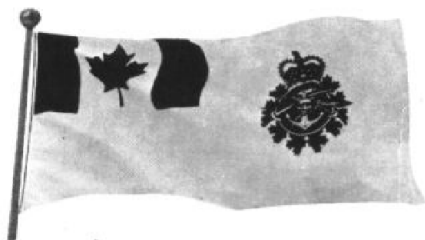


XEN

Voxair



Following the Canadian Forces

Volume 19, No. 5

CANADIAN FORCES BASE, WINNIPEG

March 11, 1970

If Voxair were printed on green paper, it would still be worthless

'Arctic-schmartic' — says Winnipeg trooper

BARDUFLOSS, Norway. — Five NATO nations, including Canada, wind up a week-long buildup of troops and equipment some 200 miles inside Norway's Arctic Circle.

The operation, prelude to a six-day tactical manoeuvre called Arctic Express, tested airlift procedures for NATO's ACE Mobile Force, under Allied Command Europe.

And although the air movement has gone off with minor hitches only, the weatherman has gone berserk with unexpected daytime temperatures of 20 and 30 degrees above. However, daily snowfalls in the rugged, mountain-studded region have left behind waist-high banks on the side of the roads.

Tomorrow the 900-man Canadian contingent begins sharpening battle drills along with Italian, British, American and Norwegian elements. Much of the exercise, took place in the Narvik-Finnsnes area.

Commanding the Canadian force in Exercise Arctic Express is 38-year old Lieutenant Colonel T.M.C. Marsaw, of London, Ontario. Most of his men are from his 1st Battalion, Queen's Own Rifles of Canada, from Victoria. Smaller supporting elements are from Chilliwack, Calgary, Winnipeg and Petawawa.

Arctic tents, protective clothing and "know-how" have kept the Canadians warm and comfortable for the most part. Pack rations with fresh food supplements have been the daily fare, along with a tot of rum.

About the only serious snag so far has been hazardous driving conditions on snake-like mountain roads. Daily snowfalls,

packed hard by vehicle traffic calls for extreme caution and speeds as low as 5 m.p.h. at times. Fastest means of transportation for the Canadians have been six Iroquois helicopters from Petawawa's 403 Squadron.

One of the busiest members of the force since arrival has been 30-year old Major Donald A. Harris of Cold Springs, Ontario. He commands the "key" company of the contingent, and within minutes after touching down his men were assigned

positions guarding fiords northwest of Narvik.

They fought several engagements with Norwegian troops playing the role of enemy, with sleep coming on a catch-can basis.

But the biggest ally of the Canadians so far in Norway's Arctic has been the weather. Snorted one member of Winnipeg's "J" Battery, 3 RCHA, "Arctic-schmartic, Winnipeg makes this place look like Waikiki."

Air 'hall' team, model here Monday 1/4 of 707 fleet delivered (already)

If you haven't heard of the Hall of Canadian Aviation History and RCAF Memorial yet, you will by this time next week.

On 16, 17, 18 and 19 March a briefing team, headed by Lt. Col. R. A. Found of CFB Portage, will visit here to brief all former RCAF personnel on the project. During each of the 18 briefings the model of the building will be available and the team will be glad to answer any questions.

A number of informal briefings have been arranged for building 61 during which coffee will be available. The bar will be open for the 1630 briefings. The team will also visit the messes and display the model each noon hour; Monday and Tuesday in the Combined Mess, Wednesday in the Sergeants Mess and Thursday in the Officers Mess.

Commencing 23 March all former RCAF personnel will be canvassed for their financial support to ensure the success of this ambitious and worthwhile endeavour.

In order that the campaign may be conducted as smoothly and efficiently as possible, the base has been divided into 17 campaign cells.

Base co-ordinator is Maj. S. L. Kincaid of CFANS assisted by Capt. D. K. Moore.



SEATTLE, Wash. (CFP) — A forces aerospace engineering establishment team from base Uplands has taken delivery of the first of four Boeing 707 jet transports at nearby Boeing Field. Acceptance of the remaining three by the AETE team is expected to be completed by mid-March.

The team, Maj. Glen Personius (USAF exchange officer) and Capt. Walter Dennis, both pilots, Capt. Fred Johns, navigator and WO Robert Neve, flight engineer, put the big jet through its paces. The team has been here since Feb. 10.

The Government announced Feb. 5 that the 707s would replace Air Transport Command's Yukon fleet, which has been in service since 1961.

Four forces air crews and ground personnel have already begun training on the 707 here at Boeing Field. Flying crews receive seven weeks training while ground crews require a month's training.

Three of the four big jets are scheduled to fly into base Trenton, Ont., April 10. The fourth will stay at Boeing to complete crew training.

The 707 can carry 188 passengers and 14,100 pounds of freight or 91,000 pounds of cargo

at a cruising speed of 600 mph. The turbo-prop Yukon carries 134 passengers or 54,000 pounds of freight at a cruising speed of 370 mph.

It will cost just under \$10 million a year to operate the four 707s compared to \$16 million for the 12 Yukons. The Yukon fleet will be phased out of service by March, 1971.

The 707 is not only a passenger/cargo aircraft — it also

has an inflight refuelling capability for short-range fighter and tactical aircraft.

The \$55.9 million Boeing programme includes spare parts, ground support equipment, training, spare engines and ground maintenance support. The man behind the program in Ottawa is Col. Paul F. Peter, director of aerospace engineering at Canadian forces headquarters.

School fund nears \$2,000

Two recent Lamp of Learning fund raising activities have helped significantly to boost the School Fund campaign to nearly \$2000.00. Over half of this amount was provided by the TCHQ auction and an Officers Mess function. The TCHQ Auction yielded \$512.37 and the Command HQ campaign is still going strong. Since the Auction the TCHQ Campaign co-ordinator, Major Tony Hawkins, has turned in another \$150.00 to the Lamp of Learning Fund. The Officers Mess dance and Monte Carlo night was a tremendous success and netted a sum of \$545.00 for the fund. Our con-

gratulations to the coordinators and organizations of these two activities and our thanks to the personnel who gave such significant support to the Lamp of Learning School Fund.

The Corporals Club have already held one function which netted \$146.00 and have started to sell color TV raffle tickets at the Club to help boost campaign funds. Also, Club 61 has provided \$170.00 from a dance in February and plans to donate the proceeds from another dance this month to the Fund. Meanwhile, the Associate Members of the Warrant Officers and Sergeants Mess Westwin are sponsoring a night of entertaining on 21 Mar for the School Fund campaign.

Although most section and unit canvassers are enjoying a good response, some section canvassers need considerably more support from their personnel. Our readers will recall that personnel have not been asked for individual contributions with the expectation that our objective could be obtained without the need for a personnel contribution. We ask therefore that you support your section fund-raising activities and participate in Mess or Club functions to help the Fund. Once again a reminder that you can support your section canvasser by buying a ticket on the color TV raffle which is winding-up at the end of this month. The odds are good on this raffle and you could be the lucky recipient of a Color TV for only one dollar.

We can all use a Color TV at that price, so how about it?

Comptrollers learn printing here, to balance budgets



COL. N. H. JEFFRIES . . . Conference chairman

Base Comptroller from 12 Training Command bases ranging from Chilliwack to Cornwallis are meeting this week in CFB Winnipeg.

The occasion is the Training Command Comptrollers Conference convened by TCHQ from 10-12 March. Conference chairman is Colonel N. H. Jeffries, Deputy Chief of Staff Comptroller and Personnel. The conference opened at 0900 Tuesday 10 March with a welcome address by Major General W. K. Carr, Commander Training Command.

Presentation on current developments in the field of service finance and organization were given by Commodore D. Elcock, Director General of Organization Manpower & Management;

Colonel W. Preston, Director of Budget & Financial Co-ordination; and Lieut. Colonel B. Crossfield, Director of Pay Services.

Other presentations are being given by TCHQ staff officers.

Base Comptrollers in attendance are — Major J. J. Milani, CFB Borden; Major W. R. Stewart, CFB Chilliwack; Captain V. R. Bruce, CFB Clinton; Lieut. Commander P. J. Obendorf, CFB Cornwallis; Major H. P. Funk, CFB Gimli; Major G. T. MacLellan, CFB Kingston; Major L. A. Rudosky, CFB Moose Jaw; Major J. A. Lutz, CFB Portage; Captain M. G. Barnett, CFB Rivers; Major J. A. Dextras, CFB St. Jean; Major W. J. Ellis, CFB Shilo and Major J. C. Phillips, CFB Winnipeg.

grains of sand...

Recently we went about the Queen's business on a ten day spell of temporary duty in the east. Having several places to visit, we were afforded the dubious pleasure of using a U-drive staff car, provided by a base which shall go unnamed lest we induce a fit of apoplexy at the mere mention of the place.

We were given a vehicle by a somewhat unconcerned gent who didn't even bother to ask for our ID card or DND driver's license (the moral being that anyone who wished could have acquired a car that day... ask and ye shall receive). Being astute and cunning we noted that we lacked snow tires.

"It isn't base policy to put on snow tires" we were told. "Fascinating," we stated, "but whyfore because?" "We aren't in the snow belt here so we don't need them" came the rejoinder.

