

Voxair



he
who reads
voxair
is not lost

Volume 19, No. 15

CANADIAN FORCES BASE, WINNIPEG

August 19, 1970

Some make 555 miles . . .



HOME AT LAST. Cpl. Rene Gosselin and his son Brian step ashore after completing their Centennial project. And what a project; in 19 days they travelled 555 miles from the Shelmouth Camp in

Saskatchewan to Winnipeg on a raft called Centennial Sue. Cpl. Gosselin is an electrician with base CE. Well done Rene.

(Canadian Forces Photo)

Training Command Loss

Combat arms gets mobile

BASEGAGETOWN, N.B. (CFP) — The forces are amalgamating and centralizing training facilities here for the three combat arms — armour, artillery and infantry.

The move was announced by Defence Minister Léo Cadieux last September.

The new formation, called the Combat Training Centre has already begun to take shape. Advance parties of both the combat arms school, base Borden, Ont., and base Shilo's school of artillery are here making preparation for the school's main body to move in this fall.

Training will continue at both Borden and Shilo this summer with the CTC becoming fully operational by September. On the policy side, biggest change is the switch to mobile command from training command for the CTC.

Commanding officer of the new facility is Brig.-Gen. Duncan A. McAlpine. Deputy base commander is Col. H. E. Theobald.

The CTC will be comprised of the Combat Arms School, commanded by Col. J. P. Larose, 2nd Battalion, the Royal Canadian Regiment, C Squadron, 8th Canadian Hussars, E Battery 2 RCHA, 2 Field Squadron RCE, 3 Signals Squadron, 3 Service Battalion and 1 Field Ambulance RCAMC.

The combat units, once part of Gagetown's 3 combat group, will remain here but will be available to support any combat formation in the field. Their main job will be supporting the CTC.

The centralization of combat arms training facilities will provide the CTC with the largest military training ground in Canada.

Main job of the CTC headquarters will be to coordinate training policy and act as a direct link with mobile command headquarters in St. Hubert, Que.

Amalgamation has other advantages too. Training officials at command headquarters say it will bring the land force combat arms closer together for inter-arms course training than they have ever been before.

One example cited is the interchange of staff. Artillery instructors (firing in indirect fire methods (skilled in targets they can't see) may teach tank gunners and infantry mortar men their techniques. On the other hand, tank gunnery types, tops in the direct-fire gunnery field, could teach artillerymen their firing methods.

Rivers site for militia

Four hundred and fifty officers and men from Winnipeg, Portage la Prairie and Brandon are presently carrying out the second phase of the Student Summer Employment Program at CFB Rivers from August 2 to August 22.

The trainees ranging in age from 16 to 24 years are undertaking courses as Drivers, Infantrymen and Artillerymen. They represent such famous militia units as the Camerons of Canada, Royal Winnipeg Rifles, Fort Garry Horse, 26th Field Regiment Royal Canadian Artillery and 140 Coy Royal Canadian Service Corps.

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1000 students meet service life

GAGETOWN, N.B. — Tanned, tired and trained, 1,000 militiamen from the Atlantic provinces have completed their summer training and now know the meaning of "full support" at CFB Gagetown.

Mostly high school and university students, many of the militiamen sweated through five weeks of classroom instruction and field exercises designed to round out training they received at their local armories during the winter.

Training was in line with promises of "full support" made when militia training was placed under Mobile Command.

Nineteen units were represented at Gagetown this year, the second year that militia training has been conducted here. Previously militia camps were held at Aldershot, N.S.

Lt.-Col. J. D. Cade, the regular force commanding officer of the militia camp, said militia personnel were able to use the most modern equipment in the Canadian Forces with instruction from top regular force instructors. Lt.-Col. Cade had a staff of 238 regular force personnel.

The armoured corps militiamen used the large range area at Gagetown to drive the APC's — armoured personnel carriers — and fire the vehicles' 50-calibre machinegun. Gunners from artillery units trained on the cost-saving minigun which provides a simple, safe and economical means of training and during their last week at the camp fired the 105mm howitzer during live exercises.

Members of the militia service corps units trained as

transportation operators concentrating on the safe driving techniques while gaining experience in operating military vehicles ranging from the huge five-ton recovery vehicle to the half-ton jeep.

Supply technicians were exposed to the myriad of situations encountered in maintaining, administering and operating unit stores. Radio operators trained on various modern radio sets. These signalers would have the capability of playing a key role in the event of a civil emergency or a national disaster as a vital link in the local communications net.

Manitoba Centennial Air Show

Sept. 26th & 27th
St. Andrews Airport

Pipes and drums to Scotland

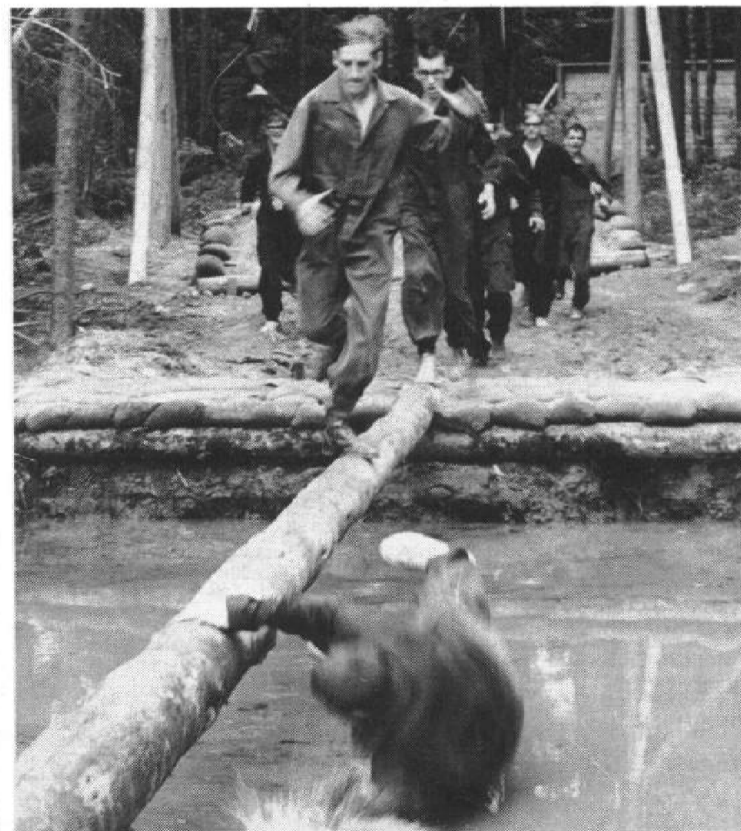
A 56-piece composite pipe and drum band will represent Canada at this year's annual military tattoo in Edinburgh, Scotland.

The band will be composed of pipers and drummers from the Argyll and Sutherland Highlanders, Hamilton, Ont., The Highland Fusiliers of Canada, Kitchener, Ont., The Lorne Scots, Brampton, Ont., and the Queen's Own Cameron Highlanders, Winnipeg.

The contingent flies from Trenton, Ont., to Prestwick, Scotland August 9, returning September 13.

During the tattoo the band will perform a special "salute to Canada" composition by Warrant Officer John B. Kerr of CFB Rockcliffe, Ont.

. . . some only 5 feet



MUDDY BUT COOL — It's a cool if muddy dunking at the end of the obstacle course for one of the trainees attending the summer militia camp at Canadian Forces Base Gagetown.

(Canadian Forces Photo)

grains of sand...

We hoisted a flagon of nut-brown ale at the close of a warmish day and after sucking back a copious draught, wiped the foam from our moustache, we being of genteel mien.

The chap on our right had apparently suffered through One Of Those Days. Our civil greeting to him produced nought but a fierce glare and the challenge "Just where do you stand on Bill 56?" We sipped thoughtfully a moment, then allowed that we felt an amendment to the Migratory Birds Act was not unreasonable at this time.

Somewhat put-off, he explained that Bill 56 had to do with automobile insurance and so forth. But before we could opine on the subject, he commenced his harangue. It seemed that his brother-in-law or some such worthy was in the insurance business. It seemed that the government was out to "get" the insurance people, all of whom are noble in spirit, leaders of the community and dedicated solely to the betterment of Man. It seemed that the local political milieu was populated by little other than knaves and those of fascist persuasion.

Pondering silently the anomaly of referring to socialists as fascists, we slipped a word or two in edgewise and related calmly and dispassionately our personal experience with free enterprise auto insurance. We told of our ten month wait for our friendly and obliging insurance company to settle with us over the most minor and simple of cases.

The chap would have none of it. "What are you... some sort of a Commie bastard?" he raved, draining his ale and stalking off in rage.

Shortly afterwards, chap number two approached. He at once brandished an evening newspaper and shrieked in fury. "Lookit this! Bunch of fat capitalist pirates trying to scuttle the government's car insurance plan!"

His subsequent harangue revealed that the government, constituted solely of men of good-will and high purpose, was being savagely raped by the private business sector, which in turn was composed entirely of knaves and those of fascist persuasion.

When he surfaced for air ten minutes later, we offered the thought, in our quiet and reassuring way, that perhaps after all the least government was the best government and that the western democracies had grown strong and progressive largely due to their system of competitive business, and that...

