

# "Bells" add punch to combat troops

The government has authorized the Department of Supply and Services to purchase on behalf of the Department of National Defence 74 Bell light observation helicopters.

Procurement of the turbine-powered helicopter increases the operational effectiveness of land forces by providing them with a high degree of operational mobility and flexibility with less manpower.

The Bell OH-58A, delivery of which will be at the rate of five a month beginning in mid-1971, will be employed with the combat groups in Canada and the land forces in Europe. Its roles will embrace visual observation, target acquisition and adjustment of fire, armed reconnaissance, command and control, limited aerial photography, and transport of personnel and cargo.

The OH-58A is a single turbine helicopter that can be flown by one pilot. Its useful payload is 727 pounds excluding the pilot and fuel. It can carry three armed troops as

well as the pilot and, in an emergency, four. Its cruising speed is 110 knots and its endurance more than three hours.

The new helicopter will replace an obsolescent fleet of 44 small helicopters and fixed wing aircraft including the CF-112 helicopter, L-19 and L-182 light planes which now perform some of these functions in the Canadian Forces.

The OH-58A is an "off-the-shelf" buy of a military version of the Bell Jet Ranger and is in its second year of production. It is fully supportable through Canada's cooperation with U.S. Military logistics in North America and Europe. The OH-58A was selected by the U.S. Army in 1968 and they have ordered 2,200 OH-58As on a multi-year procurement program. Deliveries commenced to the U.S. Army in 1969.

The total program cost to Canada, including ground support equipment, training courses, and equipment, publications, spare engines and mis-

sion kits is \$23,700,000. The contract will be negotiated through the U.S. government. The aircraft, associated spares and equipment will be produced on the same line as the U.S. Army's aircraft.

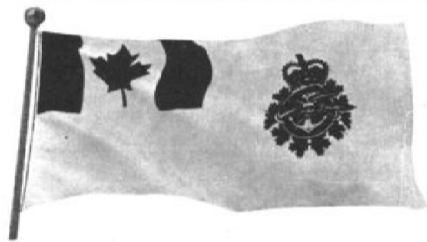
The light observation heli-

copter is an integral part of the composition of Canadian land forces as will be 50 CUH-IN twin-turbine utility transport helicopters on order for delivery in 1971-72. This order was announced Sept. 19. Shipborne helicopters already form

a vital part of Canada's anti-submarine warfare capability. The ASW role is carried out by the heavy, all-weather Sikorsky CH-53 Sea King. Other helicopters in the forces are employed in transport and search and rescue.



# Postair



Following the Canadian Forces

Volume 19, No. 10

CANADIAN FORCES BASE, WINNIPEG

May 20, 1970

## OPPOSITION "ACES" STAR IN WINNIPEG REUNION

WINNIPEG — The top two fighter aces on both sides during the Second World War meet here in September at a four-day Commonwealth Aircrew Reunion.

They are Germany's Lt.-Gen. Adolf Galland, one-time confidant of both Hitler and Goering, and Britain's Air Vice-Marshal J. E. (Johnnie) Johnson. Both, now retired, have met in the past, on the ground and in the air.

The reunion, organized by the Winnipeg Wartime Pilots and Observers Association, is open to flyers of any war, regardless of rank or aircrew specialty, who flew with Commonwealth air forces. It takes place Sept. 24-27.

Douglas Bader

Another equally-prominent

legend attending is legless ace Douglas Bader of Battle of Britain fame. Bader, immortalized in the movie Reach for the Sky for his daring aerial feats in combat, was shot down and taken prisoner in 1941.

A wooden leg dropped by the British was delivered to Bader by the Germans. While a prisoner he was also invited to dine with the German ace, Galland, and his officers.

The reunion, organized as a "giant nostalgic happening," calls for an attendance of 2,000 on a "first-come-first-served" basis, say officials.

The organizers are also negotiating with a string of other international notables. They include superstar Richard Burton, who underwent air training here during the war, and performing star Gracie Fields.

An earlier commitment prevents singer Vera Lynn from making it.

Saved London

Another guest, credited as "the man who saved the city of London," will be Canadian wartime bombing leader, retired Air Commodore J. E. Fauquier of Toronto.

He led the attack against German V-1 rocket against Pennemunde, setting back the German threat for almost a year, allowing time for the Allies to take the offensive.

Also on hand will be several Canadian generals still in uniform, headed by the current chief of the defence staff, Gen. R. F. Sharp, also a wartime bomber commander.

Program for the event so far calls for a banquet, dance, luncheon and western-style

breakfast. Separate hospitality facilities also will operate for former airmen of fighter, bomber, coastal, training and transport/ferry commands.

Air Show

The reunion also ties in with a Centennial Air Show, in observance of 100th birthday celebrations for the province of Manitoba. An attraction at the air show will be the U.S. Air Force Thunderbirds.

Apart from Canadian and other Commonwealth veterans, inquiries have been pouring in from U.S. citizens who formerly served in Commonwealth air forces.

Program inquiries are handled by a staff set up as the Commonwealth Air Reunion, P.O. Box 1702, Winnipeg, Canada.

## Squadron stands down

OTTAWA (CFP) — After 19 years of service to NATO the Silver Falcons of 430 Strike/Attack Squadron were retired May 1.

The retirement was the result of the government's decision to reduce Canada's air commitments in Europe from six to three squadrons of CF-104 Starfighter jet aircraft.

For the first 11 years 430 Squadron was a Sabre-flying air defence unit based at Grostenquin, France. Since September, 1963, the Silver Falcons, flying CF-104s, have maintained combat-ready status in the NATO strike/attack role.

In 1964 the squadron moved to Zweibrücken, Germany and in February, 1969, moved to Lahr.



DND/CI Photo

## New Viking

# Isolation - a State of Mind

Resurgence of military training in Canada's north, in line with the Federal government's policy towards increased surveillance in the Arctic, is a whole new ball game for young servicemen of Mobile Command.

The operation, launched in April, is broken into two phases. First phase, at Churchill, Man., takes place in an area about six miles from the old military complex. Here troops learn the rudiments of cold-weather survival. Next comes a seven-day period in the Coral Harbour area, on the northern end of Hudson Bay.

Apart from the straight business of survival, the troops also learn to master fieldcraft, camouflage and patrolling. Navigation in the distant north-land also presents a problem. Conventional compasses go mad in the Arctic, sometimes indicating a complete opposite to the magnetic north pole.

The man in charge of training on New Viking, 45-year old Ma-

gor A. K. (Pat) Patterson, says "most men are afraid of the north at first." But they soon overcome this, the veteran tank officer says, and realize that they are a team, dependent on their own ingenuity and personal resources.

"Isolation," he says, "is only a state of mind." He goes on to say that an important aspect of the training is mental conditioning, to adjust to the new environment."

Other elements of the training include weapon handling and maintenance, administration, and evaluating equipment under varying Arctic conditions.

Exercise New Viking is geared to process 50 men every two weeks. In addition to Carol Harbor, advance bases soon are to be established at Baker Lake and Rankin Inlet. And later still, the troops will be operating as far as 500 miles north of Resolute Bay.

Biggest bugbear so far? Sunburn and minor frostbite.



IN WHITE NYLON SUITS, used for weather and camouflage, the troops dig into the windswept snow for an overnight stop.

" says Vixen

Photo by Hoover)

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# grains of sand...

We are becoming apprehensive over the rising tide of female militarism. In point of fact we grow increasingly concerned over the rising tide of many things — from hippies and yuppies, to monetary policy — but the cacaphony from the distaff side waxes in volume daily.

The nation echoes to the march of female feet and we scratch our grizzled head in perplexity as the soprano and alto choruses chant their demands. Equal pay, equal opportunity, equal this and equal that. And down with child-bearing.

The ladies, it would seem, wish to take their rightful place in the sun beside the men — and become lawyers, doctors, architects, accountants and what have you. We wonder if they wish also to become stevedores, crane operators, trash collectors, steel workers and motor mechanics? Or do they prefer to leave tasks to the male animal, as guarantee of his continued employment?

Perhaps the girls have a point. It is well known that our repressive and medieval laws prohibit women from voting, entering cocktail lounges, attending university or addressing a male until he has given her permission. The rule which decrees that all women shall bear endless children and wax endless floors and cringe obediently in the presence of a male is possibly out of date. Perhaps it's time for easing up on the ladies. Maybe they should even be allowed to sit in the front of the bus on High Feast days and holidays.

