

**'We did ask for volunteers'**

**Accelerated French promotions explained**

OTTAWA (CFP) — It was strictly a manning problem. This was how a senior officer in the directorate of personnel and careers at CFHQ summed up the situation when questioned about newspaper reports that the promotion of armoured corps corporals was dependent on their willingness to pass a language test and work in Quebec.

It happened this way. To bring the 12E RBC (French Armoured Unit) up to the required level of operating efficiency, there was a requirement for 28 francophone sergeants.

There was a shortage of

francophone corporals eligible to take the corporal-to-sergeant qualifying course and fill these positions so volunteers were requested from the three English-speaking armoured regiments to take the French language training and serve a tour with 12E RBC.

Although there was little response to the initial request, further explanation of the plan led to a number of applicants and 15 were selected to attend the language training and qualifying courses.

On successful completion of the courses they will be promoted and will serve a tour

of duty with the regiment at Valcartier, Que.

"To fulfill this urgent service requirement", said the DPC spokesman, "it was necessary to drop six anglophone corporals from the current qualifying course, but we expect to be able to place them on the next one."

"It won't have any effect on normal promotions in the English-speaking regiments", he continued, "What it did it provided anyone interested in learning French and serving with a French regiment the opportunity of an accelerated promotion."

"And we did ask for volunteers".



March 10, 1971

CANADIAN FORCES BASE, WINNIPEG

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**SAVED LIVES.** Sgt. Ed Mottle and Capt. Susan Ball receive Commander's Commendations from Base Commander Col. Hugh Peters. They were on an air evacuation last fall of three children who

had taken an overdose of sleeping pills. Through artificial respiration and heart massage they were able to keep the children alive.

(photo by Hoover)

**A cast of thousands**

OTTAWA (CFP) — Last summer a film production crew from the National Film Board visited a cross section of Canadian bases and personnel to record a "day in the life of the Canadian Forces".

To this end, fourteen hours of film footage captured countless Canadians in countless roles of day-to-day military activity. This has been edited down to a fifteen minute colour film entitled "GO WITH US"/"VIENS AVEC NOUS".

The film features the men, women, dependants, and equipment of the Canadian Forces, and highlights the complexity of the military role of Canada's Armed Forces.

They were assisted by Captain Steve Milan, project officer, and Master Corporal Fred Bing and

Corporal Dean Edgett, Canadian Forces photographers. The group began planning and research in the fall of 1969, and started filming on 1 May 1970.

The team visited Canadian Forces Bases Borden, St. Jean, Gagetown, Greenwood, Cornwallis, Chilliwack, Comox, Esquimalt, as well as Royal Military College, Exercise New Viking, HMCS Mackenzie and HMCS Fraser, and Canadian personnel in Cyprus and Germany.

The final result is a fascinating study of military life which is of interest to all the "old salts" as well as prospective applicants. In fact the film has been so well received professionally, it is being entered in the Versailles Film Festival this year.

If any units or other military

groups are interested in seeing service life in a broad spectrum, "GO WITH US/VIENS AVEC NOUS" can be ordered from the CF film library under Cat. No. 31157.

The annual Western Region Finance Bonspiel will be held at CFB Winnipeg on the 11th and 12th of March, 1971. This annual gathering of financial bonspielers was held at CFB Calgary last year.

Lieutenant Commander B. J. Burgess, the Base Comptroller, volunteered to hold this year's gathering on the Eastern fringe of the Western Region.

Entries have been received to date from Chilliwack, Comox,

**the vox poll**

Many bases and stations as well as civilian communities have now finished their ice sculptures and fun and games which go into a winter carnival. Would you like to see CFB Winnipeg hold a winter carnival next year?



**M. Cpl. Hank George (Clerk 3RSU)**

Yes, I think that the base would benefit by a winter carnival. We need all the goodwill that we can get, both with the public and between sections and departments. A good way to unite everyone in a common project.

**WO Russ Birchard (Base Workshop)**

No, I feel that there is ample opportunity for everyone who wishes to do so, to compete in a variety of sports in the immediate area.



**Capt. R. M. Stewart (Rescue Coord.)**

No, a big percentage of both service and civilian personnel from the base live in all areas of the city. With local carnivals at most community clubs and the larger celebrations such as the Festival du Voyageur, everyone has a chance to participate if they wish to. A carnival at CFB Winnipeg would not add anything to the already busy winter months.



**Capt. W. Joughin (B RECO)**

100% in favour. It would add a great deal to our present winter program. A great number of people do not like to get involved in long activity schedules but would probably enjoy the opportunity of a week long schedule of fun activities. The co-operation, co-ordination, and support of everyone at CFB Winnipeg is needed to successfully conduct a winter carnival. Planning has to be done well in advance.



**Cpl. Case Balk (Machine Shop)**

I think that a CFB carnival would be a waste of time. There are too many other places that are in a better position to put on a project of this nature. Why distract from what is already here locally?



**WO B. Gustafson (Rec Centre)**

Yes, but it should be kept in mind that two sports days were organized and both had limited participation. The winter carnival idea was attempted in the past but had to be cancelled due to the 3RCHA manoeuvres; maybe it will work now that the PPCLI are here.



**Tool kit found on taxiway**

Lost your tool kit lately?

If you have, it's probably been sitting in the Base Flight Safety Officer's Office for the past several weeks. He's been trying to figure out how it got smack dab in the middle of Bravo taxiway at Winnipeg International Airport. After all, who knows what damage a jet tire or engine might do to those valuable tools.

It is a black leather tool kit for British automobile, including grease gun, plug wrench, open end wrenches, etc. The owner may claim same by quoting the letter/numerical marking on the tools and giving the BFSO a brief explanation of how they got where they did. Then we can all get some sleep.

**Finance bonspiel starts Thursday**

Calgary and Edmonton in addition to other Bases and Stations in Saskatchewan and Manitoba.

Preparations for the event are proceeding smoothly under Bonspiel Chairman, CAPT George Bell and his committee of WO Moe McConeghy, WO Vic Erickson, MCPL Ken Murphy and CPL Denis Larose.

Opening ceremonies will be held simultaneously at the North and South Curling Rinks

at 0800 11 Mar 71. Colonel Hugh Peters, Base Commander, will open the bonspiel at the North Site. Through a clever synchronization of watches, Colonel Don McNichol, Command Comptroller TCHQ, will simultaneously open the bonspiel at the South Site.

The Wind-Up Banquet will be held in the Reserve Officers' Mess on Saturday, 13 Mar and all surviving bonspielers will be homeward bound sometime on Sunday, 14 Mar.

**welcome western finance curlers**

# grains of sand...

We were lolling at ease in lordly fashion in the Voxair office on the mezzanine of Hangar Sixteen. The white-jacketed steward, assigned to the office to minister to the needs of the staff, had placed a snifter of Remy-Martin on the Louis XIV coffee table and was proffering a box of Havana cigars — a small token of affection provided by a grateful base. We were reading a leather-bound first edition of Cicero's De Natura Deorum. Across the room, whatsisname, the chap who writes 'Crusader' thumbed through a comic book and drank beer from the can, as he is wont to do.

We drew deeply on our panatela, observing with mild amusement as whatsisname dropped tobacco on the floor as he rolled a cigarette.

The scene was interrupted by the entrance of the editor, a nondescript individual whose sole apparent function on the staff is to slough off work on others and drool salaciously whilst assisting Hoover in posing the Voxair Vixen. He tends to identify with people like whatsisname, honest but simple, rather than with those of cultivated taste like ourself, and accordingly slapped the steward cheerfully on the back in gauche fashion and ordered a beer.

"Whatcha gonna do fer yer next column?" he asked us, peering owlishly through his thick lenses and sipping beer on the British Indian carpeting.

We replied languidly that we really hadn't given it much thought.

"Well, the finance guys are havin' a big bonspiel here soon," he said, "so why don't ya do an article on them?"

Blowing a thin stream of smoke in the direction of the crystal chandelier, we informed our glorious leader that our column was dedicated to the enlightenment of the readers on far loftier themes than that of a group of finance clerks, paymasters and budget-jugglers who were sufficiently unhinged to travel halfway across the continent to chase granite around the ice. We referred him also to a previous column in which we had suitably dealt with the nonsensical game of curling once and for all.

"I bet ol' whatchamacallit here is willing to write it up in Crusader," the editor whined, turning appealingly to whatsisname. But that worthy had fallen asleep, head lolling and mouth open.

"Okay, I got another idea," he said, "It's getting close to that Irish day, ya know the one, when everyone lies and lays they're part Irish and tries to remember the words to 'Galway Bay'."

"Oh very well," we sighed, "we shall humor you and do a bit on the Irish for St. Patrick's Day, the 17th of March."

And thus it is that we wish a happy St. Pat's day to all you Irish, real and fancied — to the O'Reillys, O'Malleys, O'Haras, O'Tooles; the Grogans, the Murphys, the Dugans and Pooles; the Burkes and the Boyles we toast with a brew; and of course, to Ella Fitzgerald too.

And, what the heck, we hope all you finance people have a good time curling, also.



"Your garlic omelet was 89 cents . . . Fred had pickled eggs and beer for 76 cents . . . me and Charlie had the hot dog and chips at 65 cents . . . that's a total of \$3.10, so if we leave a dime tip . . . uh, that's 91 cents each . . ."

## MINI-COMMENT by Uncle Vox

Yer old Uncle congratulates **Corporal Fern Jerome** on her recent promotion to that rank and reminds her husband, **Corporal Brian Jerome**, that there just ain't no use fighting Women's Lib. Fern works with the Training Command Finance shop and Brian is in Base Supply — Welcome aboard to our new Base Food Services Officer, **Lieutenant Gloria Howes**, who has just completed the Administrative Officers' course in Borden. She replaces **Captain Penny O'Neill** who has left for Kingston after a job well done here the past couple of years — The editorial comment on the artillery 'collar dogs' in the last issue has caused a few gunners to ask why Voxair is mean to them. This shows that they didn't read the thing (and they admitted they had only "heard about it") because the article was written on their behalf, demanding better quality for their lapel insignia — By the time this issue appears, the budgets for next fiscal year will have been decreed, in all probability. With a frozen DND budget, and rising costs in the purchase of military hardware and capital items, the operation and maintenance side will no doubt bear the brunt. Despite increased costs in running bases, we could well receive the same money as last year — or even less — And speaking of money, old Uncle's parting thought for the week is: It's amazing how big a dollar seems when you take it to church, but how small it is when you go to the store.

## A plea to the government

The value of Crash Position Indicators and Personnel Locator Beacons has been recognized by the Armed Forces for sometime. However, aviators in the civilization community seem to be reluctant to accept the fact that in the event of a forced or crash landing some form of emergency transmitter will enhance the probability of their being rescued and reduce the time involved in searching prior to rescue. It must be assumed that the reluctance of civil aviators to purchase and carry such equipment is due to the cost of the equipment and the weight and space it consumes in the aircraft.