Warming to the discussion we set our briefcase upon a nearby snowdrift and gesticulated at the surrounding scenery. "If we aren't in the snow-belt, then pray tell what manner of crystalline purity do we see before our eyes?" we asked.

"Well, maybe it snows sometimes" the rebuttal explained, "but not being in the snow belt we don't need snow tires."

Bowing in defeat and trying to maintain our schedule, we drove off in resignation. That night, a few hundred miles down the road, snug in our motel we watched 8 or 9 inches of snow sluice from the heavens. The next morning, we cried "Drat" in consternation at the sight of our buried vehicle and proceeded to excavate it. Then we arrived a few hours later at another of our bases. There we asked please, oh please, could we get a set of snow tires put on?

"Gladly," they cried, "except that this here vehicle doesn't belong to us and we dasn't touch it."

Filled with the inner glow of service comradeship we spent several hours slithering along highway 401, arriving eventually at our destination. Again our plea fell on deaf ears, we being from another planet and therefore alien and rejected. And so it went, children.

Some days later, we returned to the scene of the crime, Base X, which had originally loaned us the vehicle.

"Snow tires!" we shrieked, begged, pleaded, cajoled and threatened. "We still have several days' travel left and snow belt or no snow bloody belt, it's snowing!" Again the policy statement, but this time we were adamant and several hours later, having ploughed through a few layers of officialdom we got our tires and departed rejoicing in the graciousness of mankind. And a Very Good Thing it was indeed, for lo, the snow came down with a vengeance the next few days. Even though we weren't in the snow belt, whatever that might be.

Come July and August, we shall strive mightily to avoid having travel which necessitates using a car from Base X. They might have a policy which says you must keep your heater on full blast on days when it's 75 degrees or higher.

What is a comptroller?

Unification of the armed forces has brought us many changes in structure and function. One of these is the emergence of a job called the Base Comptroller. You'll find one on every base in the country. But who and what is he?

He's an officer, usually in the rank of Major or senior Captain, and he's the man directly responsible to the Base Commander for the financial organizational and manpower management of his base. Which is quite a load, when you stop to consider it.

There's a misconception that 'Comptroller' is merely a fancy term for 'Accounts Officer'. It isn't true. The accounts people,

amongst others, work for him, but his job is much farther ranging. Nor is he peculiar to the military, for corporate structures in industry utilize the comptroller, even though his title may be altered to suit the situation.

One general definition of a comptroller tells us that "he is responsible for the design and operation of the system by means of which control information is collected and reported... he is something more than an accountant and something less than a chief executive... responsible for the analysis of data and pointing out its significance to management, and for making recommendations as

to what should be done." Military comptrollership certainly falls within the above statement.

At this time, when our bases are doing their utmost to provide maximum services in the face of a static budget, reduced strength of personnel and in general achieve the final posture of unification, the role of the Base Comptroller is a demanding one across the board.

The fact that we are forging ahead and showing good progress is a silent tribute to the integrity and loyalty of our comptrollers and the military and civil personnel of their staffs.

Those prolific aims A set for every home

Because the Canadian Forces exists as an arm of the Canadian Government, it is the right of that government to make broad policy which affects the service, and to specify the aims toward which that service will work. Much has been said about the interests of the service being the same as the interests of Canada. Of course. And they are the same as the interests of the great body of Canadians. A number of priorities have been pronounced, presumably in the belief that they will give the service as a whole a sense of direction, and the serviceman as an individual his *raison d'être*.

It is extremely difficult for the individual serviceman to relate to such nebulous things as sovereignty, and the general defence of North America. Perhaps government has difficulty relating to these things as well, for the service itself seems to be one of the lower rungs in the order of priorities for the nation.

The serviceman is not looking for pie in the sky, and he will not be satisfied with generalities. He wants something tangible, something that he can sink his teeth into. And he will not be disappointed. For although the primary aims themselves may elude him, there are a host of secondary aims which assume primary proportions for a peacetime service.

A multitude of ways in which the government uses the service have nothing to do with the all-important priorities. The defence budget is allocated in ways that redistribute wealth to underdeveloped and depressed areas of Canada. The secondary aim is obvious when one considers the difficulty experienced by the military in closing bases which have become superfluous or obsolete. Defence money is also spent with a view to buoying up certain sectors of the economy. Most prominent in this field are the aircraft industry (we limit almost all our aircraft purchases to those which can be built, through contractual agreements, by a Canadian corporation), electronics industry, ship refitters, and occasionally building contractors and clothing manufacturers. Another slice of defence money is used for the good of Canada's boys and young men in the form of air cadet training programs and university scholarship plans. The service itself gets little

benefit in return because of the low retention rates, but the service's loss is the nation's gain.

In day to day operations the service assists most of the other government departments. The bulk of search and rescue operations are carried out by the service, to say nothing of mercy flights for critically ill patients and accident victims. Service ships assist vessels in distress if the coast guard is not available. If flood waters rise in Winnipeg, servicemen are there filling and toting sand-bags, as well as helping to evacuate flood victims. If Montreal's police and firemen go on strike, servicemen are there maintaining law and order. When diplomatic visitors arrive in Canada, military aircraft provide courier services and assist in providing transportation for the entourage. Domestic and overseas military flights often list among their passengers Members of Parliament, government officials, news correspondents, and representatives of Canada in the form of choral groups, hockey teams and competition skiers. Military aircraft transport everything from people to baby otters, in the interests of Canada.

All of these are secondary aims which the service is ideally suited to carry out. None has anything to do with sovereignty or North American defence, and yet each is important in its own right. Our primary aims, have been spelled out for us and we will work to achieve them over the long haul, but in the interim it is worthwhile to reflect occasionally on the other ways in which we serve our country.

— Totem Times

You say that greying type over there was a bomber man in the second world war? Young man, I suggest you treat him with extra respect.

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BOOK REVIEW

you or the paperbound companion book on weapons of that war. They read so well you'll find it hard to put them down. It took Reader's Digest editors three hard years to piece it all together.

Birth of a nation they said as Canadian soldiers became the shock troops of the allies in the Great War. In the second world war the RCAF was blooded for the first time in the Battle of Britain. The Battle of the Atlantic was a challenge met and overcome by the RCN which became the third largest among the allied navies.

All in all in the second great conflict, we had a million men and women under arms. It is often said, with truth, that Canada is a nation because of these world wars. If you are doubtful, read *The Canadians at War*.

If I had to reduce my library to half a dozen books, they'd be the Bible, a dictionary, a one-volume encyclopedia, and all three books of *The Canadians at War*. At \$18 for the three volumes, no family need do without this fine work of the Reader's Digest. My only regret was that it didn't come a few years sooner. (CFP)



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There is a theory that the new uniform and trade structure should reduce the members of the forces to ciphers not permitted to relate with each other. This is not only extremely undesirable but, by reason of human nature, completely unenforceable.

History has repeatedly illustrated the value of group identity from long before the days of Caesar's legions. Man is gregarious by nature and instinctively bands into groups of every imaginable interest, occupation and size. Whether he be a Kiwanian, a philatelist, a curler, a Conservative or Mormon he will be quick to demonstrate his belonging with the trappings of dress, badges, procedure and sometimes even secret signs.

The largest manageable number that permits a significant inter-relationship probably lies between five hundred and twelve hundred which approximates the total friends, associates and remote acquaintances a man usually experiences in his lifetime. The US Army has acknowledged its inability to engender a meaningful association in divisions of fifteen thousand men and has lived to regret their abolishing of the regimental system.

In the Canadian Forces group identity is evident in units ranging from a two-man insect control team to a wing of fighter aircraft and is often dependent on task or trade. One recalls the days of World War 2 when the undone top button identified the fighter pilot or destroyer type. Today one sees the white sweater as the badge of the submariner, the bearded soldier of the pioneers or the coloured baseball cap worn by aircrew of a particular squadron.

A sailor, having served in a ship, will always recall his shipmates with comradely affection but he is unlikely to serve with the same crew again and accordingly he tends to identify with the Navy or sea element as a whole. The air element is slightly dissimilar in that their bonds tend to be forged by expertise, be they navigators, pilots or electricians but like the sailor they are periodically melded into crews,

tell voxair

UNISKINS by mac



squadrons, or stations and in time separated. The supporting Corps of the land forces involve employment from individuals such as padres, doctors and dentists through small detachments of pay staffs, policemen and cooks up to hundred man units such as transport companies or workshops. Here again their collective relationship is largely based on task or trade. Armour, Infantry and Artillery are used in units of several hundred men who are generally not employable elsewhere. Nothing is gained by transferring them to other similar units and, if detached for a period, distinct benefits accrue by returning him to his original unit if the exigencies of the service permit.

The net result is that these thousand odd men spend a large proportion of their life in close association with each other and they are more likely than most to have to face the danger, fear and loneliness of the battlefield. Their predecessors tell them that this tie between each of them is a vital link in action, despair, imprisonment and even defeat.

It should, therefore, not be a matter of concern or wonder that they build a lifetime bond of almost family proportions. Every serviceman has experienced pride in his organization, however, small; and his task, however remote it may seem from the destruction of the enemy. Surely many must be asking — "In God's name why can't we leave these people alone?"