"What are you... some sort of a Commie bastard?" he ranted, draining his ale and stalking off in rage.

Having been accused by both factions of having pinko tendencies, we have decided that we might as well read the works of Marx and Lenin. Marx is that fellow with the glasses and moustache who leers at women. I believe Lenin is the one who sells salacious photos of himself and his wife by way of promoting world peace.

Let's look at today

The three-part television series, The Restless Wave, which has just concluded was a fairly good history of the Royal Canadian Navy over the past sixty years.

It was perhaps slanted a little too much in the direction of a host of retired Admirals and their opinions and reminiscences. Each had played a dynamic role in the RCN it is true, and several had endured the parsimony and heedlessness of Canada's pre-war government. However, from time to time in the series it was evident that some of the Admirals looked fondly to the past, almost to the exclusion of the present or future.

Undoubtedly the RCN was a "damn good navy" in the thirties in the face of its pathetic budget, as the series reiterated. It is suggested that the present sea element of the Canadian Armed Forces is also a "damn good navy" — and like its predecessor, the RCN, it too suffers the constraint of inadequate funds.

There have been many hours of television histories of Canada's armed forces in the past half year. These are of good value but we wonder if the medium will get around to looking at us in depth in the present time. The Canadian citizen needs to know more about us today, now that he's had a pretty good picture of the past.

UNCLE VOX NEEDS YOU!



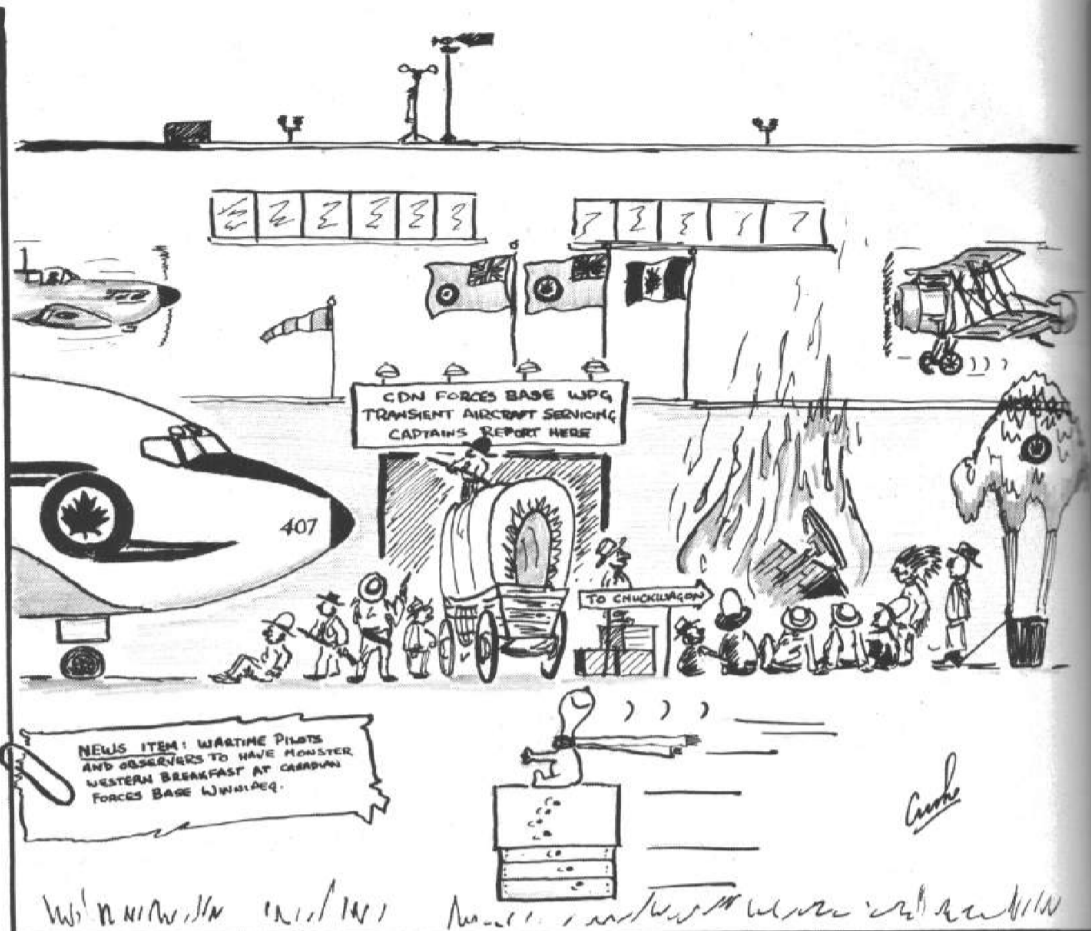
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Sideburns: Royal Navy goes mod

New York Times Service

LONDON — British sailors can grow sideburns down to the bottom of their ear, and no longer need to have their hair cropped short, the Royal Navy has announced.

The once-sacred rum ration has been abolished, 240 years after it was introduced, and the admiralty is even debating whether trousers have to be bell-bottomed.

"The navy is getting with it, if you like," a naval spokesman said "keeping abreast of the times."

But the new rule does not mean that hippies will be flocking into the navy. The signal to the fleets from the commanders-in-chief stipulate that although hair may now be grown fuller, "it must be cut so that it appears neat and tidy at all times."

Some mystery remains about the differing attitudes of the three armed services to matters hirsute. For instance, why are beards allowed for sailors but not for soldiers or airmen, and why do the army and air force disagree about the permitted length of mustaches?

One source at the ministry of defence thought beards were allowed for sailors because they were exposed to bad weather at sea. He cited the army's relaxation of the no-beard rule during the Crimean war to protect soldiers' faces during the cold winter.

But he could offer no explanation for the army-air force disagreement. The first insists that "if a mustache is worn it will be trimmed and of moderate size;" the second that "if a mustache is worn, the upper lip is to be entirely unshaven."

The above article concerning sideburns in the Royal Navy prompts us to ask what the future might be for such things as beards and moustaches in the Canadian Armed Forces. Never mind the matter of sideburns... right now despite unification the three year old service regulations still apply. If you're sea element you can grow a beard... and if of the other two elements, a moustache is okay. What happens next summer when we're all in green and a sailor wants to grow a cookie-duster?

Restore Me, Oh Lord

If we assume that Treasury Board is made up of a handful of misanthropes of the genre Scrooge, top military management has indeed staged a coup. Those venerable 'money-bags' have always viewed with a jaundiced eye the military practise of retiring a serviceman in the prime of life with a generous pension which he could likely collect for two or three decades. What diabolical magic, then, led them to agree to retire a segment of servicemen at an even earlier age?

It wasn't magic at all, but logic. Given: the situation of a military service which must reduce, not because of any mismanagement or error in planning, but a viable solution is difficult indeed. The simplest solution, that of wholesale lay-offs of servicemen would never be countenanced by a benevolent and fair-minded Defence Council. Indeed, top military management hastened to assure all servicemen that there would be no forced attrition.

Personnel planners normally control the number of servicemen required in any particular trade by regulating the inflow of trainees for that trade. If the number is static, then the number of graduating trainees must just equal the number in that trade who are retiring and resigning. On a much larger scale the same type of planning is carried on for the service as a whole. If a rapid reduction in the total number of servicemen is required, normal attrition is much too slow for the purpose. And of course, to cut out recruiting entirely would be a mistake of the first magnitude, since any organization without new blood will stagnate and turn in upon itself.

With the present blueprint for a mini-service and the current existence of maxi-trades, (any trade which was understaffed in the bull days is probably just the right size now) an obvious solution is to reduce those trades. But reduce those by increasing the others? That would be like moving that ugly fat from the waist to the hips (of course, if you can't remove it entirely, the hips may be a better place for it).

The beauty of the restore plan is that it seeks to achieve the aim — of reducing overall service strength — by reducing the adipose trades. In the reduction of those trades, the affected servicemen can only stand to gain. Each adoption and priority of the plan is a step forward. The first offer is to NCOs with twenty years or more in the service: they can retire early, with no penalty, or they can carry on as if nothing had happened. For each NCO who does retire early there will be a position opened up for promotion, so the NCO gains, and the lower ranks gain. The second offer is to Corporals and Privates with twenty years or more of service: they can retire, remain where they are, or perhaps remuster, in that order. The twenty-year NCOs, Corporals, and Privates in the affected trades are all better off because they are given the opportunity to either stay where they are, or retire from the service under the most favourable circumstances and accept those jobs they've been talking about for so long. The others in those trades are all better off because the promotional climate will soon improve.

Restore seems like a great plan indeed. Pity it couldn't be broadened to include the full range of trades, and extended past '71. Treasury Board would be apoplectic.

Perhaps they will be anyway, when they see 'Operation Restore — Phase II', officers for the retirement of. Come September.

Totem Times

The Third Page

UNISKINS by mac




Crusader... "Ladies sweet and kind"

No writer can be completely detached or objective about every controversy and authors of columns of this ilk are probably not hard to classify if they present their honest convictions. Those who have been interested and I hope entertained by my column will likely by now have correctly identified my opinions as being so far right that I am inevitably chosen as marker when Crusaders are banded together in sufficient numbers to warrant a formal parade.

