

**Happy
Birthday!
Have you
had your
dental check?**

Corair

December 1, 1971 CANADIAN FORCES BASE, WINNIPEG Vol. 20, No. 23

**Drugs
are a
crutch.
Are you
a cripple?**

New ranks present a badge problem

OTTAWA (CFP) — Changes in the regular force private (level 4) and corporal rank insignia became effective Oct. 1, along with an increase of master corporal appointments.

The pte (L-4) single-chevron embroidered badge will be replacing the single chevron with maple leaf. Corporals will be wearing a new two-bar chevron in place of the insignia with maple leaf.

For the moment, national stocks of the new corporal insignia and current master corporal insignia are not available to meet requirements. Procurement action has been taken on the new corporal badges, and the order for master corporal badges has been increased. Delivery is expected in early 1972.

Meanwhile, corporals will continue to wear current rank insignia with maple leaf until the new two-bar chevrons are available. The sergeant or master corporal cloth-embroidered insignia are not to be modified to corporal or master corporal insignia.

However, private (L-4) single chevron embroidered badges are now available. Private (LA-CS) embroidered insignia for the CF uniform may be modified to private (L-4) by removing the maple leaf.

Private L-4 CS insignia for combat uniforms cannot be modified because of serged edges. The metal/enamel miniatures worn on the collar cannot be modified, and shall be replaced by the single chevron pattern.



FLEW KIDNEY Capts. John Vos, top, and Don Freudenberg spent one sleepless night recently when they flew a kidney from Thunder Bay to a transplant recipient in Saskatoon. (photo by Van Boeschoten)

Pilots brave weather to fly kidney to Sask.

A quarter to one in the morning, on a Saturday, is most likely the worst time to find anyone who wants to go flying.

However, in this case there was probably a life at stake in that an aircraft and crew was needed immediately to fly a kidney from Thunder Bay for a transplant in Saskatoon.

The acting CO of CFETSU, Maj. R. W. Newman, finally found Capts. John Vos and Don Freudenberg willing and able to make the trip.

While the crew was rushing to the base and checking the weather and flight planning, servicing was also on top of things and readied the T-33 for the flight. The weather was extremely miserable and for a time it looked like take off and alternate weather restrictions might halt the trip.

The two pilots, who are both by coincidence maintenance test pilots, got airborne shortly after 2 a.m. for Thunder Bay. Air traffic control and weather information at this time of the

morning was minimal and forced the pilots to work even harder.

As soon as Thunder Bay heard the good news that there was an aircraft on the way from Winnipeg, they began clearing the runway of the snow which was falling all night. They completed the task only minutes before the Winnipeg T-33 touched down.

The trip from Thunder Bay also posed its problems. Weather in the Saskatoon area forced the crew to return to Winnipeg first for a ten minute turn around to refuel before proceeding on to Saskatoon with their precious cargo.

It was almost daylight before the two test pilots returned to Winnipeg for a well earned rest.

Yank says Canadians best in Europe

"An elite, well-disciplined, well-trained professional fighting unit."

That's the way seasoned military observers summed up troops of Canada's 4th Mechanized Battle Group after seven weeks of fall manoeuvres in West Germany.

Asked by a U.S. news correspondent who were the best troops serving in Europe, an American colonel said "the answer to that one is very easy, I'm afraid. Too easy. It's the Canadians."

The evaluation, according to press reports, came at the end of a 10-day series of manoeuvres in southern Germany. It went on to say that the sheer professionalism of Canadians showed through to the acute discomfiture of other elements taking part.

The report also indicated that six men were killed and more than 150 injured in the 10-day exercise. It added that "Canadian troops, in the field for nearly 50 days, suffered no casualties."

RMC gets \$5.4 million science complex

KINGSTON — Construction of phase one of a new science and engineering complex at the Royal Military College here has been given federal government approval, with work to begin next fall.

The new project, say finance minister Edgar Benson and defence minister Donald S. Mac-

donald, will cost an estimated \$5,475,000, and will replace antiquated facilities at the 95-year-old college.

The plans are now in the design stage, and construction is scheduled to begin in the fall of 1972. The contract, yet to be awarded, is expected to create about 350 man-years of employment.

First phase of the project will see two modules of a five-module structure built, with the remaining three planned for sometime in the future. Each module will have approximately 42,000 net square feet of space.