Ministry of Transport regulations require that Emergency radio transmitting equipment be carried when operating in sparsely settled areas. Resources and distribution prevent the Ministry of Transport from enforcing their regulations to any greater extent than they do at present. **The lack of emergency beacons in aircraft is normally discovered "after-the-fact" and then it is normally too late.** Therefore, the ultimate onus rests with the aircraft operators. Two recent searches conducted by the Rescue Coordination Centre at Winnipeg demonstrate the difference in savings of both material and human resources between a search for an aircraft without, and an aircraft with a Crash Position Indicator.

Firstly, consider the search for civilian aircraft CF-NUG which was eventually located 1½ miles from the shore of Calling Lake, Alberta. Rescue Co-ordination Centre Winnipeg was alerted to the search requirement for this aircraft on 28 January 71. It took military and civil searchers until 7 February 71 to locate the wreckage. During the 10 days of the search a total of 811.4 hours were flown. These consisted of 704.1 hours of search and 107.3 hours of transit time. The total area coverage of the search was 100,018 square miles. Aircraft involved in the search were 3 Dakotas of 440 Squadron, one CH113 from 450 Squadron, and 3 Otters from 418 Squadron as well as several civilian aircraft.

Contrast the above case with the air search for aircraft CF-BJT a Cessna 206B. This aircraft was reported overdue at Inuvik at 2359Z 6 February 71. The aircraft wreckage was discovered within hours, 10 miles from Tuktoyaktuk. Total flying time involved in the search was 13 hours which consisted of 6 hours search and 5 hours transit by a USAF C130 and 2 hours transit for a civilian helicopter. Both occupants suffered from broken bones due to the crash and from exposure due to the -90 degree F chill factor. **The dominating factor in the rapid success of this search and ultimately saving of the crash victims from a chilly demise was that the aircraft was equipped with a Crash Position Indicator.**

It is suggested that this and similar situations, if publicized, would do a great deal toward convincing the myriad of civil operators who willfully neglect to carry the proper equipment to do so. It would serve as a graphic illustration to convince them that should they survive a crash landing, they could be rescued before becoming fatalities for other reasons.

**Serious consideration should be given to subsidizing the procurement of suitable Crash Position Indicator or Personnel Locator Beacon equipment to all civil aircraft operators.** The savings in aircraft and man hours over a relatively short period would reimburse the cost of such a subsidization program and remove the regulating problems of Ministry of Transport to a large extent in this area.

— G.H.D.

First of two articles

## Subversive Literature

In this age, where nuclear war would only lead to mass destruction of such magnitude that there could be no winning side, communism has turned increasingly to psychological warfare as its means of accession to power and world domination. Subversion is a major weapon of this all-embracing, scientifically-designed and centrally-directed communist offensive, and propaganda, in its manifold forms, is its principal instrument.

The main media of dissemination are newspapers, lectures, conferences, broadcasts, pamphlets, magazines and rumours. While all of these are used extensively by the propagandists in furthering their aims, the steady flow of literature of subversive content directed at members of the forces is of particular interest to the service. It covers the entire gamut from "hard sell" or undisguised communist line, to a "soft sell" insidiously indirect approach.

In the undisguised communism department are found such publications as the Marxist-Leninist "People's Canada Daily News" (PCDN) which calls itself, "the first national daily newspaper of the Canadian Working Class and People". It prints "all the news that advances the anti-imperialist revolution", and reads like a comic opera script of communist slogans, such as, "People of the world, unite and defeat U.S. aggressors and all their running dogs"; "Down with colonial government of the Canadian compradors and bureaucrat capitalists"; and so on.

The now defunct "Mass Line" was another publication with the same type of comic opera approach. It featured a drawing of Mao Tse Tung, a red star, and a hammer and sickle as parts of its masthead. One is tempted to enjoy a good belly laugh at the expense of the publishers and contributors to this farce and dismiss it without further thought. However, together with the articles extolling the virtues of Chairman Mao et al, these alien propagandists also try to promote antagonism between racial and religious groups, and other native and foreign elements.

**Old nationalistic prejudices and politics are played up in an effort to weaken and, indeed, to destroy internal unity.** For example, "Mass Line" of 7 June 1970, page 2, states: "The formation of the Communist Party of Quebec (Marxist-Leninist) is the death warrant for the Anglo-Canadian colonialists, U.S. imperialists and all their puppets and lackeys". Another example from PCDN of 31 August 1970 front page states: "The racist policy of repression by the U.S. imperialists and the Canadian comprador bourgeoisie against the Indian national minority will not be tolerated, etc., etc."

These examples and many others in the same vein, backed by articles exploiting fancied grievances or exaggerating and magnifying real ones out of proportion, are the daily fare of the communist effort at creating **DISAFFECTION, DISSENSION and DISCORD.** These three "Ds" are the kindling of the Marxist fire of revolution.



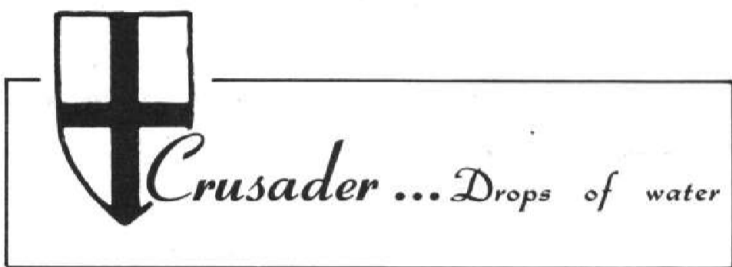
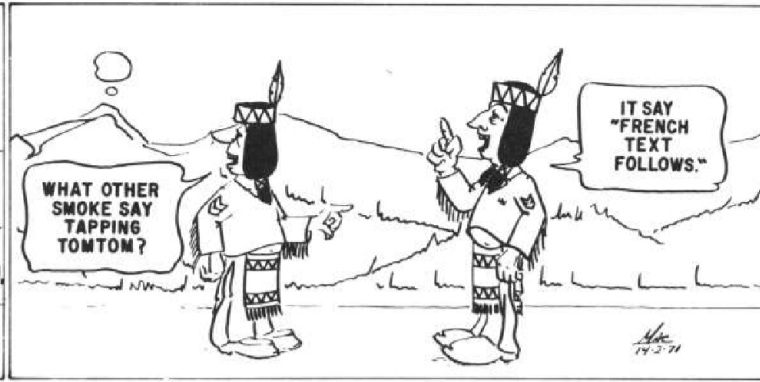
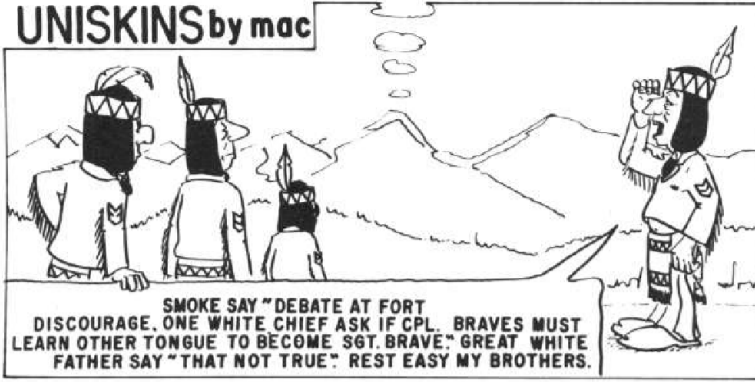
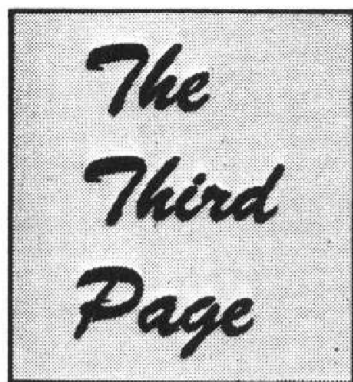
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It may come as a surprise to many to learn that as a grizzled charioteer I have all my life nursed a secret desire to go to sea in a quinquereme. When I confessed this caprice over my seventysixth flagon to a friend in the sea element, I was greeted with a wan smile and apprised of the sad fact that an internal or infernal engine, I forget which, has proved more cost effective than five banks of oars. In any event the idea was out of the question since a knowledge of nautical custom would be a sine qua non (this means 'no way'). His mouth pursed and brow furrowed as he contemplated the awful possibilities that might ensue. They would have to disguise or hide me when we passed other ships; I would undoubtedly insist on wearing scarlets and in the heat of battle might draw my sword and shriek "Charge" instead of murmuring "All ahead" in the best eyes-cold-as-ice-chips tradition. No — it was definitely but sadly not on. Crushed but undaunted I retired to the other end of the bar. Would I, a stalwart of a regiment decimated in the fires of Flanders, be diverted from ambition by such pettifogging detail? Never!

I wrote away for a copy of Naval Custom and Social Practice (delivery guaranteed in a plain wrapper), and spent hours in secret poring over all the questions about the Navy I always wanted to know but was afraid to ask.

Despite many forceful objections, which I speedily quashed, my command began to assume a distinctly naval atmosphere. Before new officers arrived 'on board' they were required to write me a ceremonial letter of acknowledgement, mentioning the duties they had come to perform such as watchkeeping, navigation, depth charging, etc. My centurion tanks, what with anchors and lifeboats, could be identified for miles. A boatswain's pipe would sound in the full fury of a counterattack and cause the crews to assemble on the rear decks. Since the tanks were often still moving, this provided lots of practice in 'man overboard' drills.

My perusal of the regulations was not without some confusion. Boats carrying admirals in uniform were to have an affirmative or negative disc with one red or five black St. George's crosses inscribed thereon. If the boat was not equipped with these signs then the coxswain was meant to hold up his hand, with the fingers closed together. I couldn't make head or tail of this rather fascinating custom but the next paragraph, which stated that "two fingers do duty for lieutenants and lieutenant-commanders", I thought quite self-explanatory. My driver found this useful signal somewhat fatiguing. The service police thought it insulting and the CO said that the next time my crew was so rude he would throw the lot in the guardroom (he meant the brig of course).

For myself, I noted that a woman's name is never mentioned in the mess unless she is a celebrity. Since I couldn't think of one I knew who wasn't, this quaint idea bothered me not one whit.

The whole fascinating business terminated rather abruptly when an Infantry General, lost as usual, waved down my flagship and climbed topside to ask a course to port. He stared long and hard (with admiration I thought) at the gay pennants fluttering from the halyards. He winced at the boatswain's pipe and at my square-rigged Petty Officer's "Aye, aye Admiral". I thought he had been taken ill when I shot a sunsight and gave him our position as 53°21'N 16°08'E so I invited him down to the wardroom for a grog. He suddenly became extremely rude and as captain I had to order him off the bridge or suffer keelhauling. He left at once in his jolly boat, an unsuitable phrase at that, since his coxswain had failed to raise a clenched fist and one of my greyhounds of the ocean collided with him midships. My CO later clapped his fatherly hand on my shoulder and murmured "Every cobbler to his last, my boy" and like the gay debonair perceptive cavalryman that I am, I got the message. I wonder what flying must be like. The "Chocks away", the gay camaraderie, the revving engines in the mist of a "Dawn Patrol".

**HOW TO GET BURGLARIZED**  
3 Easy Steps

1. Leave your door unlocked when not at home.
2. Leave your windows open when you're out.
3. Leave a note on your door telling how long you'll be away.