I am fierce in my support of Brownie cookies and good manners. I am an ardent activist in cycling, jogging and skin diving. I believe parties to be a good thing for social reasons as well as because they are fun. I strongly advocate cuffing rotten kids about the ears when they are rotten, and civilians, particularly teachers and professors, send me right up the wall. In all these fields of endeavour I stand upright with drawn sword and eyes cold as ice chips ever ready to defend old ladies' right of way over the Portage traffic or fill in puddles with, yes, even my jolly green jumper.

Like the great Achilles though, I am not without a weakness, and if there is one current cause guaranteed to set my eyeballs rolling wildly in their sockets and generate a stream of vituperative abuse it is this ghastly ogre called Women's Rights. I have always been given to understand that ladies should be spared from going to war with rifle and bayonet in hand and from mopping up the remains of anyone unfortunate enough to be run over

by a bus. It seem oddly fair to me that they, along with the children, should be given first licks at lifeboats or seats in crowded buses. I have always found it good exercise to stand when they arrive at or depart a party table and restraining my sometimes appalling language in their presence has been a trying but worthwhile self-discipline.

It was purported to me that in exchange for these civilities they in their turn would not either vociferously advocate their favourite (and my hated) political party, stare frostily when doors were opened for them, or wear trousers with flybuttons. Under no circumstances would they insist on being taken hunting or included in the weekly poker game. I, in my turn, was expected not to painfully elbow them out of the way, when getting on a bus or request their assistance in changing a flat tire. All these things were unspoken but very definitely understood.

But alas, the old order changeth yielding place to new and the stridently vocal demands of what Knox called "this monstrous regiment of women" leave rather than fury a strange sense of sadness. On the practical side of this villainy there are also distinct inconsistencies in some of the principles propounded. The possibility that a woman who leaves her husband should have to pay alimony is always discreetly avoided. Fighting for lifeboat seats is also apparently not a prospect that pleases. However, there may be some advantages in it for us men. Conscriptio of a gorgeous

comrade to a foxhole, co-pilot's seat or a destroyer may ease the wearisome days of a tedious war. At last we will be permitted to press the dishwasher start button while the distaff side cuts the lawn, takes out the garbage and removes doggy traces from the sidewalk.

We will have to be allowed to speak authoritatively on cuisine, fashions and childbirth as well as wear false eyelashes and who will say me nay when I return home late Friday, well oiled, to kibitz three tables of bridge at once?

I shall now sheath my sword, furl my standard and retire to the temporary sanctuary of the stag bar. The Editor has confirmed that Voxair is no longer delivered to the married patch and to save being showered with pepper or find some helpless thing chained to the gates of the base, I trust my readers will take advantage of the dotted line he has so carefully provided. Shall we join the ladies?

Flattery. We love it.

Editor, Voxair:

Since I am declared to rumour, I have heard that serious thought is being given to closing down the Voxair. I for one offer strenuous objections. It may be true that many people take the Voxair for granted and read it only occasionally. This is their loss and no one else's.

The editorial content of the Voxair is excellent as are the cartoons and base news items. I also find the news from other bases interesting not to mention the Voxair Vixens.

I would like to take this opportunity to encourage the apathetic and very silent majority on this base to write to Voxair and express their opinions — pro and con. I am positive that there are many people other than myself who thoroughly enjoy reading the Voxair and would sorely miss it if it were to cease.

M. H. Taylor Lt. Base Pharm.

FROM OVER THE WAVES

Editor, Voxair:

As an old comrade I feel I must take up my pen again and offer my personal congratulations to you and to Training Command as a whole for the magnificent way in which you considerate people have seen the Agbeve Lamp of Learning school programme through. What an accomplishment! And what a way for a developed nation to show its consideration and thoughtfulness to those of the world considerably less fortunate than we.

Almost a year ago now it was suggested in the columns of your paper that we fortunate countries should give serious thought to the manner by which we should use voluntary contributions for worthwhile causes. You have proved that such serious thoughts are worthwhile.

Colonel J. W. Pudney
Imperial Defence College
London, England.

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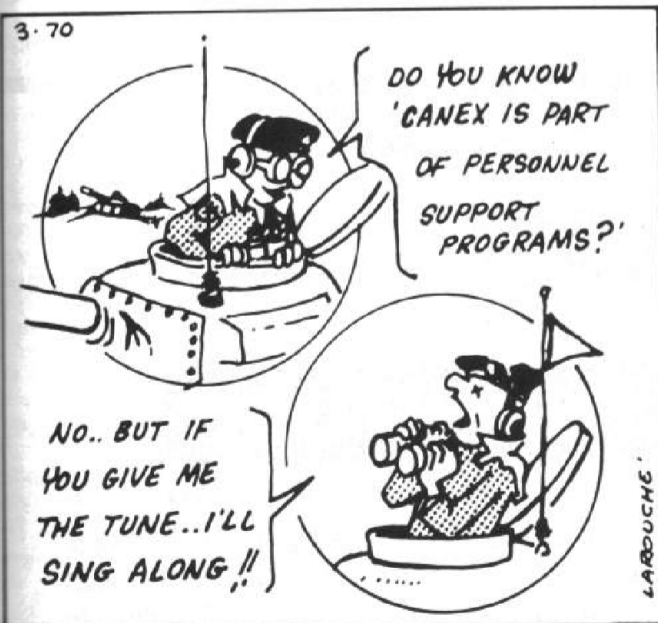
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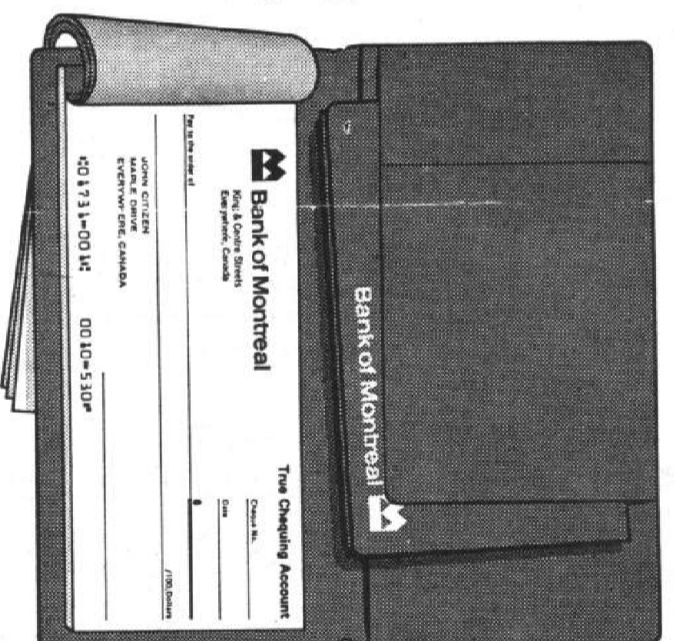
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CFFTSU family day



CFFTSU FAMILY DAY. Mrs. Heather Sutherland, Mrs. Addie Mackenzie and F/L Jock Mackenzie and Mrs. Linda Lott view the unit albums.



WHEEL FOR A DAY. Terry Langen, daughter of Maj. and Mrs. G. O. Langen, assumes a supervisor's pose. Judging by the sunburned soles of her feet, she's been there quite a while.

No sleep in this school

TORONTO (CFP) — It's a one day school — and nobody goes to sleep.

The students might be journalists or generals, nurses, movie directors, flight line mechanics, or photographers.

For one reason or another, they're about to be passengers in Canadian Forces jet fighters.

So they check in to High Altitude Indoctrination at CFB Trenton, Cold Lake, or Toronto,

It's a pretty important eight hours. As a student, you've got to learn how to live out of an oxygen mask, how to recognize danger symptoms from gas expanding in your body, and how to eject.

Then you ride in the high altitude chamber to experience the effects of altitude. The chamber is a metal cylinder just like the decompression chambers for divers, except the doors are re-

versed. When you get inside, they start pumping the air out and mechanically take you up to 30,000 feet.

There's eight men with you, and no room to move. Eight sets of reddened eyes stare out of a khaki jungle of oxygen masks, hoses, caps, earphones. Pinned to the chamber's roof is a pink rubber glove.

As the air leaves the chamber, the air in your stomach swells, the eustachian tubes crackle in the back of your throat, and you may feel a twinge in an old cavity.

It's a little scary, and the instructors leer through the portholes of the chamber like mad scientists about to carbonize you. But all of a sudden you realize it's fun. That you're getting the fear over with in the chamber, where it's safe, where nothing can go wrong.

And later, when you're locked in a cockpit somewhere in the clouds, watching the oxygen regulator blink, you're thankful that you've left the fear behind. And that you didn't go to sleep.

Bond buyers moving: note

OTTAWA (CFP) — Don't delay, write today. Buyers of 1969/70 Canada Savings Bonds who bought under the employees instalment purchase plan, and have since moved should send their old and new addresses, to: Securities Deposit Division, Department of Supply and Services,

Room 145, East Block, Parliament Buildings, Ottawa 4, Ontario.

