Mountain. The new modification will enlarge the computer to allow the receiving and display of inputs from the Sea-Launched Ballistic

Missile and Over-the-Horizon radar systems.

NORAD uses computers to automatically sort, process, store and display all defense information received from its detection networks. The computers help the commander make quicker and more accurate decisions in directing the air defense of North America.

The importance of this underground installation was re-emphasized by Air Force Secretary Dr. Robert C. Seamans, Jr. on a recent visit here. He said the antiballistic missile system probably would be controlled from the Cheyenne Mountain Complex.

Inside this man-made cavern, defense experts guard the North American skies.

Battle staff members receive air defense information at one of the more important areas in Cheyenne Mountain, the Combat Operations Center. A constant flow of military and intelligence data from NORAD units throughout North America is fed into computers and displayed on a large screen to the battle staff. This one building would contain the

key to the survival of North America if an enemy decided to launch an air attack.

All the buildings and all the people in NORAD's mountain are essential, though. Other "occupants" include the Space Defense Center, intelligence and communications units, the U.S. Civil Defense National Warning Center, divisions of the Defense Communications Agency and the USAF Air Weather Service.

None of these elements could operate, though, if it were not for ADC's 4604th Support Squadron. Men assigned to this unit provide all the services needed to run NORAD's mountain complex. Just think about how it would be if your home was without sanitation, food, water, electricity, protection, and, most important, air. The support squadron provides all of these services, and more, to furnish comfortable working conditions for the "cave dwellers." Cheyenne Mountain is a "shorty" in the Rocky Mountain chain. It only stands 9,565 feet high, but to 220 million people in North America, its heart contains a vital defense system.

The gooney bird

— Another month devoted to causing dissent and malcontent among goon-drivers.

Lt. Garry Macleod has returned from Lahr, Germany; bragging all about airways flying and England and France. He was soon quietened down when he was placed back in Ops. His bragging soon turned to grumbling which immediately made him a part of the group again.

It's beginning to appear if some of the boys have been working overtime — it would appear there may be some arrivals worthy of mention next month, notably from Lt. Barry Farnham's and Lt. Ray Moore's wives, and Lt. Keith Gathercole has shown signs of promise.

Lt. Paul Jennings has been mugged (literally) out; Paul winds his way down the trail to 436 Squadron; flying the Herc. We certainly are going to miss Paul — after all; he's fairly senior and ICP to boot — so I suppose we must say something nice. Hope y'all can read between the lines (the old stab in the back trick again).

On July 14 the Squadron branched into a different type of endeavor due to the efforts of our entertainment officer, and a captain's party (airframe) was held at the No. 17 Wing Auxiliary Mess — and get this: it was mixed — wives and girl-type friends were actually allowed the honour and privilege of attending. Before anyone panics this type of idea is reserved only for captain's parties, mug parties are still hallowed (or hollowed) ground.

A barbecue (steaks yet) followed along with the usual number of chaps acting silly and putting on a show near the end of the evening such as hiding under tables and chairs, pretending to run down wife, girl friend or the Boss in the parking lot, and playing chicken with Viscounts on Runway 36. — what a great sense of humour the fellows on the unit have acquired (especially after 9 o'clock).

Anyway congratulations are in order to the drivers who have achieved aircraft captaincy on the grand and glorious Dakota, and excuse me for listing them, but it may come in handy later on: John Richardson, Paul Dubois, Larry Olson, Garry Allan, Ray Moore, John Taylor, Cliff Healey and Brian Healey.

Although your roving (raving) idiot may not have written a very long column, and maybe not much news; however, in all his travels he has one notable chunk of news (unless someone has spread this valuable piece of information).

You all know this "MIKE" character seen in the recent issues of Voxair — well I now know who this little gremlin like character is. He is MICRO-FOD — a danger to hydraulic systems — and he signs his name mike.

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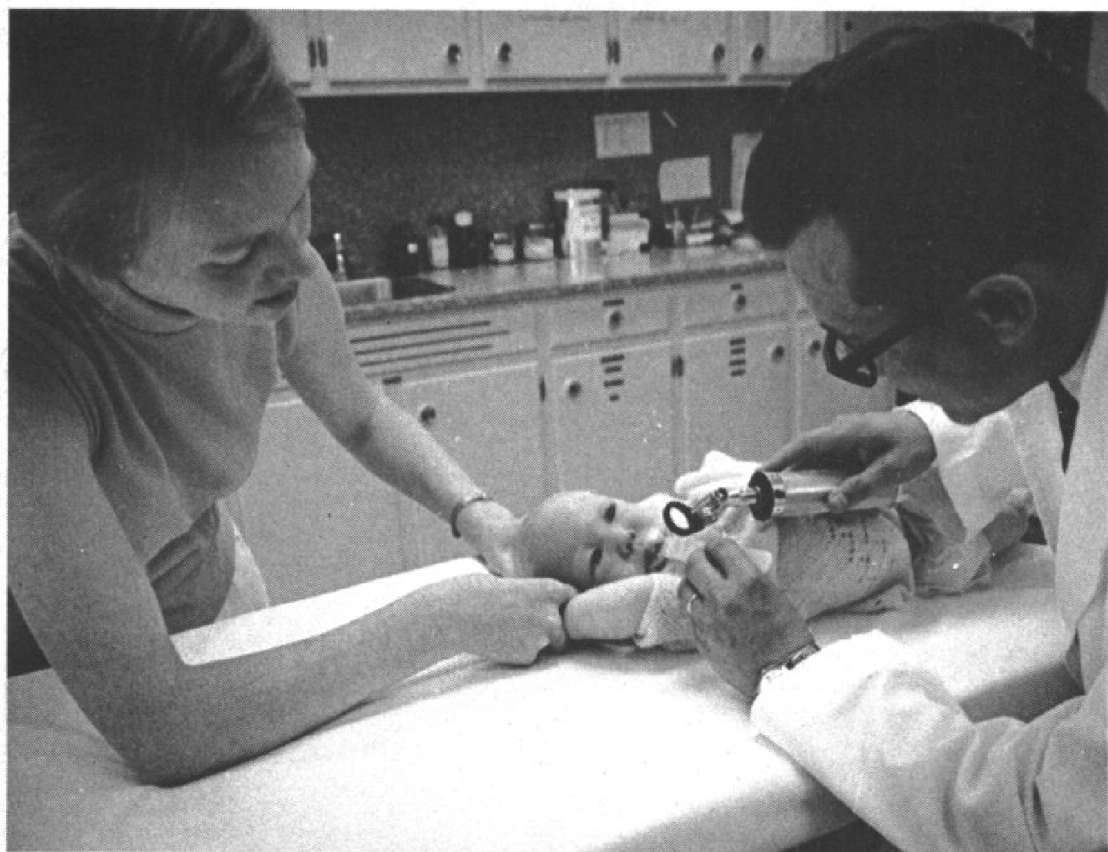
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Say ahh. Dr. Gorski examines Bethane Whyte (3 months) while Mrs. Whyte looks on.

(Photo by Hoover)

Doctor loves isolation

Almost exactly a year ago today, two children were lost in the rough and boggy woods of northern Manitoba. Four days later they were in the care of a young service doctor at CFS Gypsumville. . . . He sent the following message to civilization:

SINCLAIR CHILDREN NOW ABLE TO WALK AND SLOWLY REGAINING ABILITY TO EAT WITHOUT ILL EFFECTS.

The doctor was Capt B. A. Gorski who had been at Gypsumville, his first posting, only two weeks. Since that time he has grown to know Gypsumville much better and he loves it. This feeling is reciprocated by the residents all of whom have nothing but praise for their doctor.

Being a service doctor at a semi-isolated station certainly presents its problems. Although there are only 150 servicemen stationed at Gypsumville there are civilians, wives and most important children who need medical care as well. Dr. Gorski thus must look after nearly 750 people. Fortunately he has a modern five room hospital with all facilities

including operating room and pharmacy. To assist him there are two service nurses and three medical assistants. In addition if the need arises he is able to hire civilian nurses.

Although things are busy much of the time there are occasions when it can become most hectic. Last January when the Asian Flu hit North America, Gypsumville wasn't bypassed. Because a radar base is such a closely knit community the plague can spread most rapidly. Dr. Gorski who had the flu himself, was given accommodation for isolating it so quickly.

Because the nearest civilian doctor is over 50 miles to the south the local residents and Indians make use of the facilities on an emergency only basis. If they cut themselves with an axe there would be nowhere else for them to go. Dr. Gorski and his staff have been more than willing to help however, and an excellent relationship has thus been maintained with the local area. He is often called upon to treat a sick dog or cat and does some psychological counselling as well.