This regimental spirit as it is known is not an insidious or dangerous thing. There is no unfathomable mystery about it and it does not militate against the Nation or the efficiency of the forces to which they most definitely belong. If religious, canoe clubs, toastmasters and Masonic orders can be left in peace is it not reasonable that regiments be afforded the same privilege?

They may irritate with their inordinate pride and seeming foolish but harmless idiosyncracies. But are 'regiments' really a managerial nuisance with their cap badges and battle flags? It seems reasonable to remember that on the occasions when they are weighed, in the balance they were not found wanting.

Letters

ARRANT NONSENSE

The Editor

Your editorial "Regiments" in the January 26th issue has coerced me to reply — as a serviceman, an infantryman and a Patricia. This diatribe demonstrated a shallowness of argument, a biased approach, an ignorance of military history and treated a complex subject superficially within the limited confines of editorial space. Granting the wisdom of integrating the Canadian Armed Forces and the creation of a single Service — and on this we agree it would seem peculiar that the same military philosophers and planners who created the new system left the "anachronism" of the Regimental system without valid reason.

After many years of relative peace, our generation of Servicemen, and the public, may be losing sight of the fact that the Canadian Armed Forces exist, in essence, to fight in defence of our country and, if necessary, to die. This ugly fact cannot, and should not, be repressed — for if it is not true, then there is no justification for retaining the Canadian Armed Forces.

Why are there Regiments? Regiments have been compared to families, fraternities and tribes. Each of these social units are units because they have group solidarity. Solidarity produced by shared experiences, traditions, symbols and totems which bind them together in adversity.

War, and its history, has demonstrated, and most knowledgeable psychologists have agreed, that it is the indefinite entity of the Regiment that sustains men who are afraid and isolated in battle — it is the mystique of their particular traditions and their faith in their comrades that transcends self and gives them the will to endure and conquer. To quote Raaley Mowat in his book "The Regiment."

"They had only one valid reason or excuse for entering battle now, and it was not hatred of the enemy. It was because they were part of their Regiment and because the Regiment was the one intact structure remaining in their lives, and so it must be preserved even if the cost was death."

Broad general loyalties and an anonymous command structure may suffice in peace time when the daily mill grinds from eight to four thirty and the greatest danger is from obesity or pollution.

Educators and social scientists

voxair swings

agree that competition, when combined with "provincial" pride, is the most effective method of producing good students, winning athletic teams and strong social units. The Patricia's have competed, with the pride you decry, against the Royal 22nd, the Royal Canadians, the Garry's and the Straths, over many years and have won and lost. But this competitive spirit and pride has never affected the intimate cooperation between these combat units whether in garrison, or exercise or during three wars.

Our tradition and our histories make us proud; proud to be Canadians, proud to be servicemen and proud of our units.

If — and God Forbid — we are ever again forced into war, then Canada can trust that: "in the day of need these men shall come again, as they have always come, to build anew out of their flesh and spirit that entity which is the living symbol of their strength — that living home which is — The Regiment".

Your approach, sir, does all servicemen in the Canadian Armed Forces an injustice and should be dismissed as arrant nonsense.

W. E. J. HUTCHINSON
Lieutenant Colonel
Commanding Officer 1 PPCLI

Chief Warrant Officer

The above letter was taken from The CFB Calgary ROUNDUP in reply to their recent editorial 'Regiments' reprinted by Voxair. Editor.

RCAF Memorial

Editor Voxair,

I would like to recommend that all former RCAF personnel obtain as much information as possible about the Hall of Canadian Aviation History/RCAF Memorial Project before deciding for themselves whether it's a good thing or not.

An excellent opportunity will be afforded all of us to obtain this information on 17, 18 and 19 March, 1970, when informal briefings will be given on this subject by a panel of experts in the Social Centre, Bldg. 61. To make the information sessions more pleasant, free coffee will be served during the normal break periods and the bar will be open at 1630 hours. This will make it possible to discuss the proposition with your fellow airmen or airwomen over a hot coffee or a cool beer. If nothing else comes of it you will at least have had an enjoyable visit.

The RCAF is a thing of the past and is not likely to be resurrected. The problem you must consider is, do you want our past to quietly disappear like the carrier pigeon and the Dodo bird with no record of its former splendour, or, do you and other former RCAF personnel consider it is important enough to warrant a lasting testament to us in the form of a Memorial Building?

D. V. Macklam

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Defence in the House

REPORTED STATIONING OF ARMED FORCES UNITS ON ARCTIC ISLANDS

Mr. Robert Simpson (Churchill): Mr. Speaker, I have a question for the Minister of National Defence which I thought was supplementary to questions previously asked with respect to the defence of the North American continent. In view of reports to the effect that plans are under way to establish Canadian Armed Forces units which will be stationed on several of our Arctic islands, is the minister in a position to enlighten the House or will he be making a statement on motions in the near future?

Hon. Leo Cadieux (Minister of National Defence): Mr. Speaker, these reports in my view are premature.

An hon. Member: But accurate.

Mr. Danson: Mr. Speaker, I rise on a point of order that relates to a previous reply, after which I was not recognized, and affects all hon. members of the House who sit closer to the Skyline Hotel than to Your Honour. Whenever a questioner is ruled out of order, the microphone is cut off and we at this end of the chamber miss the interplay that goes on. As a result we miss 90 per cent of the remarks of the hon. member for Prince Edward-Hastings.

Mr. Hees: The hon. member missed a great exchange.

Mr. Speaker: Order, please.

Mr. Simpson: Mr. Speaker, may I direct a supplementary question to the Prime Minister. Although the Minister of National Defence said that the reports I alluded to are premature, is it not true that the Prime Minister made a statement last night to the effect that these units would be set up, as reported on this morning's radio news?

Mr. Speaker: Order, please. The hon. member's supplementary is obviously out of order. The hon. member cannot ask a minister to confirm or deny a statement in the form asked.

Mr. Simpson: On a point of order, Mr. Speaker, my question was directed to the Prime Minister, not to the Minister of National Defence.

Mr. Speaker: The hon. member is simply asking for confirmation or denial of a statement. Whether it is asked of the minister or the Prime Minister, it is equally out of order.

REQUEST FOR STATEMENT ON PLANNING OF ARCTIC EXERCISES

Mr. Harold E. Winch (Vancouver East): A supplementary question, Mr. Speaker. Will it be possible for the Minister of National Defence in the near future to make an announcement as to the planning for two exercises by the Canadian Armed Forces in the Arctic area this year.

Hon. Leo Cadieux (Minister of National Defence): Mr. Speaker, it is common practice whenever we do an exercise in the north, to advertise it.

Mr. Donald MacInnis (Cape Breton-East Richmond): I have a supplementary question for the Minister of Transport. Will the minister take this opportunity to explain to the House his own remarks with respect to a combined operation between the defence department and his own department with regard to protecting Canadian sovereignty in the north?

Mr. Speaker: If the Minister of Transport wanted to do that it would have to be done by way of a statement on motions.

DISCUSSIONS WITH UNITED STATES ON ARCTIC ABM INSTALLATIONS

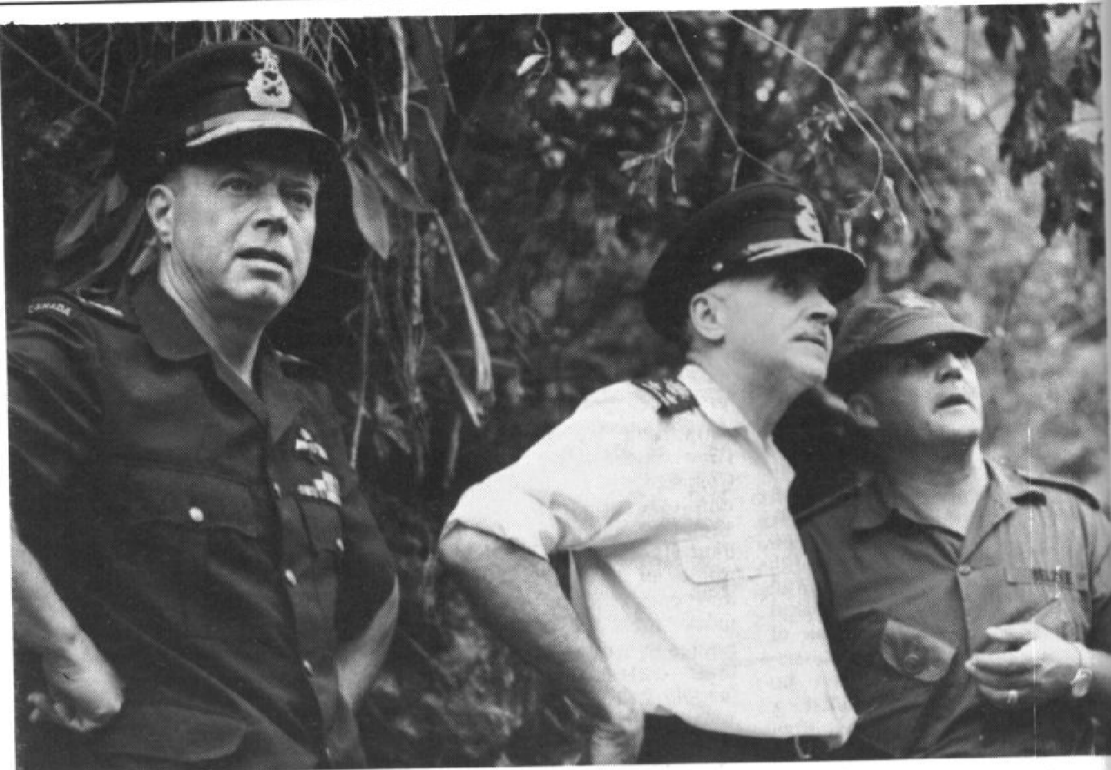
Mr. J. Edward Broadbent (Oshawa-Whiteby): A supplementary question, Mr. Speaker, to the Minister of National Defence. Are there discussions taking place between the government of Canada and the government of the United States as to whether ABMs should be installed at any time in the Arctic?