Failure to advise could result in considerable delay in receiving paid-up bonds, especially when Christmas is just around the corner.

How to become a ham

OTTAWA (CFP) — A hobby that is catching on with Canadian servicemen stationed around the world is "Ham" radio.

How do you become a "Ham"? First, find a club or organize one yourself at your unit. Civilian clubs in your area will no doubt lend an enthusiastic hand to get you started.

Most radio clubs run short courses for new members, where the novice learns fundamental radio theory and operation, and morse code. The candidate must pass a Department of Communications examination on basic theory and practice before he can operate his own set.

In a matter of a few months, the radio operator has the world at his fingertips. He can travel around the world in the comfort of his own club room.

One such club at CFB Gagetown has been in operation for nine years and boasts 16 members. Known to "Hams" as VELJO, the club was originally formed to give New Brunswick soldiers serving in Egypt the chance to talk to their families in Gagetown. When the soldiers returned, it just kept going.

"We talk to people thousands of miles away as if they were sitting right beside us," said 3 Signals Squadron Sergeant Clair Bostwick. "We've talked to Norway, Africa, New Zealand, Egypt and even to Canadian warships near Gibraltar," he added.

Servicemen on duty in distant places can talk to their families by "phone patch". To do this the serviceman contacts a "Ham" near his location who in turn transmits to the Canadaside club. The club then telephones the serviceman's family — and presto! instant communication. In time of national emergency,

radio clubs can play a vital role. Amateur radio operators have established a radio network covering North America for use if other communication methods fail.

So, if there is a radio club on your base why don't you become a member. If there isn't why not organize one?



WHOM DO WE CALL NOW? — Sergeant Clair B. Bostwick, left, of 3 Signals Squadron and Private John S. Taylor, Royal Canadian Dragoons, both of Canadian Forces Base Gagetown, N.B., check the call sign board at the base's radio club. Members have established direct contact with numerous HAM operators throughout the world.

(Canadian Forces Photo)

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"At first we viewed the rapids and waterfalls with apprehension, later we just barged through one after another."

440 goes 200 in rubber boats

When you think of 440 Transport and Rescue Squadron you normally think of airplanes.

This story, however, has to do with three rubber boats and instead of runways it deals with raging rivers and dried-up lakes.

Each year the squadron does a simulated rescue exercise to test its resources. In the past this has normally consisted of a simulated crash site somewhere in the wilds, rescue aircraft finding it and a helicopter going in to pick up the "victims".

This year was time for a change. A rescue from an isolated area where aircraft could not land and helicopters unavailable or beyond range.

Thus on July 25 a Dakota from 440 Squadron touched down on a dirt strip at Cullaton Lake. Located 200 miles north-west of Churchill it is well into Canada's Arctic. On board were 3 para-rescue men, 3 volunteer "victims", 3 boats and motors and enough supplies to last a week.

It was a sunny day as "victims" Capt. John Peckitt, Al Weeks and Moe Jonsson helped their rescuers carry the more than 2,000 lbs. of equipment the quarter mile to the lake. The rescuers, Cpls. Gord Walker, Jack Horne and task commander Cpl. Moon McMullin, decided that it would be best to camp here and start fresh in the morning.

When they woke up the next morning the sun was no longer with them. It would be fog and rain from now until the exercise was over. It was 10:00 a.m. by the time the boats were loaded and ready to shove off down a nameless creek.

Initial power was by a 10 hp motor. After 100 yards this was changed to paddling due to the shallow rocky bottom. Then, after 300 yards it was everyone out of the boats pushing and pulling. The six men thus manhandled the boats for the next seven miles until they

reached the swift, cold Kognac River.

By this time the water was coming in to the rubber Zodiac boats faster than it could be bailed out. The crew thus made camp and patched 11 holes in two boats. It continued to rain through the night and one tent was completely flooded.

For the first two days the six men ate fresh rations including steak and potatoes. After that, however, it was tinned combat rations all the way. These were found to be quite appetizing and certainly served their purpose. The men had only two opportunities to do any fishing and these were for half hour intervals only. During them they caught two lake trout and three grayling which were all downed swiftly with relish.

Although the area was certainly lacking in human habitation numerous signs of animal life were observed. Ptarmigan was plentiful and several times fresh wolf tracks were found. Three separate herds of caribou were sighted closeby. It was estimated that they totaled over 7,000. Aircraft accompanying the exercise spotted bear several times within one mile of their camp.

The Dakota aircraft were based at Cullaton Lake for the exercise and contacted Churchill four times daily to keep up with search progress. In addition they would fly over the crew as often as possible. The rescuers were evaluating a High Frequency radio set. This they found received very well but could only transmit within a radius of 10 miles. At one point the aircraft saved the men a lot of time by dropping them a map with a suggested route. The aircraft and crew were rotated throughout the exercise and included both 440 Squadron CO Maj. Syd Burrows and operations officer Maj. Mel Henderson.

The route had a vertical drop of 640 feet and thus there were a number of rapids and waterfalls. These were at first

viewed with apprehension however, after a few of them were traversed successfully the men just barged through one after another without a second thought. Once, however, one boat was stuck in a waterfall by one of its ropes and all kinds of equipment (stretcher, food, knives and clothing) were lost. Only one fall was deemed to be unsafe and it was portaged.

After the waterfalls and their jagged rocks the next most unpleasant part of the trip was the weather. It was cold and wet with the temperature often coming near freezing at night. The wind was often nearly 25 mph. Although it didn't make it any warmer it did keep the bugs away.

The entire 200 mile journey took only six days, however, it would take another three before the last man would be returned to civilization. Originally a helicopter from 440 Sqn in Winnipeg was to pick up the men. It was unservicable. Then an Otter on floats also from Winnipeg was sent in to pick up the crew. It took three men out then it too went unservicable. Fortunately HMCS Skeena was visiting Churchill at this time and one of her Sea King helicopters was dispatched to pick up the remaining men and equipment.

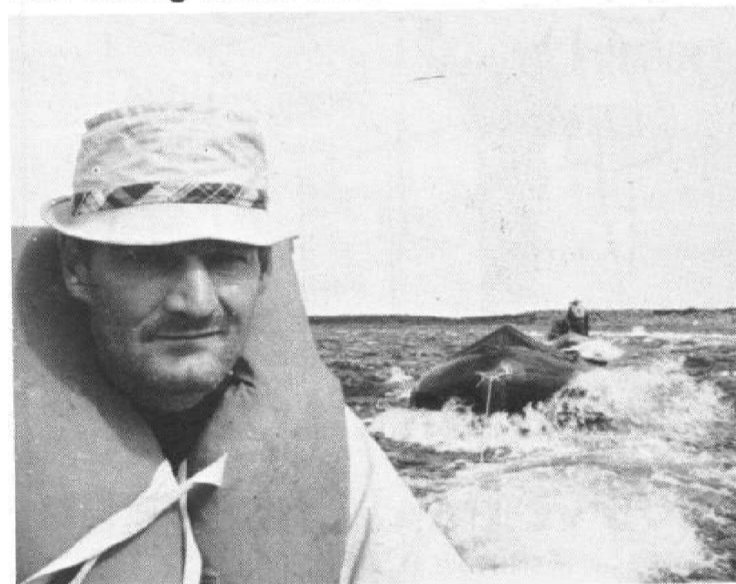
Thus on the third of August all the men were home again. In the meantime they had seen another part of the world, grown some beards, evaluated some equipment and completed another task for 440 Squadron. And how did they like the trip, "The lake travel was boring, but the river travel was . . . er . . . exciting."



The water was quite shallow in spots and the boats had to be manhandled for many miles.



The jagged rocks left their marks on the rubber boats. Each evening several hours were spent patching.



A few days growth is shown on the face of task commander Cpl. Moon McMullin.

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Col. Hugh Peters, Base Commander, CFB Winnipeg, kicks off the semi-annual Red Cross Blood Donor campaign held recently in Bldg. 21. It is generally agreed that R.H.I.P. — example, two beautiful girls with the Col. — none with the WO in the background.

Photo by Hoover

Service vote count not delayed

OTTAWA (CFP)—Remember waiting for the service vote to come in? It won't happen again.

The Canada Elections Act has been amended to allow members of the Canadian Forces to vote in federal general elections well in advance

of civilian polling day. The votes will be announced election night with the rest of the country's returns.

The Canadian Forces' vote can now be taken two weeks before election day, tabulated and kept secret until civilian polls close.

To make this possible, nomination day in electoral districts will be held 21 days before election day instead of only 14 days in advance.

The June 26th revisions to the Elections Act also allow all eligible service dependants overseas to vote with members of the Canadian Forces. Before, only wives could vote.

Under the provisions, Canadian public servants stationed overseas — and their eligible dependants — may now cast ballots in federal elections. Previously no provision was made for them to vote. Their votes will be tabulated and announced with the Canadian Forces' balloting.

British subjects, who are not also Canadian citizens, including those in the Canadian Forces, are also affected by the revisions. British subjects who were eligible to vote in the June 25, 1968 election will retain this eligibility until June 25th, 1975. After that date, and in all other cases, only those who are Canadian citizens will have the right to vote.