We suggest that if there is indeed injustice toward the girls — and if a militant approach to life is their best method of dealing with it — they'd do well to get better organized amongst themselves. For example, it seems they want the best of all possible worlds — to share equally all male privileges (whatever that means) and at the same time retain the prerequisites of womanhood. The latter belies the former, up to a point.

Consider the advertising aimed at women in their own magazines, in newspapers and on TV. They're continually urged to make themselves slinky, kitteny, languorous, coy, cuddlesome and as sexually desirable as possible. All too often the image presented is one of "li'l ole helpless me". Not only do quite a few of the girls pursue the image, but the boys presume that this is how the girls want it. So, militant ladies, lay off your misleading advertising. Stop pouting at us and going in little girl language. Oh yes, we know most of you aren't really like that — but by gawd, it's still a strong image which persists in the male mind.

We ponder over how many women really do consider that it's time for them to stand up and shout? And of that number, how many can present articulately and dispassionately the reasons for their discontent?

Girls, how many of you have heard of Finley Peter Dunne? He's a gent who once said, on women suffrage "Don't ask for rights, take them. An' don't let annywan give them to ye. A right that is handed to ye fer nawthin' has somethin' the matter with it."

We think he's totally wrong.

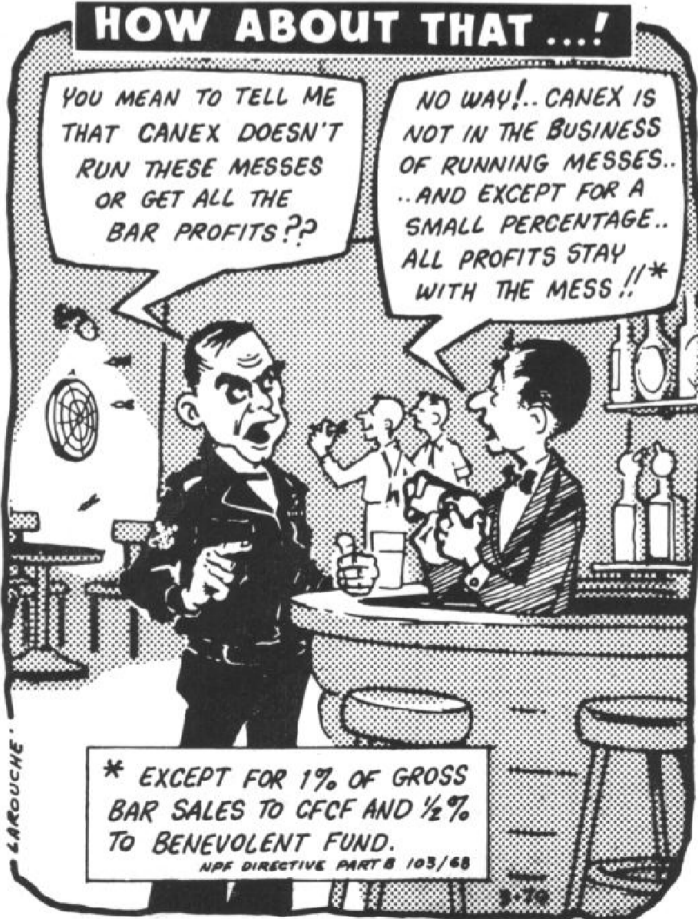
However, this seems to be the period for emotional hysteria and fuzzy-minded militants. Why shouldn't the ladies join the crowd?

One more quote before we close. Martin Luther offered this gem: "Men have broad and large chests, and small narrow hips and are more understanding than women, who have but small and narrow chests, and broad hips, to the end they should remain at home, sit still, keep house, and bear and bring up children." We think he's totally wrong, also.

## UNCLE VOX SPEAKETH UNTO THEE

Last week VOXAIR mailed sixty-odd letters to base sections and units, soliciting their cooperation in providing us with the news. At press time only four had responded with any form of acknowledgment. Hopefully the rest will have given a response by the time this sheet greets your eyes.

Ladies and gentlemen of the base, VOXAIR does not have a full time staff . . . in fact it has a totally and utterly inadequate volunteer staff who work in their off-duty hours. They don't have the time to go around the base gathering material. It has to be contributed by you. Thank you, and may the Muse whisper in your ear.



## For Mom and Dad

"My father lectured me about drugs — but he did it with a cigarette in one hand and a martini in the other," says a 16 year old boy. "Then my mother went upstairs and took a tranquilizer because she was upset by the argument."

Is there a conflict between what parents say to their children and what they do?

The phrase "rites of passage" is used by anthropologists to refer to the transition from adolescence to adulthood. These are the years when youth seeks its own identity as an individual. Physically and emotionally it is a period of great change — and it's a rough road. And when an adolescent finds himself unready to face the increasing demands of responsibility as family authority decreases, his frustrations and doubts may find a false promise of reassurance in drug abuse.

What is "drug abuse"? It is the illegal self administration of a wide range of substances, medicinal and non-medicinal; a non-specific term relating to the misuse of drugs, narcotics, chemical and other substances.

Is your child on drugs? The Canadian Press last year conducted surveys across Canada. Their conclusion was that your son or daughter will very possibly have to face a decision as to whether or not he or she will join the thousands who have tried mood and behaviour altering drugs.

The facts are that drugs have moved out of the shadowy opium dens of sensational fiction thrillers. They're now in your own back yard.

Let us describe a dope addict for you.

He is one of the walking dead — the teeth have rotted — eyes and skin turn a bilious yellow — breathing is difficult — bronchitis and tuberculosis develop — boils and abscesses plague the skin — vicious twitching develops.

Utter nonsense! This is merely a description popular some years ago when melodrama was in its heyday.

Instead, let us describe a drug

abuser in current and realistic terms. He's a 17 year old boy on the next street. He's the college student in the apartment across the hall. She's an 11 year old girl in your daughter's classroom. She's the 16 year old girl who baby-sits for you sometimes.

No doubt many readers will say "Nonsense!" to that description as well. If so, we suggest something to them. Read the daily newspapers and listen to the daily news reports.

Is your child on drugs? Of course not! The Armed Forces bases which have a drug problem amongst their children are merely imagining it.

Want to learn something about the subject? You can, by spending \$1.25 (four beers in the mess — a handful of cigarettes — and less than the price of a movie).

Buy a book called "Is your Child on Drugs?". It was written for you.

— A.C.T.

## - CHATAIR Deliveries ending

This will be the last home delivery of VOXAIR to PMQs.

As pointed out in the 6 May issue, the free home delivery is a victim of the economic axe.

Adequate copies will be available in base offices for Dad to take one home to the family.

Sorry folks, but that's the way it is.

## Book available

The book "Is Your Child On Drugs?" is now available from the base pharmacist, located in the Base Hospital, North Site.

Endorsed by the Council On Drug Abuse, the book is factual and honest in its approach and looks at the problem objectively with a minimum of emotional breast-beating.

The cost is \$1.25. Contact Lieutenant M. H. Taylor, base pharmacist — local 263.

See editorial on this page entitled "For Mon and Dad".



# Voxair

Second Class Registration Number 1725. VOXAIR is an unofficial publication of CFB Winnipeg published twice monthly with the kind permission of Col. H. Peters, Base Commander. The editor reserves the right to edit copy. The views expressed are those of individual contributors unless expressly attributed to DND or other agencies.

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ADVERTISING RATES: 12c per agate line; \$1.70 per column inch. VOXAIR is distributed to every C.A.F. Mess, Lounge, Reading Room and Library in the world. SUBSCRIPTIONS: are \$2.40 (1 year); \$6.50 (3 years), postpaid anywhere.

NEXT ISSUE DEADLINE MAY 27



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# Crusader "... the deeds that were done"

"... the deeds that were done" On the 6th of June in Winnipeg the regimental guidon of The Fort Garry Horse will be laid up in the Legislative Building, on the occasion of that Regiment ceasing to be part of the regular land forces. It may be that some readers would appreciate some description of the background, origins and legends surrounding the colours and guidons carried by combat regiments of the land element.

The origin of colours can be traced to the days of early man who fixed his family badge to a pole and held it aloft in battle for the purpose of indicating his position and thus acting as a rallying point for his family.