Hon. Leo Cadieux (Minister of National Defence): Not to my knowledge, Mr. Speaker.

VOLUNTARY RESIGNATION OF ARMED FORCES PERSONNEL WITHOUT PENALTY

Mr. Harold E. Winch (Vancouver East): Mr. Speaker, I would like to direct a question to the Minister of National Defence, and I am certain he is most anxious to reply as I gave him notice of the question last Friday. Will the minister inform the House whether a decision has been reached, or is being considered, on a change in the regulations with respect to allowing members of the Armed Forces to resign voluntarily without penalties? If so, will a statement be made under motions or through the medium of a press release?

Hon. Leo Cadieux (Minister of National Defence): Mr. Speaker, the simple answer is that we have not studied any changes in the regulations in that respect.



Shirt Sleeve Weather — Three high ranking Canadian Forces officers left Jamaica recently after a three day visit to the members of the 2nd Battalion, Royal 22e Regiment, exercising at Braco 40 miles east of Montego Bay. The visitors were General Frederick R. Sharp, (left), the Chief of Defence Staff and

Lieutenant-General Gilles A. Turcot (centre) Commander of Mobile Command, seen here with LCOL Charles H. Belzile, the exercise director. The other high ranking officer, Brigadier-General Roland A. Reid, Commandant of 53 Groupe-ment de Combat is not seen on the photo.

Corporal saves children, starts fund

The children were huddled in a snow-filled ditch. Five nearly nude kids alone, out doors, at the height of a cold Manitoba winter. The temperature hovered at minus 17 degrees.

CPL Bill Bennett of CFB Winnipeg, Avionics Section and his companion Mr. Joe Casavant couldn't believe their eyes! Says Bill, "I saw the kids and thought they were some kind of animals.

At first I drove right by."

The children were the members of the Pocket family of South Junction, Manitoba, a tiny community in South Eastern Manitoba. Their house was burning to the ground. Their parents had gone shopping leaving the younger children in the care of 8 year old Matilda. It was Matilda who led the children into the frigid night when the wood stove erupted in

flames. Flames that would gut their home.

One wonders about the consequences, if "Fate" had not put Bill Bennett and his buddy on that isolated road that miserably cold night. Bill and Joe bundled the kids up and made sure they received medical help.

The two men are now following up their rescue of the kids. They have enlisted the aid of major Winnipeg Dep't Stores and are trying to raise cash for suitable housing.

In an age of non-involvement it's a good feeling to know there are men who can stand up and say "I CARE!"

In conclusion we'd like to say "well done" Bill and if anyone would care to help him financially I'm sure Bill and Joe would greatly appreciate it — not to mention the virtually destitute Pocket family.

Inquiries and/or donations should be made to: CPL Bill Bennett 105B Canso St., Winnipeg 12, Man. Receipts will be issued.

Reunion for Navy vets

DAUPHIN, MAN. (CFP) — The naval veterans organization here is planning a reunion to coincide with their province's centennial celebrations.

The reunion, planned for June 12-14 will be open to all former and serving members of both the Canadian Navy and the Royal Navy plus members of the merchant marine.

Reunion secretary, F. H. Seel-ey, in a letter to the forces

Sentinel magazine, stated that not only was the invitation open to all former and serving Canadian and British seamen, members of the women's naval services, and merchant marine but to their husbands, wives and girlfriends.

Information on the reunion may be obtained by writing F. H. Seel-ey, corresponding secretary, Navy Veterans Reunion, Box 129 Dauphin, Man.

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3 RCHA Happenings

BY LT. TERRY MELNYK AND BDR. LARRY PATEY

Unfortunately, there are very few happenings over here at 3 RCHA to fill a column with. So this week's effort will be a very short one. The war stories from Shilo which I promised in the last column are unavailable-nothing very exciting or very humorous happened.

Since the last column we have had some more promotions — the new Bombardiers are H. F. Wilkins, T. L. Matheson, L. B. Croisson, R. M. Larkin, T. M. Magladery, L. R. Mystrom and M. A. Oickle. Congratulations!

J. Battery is now in Norway where temperatures are supposedly in the 25-30 degree above zero temperature range — a real banana belt. The battery departed from the north site by Hercules aircraft after a four day period. It's a sixteen hour flight to Norway — I don't think anyone envies them 16 hours in a 'Herc'. They will exercise for about two weeks in conjunction with other NATO countries, then enjoy a brief spell of rest and relaxation

(leave) and then begin the long flight home.

Despite the absence of part of the regiment, the Grenade Club managed to hold another in their continuing series of social blasts. This was a western dance — for the cowboy boot set. Reports filtering in to this location are that it was a great success.

But for most of the institutes of the Third, social functions (other than coffee breaks) are suspended until both batteries are back 'on the ground' in Winnipeg.

The week of 16-20 Feb. saw our intrepid Signals Troop head out to the Whiteshell to do some winter indoctrination. Under Captain P. Dore, and WO's Brown and Lent the troop did some night navigation, some ice fishing, some rabbit snaring and, judging from the temperatures — a lot of shivering.

That's about it for now. By the time the next column is due, both batteries will be back and this column will be back to its accustomed length and style.



Frozen Buffalo. No, just one of the many ice sculptures at the Gypsumville Winter Carnival. (photo by van Boeschoten)

New BOpsO appointed at Winnipeg

A new face came into an old job early this year. Major K. W. (Keith) Wright, who is by no means a stranger to Winnipeg, succeeded Major C. E. (Chuck) Keating as Base

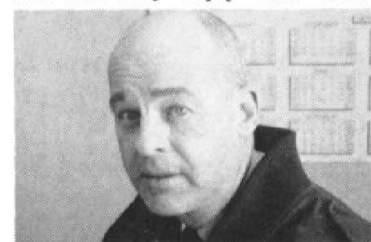
Operations Officer, cum Base Public Relations Officer, cum official re-writer of the EDP's.

Major Wright has travelled extensively with the R.C.A.F. and moderately with the Canadian Armed Forces. The distinction being that while in the R.C.A.F. he was on strength of: 414 Photo Sqn., Rockcliffe, Canadian Joint Staff, London, England, Regular Support Unit for 418 Sqn (Aux) Edmonton, 104 K Flight at St. Huberts as OC, RCAF Stn Torbay as CAdO, QF1 at IAFS, Chief Standards Officer for 3 FTS and Deputy OC of 111KU here in Winnipeg. Having been caught here in Winnipeg during the demise of the R.C.A.F. and the arising of the Canadian Armed Forces seems to have been indicative of the new system in his case. Since joining the C.A.F., he has continued to move — from 111KU Winnipeg to CFS Winnipeg, to CFNS Winnipeg to CFFTSU Winnipeg (all of course being in the same building). Actually, just so that nobody loses heart — the time period of these last moves (and I use the term very loosely) was from 1965 to 1969 and the moves, in fact, were not. That is to say that rather than move him, they just kept changing the name of the Unit.

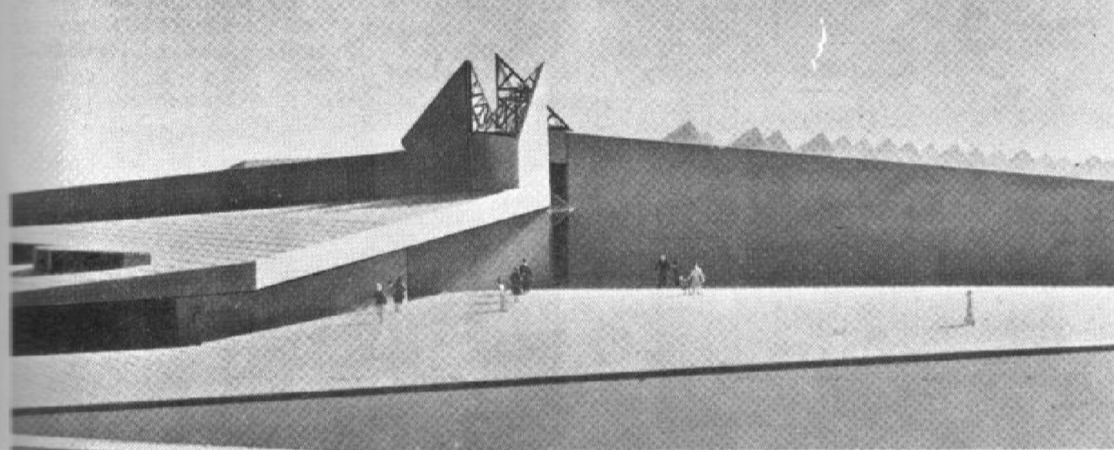
While housed in 11 Hangar Major Wright was employed as Chief Pilot Academic Training and Chief, Composite Flying Training.