On a drive through PMQ's at Gypsumville it would be impossible to not notice the preponderance of small children. They are all over the place. Upon further investigation it was discovered that many of them were born in the small station hospital. A total of 68 have been born there since the station opened in 1963. Dr. Gorski has delivered 22 in the past year alone. All have been born by natural childbirth after a course by the station nurses.

The wives are so happy with Gypsumville that many have gone off contraceptives to have their babies there. This is indicative of the high esteem in which the whole section is held.

And what of Dr. Gorski? He couldn't be more pleased. Where else in the service would he have such freedom and where else could he work with women and children? His only complaints are that he would like some proper obstetrical stirrups and a paved road. It is no wonder that he is planning on asking for an extension when his tour ends next year.

Up, up and away

GYPSUMVILLE

Where the... and the...

It's only natural that a padre in the service would want to get airborne. But padre Ron Sutton of CFS Gypsumville is going about it the hard way.

It all started in March 1968 when he sent away for some plans from the Experimental Aircraft Association. Now the creation has sprouted wings and he hopes that it will be able to defy gravity as soon as Thanksgiving Day this year.

Powered by a 41 horsepower Volkswagen engine it is ex-

pected that the aircraft will cost no more than \$1,000. As from a little bit of plywood sheeting the whole aircraft was made from a 3-inch by 7-inch by 20-foot board of Sitka Spruce.

The small low wing monoplane will cruise at 100 knots and land at 30 knots.

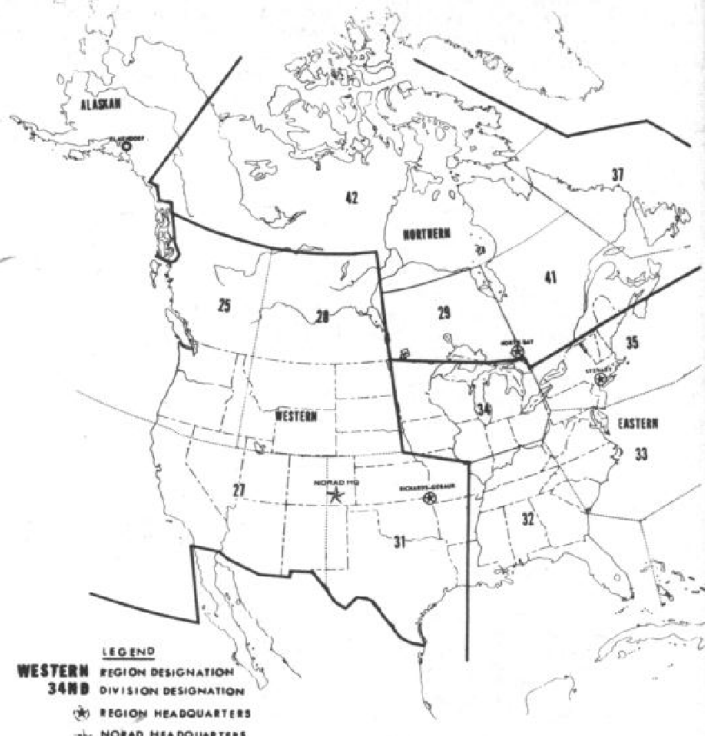
Captain Sutton often drives to Yorkton to conduct a service. When the airplane is finished he would be able to look after Gypsumville as well on the same day.



It won't be long now. Padre Ron Sutton works on Volkswagen engine of his airplane.

(Photo by Hoover)

NNS 69-163-



Air Defense Forces Realigning — The North American Air Defense Command is realigning its air defense forces. A joint U.S.-Canadian effort, the command guards the continent against an air attack. The map shows the new NORAD region and division boundaries resulting from the realignment. (NNS)

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and away GYPSUMVILLE

Where the air is clean and the babies scream

pected that the aircraft would cost no more than \$1,000. Assembling the whole aircraft was made from a 3-inch by 7-inch by 20-foot board of Sitka Spruce. The small low wing monoplane will cruise at 100 knots and land at 30 knots.

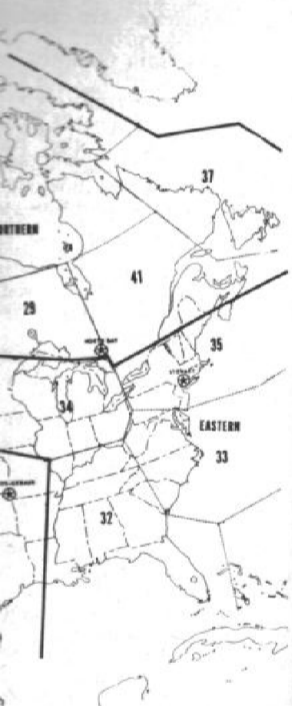
Captain Sutton often drives to Yorkton to conduct a service. When the airplane is finished he would be able to look after Gypsumville as well on the same day.



... Ron Sutton works on the plane.

(Photo by Hoover)

NNS 69-163-0



... The North American aligning its air defense ... The map shows the boundaries resulting ... (NNS)

Dust, potholes, rain, mud and flying stones — three and one half hours. That's what two independent Voxair staffers had to endure to bring you this report from CFS Gypsumville home (if you can keep a secret) of one of the world's most modern defense radar installations.

The station is so well concealed that we drove right by a large sign welcoming us to the station. We came to a rather sudden stop several hundred yards further on. After convincing the commissionaire that we weren't really spies for Voxair but merely two weary travellers who had lost their way, the red carpet was rolled out. While trying to sneak into the administration building, which also houses the station hospital and dental unit, we were tripped up by Lt. F. Hafner the information officer who had been tipped off about our arrival. The next thing we knew we were paraded into the office of Maj. D. G. Murphy the acting CO. Soon thereafter the new CO Lt. Col. D. H. Myles came in and had us escorted to our rooms by an NCO.

Although the doors were locked we were fortunately able to break out through a window. Once outside we spotted a procession of women and children coming from the PMQ area to the main concrete surface on the station. Located between MSE and the Fire Hall it was obviously a secret helicopter landing pad. To provide camouflage a hand over parade was arranged. This gave your reporter a good opportunity to do a head count. Interpolating the results with our estimate of the skeleton staff at work, the following exact results were obtained: service personnel numbered 160 including 16 officers and 29 senior NCO's. In addition there are 70 civilian employees. A handy slide rule computed that there were nearly 750 bodies including dependants on the station.

By this time the news of our escape was known throughout a fifty mile radius. But we were not about to get caught. I quickly got into my disguise, by slipping the belt and boards which I had carefully brought along, and mingled with the crowd to try to pick up any good gen. John Hoover made like a Playboy photographer in search of something called a woman.

This reporter soon discovered where the station was really located (although lacking the coordinates). CFS Gypsumville is located on a very low ridge in the middle of a moose pasture. All around there is virgin wilderness, an ideal place for fishing or hunting or hiding out if we were ever discovered. The station itself has the largest population of any community within 80 miles.

This isolation creates a few problems such as having no available accommodation in the area. It requires that the station be a self contained community providing all essential services

and facilities. Winnipeg is 160 miles south on a poor road which is to a large extent gravel.

The station is therefore provided with 91 three bedroom transportable homes. The personnel of the base have by themselves constructed 24 needed trailer pads with all facilities. An eight-room school was constructed for the 150 students up to grade eight. High school students have to take a bus to Moosehorn 33 miles south.

Cornering Dr. B. A. Gorski in the mess it was discovered that Gypsumville's real claim to fame should be the production of babies. Twenty-two have been born in the five room hospital in the past year.

The station has available numerous facilities: 2 Chapels, post office, hobby shop, snack bar, grocery store, barber shop, beauty parlor, credit union, 2 lane bowling alley, gymnasium, outdoor swimming pool, nine hole pitch and putt golf course, 2 sheet curling rink, outdoor rifle range, outdoor skating and a very large sports field. There is a community organization which has set up an excellent

photos by Hoover
VOXAIR FEATURE
story by Van Boeschoten

recreation program for the dependants. This summer the station built its 25 by 50 foot pool with self help, a CANEX loan and only six weeks of work.

For the last three years Gypsumville has competed for the Mynarski Trophy, an award presented to the unit with the best dependant recreation program. In both 1966 and 1968 CFS Gypsumville received first honourable mention in the competition.