Medieval chivalry followed the same idea when they placed armorial bearing on banners. In the late sixteen hundreds when the regimental system was adopted, each company carried a flag but in 1751 regiments were permitted a total of only two, one of which was based on the Union flag and the other on the particular colours of that unit. This is how they have come to be known as the Queen's colour and the regimental colour, or collectively as "the colour".

A leader of horse carried a pennant, with a tall or point, called a "GUYD-HOMME". When a knight became a baronet the point of his 'guidon', which is the word still used, was cut off transforming it into the standard appropriate to that rank. A calvary regiment therefore today carries only one guidon and the squadron and troop leaders in tanks or scout vehicles still properly display pennants.

Colours and guidons are the outward symbol of the spirit of

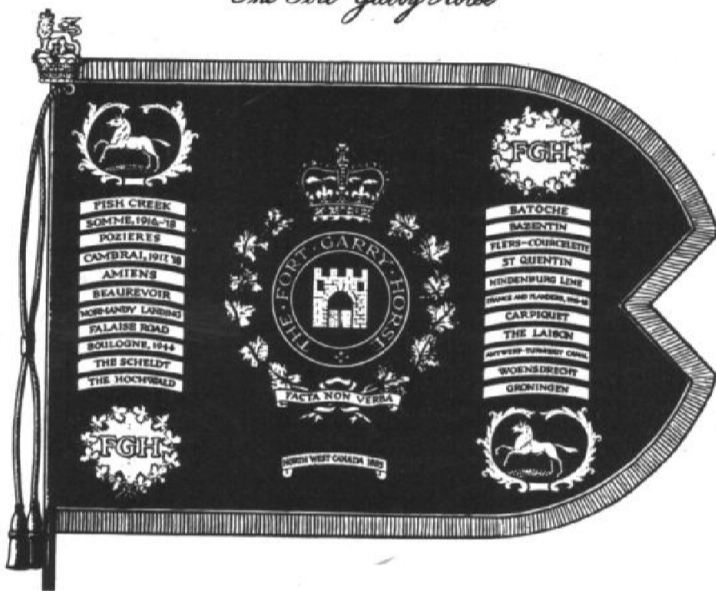
a regiment, for on these are borne battle honours and badges commemorating their deeds. Before taken into use they are laid on the drums and consecrated in a special religious ceremony an example of which still exists in an old manuscript dating from 14th century.

Chaucer's Canterbury tales tell how knights hung their banners in the temples when worn out or no longer required, but any public place is now acceptable and in the case of the

never carried at the head of a unit but behind the leading element or in the centre when in parade order. When carried in public, colours always have their own escort of armed NCO's for protection.

In infantry units they are carried by a junior officer, which is where the rank of Ensign (or second Lieutenant) came from. In Calvary regiments they are always carried by a warrant officer, and while the reason for this is lost in the

The Fort Garry Horse



Garrys preferable in that greater numbers of the public will have a chance to view it than would be the case if placed in the nave of a church of a particular persuasion.

Because the loss of a colour usually led to or resulted in the defeat or annihilation of a unit, they are guarded carefully and

mists of obscurity it is generally thought to have been a signal mark of respect and trust given by the officers to their subordinates.

Rifle regiments carry their battle honours on their drums and have no colours since their duty is to skirmish ahead of the main force which requires

speed and concealment. Lancers and Hussars are also in this category.

The colours of the Artillery are their guns which symbolize their motto "Everywhere". This is why you will get distinctly black looks and perhaps a quiet rebuke if you lean on or smoke in proximity to a gun, be it howitzer, antiaircraft or medium.

Respect is always accorded colours and guidons and unless one wishes to appear ignorant or ill-mannered, one should always salute uncased colours or guidons or stand when they pass if seated as a spectator at a parade. This happens when colours are trooped, or in other words, paraded through the ranks in slow time so that all may see it and recognize it if ever called to rally.

The origin of the word trooping comes from the custom when after a day's parade or fighting, the company colour was placed for safe keeping in the Ensign's quarters. The music played during this "Lodging of the colour" was called a "Troop" so "trooping" was already two centuries old when tacked on to routine guard mounting in 1755 to lend some extra interest.

The legends surrounding colours are legion. Once when a relieving force that arrived too late was burying the bodies of a regiment that had been annihilated they found the unit's colour wound round the body of the Ensign under his tunic. It is preserved to this day with bayonet slits, bullet holes and the dark blood stains of the long dead but never forgotten young officer.

Another occasion was when the officers of a unit to be disbanded dismissed the servants at their last dinner and with armed guards on the doors cut the colour into pieces. Each was eventually buried with a piece of it, the story of the missing colour only coming to light after the last officer died.

Proper colours have not been taken into battle since 1881, although the PPCLI carried in

World War I a Camp colour embroidered and presented by Lady Patricia herself. After the war she decorated the colour by augmenting it with a laurel wreath a custom also observed by Queen Victoria, dating back into antiquity. This same regiment is the only one in the Canadian Forces to carry the blue streamer of a United States Presidential unit citation for its participation in the battle at Kapyong, Korea in 1951.

Military Man is a strange animal by nature, as the non-military always remind him. His colours have always been a lasting physical symbol of the brotherhood he needs and experiences with his comrades. They have been lost and rewon, carried by earthquakes along with their guardians who refused to leave them for their own safety and defended to the end of life by boys in their teens. They have been burnt, buried, captured, torn to shreds, blown to pieces and laid up in tattered ruins of silken thread in churches and museums.

So when the guidon of the Garry is laid up next month it will mean something to those who stormed ashore on the beaches of France on that same day 26 years ago. Older eyes may seek the names of the little French towns where they fought twenty-seven years before D Day while younger men will recall blue helmets, white jeeps and then blazing sands of the Sinai Desert. Only ghosts will be there to silently attest to the buffalo guns of Fish Creek and Batoche but the "Deeds not words", will suffice for their absence.

To the cynical it will be an old flag put away with unnecessary formality, but those with a sense of history may muse on Sir Edward Hamley's Poem:

*A moth-eaten rag on a worm-eaten pole,  
It does not look likely to stir a man's soul  
'Tis the deeds that were done 'neath the moth-eaten rag,  
When the pole was a staff, and the rag was a flag.*

## AIR ending

The last home delivery is available for economic axe. Services will be available for Dad to the family, but that's the

## Available

Your Child On available from Macist, located in North Site. The Council on the book is fact in its approach the problem objective-minimum of emoting. \$1.25. Contact H. Taylor, base local 263. on this page and Dad".

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## Letters

Editor Voxair: Last month our son David had a serious accident at the Westwin Rec Centre. A number of people came to his assistance, but in the heat of the situation we did not take notice of individuals. As we know not where to locate these kind peo-

ple, we take this opportunity to say how grateful we are to all of you for rendering your much needed help at that time. David is coming along fine now. Again, thank you. Jim and Molly Lewis.

Editor's Note: For those interested, VOXAIR has queried the matter of the Missing Medal raised in the letter signed 'Ex member of ICC' in the last issue. A query

had previously been forwarded to Canadian Forces Headquarters by Training Command, requesting a status report. When we get the word, we'll publish it.

**ATTENTION!!**  
F.O.B. Residents — Husbands, give your wives a break. Wives give your husbands a treat. Enjoy a big meal at home on Thursday, May 21st and afterwards, at 7:00 p.m. come over to the St. John Brebeuf School and enjoy a dessert and coffee party sponsored by the P.T.A.

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## New record set

(GIMLI) On Saturday, the 2nd of May, a CF-5 of 434 Squadron, Cold Lake, Alberta, set a new cross-country record of 4 hours, 23 minutes, and 53 seconds, on a flight from Vancouver to Halifax, with stops at Gimli and Val d'Or, Quebec.

Piloted by Captain Jake Miller, of CF-101 solo-aerobatic fame, who streaked across the Canadian skies at speeds just slightly slower than supersonic. The new record surpassed another, which was set in 1958 by now Major General Annis, in an F-86 Sabre, by approximately 35 minutes. "Bluenose Alpha", Captain Miller's aircraft, was backed up in the attempt by another CF-5, piloted by Captain Ron Small, also of 434.