**Pollution Probe (9)**

**How's this for an answer?**

Recently, there has become an increasing disenchantment with oral contraceptives because of their association with blood clotting and other medical side effects. Many parents who have decided that their family is large enough, and who want to escape the fear of an unwanted pregnancy, are looking towards a more permanent birth control technique — voluntary sterilization.

Although sterilization has never been illegal in North America, there have been, and there continue to be, numerous psychological and practical barriers to the operation. What then are the facts?

Sterilization of a female (tubal ligation) or a male (vasectomy) is an operation in which the tubes that transport the woman's egg or man's sperm are tied and cut, thus making fertilization impossible.

Tubal ligation requires a hospital confinement of between 8 hours and several days, resulting in very little effect upon the woman's health. There

is absolutely no effect upon the menstrual cycle, the hormones or the sexual response of the female.

Because of the simplicity and the increasing public acceptance of vasectomy, doctors are being swamped by applications. The operation, which takes about 20 minutes, can be carried out in a doctor's office. The patient can walk away from the doctor and go to work as usual the next day. Some slight discomfort may result for a short period. The absence of the sperm does not cause any detectable decrease in volume of the man's ejaculate, so that there is absolutely no effect upon a man's virility or sexual satisfaction. In fact, a couple's sex life is usually enhanced because the fear of pregnancy has been removed.

Although the Canadian Forces will not carry out sterilizations at government expense at this time, it is to be hoped that in the near future our policy will be brought into line with the U.S. Department of Defense. In May 1970, the U.S. Defense Department issued instructions that sterilization could be performed at military hospitals even if state laws or guidelines had to be violated.

At present, the Manitoba Medical Association's guidelines are that sterilization should only be carried out if a woman is 25 years old with 5 children, 30 with 4, 35 with 3, etc. However, if a patient does not meet these requirements, it is possible to have the operation performed if two independent physicians agree to it. Pressure is being brought to bear on the Association by woman's

liberation groups and Zero Population Growth to rescind these guidelines and make sterilization available to all capable adults.

In a September 1970 Gallup Poll, 2/3 of those interviewed had heard of the vasectomy operation and 53% of those approved of voluntary male sterilization as a birth control technique. Why then the reluctance of the medical profession to throw its weight behind the program? The answer is that many physicians have moral, ethical and religious objections to sterilization as a means of birth control, and some even have a seemingly unfounded fear of court action by those who might claim damages because of the effects of the operation. But if the client signs an operation waiver, the risk of liability is the same as in any other type of procedure. In fact the tables have even been turned. A woman in the United States is currently suing a hospital, a Catholic one at that, for \$250,000 because it refused to give her a sterilization.

If you are among the growing number of people which is beginning to accept the concept of the two-child family as being optimum, perhaps you should obtain further information on voluntary sterilization.

*Ed. Note: This is the last in the series of Pollution Probe articles. The Construction Engineering Unit members who contributed to the series are Captains M. C. Ircha, P. A. Lowe, L. A. McCoomb, E. C. McRoberts and E. H. Regts.*

**Long service Insignia for corporals**

Following, in its entirety is a letter from MWO Ewer of Halifax offering the ultimate solution for the perennial problem of identifying the seniority of corporals:

"I read with interest the article 'Medals Anyone?' in the Sept 70 Newsletter. I agree that there should be some way of identifying a brand new Corporal from the older more experienced warrior. I think it should be done without burdening the old guy down with a lot of hardware that requires polish, ribbon and elbow grease to keep them looking clean and neat. Therefore, I propose small, say half-inch, letters designating certain mile-stones in a Corporal's career.

Having completed three years' service as a Corporal a gold "G" would be awarded to deserving corporals signifying 3 years of Good Service. This would be worn on the left breast of the new uniform. A corporal completing eight years' service as a Corporal would be presented with a gold "O" denoting eight years of Obedient Service. This would be worn beside the gold "G". Assuming promotions are still hard to come by in spite of RESTORE, when our corporals have completed 13 years' service as a Corporal he would be awarded a gold "D" attesting to 13 years of Dauntless Service as a Corporal. This would be worn next to the gold G and O awards. Surely no junior corporal would doubt the seniority of another corporal wearing GOD awards on his chest."

This suggestion brings back memories of our first exposure to the military world, some 28 years ago, when our drill instructor made it very clear that not only were corporals gods, but God, in all likelihood, was a Corporal.

—Personnel Newsletter

**Letters**

**A MALE PROTEST**

**Editor VOXAIR,**

In your last issue you mentioned sports and recreation which included Brownies . . . BUT, how come no mention of Cubs? Women's Lib is alright but I thought it left equal rights for everyone else!

A Grand Howl for you and your staff . . . if you mention us in your next issue.

**Bruce Carnegie**

*Ed. Note: And a "Dyb Dyb Dyb" to you, Bruce. Thanks for writing and we'll try to be more careful in future. In Cub style, "We'll Do Our Best."*

**"COLLAR DOGS"**

**Editor, VOXAIR,**

I noted the article on the Gunner's collar dogs, "Let's Have Quality" in your February 24th issue, and I agree; if we are going to be wearing badges then they must be of the best possible design and material.

Which leads to another favourite point of mine — have heard rumours (I am only cleared to rumour!) that there will be an assortment of hat badges and collar dogs for different elements, classifications, and trades, as well as possibly commands and units.

It would appear that the purpose of integration would be lost if this was accepted.

My personal feelings are that the new Canadian Forces badge, if made of good quality material, showing the approved colours, and in the proper size, would make an excellent hat badge for all officers and men. There is no requirement for us to wear badges which indicate element, classification, trade, command, or unit on the new CF uniform. I think that this would only make the uniform look cheap.

The "CANADA" shoulder patch, rank insignia, and the CF hat badge should be sufficient for any person's ego, since we all will be wearing environmental clothing when employed in our respective elements and trades, i.e.: on the flight line, in the field (I mean the real boondocks — fella!), or on a ship.

A united front of common dress and insignia is important if for no other reason than to show, despite our differences of element and trade, that we are "ONE" Canadian Forces to the public eye.

**C. F. Gilbert**  
Captain  
Training Command  
Headquarters

# Defence in the House

## MAINTENANCE OF ESSENTIAL DEFENCE CAPABILITIES IN THE EVENT OF BREAKDOWN IN LABOUR NEGOTIATIONS

**Mr. J. M. Forrestall (Dartmouth-Halifax East):** Mr. Speaker, my question is for the Minister of National Defence. In view of the very serious differences that have arisen in the last few days in negotiations between defence employees and the Crown — and pray God that the negotiations do not break down — could the minister indicate what plans he has to maintain essential defence capabilities, including the search and rescue capability, on the east coast, in the event of a serious breakdown in labour negotiations?

**Hon. Donald S. Macdonald (Minister of National Defence):** Mr. Speaker, it seems to me that the question is hypothetical.

**Mr. Forrestall:** Mr. Speaker, can the Minister of National Defence give some assurance to the House and to Canadians generally that he will not permit a serious breakdown in labour negotiations that would affect our defence capabilities?

**Mr. Macdonald (Rosedale):** As the hon. member should know, these negotiations come under the responsibility of my colleague the President of the Treasury Board. I am following them with active interest, but of course the responsibility is that of my colleague.

## FUTURE USE OF MEAFORD TANK RANGE

**Mr. Percy V. Noble (Grey-Simcoe):** My question is directed to the Minister of National Defence. Now that military operations at the Meaford tank range have been terminated, can the minister tell the House what plans he may have for the future use of this property or for its disposal?

**Hon. Donald S. Macdonald (Minister of National Defence):** As a result of the examination of the usefulness of properties in western Ontario for military purposes it is not entirely impossible that the Meaford Range, instead of being phased out, may continue to be used as a range. As the hon. member knows, we have a severe problem anyway because of the large quantity of unexploded ammunition on this site.

## INQUIRY AS TO INTRODUCTION OF PROVINCIAL RECRUITMENT QUOTAS

**Mr. J. M. Forrestall (Dartmouth-Halifax East):** My question is for the Minister of National Defence. Can the minister indicate whether his department is now planning to introduce a system of recruitment quotas for each of the provinces on or about April 1 and, if so, what is the nature or the level of these quotas?

**Hon. Donald S. Macdonald (Minister of National Defence):** I would have to confirm this, but I know of no system of quotas on a provincial basis. There is, of course, a very detailed quota system with regard to specific trades.

**Mr. Forrestall:** Would the minister determine what the facts are in looking into the matter because there are rumours afloat that there is a system of quotas which would make a division between Anglophone and Francophone recruitment in the armed forces, and it seems to me that this should be cleared up once and for all.

**Mr. Macdonald (Rosedale):** Perhaps I could remind the hon. member that any Anglophone or Francophone differential would not be on a provincial basis.

## SUGGESTED EXPANSION OF MILITIA TRAINING PROGRAMS TO PROVIDE EMPLOYMENT

**Mr. Jack Marshall (Humber-St. George's-St. Barbe):** Mr. Speaker, my question is for the Minister of National Defence. In order to help the government find means of overcoming the problem of employment of students, would the minister seriously consider increasing the quotas and duration of student militia training this summer, increasing the training time for the reserve forces, and instituting a Canada wide special militia training program for graduate students, not only to alleviate unemployment but to provide all-round, purposeful development for our youth?

**Hon. Donald S. Macdonald (Minister of National Defence):** Mr. Speaker, we have had proposals very much like these under consideration for some time, and I appreciate the hon. member's interest in the matter.



**OVERFLIES FOREIGN FISHING VESSEL** — A Tracker aircraft of Anti-Submarine Squadron 880 based at CFB Shearwater, N.S., overflies the Portuguese fishing vessel "Aguas Santas"

three miles off Cape Ray, Nfld. Maritime Command has increased coastal patrol activities since the change in Canada's territorial fishing limits.

(Canadian Forces Photo)

# Doctors study aero medicine

**TORONTO, Ont. (CFP)** — It's a long, arduous road to become a flight surgeon in the Canadian Armed Forces.

Six officers are seven weeks from the end of that road.

They are members of the flight surgeon's course here at the School of Aviation Medicine. Their graduation date is March 26. On that date they will be presented the highly coveted flight surgeon's badge.

Each is a qualified medical doctor with at least eight years of university learning.

During the course, the doctors undergo intensive study and practical experiences to channel themselves into the highly specialized field of aviation medicine. They delve deeply into accident investigation, aviation toxicology, decompression sickness, hyperventilation and all the subjects which they must know intimately if they are to supervise the health standards of armed forces aircrew

from day to day to prevent flying accidents.

They participate in high altitude decompression tests, and human centrifuge trials. They fly in just about every aircraft from single piston-engine to multiple jet. They complete flight medical examinations and

determine stress factors involving air traffic control personnel.

Also on the present flight surgeon's course are two doctors of the federal department of national health and welfare. They are preparing to take the specialist's knowledge to the civilian side of flying.

# From helmets to face masks

**OTTAWA (CFP)** — Last year two Canadian Forces fighter pilots ejected from their planes after separate incidents. One landed safely, but the other received fatal head injuries during the ejection. To find out why an apparently routine safety procedure should lead to death is the task of two servicemen who work at the Canadian Forces Institute of Environmental Medicine, in Toronto.