Operations Branch's new 'Leader' is married to a natural Winnipegger (Therese) and his pursuits are reading (History, Philosophy, etc.); music (he is a component stereo fan); and he also enjoys golf, cycling and swimming.

When asked where 'home' was his only reply was "I'm



Maj. K. W. Wright



The main entrance

Aviation 'Hall' research now in progress

The jet engine is to modern aviation as steam was to shipping during the last century, but the role of aviation in Canada's history will not go the same way that the clipper ships went, and become a collection of relics gathering dust and rust in museums. Today a group of experts is sifting through magazines, newspapers, letters, film strips etc., collecting information about Canadian aviation and piecing it together; they will be interviewing personalities associated with Canadian aviation, and recording their feelings and interpretations about the why's and wherefore's of the times. When all this research has been completed, it will be assembled in one central point: The Hall of Canadian Aviation History.

It will not be a museum displaying flying machines — we already have one of those. Nor will it be a Hall of Fame, although famous personalities will be represented. Instead, an atmosphere of total involvement will be created by utilizing modern audiovisual techniques, where people can come to see and hear it as it really was. A tribute to aviators and airmen; "to the guy who flies, and the guy who turns the wrench"; to the people who opened and are keeping open our country's vast frontiers.

The research has just begun, but some of the areas considered for inclusion in this Hall of History are as follows: the evolution of and the various roles played by military aviation in Canada; types of aircraft flown by the military, how many, where and when; history of various squadrons from formation to termination; evolution of flying equipment; Canadian aviation personalities and personal accomplishments; the

role of civil aviation. The possibilities are too numerous to list here, but the end result will be an exciting educational presentation which will depict Canada's aviation heritage from origin to the present and future, from designers to flyers, to the people who keep them flying. It will also be a memorial to Canadian military airmen who contributed so much to the development of their country. Could there be a finer tribute!

One other unique aspect behind this project must be mentioned. During the past few years, we have seen hundreds of millions of dollars spent on "Birthday Parties" on the Federal, Provincial and Municipal levels. This year Manitoba celebrates its Centennial, and the Yukon is celebrating the centennial anniversary of the gold rush; millions more dollars will be spent on these birthday parties. But aviation is not awaiting a centennial celebration — a tribute to aviation is being built now, while aviation is still in its golden age, in

order to capture and portray its living, breathing spirit. Even more important and unique, it is being built by those who nursed it into its golden age and kept it alive, — the airmen and aircrew of today and yesterday, civilian and military, who made it possible.

As mankind blasts off to the planets and the depths of outer space in the forthcoming decades, generations will be able to look back to the airmen of the present and past, whose contributions to aviation and aviation technology will make future dreams a reality, whether the contributions were made in the factory, in flight or on the ground providing the essential services that are the stepping stones for manned flight.

An educational pavilion created by airmen of Canada's youth a place where future generations can come and see the golden age of aviation "as it really was." The Hall of Canadian Aviation History and RCAF Memorial.

(Trenton Contact)

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Turcot (centre Command, H. Belzile, other high General Rof 53 Groupe on the photo.

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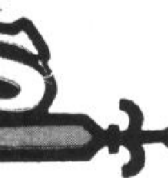
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Take Home



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The gooney bird

Well, the dam has finally busted! Capt. Jim Marr was around from Postings and Careers recently, and timed his arrival to coincide with a message from his office. The message ended the waiting for four of the senior pipe-line pilots on the unit. Lts. Tony Williams, Ray Moore, Gary Allan, and Ray Cooper will be heading for Hercules squadrons via 4(T) OTU starting the First of April. A week later, Lt. Larry Olson was added to the list. They are leaving us with mixed emotions, and, along with several extension pilots departing this summer, leave quite a hole to be filled.

When cornered, Capt. Marr said that no further postings should be anticipated right away, but more will be forthcoming later this year.

Detail flying was in full swing for the entire month of February, with four nav courses flying literally day and night. Several pilots broke ninety hours for the month, but we're told that it will be even busier during the coming summer. What with retirements, postings, leave, and increased course loadings at Mawdesley High, there should be some interesting flying.

Speaking of summer, both the Boss (Maj. Scanlon) and Lt. Tony Williams were able to sneak away for winter vacations in the Caribbean. Both admitted it was much too hot down there, and were glad to get back to the 'Peg.

Off discovering how to navigate the U.S. airways last month were Lts. Ron Thiessen, Bill Colman, and Capt. Pat Murphy, while Comox was destination for Lts. Larry Olson, Peter Van Boeschoten, and Capt. Jerry Ireland and Robert Sutherley.

Lts. Cliff Healey and Dwight Anderson were busy flying people to Borden and back, while Lts. John Taylor, Dave Trotman and Ron Lanning visited Chatham, N.B., and Halifax.

Another Trenton OTU course has finished, and Lt. Dave Moriarty led the crew galloping back to Winnipeg. Also returning are Lts. Dave Nicoll and Bud Milne, along with newcomers Capt. Allan and McDonald. Little do they know that they will all have their work cut out for them in the coming months. Welcome aboard.



Top Student. University of Manitoba Arts student Anne Bolton received the Royal Canadian Engineers Memorial Scholarship and a \$500.00 cheque from Lieutenant-Colonel Clark A. Lowry recently. Lt.-Col. Lowry, representing the R.C.E., is the senior staff officer for construction engineering at Training Command. Miss Bolton is the daughter of Mrs. G. H. Bolton and the late Lieutenant Gerald Bolton of Winnipeg.

(Canadian Forces Photo)

No hippies on ATC aircraft

Dependents and service personnel must be neat and clean when travelling aboard service aircraft or they must go by other means.

The advice to travellers and guide for air movement terminal managers comes from CFAO 20-20 Para 13a. Quote, "Civilian clothing must be of a high standard, ie, suit or sports jacket or blazer and slacks, shirt and tie. The wearing of windbreaker, sports shirt, black leather jacket, or similar attire shall not be permitted", Unquote.

Not only Canadian Forces AMU terminal officials have this problem but our counterpart in the United States MATS have also received directives from Washington about this. Quote, "Under no circumstances will passengers who are malodorous, barefoot, or wearing tattered, dirty or revealing clothing, or wearing underwear as an outer garment, be accepted for transportation or permitted to board aircraft", Unquote.

From experience gained in the air movement organization it is noted that the most serious offenders of the principle of neatness and general high standard of the traveller is the male teen age dependent sometimes a senior high school or junior college student or others who have time on their hands and may not be under the strict supervision of the home environment and just decide to travel around space available on the parents' privilege. This is fine, however the dependent must follow the rules applicable in a general sense to his or her parent or they will be refused passage.

It is embarrassing for the movement authority to have to confront improperly dressed passengers at emplaning time and it is inconvenient for the passenger therefore the co-operation of all concerned in the matter of "Neatness", as required by the CFAO 20-20 means a good relationship between the AMU staff and the passenger.

While it is not the intent of the foregoing to single out a particular group of travellers and admittedly we have to remind airmen or officers occasionally of dress requirements, I do want to emphasize that leave travel is a privilege for all of us. I know we do not want this jeopardized by a few therefore may I pass on that higher authority has directed that the content of CFAO 20-20 will be strictly adhered to. Those who do not wish to conform to dress requirements will be denied the privilege of a flight on Air Transport Command aircraft and the seat will be passed along to the next name on the list.

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Lamp of Learning

SCHOOL FUND

Night of fun for Sr. NCOs

Associate members of the Westwin WOs & SGTs Mess are sponsoring a "Night of Fun" in the Mess for members and guests, on Saturday, 21 Mar 70. All proceeds from this function will be donated to the Lamp of Learning Fund, for the construction of the school in Ghana.

All those attending should wear the dress of their ethnic background. If this type of dress is not worn, then regular mess dress is in order.

There will be dancing, enter-

tainment on stage, prizes galore, and good food will be served. Price of admission is \$3.00 per couple, and advance tickets are available at the Mess Secretary's Office or from any Associate member. There will be a limited number of tickets sold so be sure and get yours early.

The Associate members have carried out a lot of planning and preparation for this event, so all members are urged to come out and support their efforts.



The number 1 prize on the Lamp of Learning School Fund's Color TV raffle was recently unveiled and photographed so that our readers can see the TV which will soon be the personal property of a lucky Lamp of Learning raffle ticket buyer.

CFFTSU raise money for Lamp of Learning fund

The staff of CFFTSU recently combined business with pleasure when they set about to raise money for the Lamp of Learning Fund. On the evening of February 20 they journeyed to the slopes of Sunny Harbour for two hours of excitement and spills on the Toboggan slide. From there the group travelled to the Social Centre, Bldg 61, for refresh-

ments, dancing and other entertainment. The stars of the evening were Captain Gerry Brassard on the slopes and Captain Fred Sutherland on the hobby horses.