The need to replace or modernize buildings at RMC, the two ministers indicated, has long been recognized by the federal government. A 1964-65 special committee of the House of Commons recommended replacement of antiquated buildings at the college.

The \$5,475,000 cost of the project includes the preliminary design of the complete, five-module science and engineering complex, and the final design and construction of the

first two modules. Officials explained that the modular, or repetitive grid, type of construction best provides for flexibility, consolidation of departments, and grouping of functions.

Some existing structures will be demolished to make way for the new building, with departments carrying on in temporary accommodation in the meantime.

The engineering division consists of civil, mechanical, electrical and chemical engineering, along with engineering physics and engineering and management. The science division includes the departments of physics and mathematics.

RMC, with a student body of about 500, is the oldest of three military colleges training officer cadets for the Canadian Armed Forces. It grants degrees in arts, science and engineering, and also has a small graduate school.

The two other military colleges are Royal Roads at Esquimalt, B.C., and College Militaire Royale de St. Jean, Que.

Museum for the clunk

OTTAWA — Canada's first home-designed and built jet aircraft, the CF-100 Canuck all-weather fighter interceptor, is to take its place alongside other vintage aircraft of the world.

The long-range, twin-engine, two-seater, first test flown in 1951 by A. V. Roe Canada Ltd., is to go on permanent display in the Royal Museum in Brussels, Belgium, later this month.

A total of 692 Canucks were built for service with NORAD and RCAF squadrons in Canada and Europe. It served for more than a decade before being retired in 1962 in favour of the CF-101 Voodoo and CF-104 Starfighter.

Last year a CF-100 set a Canadian west-east, non-stop jet fighter record, flying from CFB Comox, B.C., to Ottawa's Uplands air base.

It is still in use with 414 Squadron, to test interceptor squadrons by trying to penetrate Canada's radar defences.

Over 2,000 have seen the north in New Viking

OTTAWA — Since Exercise New Viking began last year, about 2,000 Canadian combat troops have undergone environmental training in Canada's northland.

And by next September, another 2,000 men will have been through the continuing series of two-week unit training operations. They're designed to familiarize troops with the problems of living, moving and fighting in the north under summer and winter conditions.

When the program began in April, 1971, 50-man groups were airlifted to the remote areas. Now, 100-man groups move from home stations to Resolute Bay in the summer months,

and Fort Churchill, Man., in winter.

Also participating from time to time are senior officers and selected observers from various armed forces' commands and government agencies.

A new twist this year will see a small group of NATO allies take part. They are six officers and four NCOs from Allied Command Europe's Mobile Land Force, who will attend in five-man groups in November and January.

Air Transport Command provides the troop airlift, and long-range air detection observation is the job of Maritime Command.

First week is spent at a base camp for familiarization and specialist

training, conducted by qualified winter and Arctic warfare instructors. In the final week, troops move to an advanced base for extensive patrol operations.

From Fort Churchill, the troops deploy by air to Baker Lake, Coral Harbor, Rankin Inlet and either Frobisher Bay or Yellowknife.

Between June-August they move from Resolute Bay to advance camps at Saachs Harbor, Mould Bay, Isachen, Ray Point and Eureka, about 500 miles north of Resolute Bay.

Commanding a 28-man instructional and administrative staff is a veteran 47-year-old tank officer, Major A. K. (Pat) Patterson of Meaford, Ont.

Before embarking on Exercise New Viking, all troops undergo survival training at the unit level at home bases. In the north they practise field craft, including protection, track discipline, camouflage, movement, and the construction of field defences. Also included in the training are northern navigation, patrolling, and weapons handling and maintenance under northern climatic conditions.

So far, New Viking has brought out the need for redevelopment of certain items of environmental clothing and equipment. Also, more refined surveillance and navigation devices are needed.

Aunt Winn Sez - - -

Back again, you lucky men. Eat yer hearts out, girls.

Well, the Season is almost upon us and if ya dared to venture into any of the shopping centres lately ya'd think it was Christmas Eve. Maybe Aunt is getting owly in her old age, but soon they'll be startin' Christmas right after Labor Day instead of waitin' decent-like til Hallowe'en, like now. Lots of outside colored lights turned on these night, too. Some say its rushin' the season a bit . . . but wot the heck, if a person wants to turn on colored lights in mid-summer, well that's his bizness and nobody else's.