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Copy Of The First Officer's Confidential Report

Lower Beneca Town
August 15, 1813

Sir:

I forward a list of the officers of the 27th Regiment of Infantry arranged agreeably to rank. Annexed thereto you will find all the observations I deem necessary to make:

Respectfully,
I am, Sir,
Yo, obedient
L. W. Cass

27th Regiment of Infantry

- Alex Denniston, Lt. Col., Comm. — A good natured man.
- Clarkson Crollius, First Major — A good man, but no officer.
- Jepe D. Wadsworth, 2nd — An excellent officer.
- Capt. Christian Hartel, Capt. Aaron T. Crane, Capt. Benj. Wood, Capt. Maxwell — All good officers.
- Capt. Shotwell — A man of whom all unite in speaking ill. A knave despised by all.
- Capt. Thomas Earle — Indifferent, but promises well.
- Capt. Allen Reynolds — An officer of capacity but imprudent and a man of most violent passions.
- Capt. Dan Warren, Capt. Porter — Strangers but little known in the regiment.
- First Lt. Jas. Kerr, First Lt. Thos Darling — Merely good — nothing promising.
- First Lt. Wm. Perrin, First Lt. Danl Scott, First Lt. Jas J. Ryan, First Lt. Robt. McElworth — Low vulgar men with the exception of Perrin. Irish and from the meanest walks of life possessing nothing of the character of officers or gentlemen.
- First Lt. Robert P. Ross — Willing enough with small capacity.
- First Lt. Hall — Not joined regiment.
- Second Lt. Nicholas G. Cariner — A good officer but drinks hard and disgraces himself and the services.
- Second Lt. Steward Elder — An ignorant unoffending officer.
- Second Lt. McConkey — Raised from the ranks, ignorant, vulgar and incompetent.
- Second Lt. Percy, Second Lt. Jacob I. Brown, Second Lt. Thomas G. Spicer, Oliver Vance. Some from the ranks but all behave well and promise to make excellent officers.
- Second Lt. James Garrey — A stranger in the regiment.
- Third Lt. Royal Geer, Third Lt. Mears, Third Lt. Clifford, Third Lt. Crawford, Third Lt. McKean — All Irish, promoted from the ranks, low vulgar men, without any one qualification to recommend them, more fit to carry the hod than the espaulette.
- Third Lt. John G. Scholtz, Third Lt. Francis T. Wheeler — Promoted from the ranks, behaves well, will make good officers.
- Ensign Behan — The very dregs of the earth, unfit for anything under heaven. God only knows how the poor thing got an appointment.
- Ensign John Brown, Ensign Bryan — Promoted from the ranks. men of no manners and no promise.
- Ensign Charles West — From the ranks, a good young man who does well.

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Flying Chaplain

Airplane causes moving problems

NORTH BAY, ONTARIO (NORAD) — Canadians are on the move. Each summer giant vans crisscross the country from Halifax to Vancouver, carrying the household goods of hundreds of military and civilian personnel to new postings and new responsibilities. Packing personal effects and loading the trucks is routine for professional movers. They carefully pad and pack chesters, stoves, and airplanes with equal ease.

Airplanes? Well maybe it wasn't routine, but when Chaplain Ron Sutton was recently posted from CFS Gypsumville to CFB Calgary, he was faced with moving his incomplete home-made aircraft with him.

But for the Air Defence Command officer, moving the plane was only another in a series of challenges which began in 1968 as he watched a CBC "Telescope" programme, featuring homebuilt airplanes. Shortly thereafter, the Chaplain who had received his private pilot's license in 1966, was a member of the Experimental Aircraft Association and had begun work on his own "Air Force". First he started a "two seater", but when he was posted to Gypsumville he found the Hobby Shop was too small for the wing span, and the cost of the motor prohibitive — so back to the "single seater".

But even as Chaplain Sutton entered the aircraft industry in his small but dedicated way, his chapel choir was planning a special rendition of "Nearer My God to Thee", and his

Shilo gets new CO

SHILO, Man. — A new commander has taken over Canadian Forces Base Shilo, one of the major training centres in western Canada.

He is 45-year Col. L. C. Baumgart of Saltcoats, near Yorkton, Sask., a Royal Canadian Artillery officer with service dating back 27 years.

He succeeds Col. Douglas H. Gunter, 49, of Saint John, N.B., who now becomes deputy chief of staff for training at Mobile Command headquarters in Montreal. The changeover became effective July 22.

Col. Baumgart, who was promoted to that rank on assuming his new duties, formerly served on the directing staff of the Canadian Direct Forces Command and Staff College, Kingston, Ont.

The Shilo base, near Brandon, currently houses the Canadian Forces School of Artillery, which is scheduled to re-locate at CFB Gagetown, N.B., this summer. Its place at Shilo will be taken by the 3rd Regiment, Royal Canadian Horse Artillery, from Winnipeg. The base also conducts year-round training for reserve elements, as well as extensive cadet summer training.

family planned a "BINGO" to buy him a parachute. His only comment was "Oh ye of little faith."

When complete, his "Taylor Monoplane" will weigh some 500 pounds, have a wingspan of 21 feet six inches and will be 14 feet long. The plane, which "fits like a girdle", will have no lights and only basic instruments. The engine is a Volkswagen 1300 cc. (about 41 H.P. at 3600 RPM) 4 Cylinder opposed, with a single magneto replacing distributor and prop replacing flywheel. The prop goes on the fan belt and off the engine and thus turns the opposite direction to conventional aircraft engines. It's cruise speed should be around 100 mph. With a fuel capacity of 14 gallons, and burning some two gallons per hour, range will be about 700 miles. ("With fingers and toes crossed", says the Chaplain.)

By the time the plane is completed this fall, he will have invested over 700 manhours, and \$1100 in it. Although he has a keen sense of humor about the craft, Chaplain Sutton is extremely safety conscious. Department of Transport inspections to date have confirmed the quality of his work, and a final inspection will be made before the first flight.

Ironic as it seems, the Chaplain will not be the first to fly his "pride and joy", now carrying registration number CF-B4D. He explains that the first flight must be by someone with a minimum of 100 hours as pilot in command". Although he has many offers for subsequent flights, no volunteer has stepped forward for that first "moment of truth" venture into the blue. Perhaps the sticker on the aircraft which states, "Warning, this aircraft is operated without a certificate of airworthiness" or the word "Experimental" tries the faith of the padre's flock.

What color will it be? "Racing Red" according to the Chaplain. "I may call it the "Red Devil" he says, "Besides who else rides better herd over the devil than a padre?"

As he stretched the 2.4 ounce dacron covering cloth over the plane's skeleton, the Padre was asked if he'd recommend building an airplane to others: "Yes, but investigate first", he said. "Decide how much you are wanting to spend on it — then double the figure. First get a license if you don't have one — you may not like flying. Have lots of patience and a good wife — you may not see her for awhile! The skills required are quite simple. You learn as you build. You'll need a few basic wood working tools, a power saw and sander. Build the "Volkswagen" if you want to get in the air quick — say in six months. Plans are \$35.00. It is a design recently out. A friend of mine has started one and is proceeding very fast. Performance is less, but so is cost."



ADC'S RED BARON. Sitting in the cockpit of the incomplete aircraft, Chaplain Sutton discusses the trip with Lt. Col. Donald Myles, Commander of

CFS Gypsumville. There has been a lot of progress since Voxair first wrote about flying chaplain a year ago.

Bats Belfrey

440 Sqn. cries help, and gets it. Yes, integration is wonderful. Our overworked orderly room staff (one) Cpl. Hoewing has finally received help thanks to the land element of the Canadian Forces. Gord Berthelette Cpl. (L) arrived from CFS Leitrim on 4 Aug. to bring our orderly room establishment up to strength. Two new pilots have also arrived one sea, one air element. Capt. (oops) Lt. (S) Chris Roe from Edmonton and Capt. (A) Bob Slade from Lahr. So with the last three postings in we have had one posting from each element making us fully integrated.

Speaking of integration, our Ops officer Major "Mel" Henderson has been posted, to that other integrated outfit called Mobile Command, to his new job as Staff Officer Air Reserve Training. So in one swoop we lose both an operations officer par excellence and the skip of our ATC championship curling team. A farewell party for Major Henderson and his wife Connie will be held Monday 24 Aug.