With a net monthly income of over \$50,000 the station has no shopping facilities. Most shopping is therefore done by catalogue and urban recreational facilities are forgotten for the two or three year period. The local area has so much wilderness abounding with moose, bear, geese, ducks, grouse, as well as excellent fishing that few families have trouble keeping the pantry stocked. A posting to Gypsumville is found by many to be a two year holiday.

The main problem in summer is mosquitoes while in winter the problem is winter. To break the monotony over the cold months the Station holds a special winter carnival. Each February there is a week of winter sports competitions, parties, snow and ice sculptures, snowmobile races, snowshoe races and many other winter activities.



BABIES AND RADAR SCREENS ... that's the story of Gypsumville.

About this point I began to realize that the real reason for keeping the base so secret was really the very high morale. A normal tour is two years for married personnel and one year for single people. More than half have asked for or are on one or more extensions including single personnel. They are all as happy as can be and no one wants to leave.

Walking back from the mess all was quiet, the air was clean, the trees swayed and the birds sang. It was kind of nice to be away from the city. It was just like a camp in the middle of the bush and it was great. The only sound of civilization was two of the four Orenda jet turbines turning out power for the site across the road we hoped to see tomorrow.

Posing as professional radar dome washers we were able to talk Major Murphy into taking us through the vast security network. Once inside, out of the suns rays, we became invisible and got our data and photographs.

It appears that the site was opened in 1963 as one of a series of new SAGE (semi-automatic ground environment) defence radar stations. The site is composed of two height finding and one search radar.

The information received at Gypsumville (200 mile radius and 50,000 feet altitude) is automatically fed through computers and fed via microwave and land lines to Duluth where men and computers further monitor the picture. Each aircraft can be exactly pinpointed and height and speed calculated. Computers at all times show digitally how many aircraft are on the screen, how many are transponder equipped, and which ones are following flight plans. On our morning there were 58 aircraft on the screen of which 13 were transponder equipped.

The computer in Duluth determines which blips need watching. The controller there may scramble interceptors or even a Bomarc missile if positive enemy identification has been made.

Because of the refined equipment the main task of Gypsumville is to provide the maintenance to keep up their efficiency. The site is valued at \$8.3 million of which about 2/3 would be the American contribution. There are over 300 tons of air conditioning equipment to keep the equipment cool — even in winter.

A GATR (ground/air transmit receiver) site is also located here through it controllers in Duluth can talk to interceptors or control missiles north of Gypsumville.

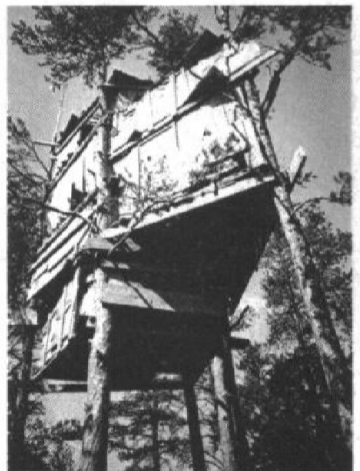
Hiding in the trunk of a car we had no trouble getting off the site ending up in PMQ's. Nothing but trees and squirrels and kids everywhere. Sneaking back through the woods we ran into a huge tree house. Thinking it might make a great headquarters for a possible in-



Radar site may look innocent but is ever watchful.

vasion John Hoover climbed up and after ripping his pants fell down muttering a few well chosen words. On the way to the snack bar we spotted our get away — Padre Ron Sutton's homebuilt aircraft. The only problem was that he was behind schedule and had neglected to cover the wings.

So we hopped in John's car, broke through the barrier, and headed back down the long dusty road to civilization. It would be nice to get back sometime — as a guest.



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Lt. Terry Ayer, Operations Officer, and Maj. D. G. Murphy, Battle Commander, take up positions during exercise.



Lt. Col. D. H. Myles takes over command from Maj. D. G. Murphy.

Changing role of the Royal Air Force

by Humphrey Wynn
Assistant Editor, "Flight
International" Magazine,
London

The Royal Air Force (RAF) is introducing several new types of aircraft and making considerable changes in its organization this year (1969). The "new look" RAF which will emerge in the 1970s is the direct result of changes in British defence policy.

Three things have occurred which have had a profound effect upon the RAF.

One has been the decision to withdraw by 1971 from British bases east of Suez. Another, the decision not to build any more aircraft carriers and to "phase out" those already in existence. And the third, to buy American military aircraft "off the shelf" and to collaborate with Europe in producing military types.

These decisions have affected the Royal Air Force in a number of ways.

The ending of a permanent British presence in the Persian Gulf, Aden and Singapore means that the RAF elements based there (like those of the Royal Navy and the Army) have been or will be withdrawn. As a result, units based in Europe and the Mediterranean area — in Britain, Germany, Malta and Cyprus — will be correspondingly strengthened. Thus Britain will be making a greater contribution to NATO as she withdraws from her Far East positions, and RAF squadrons are being assigned to the Supreme Allied Commander, Europe, and to the Supreme Allied Commander, Atlantic.

Overseas Alliances Honoured

But Britain is not abdicating from her overseas alliances — the Central Treaty Organization (CENTO) in the Near East and the South-East Asia Treaty Organization (SEATO) in the Far East. To both these she makes her contribution primarily through the RAF and the Royal Navy.

CENTO countries can be aided through permanent bases in the Mediterranean, on Malta and Cyprus; but aid to SEATO after 1971 will depend on two "stepping stones" in the Indian Ocean, Masirah Island and Gan, and on the long-range transport aircraft of RAF Air Support Command — its VC10s, Belfasts and Britannias.

The main purpose of this Command, which also includes fighter and shorter-range transport aircraft, is to deploy British Army forces at short notice anywhere in the world where they may be needed. Creation and build-up of this strategic mobile force reflects the gradual disappearance of British overseas bases, while the need to fulfil overseas treaty obligations still exists.

Will Be Transferred

As Britain has become less of an overseas power, the Government has decided that the need for a fixed-wing maritime air force operation from aircraft carriers no longer exists, though this decision has been strongly opposed. Nevertheless, it is being implemented, and as the carriers come to the end of their operational life ("Ark Royal", due to re-commission soon, will be the longest-serving) their fixed-wing aircraft will be transferred to the Royal Air Force.

This means also that the RAF will have a maritime role to perform, primarily in support of the Supreme Allied Commander, Atlantic, and in the Mediterranean, and wherever else ships can be attacked or defended by land-based aircraft.

The third Governmental decision, to purchase American military aircraft and to build some types in collaboration with Europe, has had mixed results in practice.

The Anglo-French Jaguar strike/trainer has gone smoothly and the aircraft is being jointly produced in two versions — one for combat use and the other for training. Britain hopes to collaborate with Germany, Italy and the Netherlands in producing a multi-role combat aircraft which would be used (in at least two different versions)

by the air forces of all four countries.

Wider Variety Of Aircraft

These are the decisions which have determined the structure and equipment of the RAF in the 1970s and brought about the changes now being introduced. As a result of them, it will be more European-based; it will have handed over its strategic nuclear deterrent role, performed for years by its Vulcan and Victor V-bombers, to the Polaris-armed submarines of the Royal Navy; and it will be operating a greater variety of aircraft than ever before in peacetime.

Many of these are completely new types to the RAF and most of them are going into service this year with its two most important United Kingdom-based formations, Strike and Air Support Commands. The former is an amalgama-

tion of what used to be Bomber and Fighter Commands, which earned for themselves such fame during the Second World War, and it is also to include the RAF maritime arm, formerly known as Coastal Command. ASC's tasks, already mentioned, are long-range deployment of British forces and tactical support of Army operations.

Strike Command has both a defensive and retaliatory attack role, as well as maritime and reconnaissance duties. For these purposes it employs aircraft and missiles, the latter of three kinds — surface-to-air, air-to-air and air-to-ground. The command's V-bombers will continue to have a conventional bombing role after the Royal Navy takes over the nuclear deterrent, and this strike duty is largely being performed by Vulcans

as the Victors take on the increasingly important aspect of flight refuelling. The latter enables Strike Command's interceptors, at present Lightnings but subsequently to be American Phantoms, to be deployed overseas at short notice; frequent exercises take place to underline this capability. The Lightnings, armed with Firestreak and Red Top air-to-air missiles, provide, with Bloodhound surface-to-air missiles and a powerful radar network, the defence of Britain against enemy attack. So, Strike Command has both domestic and international responsibilities, and with its acquisition of Buccaneers from this year onwards is contributing to NATO both land strike/reconnaissance and maritime squadrons. The RAF is taking over these aircraft from the Royal Navy and additionally

having 26 built, so the Buccaneers will form a powerful multi-role force of six squadrons.