Contributing tremendously to

the success of the flight was the excellent effort put forth by the groundcrews both in Val d'Or and Gimli. Two servicing NCOs were down from Cold Lake, and bore the major brunt of the quick turnarounds, but they were greatly assisted in their tasks by the cooperation of Gimli's ASO, Captain Neil Griffiths, and his highly competent servicing crew. The following is the text of a message received by Gimli Base Commander, Colonel Dunlop from the Commander; Training Command:

"I have received from CANMOBTAG St. Hubert an expression of sincere appreciation for the assistance provided by yourself, the Officers and Men of CFB Gimli on 2 May to the crews of 434 OTS on their



turnaround during their record breaking flight from Vancouver to Shearwater. Their assistance made the feat possible and I would be grateful if you would extend to all those involved both the thanks of CANMOBTAG and myself for an excellent job well done."

"Bluenose Alpha" landed on runway 14 left, deployed the drag chute, and was cleared for a 'quick 180' back to the button of the runway, where the turnaround crew went into action. Pressure refuelling was employed to speed up the operation, a new drag chute was installed, and the aircraft was given a thorough external check. The captain, after having reported 'No problems' to the crew chief, had a quick snack of sandwiches and milk, and after a fantastic elapsed time of only 6 minutes and 50 seconds (taken from 'touchdown' to wheels-in welly), was on his way to Val d'Or.

(Framfari)

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BUT I'M NOT 88 YEARS OLD moans shorty MacLeod (centre) . . . Dave is!!! (referring to Capt. Dave Lambeth, right). The encounter took place when Maj. Gen. W. K. Carr, Commander, Training Command and Capt. W. Lambeth and MacLeod, pilots of the General's aircraft, pooled their flying times recently.

DND/OTI Photo

## Chiefs praise force members

OTTAWA (CFP) — Plaudits for a job well done were accorded the Canadian forces recently.

Letters have been received by defence minister Léo Cadieux, from transport minister, Don Jamieson, and Dr. P. D. McTaggart-Cowan, head of the task force of Operation OIL, praising the troops for their efforts in clearing Chedabucto Bay, N.S., of crude oil. The oil spread into the bay from the tanker Arrow when she broke in half after going aground on February 4.

Said Dr. McTaggart-Cowan, "The entire Maritime Command and Canadian Forces Base Gagetown gave immediate and vital support which has continued unabated. No words of praise are too high to describe their participation."

Navy divers in particular were cited, said Mr. Jamieson, "They worked in near-arctic conditions through extraordinarily rough weather, developed competence with high morale and a dedication with entirely new equipment, high morale and a dedication of purpose that has gone well beyond anything one would have a right to expect."

"All members of the Canadian forces, said Mr. Cadieux, are justified in being proud of this demonstration of our capability to respond when and where needed."

## Spaniards visit

Thirty-seven members of the Spanish centre of national defence studies directed by Lieutenant-General Manuel Diez-Alegria will visit Canada, May 17-31.

The group will visit forces bases across Canada and aircraft plants in Montreal and Toronto. They will spend three days, May 19-21 in Ottawa.

While in the capital, the group will meet with Defence Minister Léo Cadieux and be briefed by several government officials.

The college members will also visit military bases at North Bay and Toronto, May 21-23; Cold Lake, Alta., and Edmonton, May 24-25; Victoria, May 26-27, and Valcartier, Que., May 28-29. On the 26th they will fly to Cambridge Bay and spend May 31 sight-seeing in Quebec City before returning to Madrid from Montreal that evening.

The Spanish defence college is the senior war college for national defence in Spain. Its students are of the rank of general or colonel as well as senior civilian specialists in defence matters. With the group visiting Canada there are several from the Spanish foreign ministry.

Last year Canada's national defence college paid a visit to Spain as part of its annual European field studies.

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# 12 1/2 ton dozer plops!!

EDMONTON — Bulldozers are normally seen ploughing through the dirt but at Canadian Forces Base Edmonton they are floating through the air.

Edmonton based 435 Transport Squadron completed two successful paradrops of heavy equipment this week when they air delivered a 12 1/2 ton bulldozer and a 9 ton road grader.

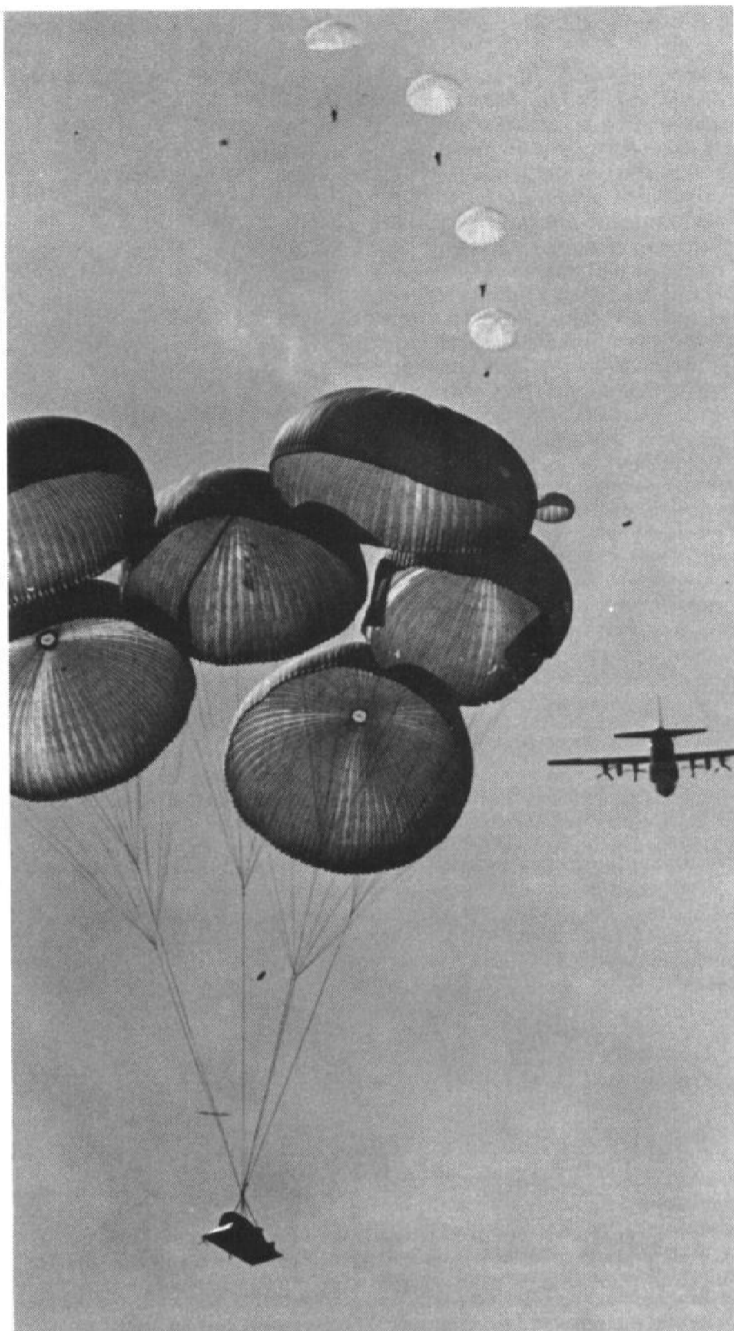
Working in support of the Canadian Airborne Regiment the squadron was conducting heavy drop trials with the regiment in preparation for an exercise to be held on Southampton Island this month.

Flying in variable wind conditions at 1500 feet, 435 Squadron aircrews were able to deliver the loads within 50 yards of the target on the drop zone just north of the airbase at Namao.

The heavy equipment is operated by members of the Para Engineers Company of the regiment who would be responsible for preparing landing areas and roads in an operation making airlanding of other units possible.

After the extraction chute drew the 25,500 pound dozer from the C-130 Hercules, six paratroopers chased their equipment from the aircraft. The troopers' chutes were dwarfed by the six 100 foot parachutes supporting the dozer as it floated to the drop zone.

435 Squadron, as the main carrier of the Edmonton based Airborne Regiment, carried 400 para troopers on the longest flight to a para drop ever carried out by the regiment. The 1300 mile five hour flight was made during the early morning of 13 May with the heavy equipment being air dropped later the same day on the drop zone near Coral Harbour on Southampton Island.