The eveing proved to be a tremendous success and a total of fifty dollars was raised for the Lamp of Learning Fund.

TC Band to wind up CFB campaign

The Lamp of Learning School fund campaign at CFB Winnipeg will close at the end of March except for one function. That function will be an All Ranks Dance to be held at the Old Drill Hall (Bldg 21) on Saturday 4 April. The special attraction for the evening will be the TC Band who can play all music moods for your dancing enjoyment.

This event promises to be a swinging affair and should be a most enjoyable way to end our Campaign. Besides excellent music for dancing, adequate refreshment facilities will be available and the "lean to" rooms will be used

for Monte Carlo games. As well, the drawing for the Color TV and other prizes will be delayed to this date so that as many people as possible will be able to witness the draw.

Advance tickets will be going on sale soon and can be obtained from WO Johnson, BCEO, as well as through section and unit Lamp of Learning School Fund canvassers. Tickets will also be available at the door on the evening of the event.

We hope you can plan to attend this function as a section or with other friends and neighbours and have a ball.

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Transient servicing is a big part of flight safety

If there is one thing a member of the Canadian Forces can be certain of these days it's that sooner or later he or she is going to become one of the thousands of transients that are moving to and from military assignments every year. As a transient you can expect a wide variety of treatment en route and at your destinations. The services you will be provided with will depend to some degree on base resources available but primarily it will depend on the efficiency, organization and morale of the base personnel. In many areas there has been a steady decline in the services available to transients and/or the quality of service provided. There are however, many dedicated professional people that carry out their duties in an efficient and capable manner. These people deserve recognition.

On 1 Jan. 70 the Commander Training Command authorized the implementation of a Transient Service Recognition Program. This program is aimed at giving recognition of those personnel and agencies that supply a high standard of service to transient aircraft, crews and passengers and is part of the TC aircraft accident prevention program.

Bases have been provided with information on setting up their own program and have been sent a supply of reporting forms. Transients are encouraged to fill out the forms and in the past 6 weeks over 200 have been sent to TCHQ for review.

An individual file is kept on each base and twice a year recommendation will be made to the Commander to have bases and sections officially commended for their performance based on the reports received. Commendation certificates will be



issued for display in the immediate working area of the recipients. The first awards will be presented in June.

The program was organized by the T.C. Flight Safety Organization and many people have asked why. Aircraft these days are very complex machines. Aircrew require sharp reflexes and a high degree of skill and co-ordination to cope with ever increasing traffic and regulations. Bad weather conditions and emergency situations are an ever present possibility. If an aircraft is not serviced properly or the crew do not receive adequate rest or nourishment they can no longer be expected to maintain their performance at maximum peak of efficiency. This situation can result in an expensive and tragic accident. Delays in service or poor service can lead to frustration, frustration can lead to irrational

behavior and judgement. Most people can remember at least one occasion where they have become aggravated while driving behind someone on a crowded highway going 40 MPH in a 60 MPH zone. The frustration results in a sudden attempt to pass, only to narrowly miss oncoming traffic. Frustration and flying is even more unforgiving.

The individuals that provide a high standard of service must receive recognition! They are as an important part of the team as anyone and their contribution seldom receives the credit it deserves. By recognizing those that contribute a great deal to our operation we can learn ways of improving our overall efficiency in other areas by evaluating their performance.

Even at this early date there are indications that incentive has been added and initiative is being used in this program.

Many bases now have information sheets available for all transients on services available. Transport is more readily available and in some locations towels and soap are provided for unprepared travellers. There is an increased willingness evident for people to help others. There is a great deal more to be done to improve the situation in many areas and the degree of success achieved will depend on everyone's co-operation. Training Command has a good start and it is hoped that we can share our experiences and lessons learned with other commands in the hope that someday it will become standard throughout the service.

Several reports have been received praising the service of bases of other commands as well as our own and every effort will be made to forward recognition to these agencies.



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Photo by Patey

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South Site Teener's Find Home

Two months ago a number of teenagers met at the Chapel. This meeting was to try and start the Lippsett Hall Teen Club again. The old one had been closed down due to lack of support from both teens and parents alike.

Our goal was "Give the Teens a place to GO, and get them off the streets".

The adults out to our first meeting were; Padre Turnbull, Mrs. Prowse, and Capt. Larry Crabb. There were also nine teenagers. Our aim was to make Lippsett Hall a place where teens would want to go. Open the canteen and have a coffee house where kids could go to have coffee and "shoot the breeze" with their friends, open dances so friends outside of the base could come, and organize gym activities so we could blow off steam and learn gymnastics, and organize basketball, volleyball, etc.

Today we have the gym, canteen and dances, but only because we had the backing of some great men. Men like Captain Blythe, Captain Breer, Cpl. Reynolds, Capt. Larry Crabb, Padre Turnbull and not last or least, one woman, Mrs. Prowse. We owe our organization to these people because without their help and support we would have been shot down without even getting a foot in the door.

Our first dance was held on Feb. 21, 1970 and the band was the fantastic Baggettella Blues

Band. Our chaperons were Mrs. Prowse and Mr. and Mrs. Campbell. The band wasn't Led Zepplin or Three Dogs Night but were just as great. The teens, well I have only great things to say for them. No pot, booze, or acid was needed to make this night a success. If this is what teens are today I say, "bring them in!"

The next two weeks were spent in the canteen. Talk about work! Cpl Reynolds and the majority of our Club were out there scrubbing, scouring, and working their hearts out for the Grand Opening. Our head man Mike Thompson (Canteen Capt) organized the teens who were to work there and set the rules down for the big night.

The committee again got together to plan our opening dance. Our bandsmen Harold Bishop and Berwin Berry decided, along with Cpl Reynolds, that the Bagettella/Blues Band were the ones we want for the dance. Archie Hemlow, in charge of gym and publicity, set to work on posters and advertisement. Mike Thompson on the big opening for canteen. Our President, Brian Norton, OK'd the invitations of Capt's Breer and Blythe and wives with Major Williams and R.S.M. Wilt to be the two who cut our ribbons.

OUR DANCE

The band was there at the exact time. The teens showed up as expected to hear the way out sounds. The band con-

sists of five great guys. Harold Bishop vocalist, Brian Fitzpatrick, Marty Vickers, Randy Giesbrecht and Kent Felski.

The Grand opening and Parent Night started! The canteen opened it's doors and the teens behind the counter did their thing. The teens who worked that night went home with the satisfaction of a job well done.

At 9:15 pm Major Williams, along with Linda Snyder, Archie Hemlow, Berwin Berry and Mike Thompson cut our opening Ribbon. The L.H.Y.C. were on their way.

Our chaperons were Cpl and Mrs. Trembley, and Capt Crabb. The adults who turned up were Capt. & Mrs. Blythe, Capt. & Mrs. Breer, Major & Mrs. Williams, Capt. & Mrs. Burry, Sgt. & Mrs. McCrae, Cpl. & Mrs. Melnyk, Padre & Mrs. Turnbull and Mrs. Campbell. Our President, Brian Norton, was not on hand for the opening picture but was there later to express his appreciation to the parents who turned out and to the people who made this organization possible.

So far our club has been a success, in as much as our canteen was started, and our dances have been good clean fun. Our next hope is for our gym club to get well under way, but here again we need Parental support. I ask you "WHERE ARE THE PARENTS."



Maj. D. L. (Doug) Williams — Base Services Officer, cuts ribbon to open Lipsett Hall Teen Club at party and dance. Photo by Patey

WESTWIN TEEN TOWN

The members of the Teen Town have recently discussed methods of raising money as our treasury is running low. We have decided that we will have a bake sale; where it will be held is not yet definite and we are going to show movies for the kiddies during the Easter holidays.

Our next dance is scheduled

for March 20. The Third Version will be playing. Hope to see you all out.

Parents, if you would be willing to chaperon at our dances, kindly call Lynda Harvey at 832-1531.

Other than that, nothing spectacular has been going on inside the Teen Town. So, signing off for now.

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open Lipsett Photo by Patey

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Jerry Curry

Story -

Toby Phillips

"I have had a very happy life, and I want each of you to have a happy life too. I believe God put us in this jolly world to be happy and enjoy life. Happiness does not come through being rich, or merely from being successful in your career, nor by self-indulgence. . . . The real way to get happiness is by giving out happiness to other people . . . Be prepared in this way to live happily . . . Stick to your Promise always



Mrs. B. Burke receives colours from participating Brownie as Lord and Lady Baden-Powell are remembered universally.

. . . and God help you to do it". These beautiful words, were spoken to all Guides and Scouts shortly before he died, by Lord Baden-Powell of Gilwell, founder of the world wide Organization of Scouts and Guides. No one could have said those words with more feeling and absolute honesty than that great man. He could have said, he wanted "all of you", or "everyone of you", but he said, "each" of you, and that made the difference. The Golden Rule is in that speech (. . . giving out happiness to others . . .) and a great and total belief in God . . . whose help we all need . . . and his sentence beginning . . . "happiness does not come through being rich . . ." becomes more meaningful as time goes on. We all realize, at some time during our lives, that it doesn't

matter how much we've got, but what we do with it. The legacy of Lord Baden-Powell, is reflected with ever increasing enthusiasm by the youth in the Movement today.