Captain Bob Noble of Canso, Nova Scotia and Sergeant Jack Polowsky of Thunder Bay,

Ontario are safety experts at the Institute. As such, they are responsible for designing and testing protective headgear for aircrew and other servicemen whose work requires that they receive such protection.

After each ejection helmets are sent to the institute for performance checks. A detailed examination can reveal whether the helmet was properly fastened or correctly worn. Dents and scratches illustrate the pilot's position on ejection and paint traces left on the helmet pinpoint impact on leaving the cockpit.

The Toronto Police Forensic Laboratory occasionally is employed to conduct microscopic analysis of paint samples. Such painstaking detail helps eliminate bail-out fatalities.

The helmet in use today by Canadian Armed Forces pilots is the result of designing and testing of seven prototypes by the two men. Captain Noble and Sergeant Polowsky are now engaged in the improvement of oxygen masks for high altitude flying.

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# Bras d'Or: 'handles like a sports car'

by PO2 Pat Hardy  
 HALIFAX, (CFP) — I had a few pre-conceived ideas as to what Bras d'Or, as I'm sure most of us do. What she is like as a ship and what her purpose is. I found I was about 95% wrong on any notions I may have had.

Most of my service life has been spent squeezed in some left over corner of a destroyer. Bras d'Or is actually spacious by comparison. Most of the fittings are of aircraft type, and provide a saving of space and weight. Everything aboard is functional. The cafeteria and living spaces decks are covered with sound absorbing inlaid carpet, and the bulkheads are vinyl covered. Clean as a whistle and most important, easy to keep clean.

The galley is unique for a ship (all the food is kept in one small freezer chest and two fridges). Much of the knowledge gained from the aircraft industry is utilized here. A frozen hot-dog placed in one of the infra-ray ovens was ready 36 seconds later, and the bun wasn't even scorched.

Forward of the galley are the sleeping spaces. Though not yet operational Bras d'Or's duty watch lives aboard. The large lockers are conveniently placed and the 3 tiered bunks are mounted thwartships. The bunks are fitted with straps and according to crew members they're really comfortable even in a gale.

The engine-room is far aft, and remotely resembles an engine room. At least there's a diesel hulking there, but that's all that looked familiar. The remainder is a mass of pipes, gauges, and weird looking chummies. The high pitched whine and lack of heat are also strangers to ships.

In the Operations Room, it is probably more like a ship than any other part of Bras d'Or. Wait, I spoke too soon, over on

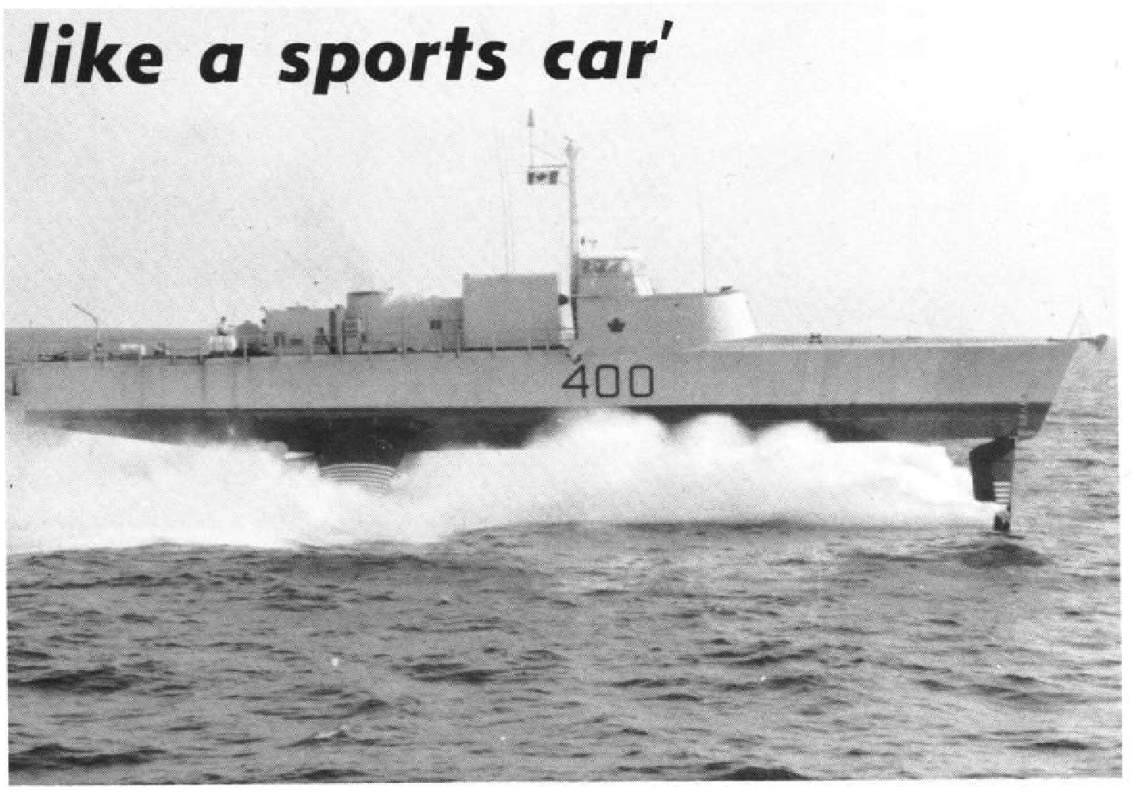
the port side is a large console, complete with aircraft seat which looks something out of a science-fiction movie. Seated at the console is an Engine Room Petty Officer, (yes I'm talking about the Ops Room). He and his console control all the mechanical functions of the ship, including electrical and hydraulic equipment.

A mass of gear which belongs to DeHaviland Aircraft Co. and DREA is located at the forward end of the Ops Room. Describe it? Not likely. Too many wires, integrated circuits, measuring devices and all of that stuff for me to get too close to.

Mounted from the deck-head are 3 TV monitors, which are receiving pictures from the mast, the bow, and the foils. Bras d'Or has her own TV system complete with taping device. Down in the cafeteria they are watching a re-run of the previous weeks rough weather trials, a force 4 blow while Bras d'Or was churning through the water at 40 knots. I didn't watch it too long. No Horatio Hornblower I.

Up above the Ops Room, is what used to be the bridge. This bridge, or Command Position or cock-pit is right out of a Buck Rogers comic strip. His and Hers sportscar seats, one for the skipper, and one for the coxswain, a maze of instruments, throttles, airplane steering wheels, and a sports car gear shift. The pilot and his co-pilot, if you'll forgive the expression were engaged in a conversation with the engine-room over their head sets which everyone on watch wears, I asked the CO what she handled like and he said "Watch". We went around a buoy in a tighter turn than many sports cars. "That's what she handles like" he said as I grabbed for a hand-rail.

The sensation of a ship moving so quickly has to be felt



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to be believed. She can move from dead stop to foil-borne in 40 to 60 seconds and switch from diesel to gas turbine in 20 seconds.

When asked if he thought the romance has gone from going to seas in this type of ship, the coxswain C2SN Barry Howles explained, "I don't know but it's a hell of a lot better this way."

One of the amazing things about this ship is that she can do 40 knots in a 10 to 12 foot sea without breaking herself in two. Couple this with ASW equipment and she'd make a pretty potent weapon. In theory she can run from Halifax to Bermuda in 10 hours, imagine how a fleet of these vessels shepherding a convoy could fare.

Bras d'Or is of Canadian design and built in Canada, it might have been simpler to wait and buy a hydrofoil from another country, if we just wanted fast transportation. As a navy geared to anti-submarine warfare, the knowledge gained from this 20 ton craft couldn't be bought for any amount of money.



**1000 FOOT CHECK.** Commander Gordon L. Edwards, skipper of the Bras d'Or, at the controls as he climbs through 1000 feet.

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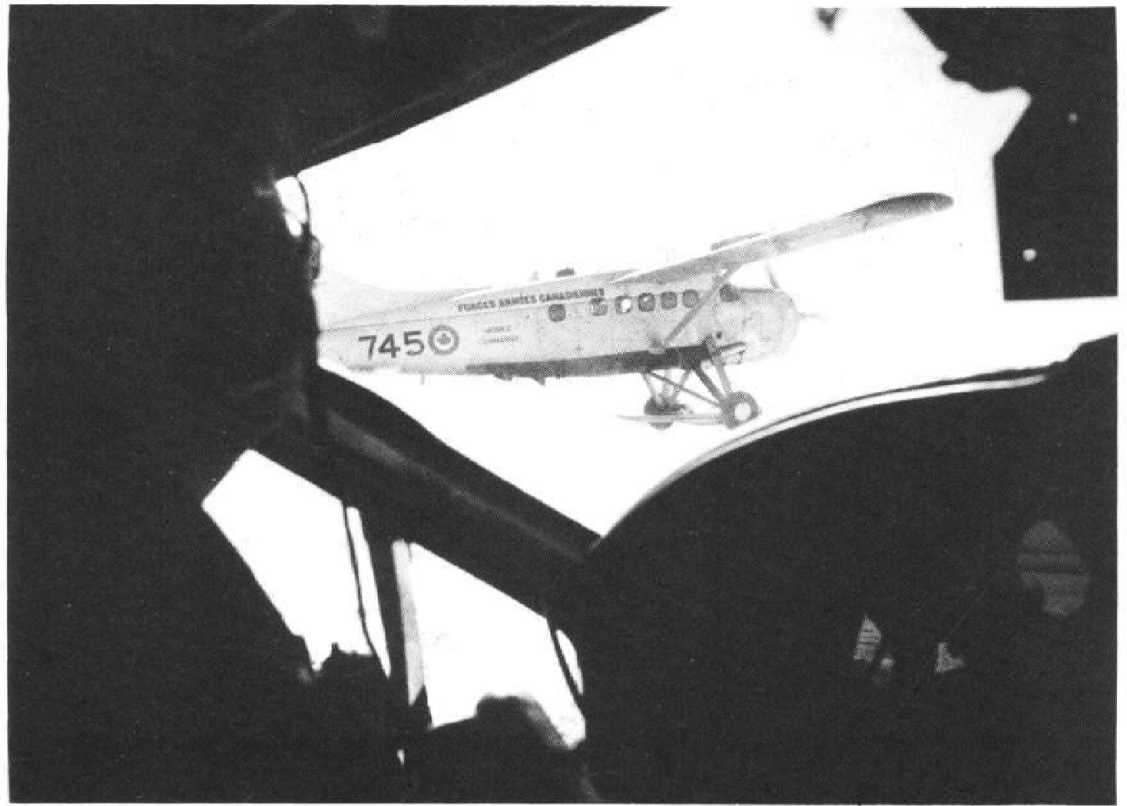
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photos by Hoover



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March

The of its present relative training month.

Alpha acquiring consisting the plan for March include cation training and c

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# Patricia report



The Battalion is in the middle of its pay level 4 courses at present and we expect to be relatively free from level 4 training by the end of the month.