LOOK OUT BELOW — A 12 1/2 ton bulldozer floats to earth under six 100 foot parachutes after being dropped from a 435 Squadron Hercules aircraft. Six troopers from the Para Engineer Squadron of the Canadian Airborne Regiment follow the dozer out of the aircraft during pre exercise trials at Canadian Forces Base (Canadian Forces Photo)

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## BASE SPORTS DAY

13 June 1970

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## Flight safety needs you

by Capt. Justin Ling  
Base Flight Safety Officer

The year was 1950 and the Manager, Chief Flying Instructor, Airport Manager and Refueler of the Maple Ridge Flying Club was taking the fleet (one Luscombe Silvaire) up on a test flight. It was a typical B.C. spring day (suffer Manitobans), blue sky, fluffy clouds, May breezes — a day for flying! The intrepid pilot set himself firmly in the cockpit and carried out his checks quickly, accurately and professionally. A quick run-up and then, with that certain verve that only a skilled pilot can coax from an aircraft, the Luscombe was persuaded to lift her wheels and leap joyfully into her element. NNNnice!

"Well, I know it's not really necessary, but it's such a beautiful Sunday afternoon I think I'll pop across the river to Langley and talk to Art Sellers about our licensing — Mmmm — trim her up and she just floats along. There's Langley and the field — look at the crowd! What a business — there must be 50-75 cars — people all over. Bring her in smooth! What a greaser — not a bounce or a jar — I suppose they don't see too many landings like that around here.

I'll just ask a couple of these guys where Art is — No joy, he's up on a trip; I better get back to home Base. They all seem so damn busy. Heads buried in engines — important discussions. I'll just show them how a real professional starts an aircraft by himself — with all the help around here they've probably never seen anything like this!"

What a prophetic thought — they certainly had never seen anything like what transpired. By now you've probably guessed that the keen (sadly young and inexperienced) pilot with the crooked smile but straightest white teeth was none other than your confidant.

Now to start an aircraft by yourself is never adviseable. Howsome-ever, at times, it must be done. To add to a little something — the Luscombe Silvaire has no starter — you swing the prop. So, into the cockpit — throttle slightly cracked, ignition on — out of the cockpit, swing the prop (with due care), engine catches, back in the cockpit and voila! The intrepid pilot taxis out and with that certain professional "Je ne sait quoi" — flies off into the blue.

However — as you're climbing out of the cockpit — DON'T knock the throttle open with your knee. OR!

Coolly and confidently our hero grasped the prop in his tanned hands. Moving his athletic body into position so that the swing of the prop would clear his knee, he pulled through smoothly and fully.

Then all hell broke loose! The engine caught with a thunderous, full-throated roar! Our hero, caught midway between prop and cockpit, grabbed at the nearest thing a wing strut and held on for dear life as the maniacally, surging engine dragged the aircraft in a tight circle around him. Please! You have to picture the scene — or is it the nightmare? You are clutching the wing of an aircraft that circles you under full power, your heels are dug in — you can't hold on for long — and you certainly can't let go. It's a crowded airport — planes to the left of you — planes to the right of you — and people, people, people. I can still recall, as in a slow motion re-play, fleeting glimpses of startled, white faces rising out of engines, bodies frozen and bodies fleeing frantically, and I swear I saw one man rise out of a cockpit with his legs running in midair.

Well, Art Hailey and I signed the same "happy ending" clause. I worked my way hand over hand up on the wing of the circling Luscombe, shut the throttle, and, honest Injun, quietly climbed into the cockpit — without a word of apology — and slunk back to Maple Ridge.

The moral of the story? Well, frankly there is no moral — it's just that after twenty years it finally has an element of humour to me. Not awfully funny, you understand — but occasionally I can see the humour. The lesson to be learned? Maybe — don't be a dumbhead all your life — or is it that old saw "Pride Cometh Before the Fall." Strangely enough the same things that led to my downfall twenty years ago still enter the picture in vehicular and aircraft accidents today. We all still have a certain reluctance to ask for help from strangers or wait a few moments for safety's sake. And, worst of all, as we reach certain competency plateaus we deliberately allow our pride to lead us into tests of our abilities that are completely unnecessary — if not unforgiveable.

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# DREAM BECOMES REALITY

While imaginative and resourceful committees from bases and units of Training Command pressed towards their combined objective of \$25,000.00, an equally resourceful steering committee chairman was operating out of Winnipeg.

Major Cliff Christian was fingered by Gen. Carr in the formative stages of the Ghana school project to ramrod the entire project. Base communications intensified under the scheme and Training Command bases united in a common cause, with all quotas being met and exceeded.

The combined quota of CFB Winnipeg and TCHQ of \$3,900.00 was exceeded by \$362.19 raised from auctions, dances, raffles and just plain generosity.

By mid-March Captain Eric Bysouth was chosen from base Chilliwack as on-site project engineer and Rivers-based MWO Lloyd Swihart as the foreman of works.

The two-man team arrived in



THE CEMENT MIXER, one of the few mechanical aids used in school construction, is moved across the Volta to the construction site.

DND/1 Photo

already been erected and the school construction is programmed for completion June 25. The official opening by

"Now I want to inform you of the terrific rate at which work on the Lamp of Learning School project is progressing. I can assure you that if it does not rain, a week from now, the whole building will have been completed. The only things which will remain to be done will be cementing the floors, plastering, painting and putting up the wall blackboards. We must thank the two construction engineers who are straining their nerves every day to see to it that the project is completed on schedule. MWO Swihart is an especially very energetic and duty-conscious serviceman, who has to work even on Sundays. Even as I write I can still hear his voice giving instruction to workers. They, too, are real ambassadors of Training Command."



SAND, scraped from the bed of the Volta River is transported to the school site by the Villagers for use in cement construction blocks.

DND/1 Photo

Ghana 30 March reported to the remote island of Agbeve in the Volta river system the following day to begin school construction.

The island, located 65 miles north of Accra, lies 300 yards off the mainland. There are no facilities on the island. No electricity or communications, and transport is by dugout canoe only.

Building materials, cement and gravel are moved across the lazy current, weakened by the installation of the Volta dam, to a sand beach on the opposite shore.

Meanwhile, the village has become a hive of activity. Sand, dredged from the river bed, is moved by pans and baskets on the heads of villagers, and every able-bodied man, woman and child on the island is working.

A cement mixer was moved across by boat and building bricks are made on the site by hand.

One 112-lb. sack of cement will produce 20 blocks, each block measuring 9 x 18 x 4, a standard block for area construction.

Framework for the school has

Maj.-Gen. Carr is scheduled for the week of June 22.

A recent letter, dated 29 April 70, from the young headmaster of the present school in Agbeve, writes:

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# Dental I.Q

BY CAPT. D. M. HODGES

Your diet and dental problems are very closely related. A supervised diet such as that seen in 'Canada's Food Guide,' published by the Department of National Health and Welfare, will help in reducing dental decay. This brings us to this week's question:

What foods are the most harmful to the teeth and why?

Answer: The foods most harmful to the teeth are those foods that contain a lot of sugar and stick to the teeth for long periods. Some of our common foods have been given numbers indicating their degree of harmfulness to the teeth. The higher the number the more harmful the food:

Toffee	30
Caramel	27
Honey, Bread and Butter	24
Other Candy	22
Honey	18
Cookies	18
Marmalade	10
Ice Cream	9
Jelly	4
Cheese	0

It is interesting to note that cookies are twice as harmful as ice cream. This is because pieces of cookies remain in the grooves of the teeth, long after they are eaten. The amount of tooth decay resulting from eating these foods is directly related to how often they are eaten, and at what time of the day. A study has shown that children who have four or more between meal snacks per day average 9.8 decayed-filled teeth. The children who had no snacks averaged only 3.3 decayed-filled teeth.

# Canuck Cooks Triumph

OTTAWA (CFP) — Canadian military cooks took top honours again this year at the British Army of the Rhine cookery competitions held recently at Rheindalen.

Individual culinary honours went to Warrant Officer Gabriel Karmouche, 1st Battalion, Royal 22nd Regiment, whose entries earned him a first, second, and three honourable mentions.

Of 12 prizes available in the open class Canadians took nine, including two firsts, two seconds and five honourable mentions.