Strike Command is also acquiring Nimrod anti-submarine aircraft when it takes over Coastal Command. The all-jet type, first of its kind for maritime patrol duties, will eventually be in service in the NATO Atlantic and Mediterranean theatres.


Like Strike Command, Air Support Command is also receiving new aircraft Phantoms, Harriers and Jaguars to increase the effectiveness of its ground support role. The command's long-range transport force, principally VC10s, Belfasts and Britannias, has already been mentioned; its tactical support aircraft include Hercules C-130s and Andovers, and a big Wessex and Whirlwind helicopter force.



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Water can exist in fuel either...
Water in suspension, that is...
Water can exist in fuel either...
Water in suspension, that is...
Water can exist in fuel either...
Water in suspension, that is...



Safety
Unfortunately this does...
Water in fuel, which...
Water in fuel, which...
Water in fuel, which...
Water in fuel, which...

Water in fuel, which...
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Water in fuel, which...
Water in fuel, which...
Water in fuel, which...
Water in fuel, which...

DANGERS
The freezing...
The freezing...
The freezing...
The freezing...

MR. BOY...
share with...
House...
Reputa...



Force

Water is hazard in aircraft fuel

aving 26 built, so the Bu...
 neers will form a powerfu...
 multi-role force of six squadrons...
 Strike Command is also...
 quiring Nimrod anti-sub...
 marine aircraft when it takes...
 er Coastal Command. This...
 jet type, first of its kind...
 maritime patrol duties, is...
 replace the Shackleton and...
 eventually be in service...
 the NATO Atlantic and...
 Mediterranean theatres.

Water in your beer may be...
 pleasant but it does not do...
 any harm. Water in aircraft...
 fuel does!

Water can exist in fuel either...
 in solution, appearing as puddles in...
 the bottom of containers, or as...
 droplets in suspension. It can also...
 exist in solution, that is dissolved...
 in the fuel. Modern...
 aviation fuel installations are...
 equipped with filters separators;...
 refuelling vehicles with filters.

These devices prevent the trans-...
 fer into aircraft fuel tanks of...
 small quantities of free water —...
 that may persist in correctly...
 maintained fuel supply systems.

high enough and long enough...
 anywhere in the world at any...
 season! Since warm fuel can...
 hold more water, it is notable...
 that the danger is greatest...
 where aircraft are refuelled in...
 hot, moist climates.

As water comes out of solution...
 when the temperature falls,...
 it forms small droplets. If the...
 rate of cooling is slow these...
 droplets form into larger drops...
 (coalesce) which are then heavy...
 enough to fall to the tank...
 bottom. Water also condenses...
 from the air and runs down...
 into the fuel. If the cooling rate...
 is rapid the water droplets may...
 freeze before they have a chance...
 to coalesce and remain dispersed...
 throughout the fuel. If no heat-...
 ing is subsequently provided...
 they can build up and block...
 filters, and may affect the...
 accuracy of some types of fuel...
 gauges.

During long aircraft flights ice...
 can accumulate as large blocks...
 in some tanks, and if turnround...
 times are short, the ice may not...
 melt and later flights can slowly...
 increase the size of the ice...
 block. Eventually the aircraft...
 will remain on the ground long...
 enough for all ice to melt, leav-...
 ing a large accumulation of...
 water in the fuel tank(s).

PROTECTIVE MEASURES

As it is impossible to keep...
 water out of fuel tanks, CF...
 personnel must be meticulous in...
 carrying out the necessary water...
 checks and water removal...
 procedures for bulk tanks, refuel-...
 ing vehicles and aircraft to...
 keep the danger to a minimum.

A fuel system icing inhibitor...
 exists which, when blended into...
 fuel in the correct proportion,...
 lowers the freezing point of any...
 water present and gives full...
 protection from ice to all parts...
 of the fuel system.



Unfortunately this does not...
 ensure that the fuel in the aircraft...
 is dry, that is entirely free of...
 water, because the water car-...
 ried in solution can pass through...
 the separators and the filters.

In addition, venting of fuel...
 tanks introduces moist air and...
 thus more water for absorption.

Just as warm air can hold...
 more water than cold air, so can...
 fuel. Falling temperatures pre-...
 cipitate (free) some of the...
 water. With rises and drops...
 in temperature a continuous...
 cycle is set up; absorption and...
 precipitation slowly build up...
 water puddles in the bottom of...
 fuel tanks.

Water in fuel, whether free...
 or dissolved, is dangerous. The...
 danger could be reduced if the...
 free water could be eliminated...
 from aircraft fuel tanks, but...
 such a course is not always...
 easy. Some modern aircraft...
 are constructed in such a way...
 that natural drainage to low...
 points does not occur. Many...
 aircraft have stiffeners within...
 the fuel tanks which form...
 ledges where water can be...
 trapped. Some aircraft have...
 low fuel drain cocks; others...
 have so many that they may...
 be overlooked during quick...
 turnrounds. In some cases the...
 periods between drainings are...
 too long, and in some cases the...
 inaccessibility of drain cocks...
 may prevent frequent draining...
 because the manhour and turn-...
 round times are too great.

In every aircraft fuel tank...
 there is a high probability that...
 there will exist water in solution...
 and free water in suspension or...
 in puddles. A large enough...
 "slug" of free water in a fuel...
 system could cause engine...
 flame-out but in addition water...
 has other and more dangerous...
 methods of attack.

DANGERS

The freezing point of aviation...
 fuel varies (31 degrees F for...
 JP4, -32 degrees F for JP4 and...
 -38 degrees F for AVGAS) and...
 presents no problem but...
 CF personnel must realize that...
 it is the freezing point of water...
 that really matters — ice crystals...
 form at the freezing point (32...
 degrees F). The freezing point...
 of water can easily be reached...
 in an aircraft parked on the...
 ground in water or when flying

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Cliff Boyd
 (MWO Retired)

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Kiddies' Korner



Gypsumville Waterbabies "cool it" in their own private pool. (Photo by Hoover)

Forces accidents drop sharply

General J. V. Allard, Chief...
 of the Defence Staff, credits...
 the Defensive Driving Course,...
 which is administered by the...
 Canada Safety Council, as a...
 major factor in the reduction

of Department of National De-...
 fence accidents in 1968.

There were 1651 accidents,...
 down from 1960 in 1967, and all...
 Commands as well as NATO...
 forces reported a reduction in...
 the number of accidents. Fata-...
 lities dropped to two from...
 six and minor injuries dropped...
 to 147 from 182 although serious...
 injuries increased to 97 from 75.

"To a large degree, I feel...
 the significant reduction in the...
 accident rate this year must...
 be attributed in large measure...
 to the influence of the approx-...
 imately 20,000 servicemen, DND...
 civilian employees and their...
 dependents who graduated from...
 the Defensive Driving Course...
 under service auspices.

"As a result of the series of...
 courses conducted by instructors...
 from the Canadian Forces and...
 the Canada Safety Council, the...
 Canadian Forces have the larg-...
 est and best qualified group of...
 Defensive Driving Course in-...
 structors in Canada," the Gen-...
 eral said in his report on the...
 vehicle accident Statistics.

The Minister of National De-...
 fence has authorized Canadian...
 Forces qualified DDC Instructor...
 Trainers and Instructors to as-

ist civilian Co-Operating agen-...
 cies on request providing these...
 men are not subject to prior...
 military commitment at the...
 time. This makes available a...
 pool of over 500 instructors who...
 can not only assist in teaching...
 classes but in Instructor monitor-

Confligere

Are you a patron or a partner?

by Bob Purvis

Although we are generally...
 reluctant to admit it, there are...
 two distinctive classes of per-...
 sonnel in the membership of...
 any club, business, or organiza-...
 tion.

Basically, they are the PA-...
 TRONS and the PARTNERS. One...
 question we should consider at...
 this time is this: "Are we...
 PATRONS of our clubs, busi-...
 nesses, or organizations, or are...
 we PARTNERS in the great...
 task of extending friendship and...
 good-will, freely and voluntar-...
 ily?"

We must first define our terms...
 A PATRON is a person well-...
 known in the community, re-...
 spected for his many interests...
 He is sure the club, business,...
 organization he supports is a...
 good thing. He pays his annual...
 dues, receives membership...
 cards (where applicable), and...
 allows the club, business, or...
 organization to use his good...
 name in promotion of its activi-...
 ties. He comes and goes more...
 or less as he feels like it, not...
 when his presence is required...
 He shows up at general meet-...
 ings to make himself heard; or to

tell the club, business, organiza-...
 tion how to spend its funds, etc...
 He may cheer if all is going...
 well, or boo if they are doing...
 poorly.