Alpha company has recently acquired its third platoon. Consisting of pay level 3 graduates, the platoon will journey to Shilo for field training until 15 March. This training will include annual weapons classification and night firing, APC training and finally a platoon and company test exercise.

Bravo Company Officer Corps recently gathered for a company dinner in the Officers Mess. The crux of the whole evening was the Bazzo ride courtesy of Lt. James Williamson.

The company also intends to put on a parade square battle drill demonstration which will practice section commanders and men in the basic mechanics of section in the attack.

Charley company will eventually start winter indoctrination prior to exercise New Viking in April. We don't know if they're taking "Reggie" or not.

Support company recently welcomed Sgt. Simpson as the new chief company clerk. A number of supports sub-units have been quite active lately. Recce platoon has enjoyed a pleasurable ten days in the Snow Shoe Lake region by combining winter trail skills and

hunting techniques. Capt. Marv Dyeh and WO Wilson confirm that the morale is high and the eating/dining the very best.

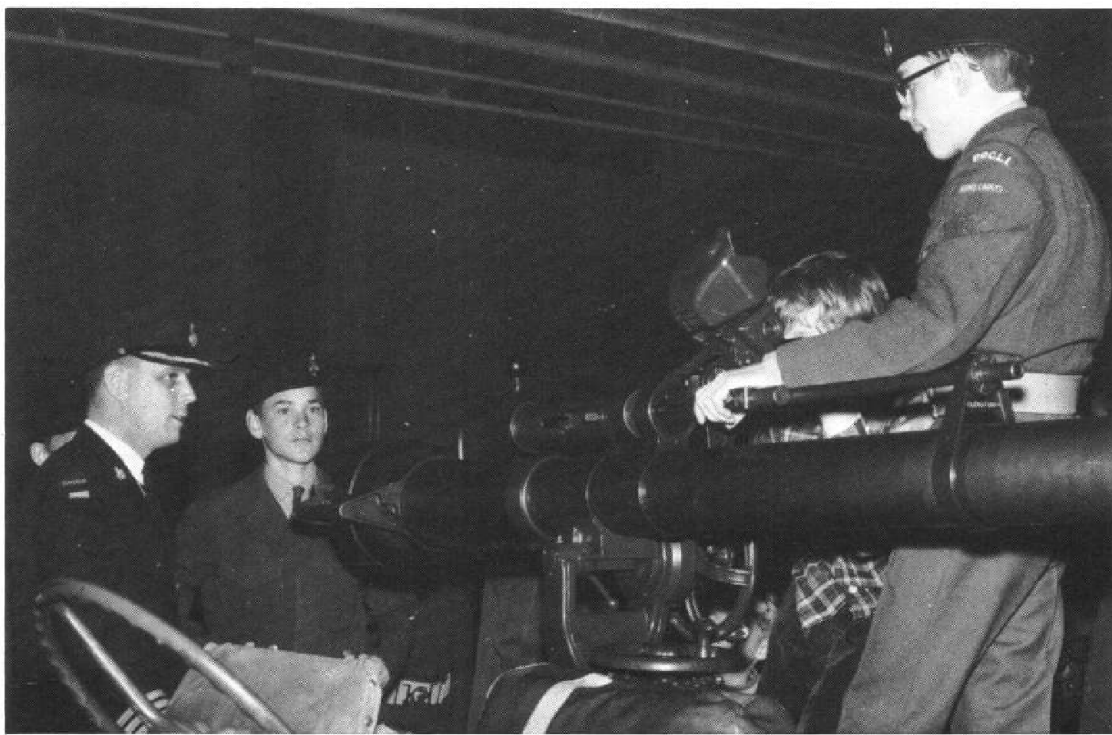
Mortar platoon is running a Jr. NCO refresher centering on methods of instruction and Armoured Defence Platoon is conducting a live shoot in Shilo.

The commanding officer recently inspected the 2PPCLI sponsored Cadet Corps. The agenda included a march past, inspection and displays on heavy support weapons. Among one of the many pleasant items of entertainment was the band who performed quite admirably.

The battalion emerged victorious in the recent Base Hockey playoffs, winning the final game 9-1.

The forecast for the unit is a birthday celebration on Wednesday, 17 March. A standown will be ordered for the day's festivities and the Patricias will indulge in competitive inter-unit games.

To conclude with the news a few sports scores: A company again proved its dominance in the floor hockey league by crushing support company 10-5; battalion headquarters had proven itself to be the best volleyball players as they swamped Pioneer platoon 7-1 in games; and finally in curling Charley company eventually won a game by defeating Alpha 10-6.



IF WE ONLY HAD A TANK TO PRACTICE ON. Lt. Col. John de Chastelain chats with cadets of the PPCLI

cadet corps on the use of the 106mm anti-tank gun.

(Base photo)

## Regiment to celebrate birthday

The Colonel-in-Chief's birthday, 17 March, is the Regiment's special day. On this occasion the day will begin with the commanding officer's parade and followed by broom-i-loo finals and other entertainment.

To begin with all competitors and company floats will parade at 0830. Any order of dress is acceptable for the parade except formal military clothing. The battalion's most junior private will lead the parade and upon the arrival at the judges stand an award will be presented to the most novel, original and entertaining company group.

Following this a number of inter-unit games will take place including Broom-i-loo, chariot race, command race, snowshoe race and the boat race.

Broom-i-loo is the traditional regimental game. Normally

the game is played on a hockey rink but if one is not available slush, mud, or water is acceptable. Teams are dressed to their own design and taste, however, every player requires a corn broom.

The officers and sergeants game is separate and carries a unique trophy presented to the loser — the poor end of a horse.

Generally speaking the snowshoe race is run, oddly enough, in snowshoes and conducted in relay fashion with team members having to dress and undress during the course of events.

The command race involves each company who will enter a team consisting of one each: Pte., Cpl., Sgt., WO, Lt., Capt., and Maj. This too is a relay race and it commences with the junior rank and finishes

with the senior. Each member will pass on the equipment he is carrying to the next runner — providing he conquers all the obstacles along the way.

The chariot race is similar to the Ben-Hur life style except for the horses and savage emperor. The race will start with 1/4 ton trailers upside down with wheels and the equipment to be carried in it laid out to the rear. The first team to assemble the trailer and complete the route wins.

Finally the boat race. Teams of ten men will test their stamina in this most rewarding of tests. Time is of the essence and the first team to present their empty bottles wins.

Pictures and a follow up story will appear in the next issue. What with a little luck in the weather and the Voxair Vixen by my side — we can't lose.



FATHER & SON BANQUET. 5 Star Cubs Darren Crabb and Dave Chambers vie for the honour of serving Col. de Chastelain, Commander of 2PPCLI, during a Father & Son banquet held recently.

(photo by Hoover)



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# Transport Command busy

TRENTON (CFP) — Six Air Transport Command squadrons from three Canadian Forces bases will lift ground forces and equipment later this month from a chilled Canada to the

sunny Caribbean. Seven hundred and twenty troops from the 2nd battalion, Royal Canadian Regiment at Gagetown, N.B., will be airlifted to Jamaica for an exercise in tropical training. Along with the troops the aircraft will carry 360,000 pounds of cargo and 45 vehicles. The exercise, named NIMROD CAPER III, lasts from Feb. 24 to Apr. 4.

The six squadrons taking part are 437 and 424 squadrons from CFB Trenton, flying Yukons and Caribous respectively. Two Hercules squadrons, 435 from Edmonton and 436 from Ottawa, 412 squadron from Ottawa, flying Cosmopolitans, and 429 Buffalo squadron from Edmonton.

The transport command workhorse, the Hercules, will fly the majority of flights making 80 trips back and forth between Canada and Jamaica.

Tactical missions in support of the battalion will be flown in Jamaica by Buffalo aircraft from 429 squadron.

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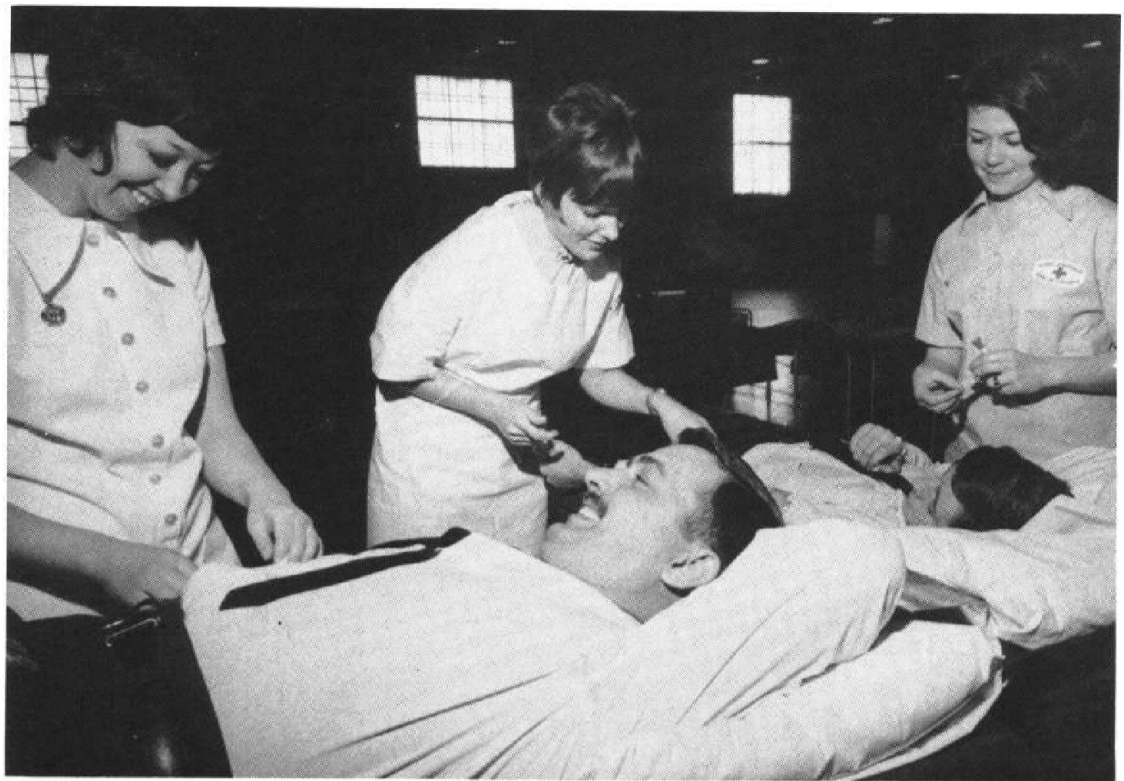
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**BLOOD DONORS** Cpl. Brassy MacPherson and Pte. Earl Wilkstrom get plenty of attention from Lynn Miller, Jackie Wilson and Linda Cambell at last week's blood drive. (photo by Hoover)

# CFANS news corner

My apologies go out to the many disappointed readers who missed the column in the last couple of issues.

Since writing the last column, we at CFANS said farewell to a member of the staff who for his duration at CFANS was a key member in our training scheme. This person is M/Cpl Lorne Kennedy. Lorne has spent a total of thirteen years of his career at CFANS. He is known by many of the AIR/RN/RO'S and Observers; who received morse instruction under his supervision.