Still on integration, in exercise SAR "Moon", the Canadian Forces Ship Skeena provided a Sea King Helicopter to airlift part of the river party from Hyde Lake to Churchill. Just a little background of the exercise, the "downed" crew was Cpts. Weekes, Jonsson and Peckitt. The rescue team consisted of Cpl.'s Horne and Walker commanded by Cpl. McMullen. Incidentally Capt. John Peckitt in one of his last



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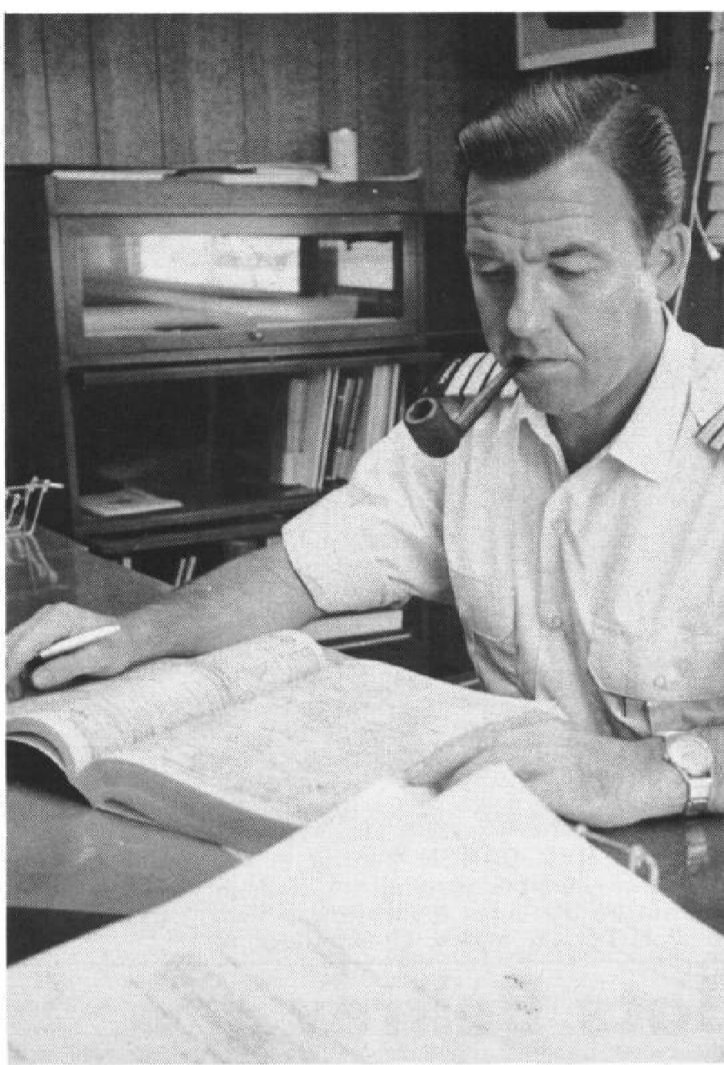
Over the ages man has used many devices to clean his teeth and mouth. The most recent innovation to the list is the electric toothbrush. A common question now heard by the dentist is:

Question: Are electric toothbrushes better than the ordinary hand ones.

Answer: The answer to this question depends upon how often the brushes are used rather than the type of brush. Electric and hand toothbrushes are of no value sitting in the bathroom cabinet. When used regularly, both types can adequately clean the teeth. However, a few studies have shown that electric brushing is slightly more effective than hand brushing in maintaining healthy gums, and reducing gum infections. This does not mean that the gums cannot be maintained in a healthy state by hand brushing, it is just easier to do so with electric brushing.

Adults suffering from chronic gum infections (bleeding gums, bad taste and mouth odors), might consider purchasing an electric toothbrush, but only after visiting their dentist and having the main cause of the infection removed. The electric toothbrush is also recommended for adults and children who have physical handicaps which prevent effective hand brushing.

If you have any questions about dentistry, address them to: Dental I.Q., c/o Editor, Vox-air.



NEW COMMAND COMPTROLLER — Colonel D. W. McNichol joined TCHQ as Deputy Chief of Staff Comptroller/Personnel on 10 August. Prior to his new job, Colonel McNichol attended the National Defence College. A former deputy Commander of the 34th NORAD Division at Battle Creek, Michigan, the Colonel has served with 423 Squadron, 5 Air Division, 4th ATAF, Germany; 1 Air Division, France; and Mobile Command. Colonel McNichol, his wife Lois and two daughters live at 56-361 Westwood Drive.

(Photo by Hoover)

Hello... postings in

POSTED IN	UNIT	FROM
LCol. Allan DJ	B Tech. Svc. O	CFB Gimli
Maj. Beaupoin SE	BAMEO	St. Hubert
Maj. Hennessey J.	CFANS	405 Sqn. Greenwood
Maj. Morgan CR	B Maint. LD	Warren Michigan
Maj. Newman RW	CFANS	CFHQ/VCDS/DCED/DGER
Maj. Pauline GW	73 Comm. GP	St. Hubert
Capt. Appleby BW	B Met Svc	416 Sqn. Chatham
Capt. (W) Ball	B Surg	CFB Toronto
Capt. Egli R	AETE	401 Sqn. Bagotville
Capt. Kruger GM	CFANS	2 FTS Moose Jaw
Capt. Lee	CFANS	435 Sqn. Edmonton
Capt. Purich DA	CFTE	TCHQ
Capt. Thompson JS	CFFTSU	2 FTS Moose Jaw
Capt. Vaillancourt JP	CFANS	CFRC Det. Rimouski
Lt. Koch WM	B Sup.	CFB Esquimalt
Cdt. Naud JE	CFANS	RMC Kingston
Cdt. Proulx JA	CFANS	RMC Kingston
Cdt. Reed FG	CFANS	RMC Kingston
Cdt. Simpson JH	CFANS	RMC Kingston
Cdt. Weillier GJ	CFANS	Queen's Kingston
WO Harrison AJ	B Sup.	TCHQ Adm Winnipeg
WO McKinley EA	BCEO	446 Sqn. North Bay
Sgt. Arbeau RA	BTNO	3 RCHA
Sgt. Doherty KW	733 Comm. Sqn.	740 Comm Sqn. Nanaimo
Sgt. Guris J	B Secur. O	CFS Dana
Cpl. Atkinson NL	BAMEO	Germany
Cpl. Blatz DJ	BAMEO	Germany
Cpl. Crone JJ	BCEO	226 AC&W Sqn Gander
Cpl. Czuczvara ET	BAMEO	Germany
Cpl. Dowling EJ	BTNO	3 RCHA
Cpl. Dupuis JA	BAMEO	CFB Gimli
Cpl. Farrell JWR	B Maint. LD.	3 RCHA
Cpl. Gual TP	BAMEO	Germany
Cpl. Gushuliak JG	BAMEO	Germany
Cpl. Hall GF	B Met Svc	3 RCHA
Cpl. Hamilton JK	B Met Svc	3 RCHA
Cpl. Hebner WW	BAMEO	CFB Rivers
Cpl. Hutchinsen EB	BAMEO	Germany
Cpl. Jesse VA	B Maint LD	3 RCHA
Cpl. Kent LE	BSM	3 RCHA
Cpl. Kelly MR	BAMEO	CFB Rivers
Cpl. Kuhn JD	733 Comm Sqn	Germany
Cpl. MacDonald HJ	BAMEO	Germany
Cpl. MacDonald RR	BAMEO	CFB Borden
Cpl. MacDonald WB	BTNO	3 RCHA
Cpl. MacWilliam GM	BAMEO	Germany
Cpl. Martin BM	BAMEO	Germany
Cpl. Martin CL	BAMEO	CFB Rivers
Cpl. McIntyre DG	BAMEO	Germany
Cpl. Merrick BE	BAMEO	CFB Rivers
Cpl. Mickey AH	B Maint LD	3 RCHA
Cpl. Money GP	BAMEO	Germany
Cpl. Moser MG	BAMEO	Germany
Cpl. Moses ES	BTNO	3 RCHA
Cpl. Patterson NF	BAMEO	Germany
Cpl. Scott HK	BAMEO	CFB Rivers
Cpl. Spence LE	BAMEO	CFB Rivers
Cpl. Stevens K	BAMEO	Germany
Cpl. Tompkins WK	BAMEO	CFB Rivers
Cpl. Vancanwenber	OMB Met Svc	Germany
Cpl. Vanmeer DJ	BTNO	3 RCHA
Cpl. Walker WG	B Met Svc	3 RCHA
Cpl. Williams BW	B Maint LD	3 RCHA
Cpl. Wilson G	B Surg	NDMC Ottawa
Cpl. Wood RS	CFTMPC	Holberg B.C.
Cpl. Woodhouse JA	BAMEO	CFB Rivers
Cpl. Young DC	733 Comm Sqn	Germany
Pte. Chartrand WA	BTNO	CFSCEE Kingston
Pte. Coutoure R	BOR	RCS Clinton
Pte. Dupras JC	BAMEO	CFATS Borden
Pte. Goyette JJ	ACC SEC	CFSAL Borden
Pte. Lee S	BAMEO	CFATS Borden
Pte. Murphy DJ	B Maint LD	3 RCHA
Pte. Nelson HW	733 Comm Sqn	CFSCLOE Kingston
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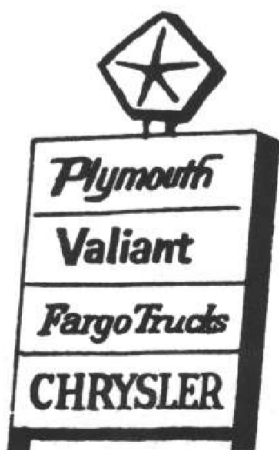
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Capt. Brown SF	BAMEO	8MSU Esquimalt
Capt. Meuiay RN	CFB Wpg	435 Sqn Namao
Capt. Pavlin CJ	CFB Wpg	NDMC Ottawa
Capt. Peckitt JF	CFB Wpg	CFHQ/CG/DGOMM/DMPC
Capt. Vickers GG	B Hosp	2 CGMU Petawawa
Lt. Cooper RV	CFB Wpg	436 Sqn Uplands
Lt. McKinley J	CFB Wpg	Holberg B.C.
Lt. Moore GH	CFB Wpg	435 Sqn Namao
MWO Hudson TD	B Maint LD	4 SVC Bn Lahr
WO Auld AV	CFB Wpg	CFB Cold Lake
WO Lemieux RJ	CFB Wpg	5E BN S DU Valcartier
Sgt. Hermann KO	BAMEO	CFB Uplands
Sgt. McCorkell DT	CFB Wpg	CFHQ Ottawa
Cpl. Burden GF	733 Comm Sqn	704 Comm Sqn Goose Bay
Cpl. Church LA	B Secur O	Cyprus
Cpl. Clouthier BR	CFB Wpg	2 SVC Bn Petawawa
Cpl. Frechette JH	CFB Wpg	CFB Bagotville
Cpl. Gamache JL	733 Comm Sqn	720 Comm Det Gagetown
Cpl. Jenkins BM	CFB Wpg	NDHQ/AJAG Europe
Cpl. Klepsch EJ	733 Comm Sqn	720 Comm Sqn Gagetown
Cpl. Lynds FH	B Hosp	CFB Gagetown
Cpl. Orr GS	Base Recreation	CFB Kingston
Cpl. Reid DA	CFB Wpg	CFS Falconbridge
Cpl. Roche GR	BCEO	226 AC&W Sqn Gander
Cpl. Thompson JL	B Hosp	1 AB SVC COY Edmonton
Pte. Baird JE	CFB Wpg	1 SVC Bn Calgary
Pte. Dalton GW	B Hosp	CFB Gagetown