The PARTNER on the other...
 hand is the person who freely...
 and willingly associates with...
 all others for mutual benefit...
 He is the one who does his...
 utmost to ensure united action...
 in the club, business, or or-...
 ganization. The one who gener-...
 ally sits back; says very little...
 at general meetings; but takes...
 it all in. The one who receives...
 little or no thanks for all he...
 does, except self satisfaction.

Which do you prefer to see in...
 your club, business, organization?...
 "Active PARTNERS on the in-...
 side looking out, or passive...
 PATRONS on the outside look-...
 ing in?"

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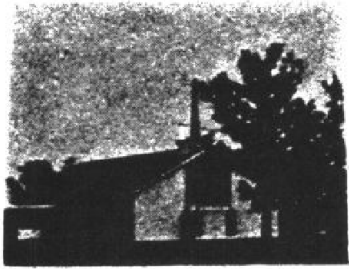
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Acting Base Chaplain —
Capt. H. Bill — 832-1913
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Services

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10:15 — Holy Communion
1st Sunday UCC
3rd Sunday ACC

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Chaplains

Col. R. Poirier—Local 632
Capt. Melvin Arsenault—Local 272
Secretary
Mrs. Marie Mireault—Local 272

MASSES

Sundays—0830 1100 2000
Weekdays—1635
Saturdays—1100
Baptisms—by arrangement with the Padre

PENANCE

Before all Masses
Saturdays—1000-1100

CATECHISM CLASSES

Sunday at 0930

South Site

St. Andrew's Chapel

Kenaston Blvd. at Grant Ave.

Chaplain —

Capt. A. D. Turnbull — 888-6025
(Office)

09:30 — Divine Service, each Sun.
10:30 — Holy Communion
1st Sunday ACC
3rd Sunday UCC

The above changes are for the summer months of July and August.

St. George's Chapel

Chaplain

Maj. John MacGregor

MASSES

Sundays—0900 1100
Weekdays—0800

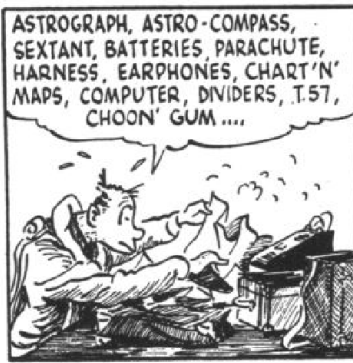
CONFESSIONS

Saturdays—1900-2000
Baptisms—Every Sunday by appointment with the Chaplain

CATECHISM CLASSES

Sunday—1400
Grades I and II in the Chapel
Grades III-VIII in Lipsett Hall Lounge

J. Clewless McGoon - the Navigator



by Ozie



This happy scene with Ken Hamilton feeding Bev Williams while Johnny Miller does the cooking, belies the disappointment experienced by the entertainment committee who counting the pounds of wieners and hamburger left over indicated a very poor turnout. (Photo by Hoover)



ENTERTAINMENT SCHEDULE

- Sat., 2 August — Country Tigers
- Sat., 16 August — Vern Anthony Quintette
- Sat., 23 August — Crippled Children Hospital "The Cavaliers"
- Sat., 30 August — Back to School Dance

the new sound of music

BY AL GOLDING

A constant wonder of musical development is its unexpectedness. However carefully the critics and historians outline the past and present state of art, analyse its trends, and attempt to predict its future course, a qualitatively new development is almost always a surprise to them.

And yet, after the fact, when the dust has settled, the appearance of a new musical technique or style, or of an artiste who suddenly grasps the popular and critical imagination, usually seems to have been both natural and inevitable. The new is seen as an outgrowth of existing patterns or conditions. It has a "rightness" which makes one wonder how one could have failed to predict it.

For the first time, the New Sound of Music presents a woman; a significant innovator; a non-conformist; a rebel; a folk music revivalist who has put the "soul" (heart and soul) back into folk music — the name, JOAN BAEZ. Her special quality is that she has succeeded in mirroring so many of the emotional states and so much of the outlook of her generation.



Born about 20 years ago, of Mexican-Irish parentage, Joan was raised and schooled in

New York. She began to sing and play the guitar in her early teens, but turned to folk music in late '58, giving her first public performance in a Boston Coffee shop.

Whether it be folk, ballad or lyric, Appalachian, British or Mexican — hers is a new voice that speaks to us with wonder and compassion, reaching and re-awakening long-untouched regions of our heart and mind through the medium of a "message" rather than variable sounds of music such as on the "Fontana Stereo" label (an original Vanguard Recording) simply entitled "JOAN BAEZ" where she emits: Silver Dagger; East Virginia; Ten Thousand Miles; House of the Rising Sun; All My Trials; Wildwood Flower; Donna Donna; John Riley; Rake and the Rambling Boy; Little Moses; Mary Hamilton; Henry Martin and El Preso Numero Nuevo (the Ninth Prisoner).

You may not find the Fontana Label in Canada, however, the Vanguard Label is available. You may also find one or two of the Squire Labels which also have Joan Baez recorded. If you like Joan's messages in song — you'll like her LP's: Joan's Best with Wood and Alewives; Farewell, Angelina and Joan Baez in Concert, Parts I and II.

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Getting into for decisions Richard MacD

Lib

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D

The most e was the purch sight to see C doing about to "Mad Bomber" we probably v ourselves. Luc and doesn't le Joanie Seek for their summ Gislaine will r to Esquimalt. and Shirley V Nanos Bay, lazing on the A lot of od a few weeks in front of C one way and Girls Night through beca One more th beach party. us on a 2 h me!" was th on a rain-dr trundle bed. Being sur much is hap weeks of Var will be abs



by Ozie



ENTERTAINMENT SCHEDULE

2 August — Country... 16 August — Vern... 23 August — Crippled... 30 August — Back School Dance

Sound Music

York. She began to sing... but turned to folk music... '58, giving her first performance in a Boston shop.

her it be folk, ballad or Appalachian, British or... n — hers is a new voice... eaks to us with wonder... mpassion, reaching and... ening long-untouched... of our heart and mind... the medium of a "mes-... rather than variable... of music such as on the... a Stereo" label (an... Vanguard Recording)... entitled "JOAN BAEZ"... she emits: Silver Dagger;... rginia; Ten Thousand... ouse of the Rising Sun;... rials; Wildwood Flow-... a Donna; John Riley;... d the Rambling Boy;... ses; Mary Hamilton;... artin and El Preso... Nuevo (the Ninth Pris-

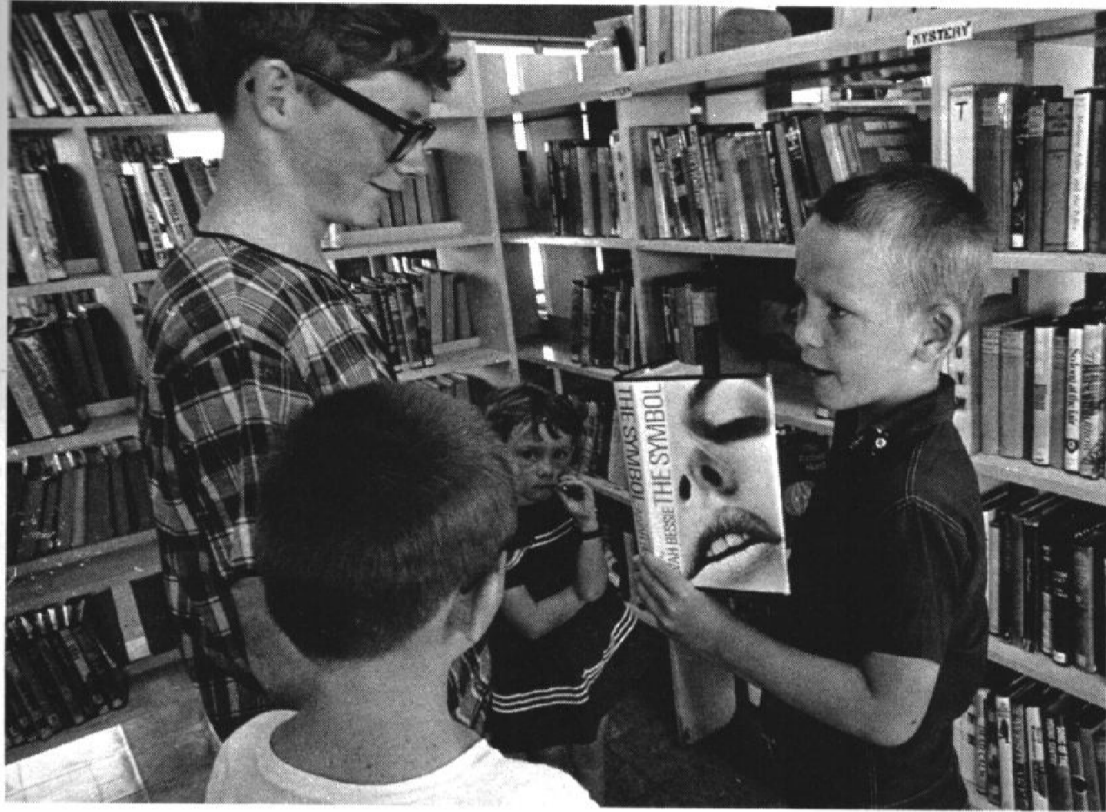
ny not find the Fontan... Canada, however, the... Label is available... also find one or two... ire Labels which also... n Baez recorded. If... Joan's messages in... you'll like her LP's;... est with Wood and... Farewell, Angelina... Baez in Concert, Parts