Lorne, on retiring from the CAF, takes with him best wishes for success in his future endeavours.

Observer course 7007 graduated seven students on Friday 26 February receiving diplomas on completion of phase one of their training. They are now on their way to 449 Sqdn at ZX N.S. for MOAT training starting 16 Mar 71.

Observer course 7101 now take over the role of senior course and have entered their trainer/flying phase of the course.

Observer course 7102 under the leadership of WO Norman began course on 22 Feb.

Informed sources have disclosed that a student on detachment with course 7101 Obs tried to change the phonetic alphabet when he muttered ZULIET ZOLF instead of JULIET GOLF (J.G.)

The resident AANC course has 3 weeks until completion and will be finished 27 Mar 71 (approx.)

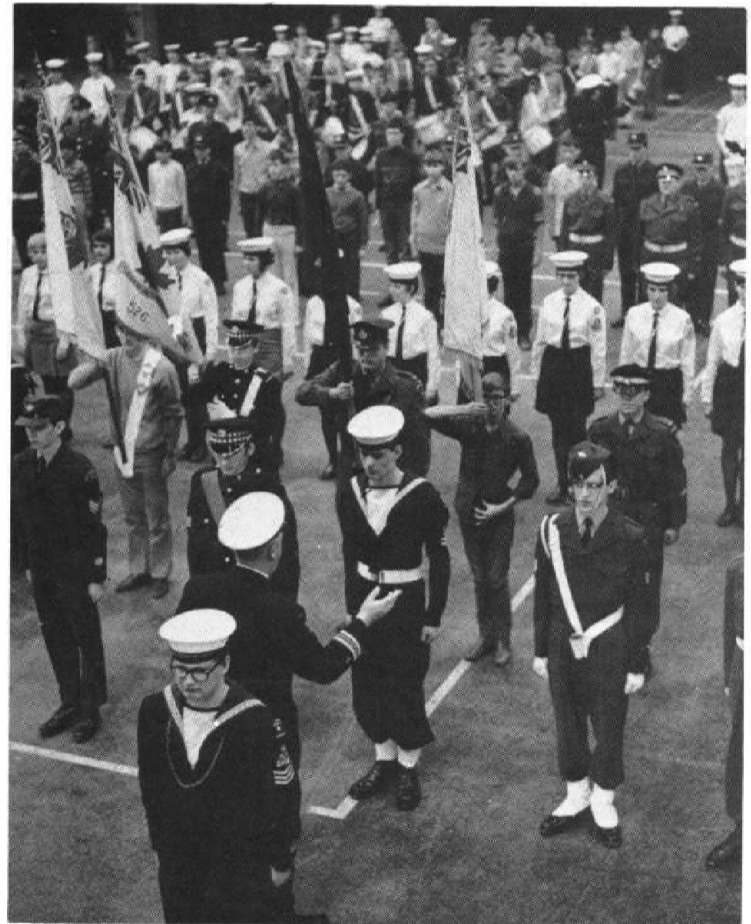
The ASC course is presently very much involved in their

main project and the advance squadron staff are looking forward to 3 weeks of grueling hard work while on T.D. in the DEEP SOUTH of the U.S.A.

Capt. G. Hopp from CFANS standards has just recently been informed of his posting to CFS Senneterre.

## CFANS SPORTS DAY

March 26 is the CFANS semi-annual sports day and all staff and students are urged to participate. Contact your section sports — rep for complete details. (Advance notice is given so that the pilots can have time to get in shape.)



**COLOURFUL BLEND.** Winnipeg's tri-service cadet tattoo, scheduled Saturday, March 20, at the Winnipeg Arena, takes shape in rehearsals, as the 2,000 sea, land and air cadets polish acts for the 2 1/2 hour spectacle. A feature of the show will be an historical pageant of early Manitoba history with fur traders, Indian drums, Scottish dancing and massed pipe and brass bands. (Canadian Forces Photo)

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Tickets Available by dialing 943-7076

### Cub and scout book sale

The Women's Auxiliary of the 51st Winnipeg Cub and Scouts are holding a book sale in the Bldg. 21, during the Bingo on March 24th. Books will also be sold on April 3rd, at the Recreation Centre Lobby at the North Site.

### Chaplain general to visit base

The Chaplain General Protestant, B. Gen. J. CARDY, will be visiting Base Winnipeg in early March. The visit will include time at TCHQ and 2PPCLI as well as the North Site.

And **Old Time Dance** is planned for Wednesday, 10 Mar. 71 at 2030 hrs. in the 17 Wing Reserve Officers Mess. An invitation is extended to all Base personnel and their wives to attend. The congregations of the Protestant Chapels are especially asked to come out and visit informally with Padre Cardy. Members of the RC congregation are also invited to attend.

### Corporal's Club March calendar

On the 13 Mar 71 there is a Dining In Night with wine served at 1900 hrs. and a dinner consisting of a Hip of Beef will be served at 1930 hrs. Tickets can be obtained for \$5.00 a couple on the acquittance roll. The band is the Cavaliers. On the 20th Mar "The Party" will play for the St. Patrick's Day dance. There will be a BINGO held on the 21st of Mar. and the Classics will be playing on the 27th of March.

# voxair WOMEN Serviceman's wife

from 'Der Kanadier'

A Serviceman's wife is mostly girl. But there are times, such as when her husband is away and she is mowing the lawn or fixing a flat tire of a youngster's bike, that she begins to suspect she is also a boy.

She usually comes in three sizes: petite, plump and pregnant. During the early years of her marriage it is often hard to determine which size is her normal one.

She has babies all over the world and measures time in terms of places as other women do in years.

'It was at Whitehorse that we all had the mumps . . . in Germany Dan was promoted . . .'

At least one of her babies was born or a move was accomplished while she was alone. This causes her to suspect a secret pact between her husband and the army providing for a man to be overseas or on temporary duty at times such as these.

A Serviceman's wife is international. She may be a prairie farm girl, a French mademoiselle, an Indian princess or a Maritime nurse. When discussing service problems they all speak the same language.

She can be a great actress. To heartbroken children at posting time, she gives an Academy Award performance! 'Wainwright is going to be such fun. I heard they have Indian Reservations . . . and gophers, and more gophers.' But her heart is breaking with theirs. She wonders if this Service life is worth the sacrifice. An ideal Serviceman's wife has the patience of an angel, the flexibility of a scholar and the stamina of a horse. If she dislikes money, it helps. She is sentimental, carrying her memories with her in an old barrack box.

She often cries at parades without knowing why. She is a dreamer when she vows: 'We'll never move again.'

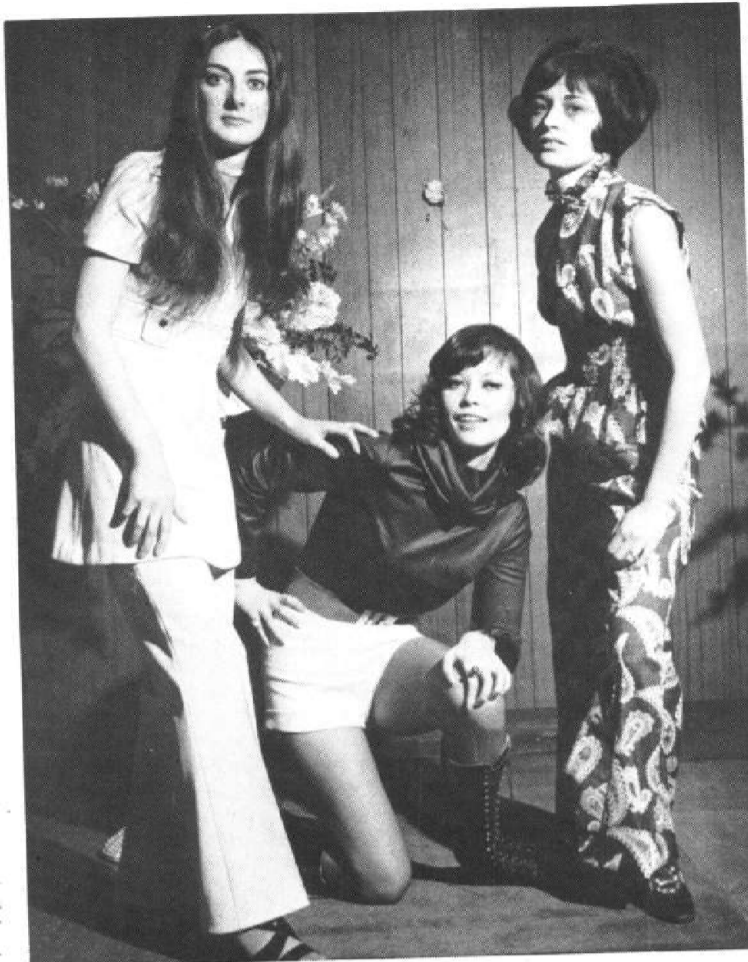
An Optimist: 'The next place will be better.'

A Realist: 'Oh well, as long as we are together.'

One might say she is a bigamist sharing her husband with a demanding entity called 'duty'. When duty calls, she becomes No. 2 wife. Until she accepts this fact, her life can be miserable. She is, above all, a woman who married a soldier who offered her the permanency of a gypsy, the miseries of loneliness, the frustration of conformity and the security of love.

Sitting among her packing boxes with squabbling children nearby, she is sometimes willing to chuck it all . . . until she hears the firm step and cheerful voice of that lug who gave her all this. Then she is happy to be . . . his Serviceman's wife.

Mrs. Jo. Barker



THREE OF THE MODELS at the CWL spring fashion show last week were Carrie MacNabb, Barbara Patzer and Marie Scagnetti.

(photo by Hoover)

## CWL spring fashion show

From the excellent audience response and the superb performances of all concerned one would have to say it was a huge success. Much of this success had to do with the poise and charm of our commentator Norma Konrad and the professional piano playing of Joan Pongoski which all added up to the proper decor for such an occasion.

Linda Bailey did the make-up for the models and her charm and friendliness did much to alleviate the nervousness of our models. All the models came to lean heavy on the guidance and wit of Narda Price and Barb Patzer, two lovely girls who gave us the benefits of their experience as professional models.

A show such as this takes months of planning and organizing and arduous work and much of this was done by the convener of the show, Mrs. Marie Scagnetti. Success they say is reward in itself but a special thanks from all of us for your many hours of work Marie.

No fashion show can get off the ground without fashions so a special thank you for their generosity goes to Walkaway Shoes and Zellers' County Fair in Westwood Shopping Centre. To our host the Cpl's Club, we can only say the co-operation and friendliness of all concerned from the bartenders to the executive were without blemish. A special thanks to Sam Thomas and the Whistlers who entertained and delighted the crowd at intermission.

Last but not least our dearly beloved husbands who without their help and support we would not have been able to make this show the big success it was.

Proceeds from this CWL project will go the St. John Boscoe Centre in Winnipeg. Their main purpose is to help rehabilitate the Indian who comes into the big city from the country or reserve. They help in many ways to foster the right ideas conducive to good citizenship and family life. It is a vital and necessary thing and you will have known that you contributed to this charity.