February 22 is known the world over to members of the Brownies and Cubs and all the other groups, the Guides, Scouts, Rangers and Venturers,

"Thinking Day"

as "Thinking Day". Being the joint birthdays of Lady Baden-Powell, and the late Lord Baden-Powell. It was given that name, "Thinking Day", as a sentimental reminder to all these members to spend a little time in regards Lord and Lady

Baden-Powell, and do just that. To do a little thinking about them, some thinking about what a great Organization they all belong to, how much it has done for them, and how much they can help the movement themselves, by always doing their best, especially for others.

At the Old Drill Hall, Westwin Site, CFB, Winnipeg, on February 22, the entire Stevenson District, along with the Bannantyne Cubs, Scouts and Venturers, held a "Thinking Day" remembrance service. The Service was not long, nor was it elaborate, but each person there, including many parents who joined in, knew why they were there, and that was all that mattered.

Sincere and heartfelt thanks go to all who contributed in any way to make the occasion a most memorable one.



The Grand March — Representatives of the various Cub, Scout, Guide, Brownie and Venture Groups attending the recent "Thinking Day", troop the colors in opening ceremonies.

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WELCOME HOME CHAMPS



ZONE 3 CHAMPIONS — CFB WINNIPEG

Front, L. to R.: Doug Blais, Don Erickson, John Swanson (Team Capt.), Ross Scagnetti, Doug Hermision, Ivan Blanchard (Coach), Gary Wilson (Mgr.). Back Row, L. to R.: Russ Farrell, Craig Skimming, Dave Suttie, Jack Stewart, Bob Armstrong, Geo Dalton. Missing: Spare Goalie Bob Sabourin, Bob Anderson, Jim Gillespie, Fred Sutherland, Emile Psooy and Ept. Mgr. Larry Paquette.

by Larry Paquette

Well sports fans, it turns out to be a nice week again and most sports fan smoke brand x cigarette and brand xx filter then any other brand. In the world of hockey the WINNIPEG ROYALS, OUR base team, went to Moose Jaw for the Zone 3 play downs competing against 5 other teams, Moose Jaw, Rivers, Gimli, Portage la Prairie, Shilo. On Monday afternoon we met Shilo for our first game and defeated them by a score of 7 to 3. On Tuesday afternoon we met for our second game Rivers and defeated them by a score of 6 to 5 by scoring the last goal at the 19:54 mark of the third period. (Rivers were last year winner of the Zone 3 play down.)

On Wednesday night we met Gimli and defeated them by a score of 6 to 3. By that time the only teams that were unde-

feated were Moose Jaw and Winnipeg and Thursday was the day for those two clubs to meet and find out which one was the best and in the morning at 10:00 the game started. It was a very close game as both clubs scored 1 goal in the first period and remained so through the second period. In the third, Winnipeg score 2 fast goals but failed to keep the 2 goal advantage as they scored themselves in their own net on a deflection from a defence man but kept the 1 goal advantage to finish with a score of 3 to 2. On Friday morning, the last game, we met Portage la Prairie and defeated them 13 to zip.

Friday night it was banquet time and presentation of Trophy and Winnipeg Royals. Thanks to Blanchard with his very good coaching took the ZONE 3 TROPHY. Also as a player Ivan Blanchard took the Trophy

for the BEST DEFENCE of the tournament and John Swanson took the Trophy for the MOST VALUABLE PLAYER of his team. So it was GLORY, GLORY, GLORY for Winnipeg. And now we must look forward for the National Play Off at Camp Borden. And it is hoped that the station will give them all the support that is required. The competition will be great when they go to meet all the other winners of other Zones in the National Play Off.

Our base team are now in their Play Off in the CNR League down town, and I am sure that you are joining yourselves with me in wishing them Good Luck in their play off and also ALL THE BEST when they go to Camp Borden for the National Play Off. There will be a Hockey Banquet on Saturday April the 11 at 8:00 P.M. Building 21 Canadian Forces Base Wpg. the cost will be \$6.00 per couple food music every one welcome. See you there.

Skaters tune up

LAHR, Germany (CFP) — Canada's top skaters completed practice sessions in the Arrowhead arena here Feb. 25 before leaving for the world championships at Ljubljana, Yugoslavia, March 2-8.

Brushing up on their routines were Karen Magnussen, Canada's 1970 senior singles title holder; 1970 men's senior singles champ, David McGillivray; runners-up Cathy Lee Irwin and Toller Granston; Canadian skating dance champions Mary Church and Dave Sutton, and figure skating pairs Sandra and Val Bezic, 1970 Canadian champions and runners-up Marie Petrie and Robert McAvoy.

New Sports councillor named

On March 2nd, Cpl. Marcel Beaudry became the Community Council's new Sports Councillor, replacing Cpl. Russ Phillips. Though he has never held an equivalent post as such, Marcel has long been associated with Minor Sports in the capacity of coaching and officiating. He maintains a strong interest in Community affairs and brings to the position liberal amounts of the required essentials — common sense, enthusiasm and openmindedness.

A native of Sudbury Ont., he came to Winnipeg from 6 RD Trenton in July 1966. At one time or another Marcel figures he must have taken part in pretty well all organized sport. As a result, he feels that regarding Minor Sport, all have equal importance and are deserving of the same consideration.

It appears that Marcel has imbued his family with the love of sport as well. Sons Mike 13, Jeff 12 and Marc 5, are involved with hockey and baseball. Next summer he says, they may go in for lacrosse too. One year old Chris hasn't indicated just what he is interested in, being content to let Dad stroller-ride him to the various games. The only girl in the family is Carol, wife of the newly appointed Sports Councillor. In self defence (probably) Carol has become a good bowler, and the boys figure this is all right so far as they are concerned. When you look at the facts, it turns out that Marcel Beaudry does have a lot of Sports Councilling experience.

Know your stars

The Westwin Atoms, although a small group of small boys have just set up an Atomic Explosion of wins. Recently we have lost 3 games in a row. But, after a total of 7 games we came out on top with 4 wins.

The Westwin Atoms consist of: Captain Wayne Pritchard, Assistant Captain David James, Assistant Captain Cameron Pargoski, Michall Lemieux, Wayne Robertson, Danny Bates, Ricky Clowes, David Fulham, Robert Logan, Philip McCarthy, Lorne Baldwinson, David Blais, Dale Curry, David James, Michall Keating, Steven Maddison, David Scott, Cameron Pargoski, David Wehrle, Robert Ashton, Wayne Pritchard, and Peter Millard.

Our team practices on Monday and Wednesday nights, parents should attend the practices to give a hand to the team.

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Rock and Roll group swamps oldtimers

I'm sitting in my rocking chair trying to steady my hand to write this article. It's mainly to give tribute to Graham James and his young charges who soundly trounced the Old Timers 8 to 1 in a Sunday afternoon hockey game on the 1st of March. If it wasn't for the heroes of Garth Alders scoring our one goal we would have been whitewashed. It is Alders and not Albert as previously printed. I feel obliged to mention this as Garth saved us from

the humiliation of being white-washed. Indeed if not for the fine play of our goalie Bob Sabourin the score might have been beyond mental calculation.

One lesson learned though. If you're going to play against the rock and roll group make sure you have enough personnel. At times our breath came in short pants and it really wasn't the weather for it.

The final crowning blow to our egos came when the R & R G's goalie came skating down the ice with the puck and deftly deked yours truly on defence but fortunately Garth Alders was backing up the play and saved the day. It is hoped, weather permitting, we will

get some measure of revenge on Sunday, the 8th of March. It's no fun being in a rocking chair at this early date. We were without the expertise of John Swanson and Ron Pinke but they'll shore up our ranks in the up-coming game.

We'll be out for revenge and we have one game a piece now so this next one should decide matters. The R & R G played a fine game of hockey but we didn't show too much opposition, as hockey and short pants don't mix.

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SKIING FOR FUN

Ken Beckman

The weekend was one of total fulfillment — thrills — thrills — spills — exuberant displays of darned good sportsmanship and the surprising lack of bumps, bends, and bruises. The amount of enthusiasm and exhortation displayed by the skiers certainly must have led some of the spectators present into believing that this was the only hill in the world and these were the only skiers — and was that not a Swiss Yodel that for a few seconds seemed to drift in on a very light breeze from across the valley? Perhaps not but still.

Speaking for my family, we arrived home with rosy cheeks and tired behinds.