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ST POPULAR... G PLACE... TOWN... ENTAINMENT... SPITALITY... GREATEST



Getting into unfamiliar territory calls for decisions and Dave, Willie and Richard MacDonald iron things out. while Pamala looks on with womanly suspicion. (Photo by Hoover)

Library membership free

To the newcomers of Base Winnipeg, or perhaps the not so new, we invite you to visit your Library and browse. No membership fee is required — the only requisite is to have your Personal Liability and Clearance Certificate signed, and then you and your family are extended the full courtesies of the Library and hours of good reading.

Books may be taken out for a period of two weeks with a penalty of 2c per day thereafter. The Library is open daily, plus 5 evenings a week — Monday thru Friday 12 noon to 5:30. Evening Hours Monday

and Thursdays 6-8:50, Tuesday and Wednesdays 6 to 9:20 and Friday 6 p.m. - 7.50. The Library is located in Building 90 (Rec Centre), near the Snack Bar. You will find books of Reference, Technical nature, Historical, Humorous, War and Political, Science-fiction, Mysteries, Hobbies, Fiction, Auto- and biographies, Western, and a Young People's Section. Also available are a number of French books.

Recent Arrivals: Canadian Real Estate (Stacey), Between Parent and Teenager (Ginott, M.D.), Canada's History of the Royal Military College (Pres-

ton), Stamp Catalogue (1969 - Vol. 1 and 2) (Scott), Time Life Books, The Voyageur (Henry Sutton), The Love Machine (Susann), Love with Honor (Emile Loring), Great True Spy Stories (Dulles), Room 39 (McLachlan), The Valachi Papers (Peter Maas), The Wine and the Music (W. E. Barrett), The Beautiful Couple (Woolfolk), From Ghetto to Glory (Bob Gibson), Instant Replay (Jerry Kramer), Rockets, Missiles and Men in Space (Ley), Portnoys Complaint (Roth), The Polar Passion (Mowat), Nancy Green — autobiography, Carlos Baker (Hemingway), Airport (Hailey), Memoirs of a Bird in a Gilded Cage (LaMarsh).

The Library wishes to thank Capt. C. Hubbs for donation of books.

Distaff with Sammie

The most exciting event around Female Quarters this week, was the purchase of a Honda 50 by Shirley Clark. It is quite a sight to see Clarkie-Boo in her helmet roaring around the base, doing about ten miles an hour against the wind! Actually the "Mad Bomber" is given such a bad time by the rest of us because we probably wouldn't mind claiming ownership of some wheels ourselves. Luckily, she's endowed with good sense of humour, and doesn't let the razzing bother her.

Joanie Seekings and Gislaine Noel head out to sunny California for their summer holidays. After they've had their "fun in the sun", Gislaine will return to Winnipeg while Joanie proceeds on posting to Esquimalt. The girls will be driving out West with Ken Small and Shirley Weighill, who is on her way to spend a week in Nanoose Bay, Vancouver Island. Sylvia Johnston plans a week of lazing on the farm, back home in Red Deer, Alta.

A lot of odd happenings around the base lately — for instance, a few weeks back, who was it attempting to ride a bicycle out in front of Club '61? They were doing fine until the bike went one way and they went the other! And whatever happened to Girls Night Out at the V.I.? From what I can see, plans fell through because participants could no longer "hack the pace". One more thing — where was the Great Organizer of the Gimli beach party, after rounding up seven carloads of us and sending us on a 2 hour drive at 1 AM on a Sunday morning? "Follow me!" was the cry, but while two dozen shivered around a fire on a rain-drenched shore, the culprit lay snug and sound in her trundle bed.

Being summer time, everyone is taking things easy, and not much is happening. Yours truly leaves on the 1 Aug. for three weeks of Vancouver rain and San Francisco hill-climbing, so Distaff will be absent from our next issue. Have a great summer! S.S.

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oddsnendsbyeep

"This notice hangs in a city hospital:

I'm fine. There's nothing the matter with me. I'm just as healthy as can be. I have arthritis in both my knees, and when I talk I talk with a wheeze. My pulse is weak and my blood is thin, but I'm awfully well for the state I'm in. Arch supports I have on my feet — or I would not be able to go on the street. Sleep is denied me night after night, and every morning I'm a sight. My memory's failing, my head's in a spin. I'm practically living on Aspirin. — but I'm awfully well for the state I'm in. The moral is, as this tale I unfold, for you and me who are getting old — it's better to say 'I'm fine' with a grin, than let them know the state we are in."

POT POURRI

Education is the acquisition of the art of the utilization of knowledge.

Even a journey of a thousand miles begins with one step. (Chinese Philosopher of the 6th Century B.C.)

It has been mathematically estimated that one unspayed female can, in a period of ten years, increase the animal population by the staggering total of 84,652,644 — assuming that all of them survived!

HELPFUL HINTS

To clean wicker and cane

furniture, dust and wash with warm water, rinse with water and lemon juice or salt. Dry thoroughly and place out of doors. Leave out the lemon for brown wicker and polish instead with furniture polish.

To keep house plants watered while you are away this summer, cut a strip of cloth about 2 inches wide and 2 feet long. Put one end in a pail of water set a little higher than the plant. Bury the other end in the soil. Good for about one week.

Pliable roof paint in one coat on a leaky garden hose will restore it to use.

THE MOON IN ARIES

You have a quick temper; you say and do things on the spur of the moment that you later regret. You are high-strung. You think quickly and you come to conclusions independently. But you resent being given advice. This may be a disadvantage right now, but in the future, you can be successful in any field where making up your mind quickly is important. Your mother is extremely ambitious for you and some times tries to dictate to you.

TV GUIDES

Announcer: "We have just received a bulletin of a catastrophe, the like of which has never been known to mankind — but first, a word from our sponsor."

bon appetit

Beer Recipe No. 3 — A Crown of Wieners

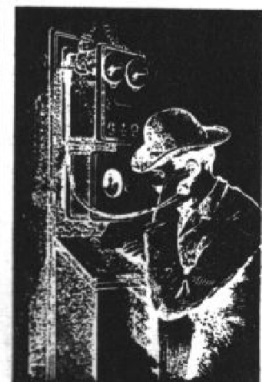
This crown of wieners is an exotic dish when prepared with beer. However no fixed measurements are given so use your own judgement.

Cover the wieners with beer, bring to boil and simmer three minutes. Then arrange a round mound of mashed potatoes. For the cabbage ring, melt butter in a deep skillet; saute coarsely shredded Amsterdam red cabbage for five minutes, stirring frequently. Sprinkle with salt, pepper, sugar and flour, then add beer and cook 10 minutes on low heat. Arrange around wiener mound. Serve with beer.



Phone ahead for reservations

It costs so little to call station-to-station long distance or to dial direct if you're in a DDD area.



Sports 'N Things

with Russ Phillips

"And we run because we love to, in this broad bright and" Many adherents to the above quote can be found out on the 1/4 mile track almost any given noon hour. Some will be jogging, some trotting, others sprinting and still others running the clock. What has brought it all about? Two things mainly. One of course is the growing proof that jogging a couple of miles daily is all you need to keep the heart and lungs in fairly good shape. The other is the recently completed Jog-A-Thon which proved to many people that they had the time and ability to jog those couple of miles. We hope that the Rec. Centre can come up with something as helpful again very soon. How about a Swim Marathon?