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qn Gander



Cpl. John Hemlowe cuts up a side of beef that will go to one of the 20 or so bases supplied by CFB Winnipeg. Photo by Hoover



Cpl. Walter Casselman and Civi Norm Tellier "Square Off" a Chair before replacing a new seat section. Photo by Hoover



Cpl. Kroeis sorts out the "Little Things" hidden behind a Fuel Tender Tire. Photo by Hoover

**Butcher's n'
Builder's
Fixin' n'
Fuel**

Base Supply is an Octopus

This is far from a derogatory statement. The many, many tasks of Base Supply can, however, be well compared to the many tentacles of an octopus. The following pictures are but a very few of the duties provided by the men and women whose duty it is to provide amenities, materials, etc., for our own duties, pleasures and necessities. Photos by Hoover



Sgt. Tom Jackson and Cpl. John Klassen swing the Loading Arm into position to top up one of the five fueling Tenders needed to completely refuel a 707. Photo by Hoover



"STUDENT POWER" — Henry Basaraba and Student Summer-Help co-operate in the repairing of Leather Music Cases sent by TCHQ Band. Photo by Hoover

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Sports 'N Things

with Russ Phillips

There's a lot of talk hereabouts about how Ken Parker won that there race over in Gimli. Well I was in that race too see, but nobody never says something nice about how I run. Well sir, after what I got to tell you, might be you will be voting me in as the most underrated athlete of the year. First off, not many folks knows that I was in front for quite a spell. I wish you could of seen me then, it would of made you cry to see such courage and braveness and all. If you don't believe me, why just ask anybody who was there, they'll tell you. I would of held onto the lead longer too, only the starter's gun went off.

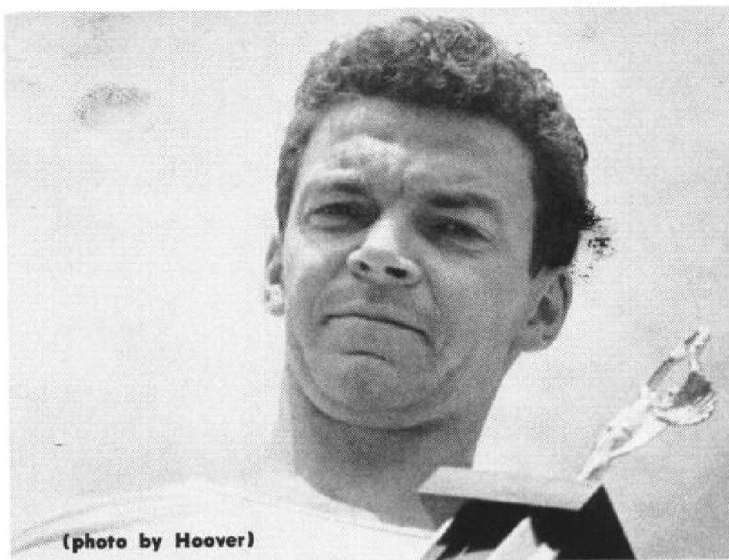
If he maintains interest in the sport, Ken Parker will be heard from again. Along with Bob Armstrong and Dave Sproule, he contributes strongly to CFB Winnipeg's distance running power. Unlike Armstrong and Sproule who cannot be mistaken for anything other than distance men, Ken does not look the part. He gives the impression as he runs that he is deeply engrossed with some mental calculation and that running is only secondary. It's not until you clock him however, that you find out he is moving very fast and thinking about running, nothing else.

We hope, on the 18th of September, to hold an invitational road race here at CFB Winnipeg. All Bases will be notified immediately when concrete dates and times are established. Here is a chance for all the joggers to find out how good a shape they're in. Am I entering? Naturally. After all, every race has to have a loser.



CPL. JACK STEWART who sunk a "HOLE IN ONE" Sunday, July 26, driving 165 yards on the eighteenth at Tuxedo Golf Course, has just learned that his happiness is to be shared by a **HANDICAPPED CHILD**. Molson's Brewery is sponsoring a **WEEK AT CAMP** for a Handicapped child for every HOLE IN ONE that occurs on the Course.

Photo by Hoover



(photo by Hoover)

HARVEST BONSPIEL

By Maj. H. Filluel

ONLY EIGHT WEEKS TO GO

Yes, Gwendolyn, winter will come again to Manitoba. In only eight weeks we will be holding our Harvest Bonspiel and very soon we will be looking for new club members to fill in the many gaps left by the annual summer migration.

Remember the disastrous fire we had in the North Site Rink last May? Well, all is repaired better than ever.

People, however, and not facilities make a good club. For those of you who long for the good old days of two curling clubs; those days are gone. For those of you who want to decry real and imagined errors of the past, feel free, but those are also gone. For those of you who want to look to the future to make each coming curling season better than the last we would appreciate your ideas and also your assistance.

The two things which seem to concern people most in considering curling as a recreational activity are value for the dollar and scheduling of their time. The Curling Club is to some extent supported by Base Fund and after a review of last years financial situation it has been decided that fees for this season will be the same as for last year. Basically a regular league season is 21 weeks long. Therefore, if you curl twice a week you would play about 42 regular games plus playdowns and the odd club bonspiel for perhaps 50 games during the year. Some members curl in several leagues and increase their amount of play accordingly.

Following is a fee schedule for ordinary members who are basically DND members and their families. Associate Members and civilian members are also welcome at slightly higher rates.

- BASIC MEMBERSHIP** — \$5.00 plus league fees.
- MEN'S LEAGUE** — \$25.00 — two games per week in a Monday-Wednesday or a Tuesday-Thursday league.
- LADIES' AFTERNOON LEAGUE** — \$18.00 — two games per week between 1:30 and 3:30 p.m. on Tuesdays and Thursdays.
- LADIES' EVENING LEAGUE** — \$12.00 — one game per week on Friday evenings.
- MIXED LEAGUE** — \$10.00 (\$13.00 if in mixed league only) one game per week on Sunday between 1:00 p.m. and 9:00 p.m.
- INTERSECTION LEAGUE** — \$10.00 per team, one game per week played during the day and basic fee not required.
- JUNIOR LEAGUE** — Basic \$5.00 only, one game per week.

Spares — Consideration is being given to changing the constitution on the fee for spares to make the spare fee less than the present full league rate. The idea behind the full rate is that a spare can curl as much or more than a regular member and should therefore pay accordingly. The countering idea is that spares usually cannot curl regularly because of other commitments and that is why they are spares. From a club point of view, using the present system, there are virtually no spares.

Time Scheduling — Time scheduling is a problem for the club as well as the individual and once a league schedule is operating it is disturbing to the members if it is constantly changed. Changes should therefore be initiated at the beginning of the season if at all possible. Two basic changes are being considered for this year, first, a new one night per week men's league and secondly, a shift of junior curling from Saturday mornings to week days after school.

Curling being a scheduled sport we need at least eight teams and preferably more who are willing to curl at the same time before we could start a new once a week league.

Saturday morning has been a fairly successful time for junior curling on the South Site but on the North Site the schedule is inevitably under pressure because of week end bonspiels.

If you have queries or suggestions send them to The President, CFB Wpg Curling Club c/o TCHQ, AJAG or call the following committee members.