Before talking about skis and bindings let's briefly discuss

courtesy and safety of the slopes. I believe the most elementary and basic rule that should be practiced on the slopes is skiing under control. This means — being able to control your speed and steer where you want to go. A person coming down the hill has the responsibility to keep from running into the people below him. A skier may be standing on the trail because his bindings released or he may be in some kind of trouble, so the oncoming skier must be able to steer around him. A companion rule to this is — clear the trail as soon as possible, and standing people should stay to the edge of the run, out of the way. When coming around blind corners or dropoffs you must be in control or you may run into an injured person lying on the trail. When on a collision course with another skier always pull up. Don't crash into a person just to prove that you have the right away. Don't remove your skis and walk the trails unless you can't ski them; your

foot holes can trip up a skier. Another important rule often ignored is the failure to wear safety straps. These straps keep your ski tied to your ankle or boot should the ski release. A runaway ski can be dangerous and the cry "Ski, Ski" should be set up to alert the people below. Don't try and catch it as it could rap you on the leg and spoil your day. When coming to a stop you should ensure that you are on the down hill side of a skier. If you stop above him and you trip, you might fall into him and cause injury. When stopping at the lift line, stop a short distance away from it then proceed to the line. In some areas the lift line gears and pulleys are exposed, and should you skid to a stop, and make a mistake too close to the lift line, it's possible that you might end up going through a pulley. Girls and boys with long hair have got tangled up in the tow ropes, and long scarves can do the same thing, so keep it in mind.

Now to be not quite so negative I must point out that the risk of injury is small if you play safe, realize your limits and stay in terrain that you can handle.

Now let's discuss skis and bindings. The primary reason for spending thirty or forty dollars for a ski binding is to ensure that it will prevent a broken leg. It's quite simple — you get what you pay for. There are basically two types of bindings, the cable harness type and the heel toe quick release binding. Both are precision engineered and adjustable so that they will release the boot from the ski should you bend your legs or twist them in excess of the tension settings of the bindings. Some designs require more effort to fasten and unfasten — whereas others are the step in or push to release variety.

Most bindings are designed to release your foot at only three different angles of stress, something like a parachute that works three out of ten times

isn't it. There are bindings available that will release at ten angles, and the manufacturers will pay up to \$500.00 if you break a leg with factory mounted bindings, or \$100.00 if you can ski out of the bindings in a normal ski maneuver including somersaults.

When you buy your equipment ensure that the salesman can show you how and why they operate like they do, also have him show you how to adjust them to your weight and stamina.

Skis

Gone are the days when bear trap harness firmly welded a solid hickory ski to your body, with leather straps and cables stretched to middle "C". Modern skis are made on fiberglass, metal, laminated wood, or a combination of them all. The metal edges can be sharpened with a file to enable you to maintain good edging on the hard packed snow found at most ski areas. I wouldn't recommend expensive skis unless one has tried the sport several times. My youngest boy likes skiing, but also has a girl friend who rides a new ski-doo — so his equipment sits in the garage while Dad enjoys a weekend at the slopes. For fun skiing I bought skis that were four inches taller than me. There are numerous rules about length that you can follow, mainly you should obtain shorter skis to become proficient, then graduate to the correct size for fun skiing. For children — get them long — they can grow into them, and long skis make them work. With my skis the length they are I find that control was easy to obtain, and parallel skiing is progressing nicely. They are a medium flex wood laminated with a Ko-flex base and were on sale at the Bay for \$44.00. With a coat of racing wax they really move.

When you purchase your skis do a Warp check by laying the skis on the floor and see that the shovel (front) and the tails of the skis both lay flat on the floor. This check is better than just standing the skis up and checking to see that they are even when brought together. This latter check will not show up what is known as a "complimentary warp".

My oldest son has a set of skis that had a one ski per year breakage replacement guarantee. This sounded great, so after breaking one of the skis at Falcon Lake just six weeks ago — we are still waiting for the new ski to arrive. Call me at local 550 and I'll tell you what brand not to buy and where not to buy it. I wish I'd written this column sooner in the year, I could have saved myself some money.

See you at the slopes, folks.

Ottawa takes ski hardware

OTTAWA (CFP) — A team of Ottawa skiers upset strong Ontario and Quebec competition to win the annual zone 4 military alpine meet at Camp Fortune, Feb 10-12.

Despite heavy snow conditions the Forces Ottawa Ski Club (FOSC) swept the slalom and giant slalom to capture the team combined trophy.

The invitational also incorporated cross country, 15 kilometer and 4 x 10 km. relay races. FOSC, which boasts a membership of 500, was host.

Individual meet winners were Cpl. Jean-Guy Cloutier a Van Doo from base Valcartier for the giant slalom, and Lt. Mike Blench, slalom. Individual combined winner was Capt. Doug Wylie of base Uplands, runner up in both events.

The FOSC entries, coached by Doug Ward, assistant director of the Camp Fortune ski school, were Lt.-Col. Pete Howe, Maj. Pete Jarvis, Lt. Mike Blench, Capt. Jack Harris, Capt. Tom Walsh and Pte. Guy Meilleur.



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Although this is the first report of substance to come out of the Team for some time, the 'Great Yellow Tide' is still functioning!

I make reference to the 'Great Yellow Tide' for two reasons. Firstly, the team is now outfitted in matching yellow jackets with black racing stripes — 35 all together — so we, as a group, are more readily identifiable in the masses.

Secondly, with a tremendous amount of help and support from Mr. Henry Martens of BALDRY EQUIPMENT and some super fine painting by Kenny Hamilton, the team now has six black and yellow racing — with more to come.

Talking about things to come, the team, this year, will have an entirely new concept in Formula "V" racing. Gary Wilson will still be driving last year's car but Graeme Warren, Klaus Koberlein, Dave Garland (an Edmonton member) and possibly Doby Dobrostanski, will be driving the Voxair Delta WEDGE "V". This vehicle is a pure wedge designed after Andy Granatelli's winning 'Indy' car. Besides the "V's" Pat Barry and Art Klan will be racing TR4s fully Kastner equipped TR4A on both sides of the border, while Josh and Marty Mason follow suit in their Hermes Repco Brabham Formula Ford. In other areas, Dave Harper, Rick Monkman and Brian Blake-Knox will be burning up the stock car tracks



Ken Manchelenko's Corvair and the great orange Porsche pass the remains of Jerry Dube's "Herbie" while Brian Kolisnyk and Doug Lowden watch the parade

Photo by Hoover



Voxair Delta turns on!!



while Mark Morgan will be challenging the Christmas tree and all comers with his super hot Fort powered 'Funny Car'.

Also in the offing, Ken Boettger is expecting to get his Lotus 23B serviceable for early May. This will, hopefully, be just one of three that will eventually be seen at the race tracks. Another vehicle that will be gracing the tracks, summer and winter, in Voxair Delta colours is the 'Cyclops'. This will be, in all probability, the wildest pit car ever seen. Being built by Klaus Koberlein and Doby Dobrostanski from a design found in Road and Track it is hoped that the monster will be ready at the first of the year (racing year that is).



Before becoming too deeply embroiled in what is going to happen, I should mention what has been happening. Ice racing this year has been very discouraging. From the outset the team has been plagued with problems. Rick Monk-

man's Cooperized '850' is still in its cocoon due to lack of parts. Graeme Warren has had to retire his '1100' due to power loss. Ed Hnilo's '1100' is still on blocks, also due to lack of parts while Keith Bennett's Fiat '600' is experiencing 'growing' pains with its new carbs and manifold. There has been, however, some success on the ice!! Gilles Poirier's, driving Claude Trudeau's Austin Healy '3000' has been showing some real talent in his first forays out on the ice. With an earlier start and no mechanical problems Gilles should take Champion in Class next year. Also enjoying a good deal of success this year is Doby Dobrostanski. The 'Dobe' has made most of the races this year and has come away with Firsts in Class, Seconds in Class, Seconds Overall and Fifth Overall. His Austin Mini Cooper, sponsored by MOTOR SALES and CRANKSHAFT INDUSTRIES, has an excellent track record and was kept out of the running of the Winnipeg segment of the Little Can Am only because he dropped a valve in practice, approximately 10 minutes before race time, after turning laps of 2:07 flat. One of the reasons that Doby has been successful this year lies in the fact that Mr. George Anderson of MOTOR SALES has given much in the

way of physical, moral and financial support. Without this, Doby would have been sidelined early in the season.

Other facets of Voxair Delta have come to the fore in past months. After being approached by members of the University of

Winnipeg to share the burden of putting on this year's Great Chase Rally the Team responded with a pre-Rally party complete with wild sounds, film and a fantastic light show supplied by Reinhart Jucknat. They also contributed two Checkpoints, the last one in a Volkswagen van supplied by the friendly people at AUTO HAUS, Winnipeg's foremost Volkswagen dealer. Besides the Checkpoints there was also a three car team entry initially. Barry Ivison and Mike Turner had to drop out prior to rally time due to a work commitment but Sandy Kirsospp and Bill Merchel did manage to make the start, however, the finish and the Molson Trophy eluded them.

That is about it for the time being, however, through many promises, the Sports Editor has promised us more room at a future date.



Doby Dobrostanski comes on strong through the hairpin at Winnipeg Beach.

Photo by Hoover



Gilles Poirier is 'out in front' with Johnny Moore in hot pursuit at the St. Boniface 'Little Can Am'.

Photo by Hoover

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VOXAIR VIXEN



Vivacious Vixen, Valerie, wishes to remind you of the RCAF Memorial briefings to be held March 17, 18 and 19 in the Bldg. 61 Social Centre.

Photo by Hoover

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