Speakin' of shopping centres, Uncle Vox, the wretch, asks me to pass on some information. Remember the recent comments on this page about vandalism by certain PMQ kids at a local centre? Seems one of the shop-keepers phoned Uncle the other night to announce that he'd just caught red-handed a PMQ boy age fourteen spray-painting an ugly word (my feminine delicacy forbids repeating it, but it rhymes with 'duck') on his store front, in large letters. "What should I do about it?" asks the shop-keeper. "Ya got the brat in custody?" quereied Uncle. "Yup," sez the shop-keeper. "Then march the idiot right down to his father and lay a charge . . . and if his father isn't ready to do something, call the cops," Uncle advised. "I don't want to cause a lot of trouble," the shop-keeper sez, being a nice sort of feller. "Son," Uncle sez, "Cause all the damn trouble you can."

We ain't heard the outcome yet. But as the previous article said, "oh no, never MY kid!" Wanta bet??

A good lookin' young officer (stop preening, Majors and above . . . I said *good-lookin' an' young*) gave Aunt a lift in his car t'other day. As he drove through the base gate the commissionaire on duty waved

a hand airily in the general region of his cap and the young officer saluted. "Wuz that guy salutin'?" I asks. "Really hard to say, isn't it?" the young feller replies. Aunt likes to see things of that sort in black or white. Either ya salute properly or not at all, dang it. Ain't this a military base??

For them of you wot look for the Vixen each issue, there's a change in format starting as of now. Uncle's new policy is to feature the nice young girls that work around the base . . . or dependents . . . so that's the way it'll be from now on. The Vixen has been a Voxair trade-mark since the forties, would you believe . . . the first ones back in World War 2 being movie star pin ups à la Betty Grable and so on. But now we're gettin' closer to home and want to promote our own girls, just as you see them at work every day. So hows about all you sections and units telling us about your own special girls. Also, Aunt insists on being present while ol' Uncle takes the photo, so yer all perfectly safe from the old fool, girls.

Civilian recognition of military trades

We have been mildly surprised that we have had no letters regarding a rather vexing situation that prevails across the land. That is the reluctance of trade unions and provincial licensing bodies, to recognize military qualifications. An electronic genius who can make a giant radar complex do hand-stands finds, when he reaches Civvie Street, that he has to start at the bottom — fixing crystal sets.

In short, military tradesmen, as they approach retirement and start planning a second and new career as a civilian, come up against the problem of gaining the proper recognition for their military trades training and experience. The major difficulty is the fact that the entire responsibility for trades training in Canada is a provincial one. Servicemen on the other hand are not tied to one particular province during their service career and often decide, at the moment of retirement, to live in a location different from their last posting. The need exists for a method whereby a service tradesman could offer his military qualifications to the proper civilian government agency and qualify for a licence acceptable in every province.

The Civilian Employment Assistance Programme has been concerned about this problem for a number of years. Recently, a submission was made to the Inter-provincial Standards Committee Annual Meeting held in Montreal 4 Jun 71. This submission concentrated on the military trade of Vehicle Technician comparing it directly with the civilian counterpart trade of Motor Vehicle Mechanic Level A. At the meeting, all provinces agreed to support the recommendation and it was passed unanimously by the Committee that the military trade of Vehicle Technician be accepted as satisfactory training for qualification as a Motor Vehicle Mechanic Level A.

The implications for military tradesmen could be far reaching. In the immediate practical sense, it means that once a Vehicle Technician reaches pay level five, he can offer his military trades training and experience as being the equivalent of a five-year apprenticeship completed under provincial auspices. He can apply to the local office of the provincial Department of Labour and write the Inter-provincial Qualifying Examination and, if successful, be granted a licence. This licence is a "red seal" qualification accepted by every province in Canada. It was emphasized at the meeting that Service tradesmen applying to write the qualifying examination have their experience in the trade well documented and attested to by a responsible officer on the appropriate provincial application form.

We hope we can, in due course, obtain similar concessions for other technical trades.

. . . Personnel Newsletter



Here's what you've all been waiting for . . . second in the series of the World Famous Voxair Write A Caption Contest! All you have to do is jot down your idea of a suitable caption to the above cartoon and forward it to Voxair Cartoon Contest Editor, Hangar 16, CFB Winnipeg. Entries should be in by 15 December. Winner's prize will be a free subscription plus the accolades of the entire nation.

Some general thoughts on

Block heater outlets

The subject of block heater outlets for private vehicles has been raised on this page occasionally over the past two years. We consider it timely to mention it again in response to a letter printed on the Third Page.