Track & Field Team Small But Strong

By the time you read this, the Zone 3 Track and Field meet at Portage la Prairie will be history. I'm going to go out on a limb slightly and predict that at least 2 of our boys will win their event at Portage and subsequently represent Zone 3 at the Canadian Forces Championships to be held at CFB Uplands Sept 12th and 13th. Our number one hope is Dave Sproule, competing in the 6 mile run. Dave has competed before and has plenty of know how. He has lots of running strength and endurance plus the ability to pace himself to an almost uncanny degree. Besides all this, Dave has the strongest finishing kick we've seen in these parts. Rangy Bob Armstrong, taking on the 1, 3 and 5 mile events has plenty going for him too. Very strong and acceptively fast, Bob just seems to eat up the miles effortlessly with those long strong strides. This being his first competition he may be a little weak in the pacing department, but other than that he looks like a sure bet. Competition-wise Laurie Logan is an unknown quantity at present. Trying to work out an ankle injury, he is not sure at this time if he will be able to take part in the Zone 3 meet. Laurie is a good bet at almost any distance. Incredibly strong at the 440 and 880 distances, he is also big in the endurance end of the distance runs. Vic McLeod will be doing the 100 and 220 yd. sprints again this year. Built close to the ground, Vic looks like a sprint man and moves like a cheetah. Having the two necessary ingredients of reaction timing and speed, it wouldn't surprise me if Vic went to Uplands. We haven't seen long Joe Laitar, the Javelin man out practising, but you may be sure he is getting ready. Yours truly hopes if possible to compete in the Race Walking events at CFB Uplands. I am not anywhere near the class of the rest of our team but I would like to give it the old college try anyhow. Howsomever, win, lose or draw, our track and field effort will be at least a 100% improvement over last year, and that's a pretty good sign when you come to think about it.

Bicycle Rally on the Way

We mentioned in the last issue that a bicycle rally was in the offing, pending further information. Thus far we haven't ironed out all the details, but are getting there. The largest hurdle to date is to find someone to co-ordinate the rally on the South Site (FOB). However, the plans outlined for the Westwin Rally can be very nearly duplicated for the South area as all the requirements should be the same. So far, the rally plans are:

Name. Silver Wheels Bike Rally.

Taking place at . . . Westwin area 1/4 mile track Sept. 20 /69.

Eligibility . . . All Service dependant boys and girls between ages 7 and 14.

The aim . . . To make all young

cyclists aware of their responsibilities regarding bicycle maintenance, safe driving and traffic rules.

The test . . . The contestants will be allowed a set number of points and as they progress through the phases they will lose points on infractions.

Phase one . . . The contestant's bike will be safety checked for brakes, alignment, tires, etc.

Phase two . . . The contestant will proceed to drive around a number of obstacles to test driving ability.

Phase three . . . Contestant will drive through a "traffic" area simulating as closely as possible, city traffic conditions. On completion, the contestants with the most remaining points win the highest awards. The awards will be broken down into

3 classes, and as mentioned previously, it is hoped that all contestants will take home an award of some kind. If time permits, we hope to be able to retest any failures.

That's it for this issue regarding the rally itself. Now, how about some volunteers to help put it over. Doug Blais has come aboard. Not only is he enthusiastic, but he is also extremely capable. At this writing we figure to need the following help. 2 bicycle checkers, 2 people in the obstacle area and 4 in the traffic area. Since the rally should go from 10 AM until approximately 5 PM we should have two shifts which would bring our volunteer requirement to 16, at least.

Russ Phillips



SWIMMING REPS: The Manitoba branch of the Canadian Amateur Swimming Association has announced its team for the Canada Summer Games at Halifax next month. Front row (left to right), Andrea Kerr, Leah Marshall and Joanne Ketcheson. Middle — Ross Sharpe, Arlene Henderson, Dale Snakula, Marta Smith, Anne Walton and Norri Dibnah. Back — Bill Coke, Jim McDonald, Bill Nash, Colin Sanders, Brian Phillips, Ron Ste. Marie and coach Howard Firby. Missing are: Wendy Beddows, Joanne Depape, Susan Carey, Holly Gibson, Bob Coke, Duncan Lindsay and Dan Lindsay.

Young Ross Sharpe, (inset) son of Cpl and Mrs Bob Sharpe CFB Winnipeg has spent most of his young life in the water and his performance bears this out. We of the Base extend to him our best wishes for success at the Canada Games, along with the rest of the Cardinal Swim club.

Base Recreation Day

Preparations have begun, under the sponsorship of the Base Recreation Council, to hold a Base Recreation Day early in September. The organizers have been directed to cater to the entire Canadian Forces community — Service personnel, civilians and dependents — and especially to the PMQ residents in both sites.

The organizing committee, chaired by Capt. JC Lynch of TCHQ, has proposed a programme which will include a parade, intersection sports, children's sports and games, ladies' and girls' events, carousel rides, refreshments of all types, a fireworks display and dances for both teens and adults.

An undertaking of this scope

would be foolhardy without the total support of all elements of the Base; but with full backing, it will be the most satisfying of experiences for all of us.

CFB Winnipeg personnel have always shown an outstanding ability for team effort when there is a job to be done. Our contribution during the spring flood of 1966 is but a recent case in point. Now is an opportunity to provide for our own enjoyment.

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Sportlight

On..

by Russ Phillips

Photo by Curry

We are fond of sports but nobody would take the bull by the sports haven. And who "taking the bull by the give of their time, our youngsters can Webb is one of the always know what he was around. W career, he will talk or Bill Johnson. T he is the one we "well gosh now. me." How can su

Harold Webb In 1951 he enlisted in 1962. Except has been here hockey over t played the ga Harold says, I Though st officiating ha injury. With Bantams in upset win o Harold says playoffs ab better than cheering se Bill Johns vacancy fo

While the play growing all girls future willing be gre discour that P Pearson

Sportlight

On..



by Russ Phillips

Photo by Curry

Sgt. Harold Webb

We are fond of saying, here at Winnipeg, that everybody talks sports but nobody wants to organize it. If somebody would only take the bull by the horns we agree, CFB Winnipeg would be a sports haven. And while we are listening to ourselves talk, others are "taking the bull by the horns." While we cry apathy, these few give of their time, effort and yes, sometimes money, to see that our youngsters can have a chance to show their stuff. Harold Webb is one of the "few". It is really no wonder that we don't always know what he is up to however. Being a doer and not a talker, Harold is usually so quiet that you often wouldn't know that he was around. When you ask him to talk about his coaching career, he will talk about his associates Wes Keech, Karl Hermann or Bill Johnson. Then I remind him that since he is the Sportlight, he is the one we want to know about. "Oh that's right" he smiles "well gosh now, I don't think there's much you could say about me." How can such modesty survive in this day and age?

Lacrosse his cup of tea.

Harold Webb first saw the light of day in Peterborough Ont. In 1951 he enlisted in the RCAF and was posted here from Clinton in 1962. Except for a year in Tanzania from Jan 67 to Jan 68, he has been here ever since. Although he has played and coached hockey over the years, Lacrosse is really his big love. He has played the game well, and knows how to coach it. In his day Harold says, Lacrosse was much rougher than now.

Though still a supremely fast and demanding game, competent officiating has cut down to almost nil, the chances of serious injury. With the help of Bill Johnson, Harold coaches the Westwin Bantams in the City League. Their best game to date was an upset win over the highly touted St. James saints 17-3. The kids Harold says, are really keen and this is a good thing with the playoffs about a week hence. He says that the parent support is better than last year and that sometimes they have a real good cheering section. One thing he did ask me to mention was that Bill Johnson will be retiring in September and there will be a vacancy for a hockey and lacrosse coach.

Has other interests

While Lacrosse is as mentioned, his big love, it only applies to the playing field. When the game is over he goes home to a fine growing family. He and wife Gwynneth have three children, and all girls mind you. There's Yolanda 15, Gail 14 and Lorna 12. Any future Lacrosse stars Harold? When men like Harold Webb are willing to help our a community so unselfishly, I think they should be given as much recognition as possible. They get tired and discouraged too, even if they don't often say so. This dept. feels that Harold should be considered as a candidate for the Mike Pearce Memorial Award, for he has all the credentials necessary.

"Sportlight" will be discontinued for the next three issues to make room for forthcoming events of great interest. G. D.

Gypsumvillians Are Sportsminded

The accounts section at CFS Gypsumville doesn't keep fit by counting money. The eight man section, headed by Lt. Al Boyce, had the top five pin bowling team in the men's league for two years. This year they were the league winners and took the rolloff and all the individual prizes. The team was then invited to Shilo for an invitational tournament.