Sergeant Gerald Gonyea's submission won first prize. Cooking for the 4th Canadian Mechanized Brigade Group's service battalion, 4 S & T Company, he concocted a basket of fruit of marzipan — a paste of pounded almonds, sugar, etc., made up into small cakes.

Other winners included Corporals Mike Zacharki, 2nd Battalion, Princess Patricia's Canadian Light Infantry, and Gerald Valk, Lord Strathcona's Horse (Royal Canadians).

Approximately 75 cooks, ranging from private to master warrant officer, competed in the seven categories — meats, fish, cake and assorted cookies, pastry, yeast goods and jellies.

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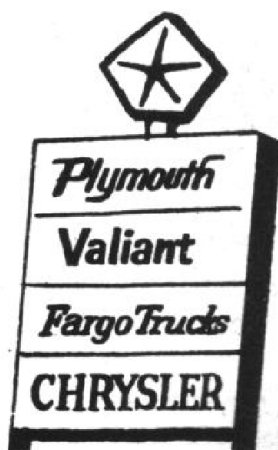
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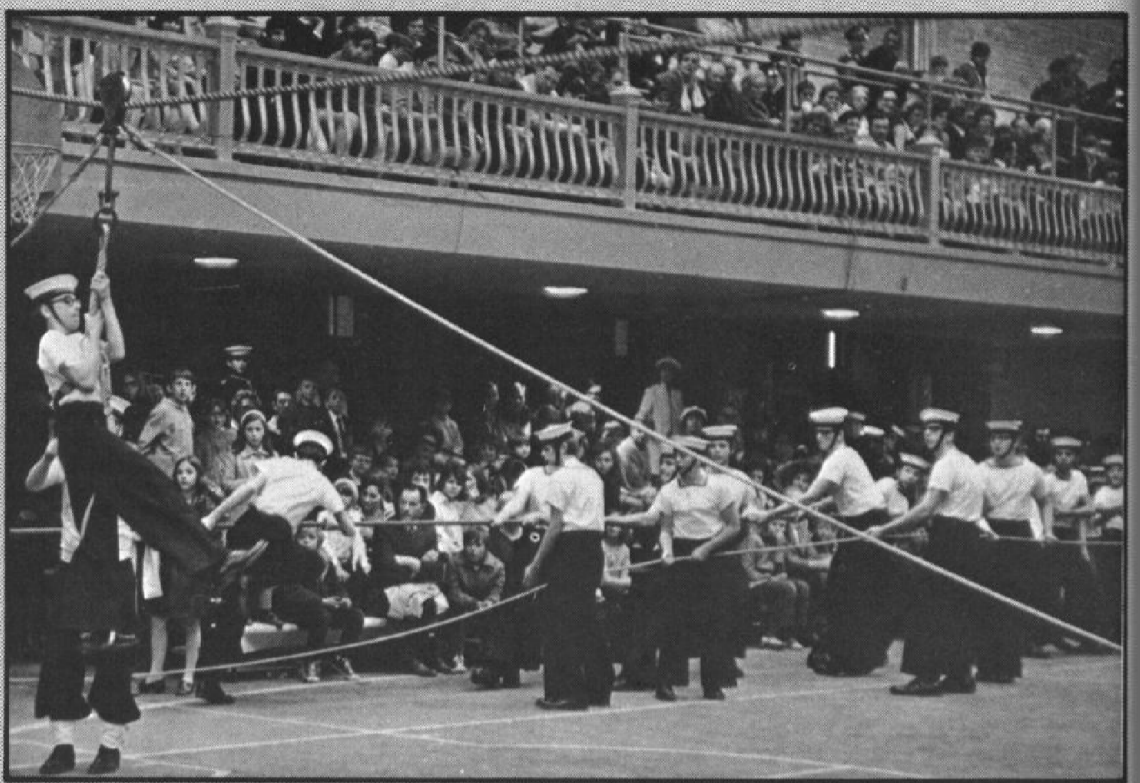


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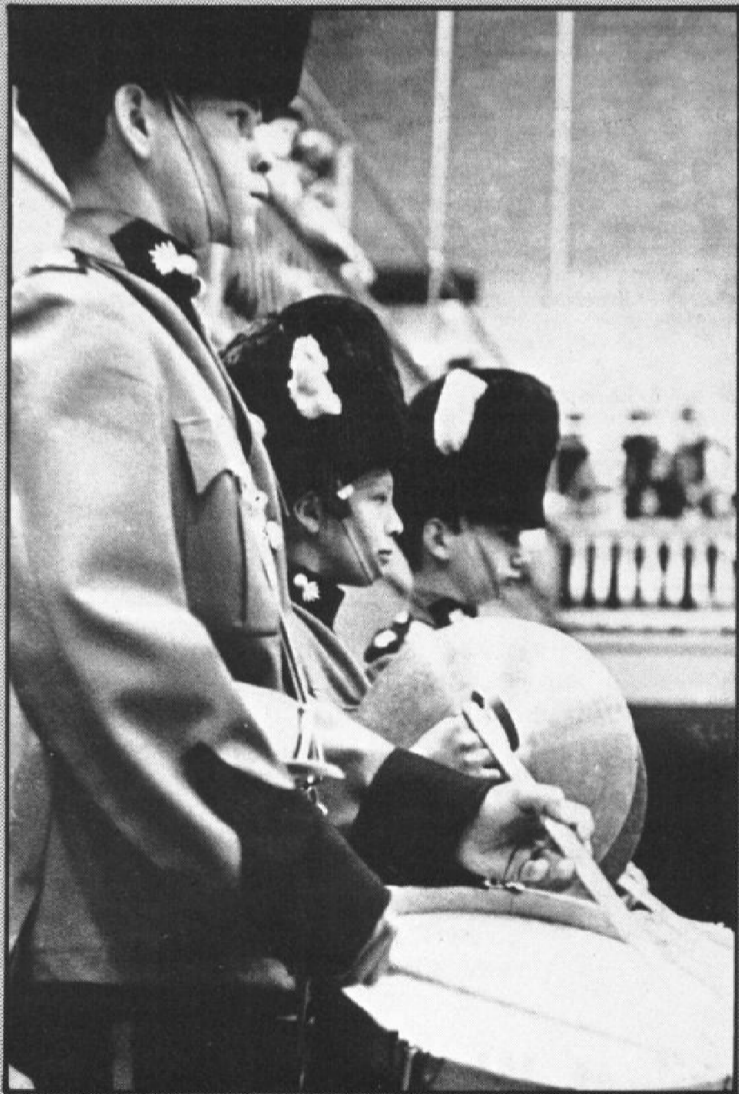
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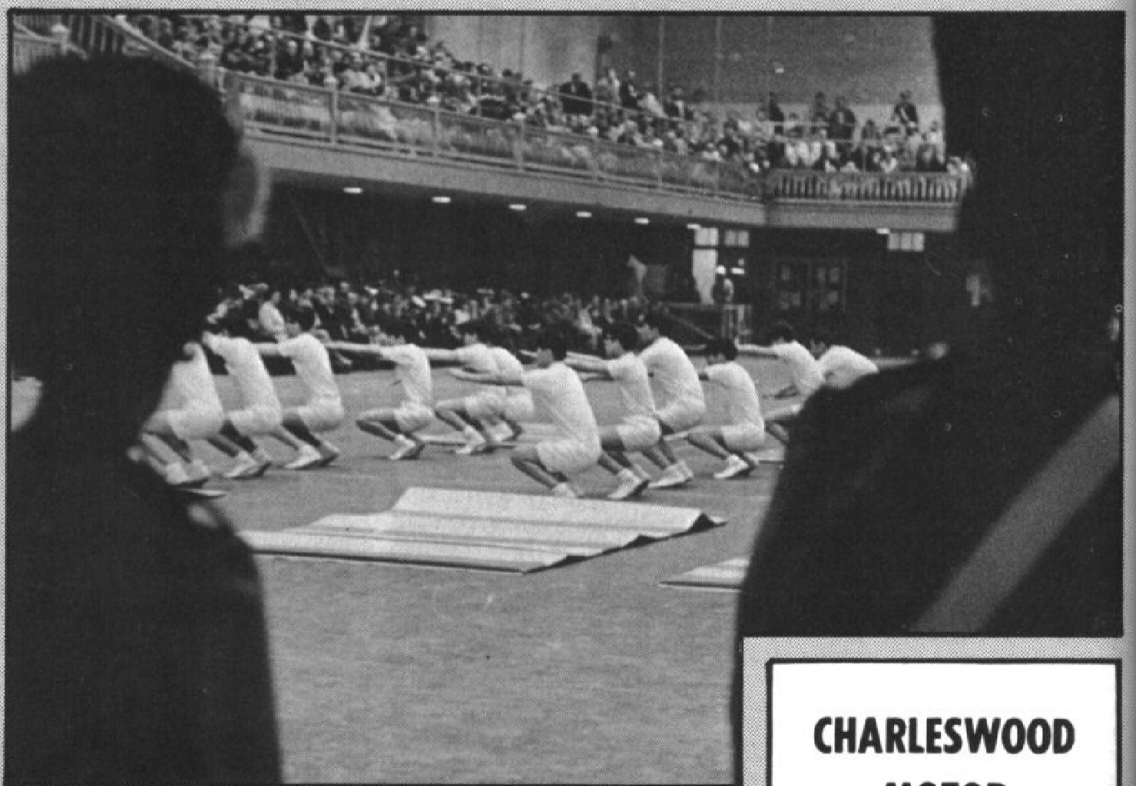
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Brig. Gen. R. S. Graham inspects the guard.