As background, the regulation governing the installation of outlets on DND properties is found in Chapter 33 of CFP 120, the Construction Engineering Manual. In essence, this regulation states that:

- All installations are restricted to the Deputy Minister's approval.

- Installation may be made outside single quarters at places where the mean January temperature is 15 degrees above, or lower.

- Outlets shall not be installed at places of duty (i.e., parking lots) without "the prior specific approval of the Treasury Board".

- NPF may install outlets provided that DM approval is gained, installation costs are paid by NPF and the department is reimbursed by NPF for electric utility costs.

In short, the matter of block heater outlets is closely monitored — and the reason is fairly obvious: namely that the government has no desire to pick up the tab for providing free outlets and electricity to a couple of hundred thousand federal employees across the land. As taxpayers, we praise such public stewardship of our dollars, notwithstanding some of the other ways in which they are expended.

We ponder, however, the other side of the coin. We who dwell on the prairies do not enjoy the balmy winters of other regions. In fact, we qualify well within the above mentioned 15 degree ruling. Winnipeg's normal maximum for January is eight point eight degrees above, its normal minimum is eight point six degrees below zero — and therefore our January mean temperature is almost bang on zero degrees; zero point one to be precise.

Assuming that the restriction on public installation of outlets is reasonable, then let's pursue the other avenue of non-public installation. The regulations permit it, with the DM's permission. We have no authoritative facts, but informal inquiries reveal the cost of a

single outlet running up to \$75.00 by the time the various electrical hardware has been bought and installed. Such gizmos as step-down transformers and switching gear run a little expensive.

The base, therefore, faces two problems in the event of going for NPF installed outlets. First, how to acquire the immediate cash — and second, how long the 'amortization' period should be. Assuming the cash is found (maybe a Canex loan?), and the cost per outlet does prove to be \$75.00 — should the user pay \$5.00 a month for 5 months a year, to repay the initial installation over a three year period. Or what? But let's add a third problem — can the base know for sure that everyone wants an outlet and that there will be a favourable reaction? On this note, we suggest the winter's fee for an outlet

should be charged against all outlet users, whether they were installed at public or non-public expense — barring those provided to people living in quarters of course.

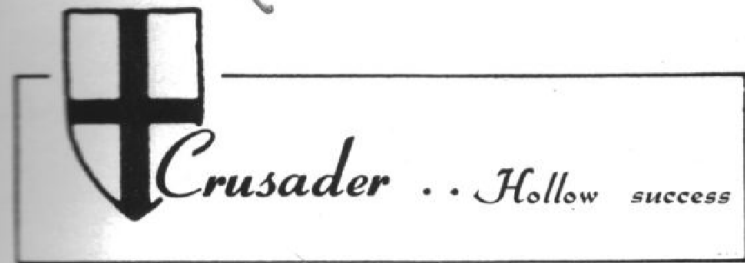
Like most matters, there is no simple answer to such questions, but the fact remains that answers can be provided and a plan prepared to enhance our present lack of outlets. A plan in two or three phases, perhaps, spread over a few years might be the answer. But above all, the base members must accept the fact that "there's no such thing as a free lunch" to quote the old professor — and any NPF sponsored project must be paid for by them, directly or indirectly.

If you think 1400 outlets is adequate for over 3300 parking spaces, okay. If you think otherwise, consider the above — and maybe drop Uncle Vox a line.



...the Contact

Uncle Vox and Aunt Winn Extend a Formal Invitation for You to Participate in Voxair, your Base Newspaper.



He took over as managing director when the company's fortunes were at low ebb. The opposition had come close to putting them out of business and although his predecessor had managed to stabilize the situation he had been summarily fired and his initial replacement killed in a crash.

He was a quiet man by nature whose previous record was equally without blemish or distinction. The former was occasioned by his careful practice of ensuring that no blame of any sort ever accrued to him and the latter by his not understanding the accepted gambles in the struggle for corporate power.

He was an unimaginative plodder who was determined to make no errors and progress steadily to the attainment of the organization's aims.

He was a meticulous planner, although the ideas were seldom his own, but he demanded absolute accuracy in the preparation of detail. He manned his organization only with men who were prepared to serve his policies with complete agreement and absolute obedience.

Those few top managers who ventured to disagree with his opinions were summarily dismissed and branded as incompetent. He organized superbly and was prepared to accept lengthy delays in exchange for the accumulation of resources which would virtually guarantee the success of the next in a long series of take-overs from his two major competitors.