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**CANADA FITNESS AWARDS.** The above boys and girls are recipients of the Canada Fitness Awards, which are presented to boys and girls ages 7-17 who achieve required levels in a physical fitness test according to age standards. There are four awards, Award of Excellence, Gold, Silver, and Bronze based on Fitness Performance Tests developed by the Canadian Association for Health, Physical Education and Recreation; one minute speed sit ups, standing broad jump, shuttle run, flexed arm hang, 50 yard run, and a 300 yard run. Congratulations

to the following award winners; Silver: Brian Piercy, Wesley Koch, Danny Peterson, Bill May, Bill Pauline, Roberta Humphrey, Frances Anonsen and Bronze: Brent Piercy, Kevin Sullivan, Kevin McAuley, Lori-Anne Koch, Barbara Pauline, Michael Lavigne, Peter Roadley, Dawn Jack, Greg McLean, Doug McLean, Tom Brown, Brian Heppel, and Janet Pauline. The awards were presented Friday 26 February by the Base Physical Education and Recreation Officer, Capt. W. Joughin.

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# Sports 'N Things

with Russ Phillips

Things are happening so fast in around the Base that it's difficult for ye olde Sports Editor to keep up with same. **Ken Beckman** just arrived back from Valcartier where he competed as part of the Prairie Regional Ski Team. Check his observations in the article "Skiing For Fun". Young **Lee Browning**, son of **Cpl. Chuck Browning**, 10 Hgr. Orderly Room placed 4th in the Canada Winter Games Judo Competition at Saskatoon recently. When you consider how good one must be merely to qualify to go in the first place, it adds up to a tremendous achievement. **Ron Dupuis** has been doing big things in bowling these days and will be featured in our "Spotlight On" column next issue.

### SPACEwalk Set For May

The **CFB Winnipeg Aerobics Club** will open their summer season on the 8th of May this year. The club will be sponsoring the annual event and a number of members are expected to take part, for varying distances. **Cpls. Al Taylor** and **Dave O'Byrne** plan to hack it as far as they can, Major **Tony Hawkins** wants 10 miles for himself and **Cpts. Ken Parker** and **Dave Sproule** will probably try running the regulation Marathon distance (26 miles, 385 yds.). We are particularly interested in participants from **2 PPCLI**, who we understand, have some pretty good endurance men. Yours truly will be going for the full 100 miles this time, no flake out at 90, like last year.

For this year's **SPACE (Special Project Assisting Community Enterprises)** walk we will be going back to the pledge-per-mile system and the proceeds will be used for minor sport and youth recreation programmes on the Base. An amount of \$500.00 is expected to be raised for this purpose. Anyone interested in taking part is asked to contact the **Voxair** or **Cpl. Al Taylor** at loc 550. Pledging per mile is not mandatory, and anyone who wishes may come along just to see how far he can go.



SPACEwalk aspirants are reminded that the Base Hospital has a good stock of extra feet on hand.

(photo by Hoover)

## Where was Winnipeg?

### Broom ball Entry?

I was amused to read your Memo to Base Moose Jaw about Zone Broomball in the February 10th issue. Having played in the zones in Moose Jaw for our site I find your sarcasm misguided. Don't cry for yourselves too loudly; Gypsumville, Beausejour and Sioux Lookout are laughing at you. So, I imagine, are the other larger bases who did manage to send an Intersection team.

Looking at your published facts in the article, you have 800 plus personnel and four Intersection teams. A little organization and you have more than 200 from which to choose each team. Your standings indicate TCHQ has played 23 games. In comparison this site has 130 total personnel from which to choose and before we left we had never played together. Perhaps you would like to modify the following quotation "... and we would probably be playing at a greater handicap than any other competitor. C'est la vie!"

Our record was not an impressive one with four ties in seven games. To our credit,

however, we did send a team and did not write a memo to Moose Jaw complaining about lack of personnel.

No ice to practice on! Where did TCHQ get to play their 23 games? All our experience was gained running around our small outdoor rink in subzero weather. With no facilities at all it is difficult for me to feel remorse because of your handicap. It's unfortunate for CFSO ruling prevented you from sending a team, you probably would have beat Moose Jaw — we almost did. The score was 2-1 for the bad guys.

D. Cooper

Lt.

CFS Sioux Lookout

### TOP TEN SCORERS

	G	A	Pts
Thorson, Bruins	40	23	63
Andrychuck, Bruins	27	28	56
Wilson, Bruins	22	24	46
Anderson, Bruins	17	20	37
Forbes, Bruins	13	22	35
Clark, Cans	15	11	26
Milot, Bruins	17	8	25
Armstrong, Bruins	8	16	24
D. Smith, Cans	11	10	21
Carrol, Bruins	11	5	16

# PPCLI TAKE HOPFNER TROPHY



The Base Commander was present at the final game, and presented the

HOPFNER Memorial trophy to the winning team. Presented also was the

Beaver Storage trophy to Cpl. Thorson of the Bruins for the high scorer of the league.

Intersection hockey came to a close this week, with a somewhat one sided final series. The PPCLI became this year's champions, after losing the first game of the series to the Canadians, then winning the next three decisively. Scores of the final series were as follows: First Game — Canadians 2 PPCLI 0, Second Game — Canadians 1 PPCLI 7, Third Game — Canadians 1 PPCLI 9, Fourth Game — Canadians 1 PPCLI 9.

The schedule ended with the Bruins winning the first place finish, Leafs second, Canadians third, and PPCLI fourth. Bruins were eliminated in two straight by the PPCLI, and Canadians eliminated Leafs in the same manner.

The league standings at the end of the season did not necessarily finish with the healthiest clubs on top. On the contrary, the Bruins had lost a couple of key players on postings and courses, as did the Leafs. The Canadians had a healthy, full club, but not enough "A" class players to win the finals. The PPCLI on the other hand, had a full compliment of players, both

healthy and of good calibre ability for Intersection.

The obvious reason for the fourth place finish of the PPCLI was the number of games

missed due to the Quebec crisis, or they surely would have finished higher in the standings.



## Winnipeg WO's and Sgts Take All

CFB Portage hosted a Sr NCOs Bonspiel on 26 February with rinks from Portage, Gimli and Winnipeg taking part. The group from CFB Winnipeg

made it a clean sweep. Would you believe four rinks entered and took 1st, 2nd, 3rd and 4th places?

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# Spinning The Sports Wheel

with John MacLeod

## Canada vs International Hockey

Much has been said and much more written in the past twelve months in regards to Canada's stand not to play international amateur hockey until the Europeans agree to our terms — whatever they are!!!

Hockey Canada was set up by the federal government to bring back the championship of world hockey to this country from Russia where it has been for many a moon now. The only problem is that the gentlemen running Hockey Canada haven't been able to discover how. Hap Ems resigned from Hockey Canada because he felt he was too old and his ideas antiquated for the hockey system needed to defeat the Europeans at our national game. When Canada was winning all her world championships it was with senior hockey teams playing against beginners in Europe who caught on fast. Hockey is treated as a science in most countries across the Atlantic with the emphasis on skating and condition first with hockey fundamentals secondary. European boys are taught to skate long before a hockey stick is handed out — but you say that has been written before — why can't we Canadians build a team that can win? So far we haven't been able to compete with the Russians and the Czechs. With the Swedes and on occasions as was the case in the 1968 Winter Olympics even lowly Finland has taken the measure of our game but weak national team. Has Canada the material to build a winner you ask — the answer I believe is yes but certainly not the way Hockey Canada has gone about it — what is the solution then to bring home again the bacon — well first we must get rid of the gentlemen who run Hockey Canada. They are knowledgeable hockey men it is true but are old and beyond their time, younger men with fresher ideas are needed to cope with the system used in Europe and the only way is to build a team on their system — not ours.

Let's take a look at our system first. When Jackie McLeod was hired to coach the Nationals it was a dream come true for Father Bauer. The best junior hockey players Canada could "steal" away from the pros would be given college scholarships and moulded into a team. It would take; Father Bauer said; five years. Toronto Maple Leafs and Montreal Canadiens gave up some pretty excellent talent. Ken Broderick, Fran Huck, Marshall Johnston, Terry O'Malley just to name a few wore the Canadian colours.

So a team was formed and entered in international play. Their trials; their successes and their failures are now sports history. They just didn't have it. So now Hockey Canada will not play the Europeans again until we can use our so-called best hockey players — the professionals. The question is do we need the pros. The Russians still win and we are told that although pretty good hockey players not quite good enough for the NHL and we believe it. So that is our system. What is the European system that has been so successful of late? Well, first they are using their best hockey players — not just the college boys but hockey players from all walks of life from carpenters to steel workers to the white collar worker. Anybody in the country good enough to play gets a crack at an European national team — in Canada only the college boys are considered good enough. European hockey players have benefitted from Canada in the coaching department but spend much more time on skating and conditioning than we do, and almost ten months of the year getting ready for the world championships. Canada spent only four months as we are told money was always a problem — no money problems in Europe.

At present in Europe two Canadian forces hockey teams play international hockey — they don't belong to the CAHA so the ban on international play does not effect them. Canadian military hockey teams such as the Lahr Arrows, the Raiders from Baden Soellingen and the Hemer Rebels from the Soest area have never had too much trouble winning in such countries as France, The Netherlands, Belgium, Germany and Austria. Even the best of the Swiss teams have fallen on occasion to our service teams. The main reason for their vast superiority over the Europeans is that the service teams play the game as it is played over there — no body contact, fast skating type of hockey and teams whose players are in excellent condition. For two years the service clubs from Europe have sent over a club — Hermer Rebels — who on paper were unbeatable. However each time they tried to win the prized Canadian Forces Hockey Championships they were foiled. Why? Well it was a case of a Canadian team used to playing European type hockey coming to Canada to play against teams used to body contact and it was just a matter of time regardless of conditioning when the heavy going would take its toll. It did and they never won the big one.

The secret to any Canadian amateur hockey team ever again winning the World Cup is, I believe, to scrap the "College Boy Routine" and to form a club from the best we have, including the armed forces, and train in Europe. A training scheme that would move the team through the three levels of the world hockey system ending eventually with the "A" section. At one time Canada owned seven modern hockey arenas in Europe, now only three and in June of this year only two. A team sponsored by Hockey Canada, managed by the Canadian armed forces, trained wholly in Europe might just win a championship or two. Certainly under the present Hockey Canada organization we shall win nothing.

# WELL DONE TRACK AND FIELD '71, DREAM OR REALITY?

CFB Winnipeg representatives at the Canadian Forces Bowling Championships did an excellent job. Cpl. Ron Dupuis and Cpl John Bonnell, two of this base's finest bowlers performed flawlessly to bring honours home. Cpl Ron Dupuis had the distinction of being the top bowler in the Canadian Armed Forces. Ron won the high singles with a 390 game, the high triple with a 986, and the high average with a 278.

To Cpl Ron Dupuis, we at the Rec Centre and all personnel of CFB Winnipeg award you a "WELL DONE" and congratulations champ.