Waiting for the cue.



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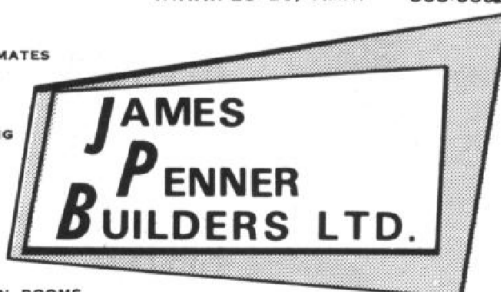
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## Charleswood "In Motion"

The Charleswood centennial celebrations committee seeks any local resident or interested parties to join in during 12, 13, 14 June 1970 and help celebrate Manitoba's 100th birthday.

One of our programs will be a parade with Mike Hopkins of Mike Hopkins' School of Radio Announcers as parade marshal.

Already committed are eleven bands, antique car club, local horse riding academy and floats from interested business and community minded citizens.

Anyone wishing to enter a float or participate in this portion of the celebrations can get in touch with any committee member: Terry Keenie, 888-6177; Ray Allan, 269-1355; Martin Goffard, 832-5908.

Also the Charleswood Kinsmen, in the theme of celebrating fifty years of kinship and one hundred years of confederation, are hosting a monster pancake breakfast during centennial days.

The pancake breakfast will take place, 13 June 1970, in the Westdale area of Charles-

wood next to the 7-11 Store on Dale and Roblin Boulevard. Breakfast starts at 8:00 a.m. and will last until supply runs out.

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# 100 miles not far — if you're a car

By Russ Phillips

If you were to start from the Bldg 90 Rec Centre, proceed north on Whytefold Rd. to Saskatchewan Ave., west on that road to the Perimeter Highway, south on the Perimeter to the first corner which is Oak Bluff, west on number 2 highway for 15 miles to Starbuck, turn around and go back to the Perimeter, proceed the rest of the way around it to Saskatchewan Ave. and thence to the Rec Centre again, then by heck, you have went and gone 100 miles! Bill Lanctot and I measured it on Sunday afternoon and in case you just tuned in, that is the distance and the route I will be walking on my June 13th Centennial SPACE walk. Bill is going to be my control man again this year, which is a good thing for me. I'm not too certain I would even attempt a distance like that without his help.

### Ticket sellers needed

Very soon now, the SPACE walk tickets will go on sale at 25c per. We don't know as yet what the prizes will be, but that will be resolved shortly. The draw for winners will be made

during the latter part of the CFB Winnipeg Field Day to be held on June 13, and the prizes will be given out whether I'm back from my walk or not. It wouldn't be a good idea to wait for me, I may never get back.

### Who needs the money?

Our Community Council, headed by Capt. Don Breer, consists of conscientious, fair minded people who have one thing very much in common, their hands are tied most of the time. That is to say that they are prevented from taking far reaching action in many cases, for lack of funds. To a great extent, the Base Fund provides, but this is not necessarily the way it should be. The Council should have a working capital of its own to draw from. They have two quite large communities to look after, and they could do so much with just a little more help from us. And so we hope that SPACE walk 2 will help to put a little gold in the Council Coffers, and prove once again that CFB Winnipeg knows not what "Apathy" means. So please buy a ticket when you are asked, if you possibly can. Otherwise I will bite you on the leg.

# HEY! HEY! HEY!

By Doug Blais

Guys and gals ages 8 to 16 are invited to register for boys' baseball or girls' softball. Don't be one of those anxious to see school start again because the days are dragging by. Keep busy, healthy and happy during the summer by taking part in minor league ball. A word from your parents to encourage your boy or girl to participate this year wouldn't hurt either. Don't worry about it hampering your week-ends as games will be from Monday to Thursday. The games will be held on Conway on diamonds two and three. It's just a short walk for anyone on the North site. Also for those parents worried about their eight year olds, competing against 16 year olds there will be age divisions and a reshuffling from time to time, to balance the teams if the need arises.

The league will be finished before the start of school. Registration sheets will be handed out to all PMQ's on the north site and registration will take place on Sat. 30th May at the hockey shack by the chapels from 10:00 AM to 12:00 and from 1:00 PM to 3:00 PM. Oh yes, there will be a nominal registration fee of \$1.50 a person or \$4.00 a family whichever is the least. The community council has budgeted for minor league ball but we're in the position of needing new equipment and some few dozen softballs and this fee will help defray the cost. At any rate I'm sure you'll find this sum well able to compete with any other community area. For enquiries you can phone Bob Watson or Mona Watson at 837-5567 or Doug Blais at 832-0580.

Registration forms will be distributed door to door the last week in May but they'll also be available at either Bob Watson's at 56 Listowel or Doug Blais at 105A Canso.

The registration forms will also have the stipulation that they must be signed by a parent and that same signature signifies his willingness to help if required. But cheer up Dad — remember no week-ends and we do hopefully have enough people coming forward.

Anyone interested in coaching or umpiring etc., or in any capacity, please phone one of the aforementioned numbers. Please take the statement literally because interest is the only prerequisite for phoning.

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## Junior Rifle Club

Sgt. J. Chaston

On Sunday 26th May, three of our Club members entered in the Provincial Shooting Federation of Canada Sporting Rifle Matches. These matches consist of two targets in each of three positions, prone, kneeling and standing. None of our members had previously shot an SFC target prior to the week preceding the match (the SFC bulls-eye is approximately 3/8 in.). Margaret McQueen placed second in her classification with Gary Dobson third and Bill Lewis fifth. Our three shooters are all under seventeen and were competing against Senior shooters. Their results rate a special bouquet for their well shown prowess with a rifle.

At present our members are subjected to extensive training in preparation for the Provincial Junior Rifle Matches being held in Winnipeg on Sunday 30th May. The matches consist of approximately six hundred of the top Junior Rifle Shooters in the province. The competitors are scored on shooting, a written exam and practical field trials for a possible perfect score of 300. The competition will be stiff, but our members are applying themselves and should make a good showing.

I would like to mention the CIL awards earned by our members, however, the list is quite lengthy and I believe it is sufficiently indicative of our members' capabilities to state that every member has received from one to five awards.

The club shall be completing the season with a member-parent match and banquet on Sunday 7th June. Members and parents shall be informed as arrangements are finalized. The parents are all challenged to show up for the wind-up match and compete with the sons and daughters for the family bull-shooter's title.

As chairman of the Base Junior Rifle Club I would like to close this article with a special vote of thanks to the assistant coaches, Lieutenant-Colonel (George) O'Neil (Ret), Major (Mike) Piercy, Captain (George) Waugh, Corporal (Art) Ayres, and Corporal (Pete) Hall, for the time and effort they have devoted to the club's activities.

## Skeet Shooting Championship

The Canadian Forces SKEET SHOOTING CHAMPIONSHIPS will be held at CFB Portage 27 and 28 June 1970. The deadline for entries is June 1st 1970. Contact the Rec Centre, at 511, for further information.