- Draw Committee — Major Hugh Filleul — 439 or 899-2482
- Membership Committee — CWO Butch Davies — 548 or 889-1246
- Junior Curling — Sgt Earl Lins — 888-2736 or 489-3381

Parker wins Gimli 10 miler

Overcoming the pain of sore ankles, 29 year old Capt. Ken Parker of CFB Winnipeg went on to win the Winnipeg Beach to Gimli Road Race August 1st. The race, which Parker ran in 67 minutes, is an annual event held in conjunction with the Gimli Icelandic Festival. The Open Event which Parker won, and the 10 Mile Western Canadian Championship race drew competitors from all over Manitoba and United States. 41 year old Cpl Russ Phillips, also from CFB Winnipeg placed 4th in the Open Event.

REC CENTRE NOTES

MANITOBA BASES GOLF TOURNAMENT

The Manitoba Bases Golf Tournament will be held on the 19 and 20 September 1970.

This annual activity is gaining popularity every year and it is anticipated we will host approximately 175 golfers.

The cost for this tournament will be the same as last year \$8.00 for green fees and \$1.00 entrance fee.

Accommodations can be obtained by contacting the Buffalo Motel at Riding Mountain National Park.

The cost is \$2.50 per night in the Lodge and \$3.00 per night in the motel, with most units having cooking facilities.

Entry forms can be obtained at the Westwin Rec Centre.

BOWLING ALLEY MANAGER POSITION

The LIPSETT HALL Bowling Alleys are now fully automatic, and also have new furniture, to compliment the area.

The position of Bowling Alley Manager is now open and all interested personnel desirous of obtaining this position are requested to submit a written application to the Base Recreation Officer, Building 90, no later than the 28 August 1970.

FLAG FOOTBALL

A FLAG FOOTBALL meeting will be held for all interested personnel on Wednesday, 19 August 1970, at 1100 hours in Building 90.

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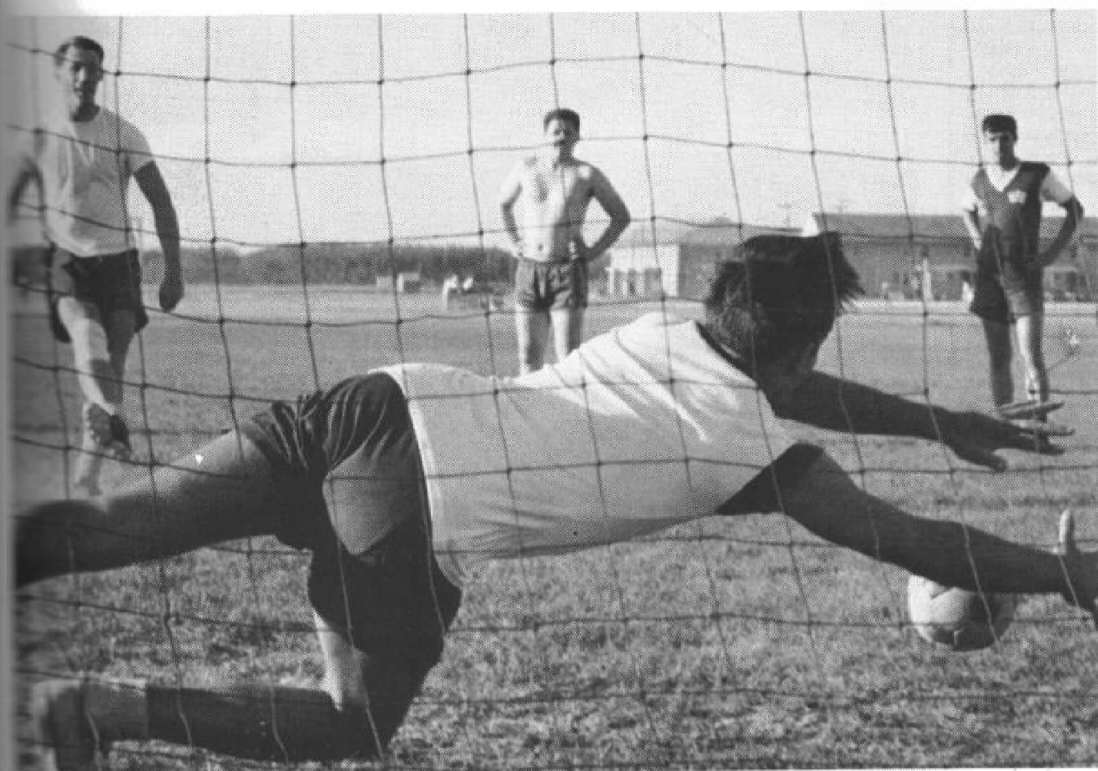
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Drive



Fred Reed of ANS gets a work-out in goal during practice for the Wpg. based Soccer Team. (Photo by Hoover)

SIZZLING SOCCER ACTION

Without the foundation of a last year's team CFB Winnipeg put together a soccer team, a conglomeration of D.P., pros to club footed novices who were anxious to learn the game and get into shape. From the hap-hazard practises a hard core of twelve players found themselves at Portage competing for the right to represent the Prairie Area in the Pearkes Trophy Competition. Here was a team that lacked neither spunk nor spirit. In standdown weather with leather tongues and seared lungs Winnipeg players could be seen gamely playing on a sprained ankle, a foot with a broken bone or on feet that were covered with raw, broken blisters. There were no substitutes. The only game that was lost by Winnipeg was their second game in five hours against a fresh Portage squad.

Even with this advantage Portage only scored when injuries forced Winnipeg to play a man short.

The two-day double elimination soccer tournament held at CFB Portage on the 6-7 Aug turned out to be more of an endurance test of unbelievable magnitude rather than a tournament to decide the best soccer team to represent the Prairie Area. By high noon on the second day of the tournament, the standings were as below. To win the tournament Gimli and ourselves would have had to play three more games that same day! Though at the onset all teams had agreed to a double elimination tournament, the physical impossibility of carrying it to three became inevitable. So the proximity of the remaining teams made home and away to games feasible at later dates, such a suggestion was put for-

ward by CFB Gimli and ourselves, yet refused by Portage. The results of the former two teams' protest will probably be processed by the time this article reaches print. To decide "second place" Gimli and Winnipeg played off 13 Aug. 70.

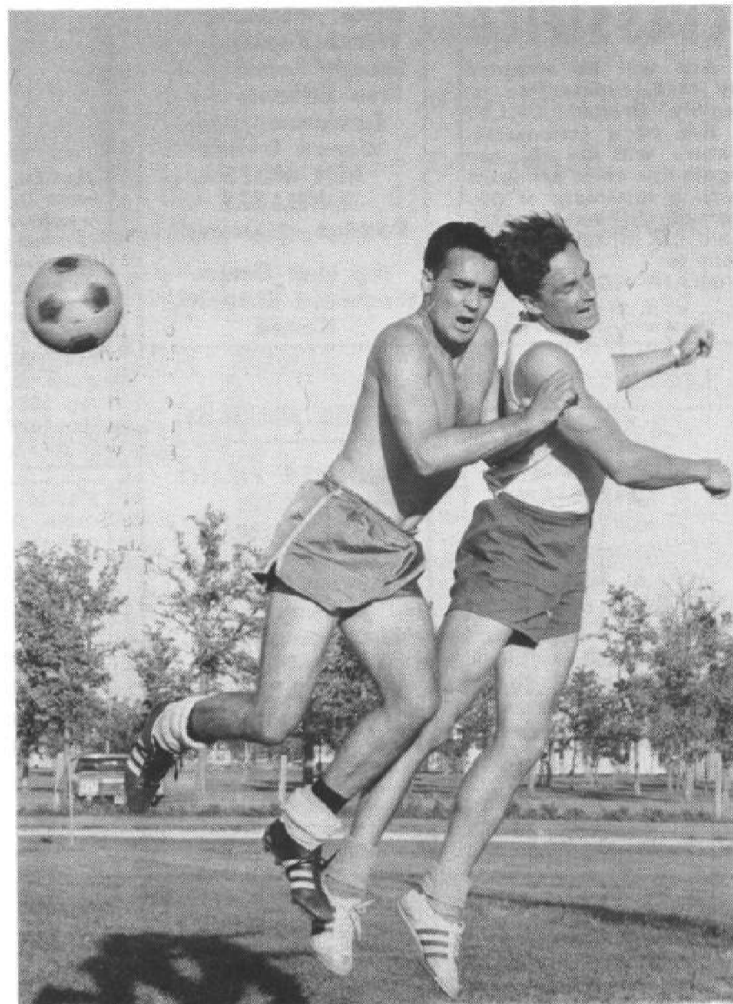
Present Standings

- No. 1 CFB Portage
- No. 2 CFB Winnipeg
- No. 2 CFB Gimli
- No. 3 CFB Shilo
- No. 4 CFB Moose Jaw

2 Wins	0 Losses
2 Wins	1 Loss
2 Wins	1 Loss
1 Won	2 Losses
0 Won	2 Losses

Winnipeg Goal Scorers

Hal Wiechert	1
Jim Condron	2
Ken Penny	1
Jim Thompson	2



Jim Condron and Bob Ross of CFB Wpg. Soccer Team collide during practice game in preparation for the next Portage meet. (Photo by Hoover)

Lake Pleasant Campsite

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(b) Weekly	12.00
(c) 2 Weeks	18.00

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