With all the snow lying about and a good part of the winter yet to come, it may seem a bit ludicrous to go beating the drums for Track and Field at this time. In this case however appearances are deceiving and it may already be too late to save this sport which seems to be dying a slow death in the Canadian Armed Services. Last year it was cancelled at both National and Zone levels with "lack of interest on the part of the competitors" given as the reason. To date this year, nothing but silence issues forth from the centres of authority and one may easily assume that it will again be left out of the Service sports schedule. If indeed the competitors lacked interest last year, and if they want T & F reinstated this year, then it is obvious that these competitors must rise off their butts and make lots of noise. Starting right now.

Around May 1970, Track and Field aspirants were asked to indicate their competitive in-

terests to the Rec. Centres in their area. Some did, but others carried on training under the assumption that since everyone knew they were Track stars it was not necessary for them to go through the formality of notifying the Rec. Centre. The Rec Staff, not being mind readers, could only submit the names they had and at most Bases apparently the list was pitifully small. To forestall another such situation it is suggested that interested personnel contact the Rec. Staff at their Base and find out what can be done to reverse last year's decision. And tell them what you are interested in, **don't wait to be asked.**

The CFB Winnipeg Aerobics are scheduled to hold spring and fall road race events at Zone level this year. This is a large step forward in restoring Track and Field to its proper place on the scale. If more Bases follow suit, the "Sport of sports" will come back stronger than ever.

# VOXAIR SPORTS

## Unique Hockey

RMC hockey players turned back the sports clock here recently when they teamed up with the Royal Canadian Horse Artillery and Queen's University teams to commemorate the birth of hockey.

All games in the exhibition series were played under 1886 rules.

The first recorded hockey game in Canada took place on Navy Bay at RMC in 1886 between Queens and RMC with the cadets coming out as 1-0 winners. This year RMC tied Queen's (0-0) and beat RCHA (3-2).

This year's series, saw the teams using basically the same equipment and rules as were used then.

The original hockey rules required that each team consist of eight players: a goal keeper, a point, a home, a cover point, rover and a forward line of centre, left and right wing.

While the size of the nets (six feet by four feet) were about the same as modern standards, the rinks were considerably smaller. A standard hockey rink today measures 200 by 85 feet. In 1886 rink sizes were about 112 by 58 feet.

A player receiving a penalty for tripping, collaring, kicking, shinning, cross-checking or pushing could be sent off for the match or for such portion of the game the referee saw fit. Similarly, a goal keeper could be sent off the ice if he held the puck or stopped the play. NO substitutions were allowed, except in the case of injury.



## Skiing For Fun

Ken Beckman

The Prairie Region Ski Team returned to the bald prairies a little sprained and bruised but otherwise proud of our achievements. We managed to finish 5th, 6th, 7th, 12th, and 14th place in the various competitions. For some of us racing was a new experience, and for me it was one minute of terror as I flew into the sugar bush during an unscheduled detour on the down hill race. This particular race was the hardest for me, and the object of the game is to get from start to finish in the shortest possible time, without having your legs collapse. A few jumps and hairpin turns were added for excitement and to top it off they build a little starting platform at the summit of the mountain just to make

sure you get a fast start. This particular course was one and one-eighths miles long and the fastest time was one minute seventeen seconds. Which works out to around 60 miles per hour.

It was obvious that a terrific amount of time and effort went into the organization and completion of the National Ski Championships and on behalf of our team from Prairie Region I'd like to thank the Base Commander of Val Cartier and all of his men who helped to make the competition so successful. One of the lads in particular that was of a great service to us and who also came in on his day off to drive us around was "Edmond" from Base Transport. He was terrific, and a perfect example of the hospitality shown at CFB Val Cartier.

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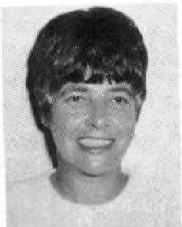
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To view call at suite 112 or phone 489-4012 or 772-2977

## FOR SALE

**3 ROOM GROUP, ONLY \$387.60.** Deluxe 3 Room Group \$587.50. Lower prices only at The Furniture Warehouse, 1030 St. James Street. Open 9-9.  
**4 DRAWER CHEST** — \$28.80. Double Dresser & Mirror \$48.80. Crib mattress \$10.20. Space saver \$48.70. Only at The Furniture Warehouse, 1030 St. James Street.

**WAREHOUSE SALE** — Sofa and chair, sale \$168.80. High back sofa and chair \$367.40. Save only at The Furniture Warehouse, 1030 St. James Street.

**WAREHOUSE SALE** — Spanish bedroom suite, \$318.40. 2 pc. sofa and chair \$227.60. Save 30% only at The Furniture Warehouse, 1030 St. James Street.

**CONTRACTORS' CARPET**, Save up to 50%. Ex. 9x12 100% Nylon only \$69.00. Only at The Furniture Warehouse, 1030 St. James Street. Easy Terms. Open 9-9.

**TROPICAL FISH** AND supplies, phone Tommy Drummond, 888-5903.

52' x 10' **MOBILE** home. \$4,900.00 completely set up. Phone: 888-4113 or Local 322.

## FOR SALE

**VACANT LOTS**  
Charleswood, Vanscoy Rd. — 1/2 acre lot, serviced.  
Charleswood, Liberty Rd. and Loudoun Rd., 1/2 ac. lots, unserviced.

**NEW HOMES**  
Charleswood — 3 B.R. bung., 1039 sq. ft., carpet in L.R., lot 60'x130', \$20,518.

Charleswood—split level, 1578 sq. ft., carpet in L.R. and D.R., 3 sets plumbing, 4 B.R.s, large lot. \$26,692.

**HOSTESS CHAIRS \$16.80**  
Rockers \$36.80, Space savers \$48.70, Davenport and chair \$98.00, all in 100% nylon covers. Save only at The Furniture Warehouse, 1030 St. James Street. Open 9-9. Easy Terms.

**MATTRESS SALE** — Springwall Chiropractic Mattress \$89.95. Sealy Posturepedic \$99.95. Simmons Beauty Rest Quilt Top Mattress \$119.50. Save only at The Mattress Warehouse, 1056 St. James Street.

**WAREHOUSE SALE** — 3 Room Group new furniture. Spanish sofa and chair, lamps, tables, swivel dinette, Mediterranean bedroom with box and Mattress. Complete \$697.40, only at The Furniture Warehouse, 1030 St. James Street.

**DINING ROOM SPECIAL**, French provincial 7 pc., \$438.60. Modern Walnut 7 pc. \$397.60. A real bargain, save only at The Furniture Warehouse, 1030 St. James Street. Open 9-9. Easy Terms.

**DODGE STATION-**wagon, 1959, V8 automatic. Motor A-1 condition. Rebuilt Automatic has approximately 12,000 miles on it. New Exhaust system. Best offer. Phone 774-8704.

**1967 DODGE POLARA** 500-2 Dr. H.T. Color green, V-8, 318. Phone: 475-5602 (work - 474-1331) - Ron Olsen.

**1962 VOLKS.**, 800 miles on reconditioned engine. \$575 or best offer. Beginners bicycle, has detachable training wheels \$17.00. Violin & case \$15.00. Phone: 489-6810 Maj. Crabb.

**RENAULT 70 - R10 -** Red/Black interior. Leather seats - Block heater. A-1 condition. Phone: CPL Bakbeau, Local 727 or 489-5596.

**WOULD YOU BELIEVE?**—A two bedroom, fully furnished home for as low as \$6,995.00. For further information Phone 888-7517.

**HOUSE, 3 BEDROOM** Bungalow 5 yrs. old. 6 1/4% CMHC. Good condition. Phone 837-8083.

**PLAYPEN, WOODEN** with teething rail. Lloyd's Stroller Excellent frame but needs new seat corner. Price \$5.00 ea. Ph. 837-8209.

**FOUR BEDROOM** home. Large lot, ideally situated. Clear Title. Owner Transferred. Available 15 June. Ph. Sgt. J. P. Chastin, Loc. 307 or 888-1519.

**MUSTANG 66, V8,** Automatic Transmission, Power Steering, \$1200.00. Ph. 256-5707 anytime.

**4 YR. OLD VIKING** wringer washer. Best offer. Call 888-1666 after 5 p.m. Also two Chev 14" rims \$10 or will trade for Plymouth rims.

# VOXAIR VIXEN



**JEAN CHUPPA**, the little girl with the Big Big Smile that invites anyone for a friendly game of chess.

(photo by Hoover)

## FOR SALE

**SEWING MACHINE** (Portable). Excellent condition. \$25.00. Ph. W/O Johnson Loc 501.

**COMBINATION RADIO** FM AM Stereo. GE floor model in service 4 months remainder of 3 year Warranty. Phone 837-9125.

**GUIDE UNIFORM**, complete, size 14 \$4.00. Electric chord organ (Mangus) \$25.00. Boy's clothing, size 12 to 14, reversible raincoat, pile jacket (14), Corduroy sports jacket, wind-breaker, beige, sweaters, etc. all good condition \$15.00. Ph. 489-7508.

**2 GREEN UNIFORMS**, jacket size N-12, 5'11", 180 lbs., great coat, rain coat, 5 shirts 15 1/2-33", cap size 7 1/4, tie and scarf. Call 888-1927 or 775-1074.

**CRESTVIEW, THREE** bedroom bungalow, 1148 sq. ft., L-shaped living room, dining room with built-in China cabinet, powder room off master bedroom, close to bus and schools, Ph. 832-2995.

**BABY TENDER, PAIR** of black panther skates, boy's size 6 1/2. 100% blonde European hair wig. Phone: 489-9779 evenings.

**CONSOLE MAGNO-**vox Record Player, \$50. Console Kenmore sewing machine and button hole attachment, \$50. Baby car-bed \$5.00. Ph. 489-9425.

**MERC OUTBOARD** engine, 50 h.p., 1967. Completely rebuilt, asking \$485. Ph. 786-4013.

## WANTED

**TOPICAL MASONIC** Philatelic Covers; preferably Canadian. Ph. 661 or 786-2196 after 4:30.

**WANTED BLUE OR** green officer's uniform. Size to fit male 6 feet, 190 lbs., Chest 40-42, waist 34. Phone O/C Gartner, 667-1206 after 6 p.m.

**WANTED OLD BUG-**gy or stroller, mainly wheels required. Phone 489-7508.

## SERVICES

**WILL BABYSIT** evenings or weekends in area of Whyteford Rd. and CFB PMGS. Phone 832-6014 anytime.

**RELIABLE 15 YEAR** old desires babysitting evening and weekends. North Site. Phone 837-5567.

## SERVICES

**BABYSITTING WORK** wanted by 14 yr. old girl. Weekends and evenings, North Site area. Phone 832-5143.

**EXPERIENCED** Babysitter available for Weekends. Phone 888-3015, Penny Darlene.

**ST. BERNARD MALE**, would like a home appropriate for a dog of his size. Ph. 774-5090.

## FOR RENT

**APARTMENTS FOR** Rent 2 Bedroom Furnished and 2 Bedroom Unfurnished. Ph. 475-8857.

## MODELS WANTED

**Be Miss VOXAIR VIXEN** and cash in on the glory and national exposure at the same time. Phone either **JOHN HOOVER**, Voxair photographer at 774-5090 or the Voxair Office at 832-1311, Local 446.

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