## Wheeled Sports

Sports Day, June 13th and 14th, will see something new in activities. For the first time, an Auto Rally and Gymkhana will be held as part of the events. These two events, organized by the VOXAIR DELTA CANADIAN RALLY/RACE TEAM, are open to everyone holding a valid drivers licence and driving a car that will pass established safety tests.

Since many people are unfamiliar with these sports, some explanation is in order. Firstly a Rally is an event in which a car with driver and navigator, attempts to follow a set of printed instructions directing them along a preplanned route. Speed plays little part in a rally, but proper navigating does. Check points are established along this route in order to check whether competitors are on time. Being on time is the responsibility of the navigator. Penalty points are assigned for being too early or too late to a check point. The car which finishes with the fewest points against them wins the Rally. A widely known Rally in Canada is the SHELL 4000, one of the most difficult in the world, on both men and machinery.

The Rally to be held on Sports Day, called the VOXAIR DELTA 100, is designed for fun, rather than for punishment. It will take place on all weather roads exclusively, thus avoiding possible damage to cars. In addition it will be run non-equipped, that is, no special rally equipment will be allowed. This will keep things fair to all those competing.



O. C. "DOBY" DOBROSTANSKI — sits in the cockpit of his Austin 1800 "Super Land-Crab" fully prepared to do battle with the opposition for honours in a forthcoming rally. The "Dobe", also an ardent ice racer, will not be able to participate in the Voxair Delta "100" as he is a team member, however, he invites everyone else to enter. The Voxair Delta "100", as mentioned, is open to all, as is its running mate — the Gymkhana or skill test as they are sometimes called.

Photo by Hoover

The other part of this double event, the GYMKHANA, will be held the previous day, Saturday the 13th. The location of this event will be, (pending approval), the FORT OSBORNE parade grounds. A test of driving skill in essence, a Gymkhana involves driving over a preplanned and marked course. This course, of which there will be a map provided to guide drivers, is of considerable complexity, and is designed to test the manoeuvrability of the cars entered, as well as the skill of the individual drivers. In order to do this fairly, cars will be divided into classes. For instance, it would hardly be sensible to match a sports car against a Detroit family sedan. Thus the various classes. The procedure which will be used will be to classify all entries according to wheelbase. This has been found previously to result in classes that are as fair as is practicable without becoming too cumbersome to manager.

Winners will be those, who, in their class, cover the course in the fastest time. These winners will receive a fine trophy with plaques going to the 2nd and 3rd place finishers.

Both events will be a lot of fun and are sure to draw a large entry, since anyone with a car that is in safe condition may enter. Remember, these events are not specifically for sports cars, but are meant for every type of car.

The VOXAIR DELTA team expects in addition to have several competition cars entered in the GYMKHANA as a special attraction. Why not drive in the GYMKHANA on Saturday, with the family cheering you on, and Sunday the 14th take them all on the RALLY. Watch for posters giving further details. Those wishing detailed information may contact Mr. Ken Boettger at 832-1311 Local 446.

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- Institute Card — required by all dependants 16 years or older who wish to make purchases through CANEX outlets.
- Service Dependant Cards — required by all dependants six years of age and older; those under six must be accompanied by an adult.
- Adult Cards — available at control office for \$1.00, for dependants 16 years and over.
- Junior Cards — available at control office for 75 cents, for dependants 6 to 15 years old.
- Adult and Junior Cards — per above, for members and dependants of RCMP, Active Militia, DND Employees.
  - \* Replacement cards will be charged for at the full cost of a new one.
- Special Membership Card — for civilian personnel who will be given special privileges from time to time to use base facilities. This card will permit the bearer entrance to any facility subject to limitations indicated on the card. Such cards will be signed and issued by BRECO upon written request by the organization desiring them.

# CWL News

Our CWL wind up Banquet was held in the Village Inn Banquet Room on May 7. It was a treat to all to have such a delicious supper and not have to cook it and clean up after. We played a few games after we ate and Carol Hooper read a poem she had composed saying good bye to Father Poirier and the ladies that are leaving. Father Sabourin presented Rita Hubbs and Theresa Lemieux with CWL spoons and Ellen Parent and Mary Hache with CWL pins, and wished them the best. Father Sabourin made the draw for the door prize which was won by Father Poirier! Confirmation and First Communion were held on May 9 with about 90 children taking part. They wore albs for the first time in our church and I'm sure most of the people thought they were very nice. Everything went smoothly thanks to the great efforts of Father Sabourin and many others in the parish. A reception followed in Bldg. 21 to meet Bishop Spence. The food was prepared by the ladies of the parish and our thanks to them. It must have been good as it all went so fast.

Our next meeting will be in the fall and we will inform you then of the date and meeting place. Until then hope you all have a nice summer!

Groups of dependant personnel (service or civilian) who use the facilities at Lipsett Hall under the direction and control of responsible adults at scheduled times do not require a pass. Examples are Brownies, Sunday School, Guides. Service personnel and their dependants who are 12 years and over may sponsor a guest, or guests as approved by duty staff.

# Everything & kitchen sink

In case you don't know what a "Kitchen Sink Handicap" race is (I didn't) then may I suggest that you ask Cpls "Lefty" Hollies or Pete Van Der Maden. With "Lefty" being an Air Force type and Pete an Army bloke, it's a little like integration. The Air Force and the Army getting together to act like the Navy. Anyway, to make a long story short, Lefty and Pete have entered a raft in the aforementioned race which starts at 2 PM on the 13th of June.

The contest will take place on the Assiniboine River, starting at the Perimeter bridge, and ending at an as yet undesignated point near the centre of the City. The race is City sponsored and Mr. Ray Ludwick has the job of co-ordinating it. The Red Cross Water Safety League will be in attendance as well as CFB Winnipeg based Rescue Helicopter. The Manitoba General Radio League will be doing a flow by flow commentary of the event.

Good luck Pete and Lefty in your unsinkable "Paddle Wheel King" And oh yes, don't forget your life jackets.

# Ladies -- Softball

Those who are interested in playing SOFTBALL contact Pte. Diana Pickwick — Westwin Rec Centre — Local 511 for information.

# CAUSES OF CANCER?

A report from Iceland suggests that occupation groups which consume the most home-smoked and singed foods get the most stomach cancer. In Taiwan a relationship has been found between the arsenic content of well water and the frequency of skin cancer. These and other factors are studied by scientists to find the causes of cancer and ways to prevent it. Your contribution to the Canadian Cancer Society will help.

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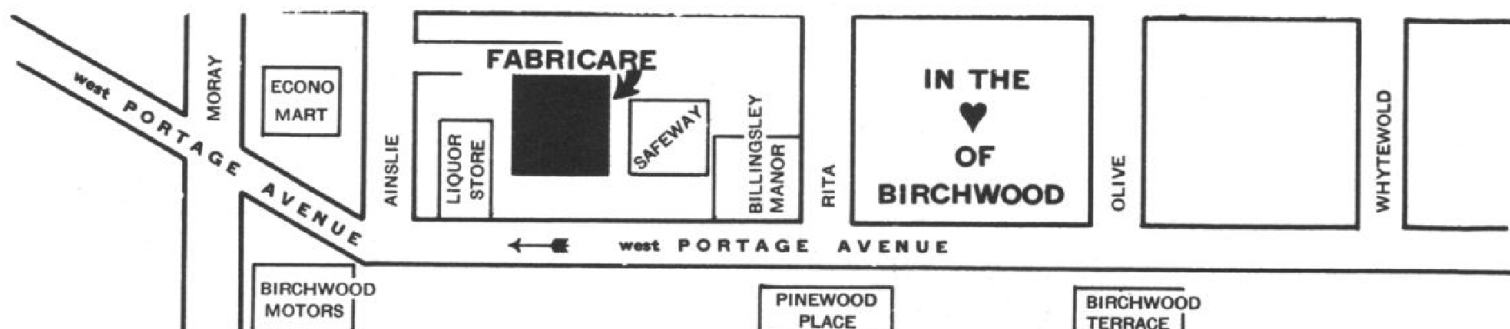
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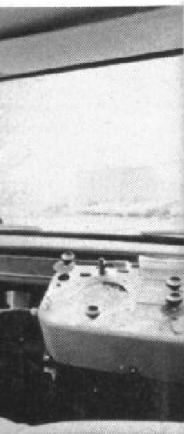
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Photo by Hoover

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