One section member represented zone 3 at pole vaulting at the national championships in Ottawa, coming in second.

Individual members partici-

pate in all zone sports. Together with their wives they participate in golf and bowling for the section "star of the week" trophy. Each April first the comptroller and two members tee off at the eighth hole (in front of the headquarters building) even if the snow is still on the ground. Then they just paint the ball red so that it can be seen.

It is indeed most unusual to find so many talented and enthusiastic individuals all in one section. Somehow the efficiency of the section had not been jeopardized as evidenced by the excellent ratings in the DM audit.

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House League Baseball

There are over 120 kids, aged 8-12 and thereabouts, enjoying a busy summer of baseball, and credit for this venture must go to WO Tommy Thorne of 6 MSU. His efforts in creating a summer league have proven worthwhile and while the league suffers from a lack of umpiring there are coaches for each team, be they adult or teenager, some teams have players' mothers as scorekeepers, and the player turnout has been good to excellent, except for those away on vacation.

The calibre of play has shown a definite improvement since opening day, the fielders are getting more adept at scooping up hot grounders, the pitchers are fireballing, catchers hanging on to the majority of pitches, and for the most part the kids are looking more like Orioles than Expos, if you'll forgive my lack of patriotism.

The standings reflect the high level of competition. Bob Orr's Lions are the class of the league at this date but are being hard pressed by the Dodgers under coach Bob Watson. The Tigers of Don Cheyne and Graham James, and the Royals, currently being led by various teenagers but formerly by Rick Hubbs, are tied for third. The Wolves, under coach Laurie Logan and his assistants Lorne Goulet and Steve Bemrose, are closing fast while John Welsh's Angels are suffering due to players on vacation or posted out.

It would be greatly appreciated if more parents could give a bit of support, either as umpires or fans, and where have you heard that plea before? Mrs. Watson, Mrs. Thorne, Mrs.

Intersection Fastball

In a season that earlier was constantly beset by rain and cold weather, and has now improved considerably weather-wise, though not mosquito-wise, Base HQ has shown the best combination of talent and desire, to lead the league. As the standings show the rest of the pack is close behind and this may likely mean that the playoffs, due to get underway the first full week in August, will provide exciting ball for both players and fans alike.

The league opened with 10 teams, and a confident executive. It has now been reduced to 7 teams but these

players deserve praise for making the league the success it has been, and can take pride in their accomplishments to date.

Standings as at 28 July:

Team	GP	W	L	Def	Pts
Base HQ	12	9	3	0	39
CFANS	12	8	4	0	36
4408Sdn	10	6	4	0	28
TCHQ	10	6	4	0	28
ANS Fly	12	5	5	2	25
Fire Fgt	12	4	6	2	22
Club 61	12	2	10	0	18

Note: Win 4 pts. Loss 6 pt. Default 08pts.

Summer Swimming Programme

Next swimming registration will take place at Lipsett Hall and Westwin Recreation Centres 30, 31, July and 1st August between the hours of 0900 to 1600 hours each day. This registration is for next classes which will begin on the 5th of August.

Registration is Open to all eligible dependents.

Reinholdt, all provide great service keeping the scoresheets and more help would be appreciated in this area also.

HOUSE LEAGUE

Team	GP	W	L	T	P
Lions No. 5	16	0	5	1	21
Dodgers No. 1	17	9	8	0	18
Royals No. 4	13	8	5	0	16
Tigers No. 2	16	8	8	0	16
Wolves No. 6	16	7	8	1	15
Angels No. 3	14	3	11	0	6

Fastball Reps Lose to Gimli

In Zone 3, Area 2 Playdowns held at CFB Gimli 10th and 11th July our base team fell victim to the strong pitching and smooth fielding of Base Gimli who also took the measure of Portage to sweep the tournament. Gimli advanced to the Zone 3 championship held 25th July where a surprising crew from Yorkton won the marbles and move on to CFB Borden for the Nationals, to be held 21-27 August.

Coach Brian Butler along with Manager Dick St. Louis had a chore getting a team together for this tourney and had to call on intersection league players to fill the roster.

Outstanding players for Winnipeg were centrefielder Milt Stuart who played his position flawlessly and hit 7 for 13, Jack McBride who played shortstop and pitched the team to their only win, against CFB Portage, and Jim Levesque who pitched well but had little support from his teammates.

PRAIRIE OPEN GOLF TOURNEY

The Prairie Open Golf Tournament will be held at Gimli this year. CFB Winnipeg representatives will be decided at a Playoff to be held at Bel Acres the 6th and 7th of Aug. The best 8 players will go to Gimli. They must play 2 rounds and the fees are \$2.50 per round. For further info call local 511 or 504.

What's A Green Cup?



Maj. Tom Scanlon (ANS) gets ready to nail one in the Intersection Fastball game.

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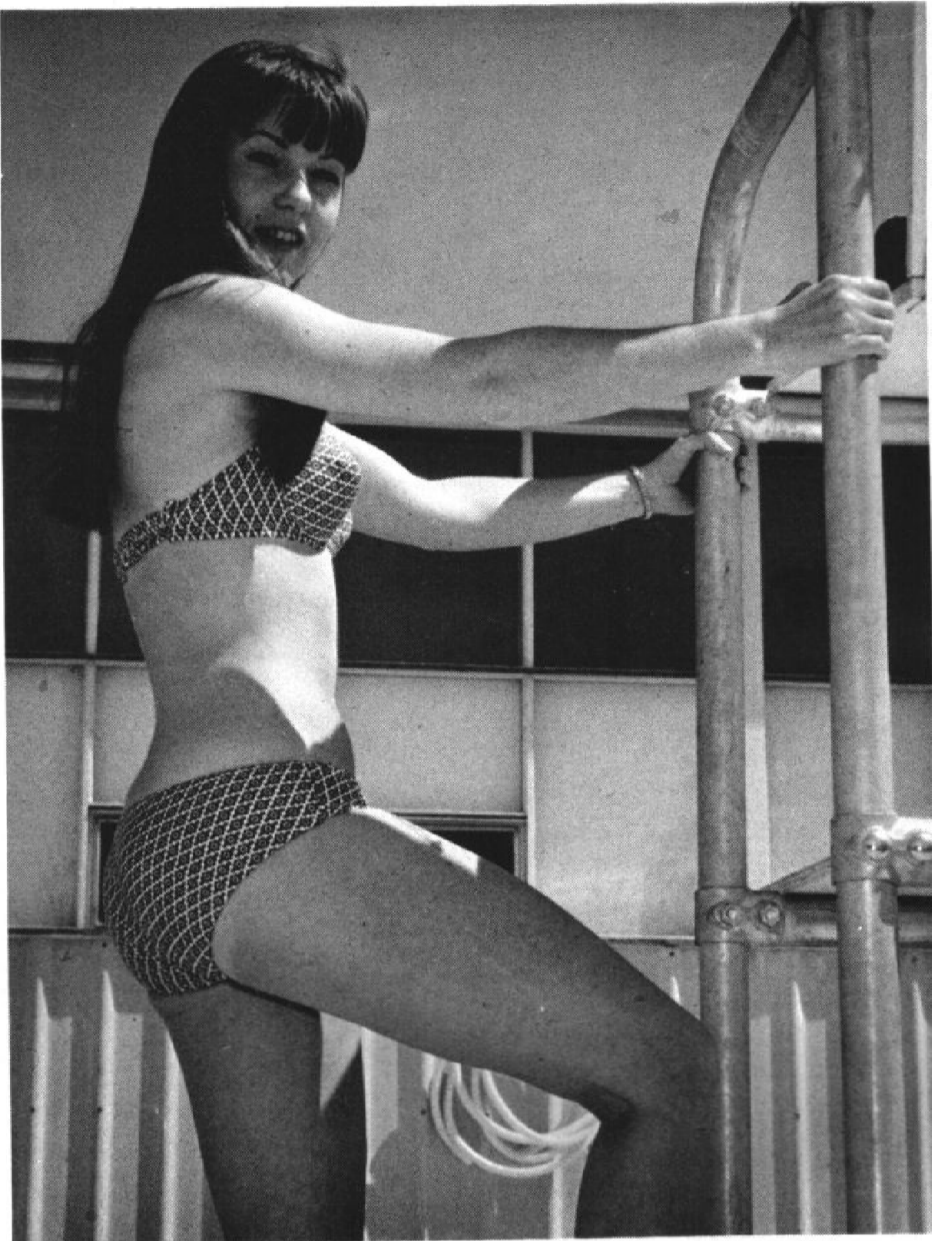
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