One of these firms was distinctly weak in both resources and brains. The other had developed incredibly versatile ways of employing their somewhat meagre production facilities and was headed by a brilliant executive recognized by all to be a giant in the corporate field.

Our manager proved absolutely ruthless in control. Everything was made to go exactly as envisaged in the interminable conferences and detailed plans. No sudden deviations were permitted during negotiations even though chances of immediate local take-overs sometimes presented themselves.

Almost no authority was delegated down and on the rare occasions it occurred the opportunity of almost total success was ignored in favour of continuing his methodical phase-controlled programme.

He was always prepared to wait until more than adequate resources were available for a task and until exactly the right moment for the play. This invariably resulted in minimum costs to the company in terms of resources expended in that particular phase.

He deliberately cultivated a belief in the lower echelons that his policies and methods could not possibly fail and indeed he did not fail. He met the specified goals of his board of directors and was duly proclaimed a manager of outstanding ability — But was he?

As an individual he had no apparent private vices except perhaps that of pettiness. He would declare an idea unpracticable and later proclaim it as his own. He was disliked intensely by his immediate subordinates who knew the business well and realized how often reasonable gambles might have paid big dividends.

He was a spartan recluse and surrounded himself with a large personal staff who, with his agreement, made access to him most difficult. He was sparing with praise and unremitting in blame. He flouted normal company practice in small matters but would not tolerate it in others.

He had no need for friends and went out of his way to alienate his equals in the other groups within the conglomerate to which they all belonged. He made it quite clear that the successes were due in the main to his personal contribution rather than the collective excellence of his organization.

It cannot be denied that he was a leader within the definition of "influencing others to a goal" but he influenced by fear, intolerance, conceit and the instilled but questionable belief in his omnipotence. As such he was a bad leader.

If leadership is a function of management then he was "ipso facto" a bad manager. If the converse is true he was perhaps a fair manager and poor leader. It must be remembered that success in attaining objectives is not the total measure of performance.

In this case our manager's abilities are in serious question since it appears likely that he would have attained his objectives more quickly, more efficiently, with greater NET conservation of resources and at only marginally increased risk.

He was to be embattled for the rest of his life in acrimonious argument and retire almost a hermit, bitter in the knowledge that history would likely reverse the name of his adversary long after it had forgotten Field Marshal the Viscount Montgomery of Alamein etc., etc.



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Letters

PLUGS AND SYMPATHY

Editor, Voxair:

With the onset of cold weather the annual shuffle of parking spots has again taken place. Allocation of plug-in equipped parking spaces has presented a challenge to the people assigning them since the advent of automobile block heaters. It will probably continue to do so as long as there are insufficient electrical outlets to go around.

Distribution of parking spaces varies from Base to Base. Some use the method of individual assignment of outlets, and others assign them only to senior staff, leaving the remaining outlets available on a "first come, first served" basis. The latter method does ensure that all spaces are filled regardless of leave, TD, shifts, etc., while the former ensures that an individual who must use his car during the day has a reasonable guarantee that there will be a parking space available when he returns.

There are justifications for all the methods now used for distribution of parking spaces, but none will overcome the basic problem — a shortage of electrical outlets. To acquire more of these would cost money, and the present impecunious state of the defence budget has ruled out expenditure of public funds to that end. More thought could, however, be given to financial recovery being made through a nominal charge to users, and after recovery of the capital expenditure, a modest income would be available to the public. Such a system is used by employees of many civilian companies, who are only too willing to pay for the privilege of plugging in their cars.

There are probably other ways, such as giving a franchise to CANEX, that could satisfy the problem, but from appearances, the situation is not considered important enough to require satisfaction. However that may be, the picture of a frustrated individual just off shift trying to start an ice-cold car in sub zero temperatures should evoke at least one or two sympathetic thoughts. These won't help him to start his car, but may perhaps warm his heart, and so improve his morale. And until such time that he can by any means — even paying — acquire a parking space with an electrical outlet, sympathy will have to suffice!

W. B. VanBlaricom,
Master Warrant Officer

MERCHANT'S VIEWPOINT

Editor, Voxair:

I have read with interest the letters concerning check cashing in local stores and the Canadian Forces Identification Card. I may have missed one or two in the series, however, I have not read a letter supporting the merchant's point of view.

The first and major point is the check itself. My limited knowledge of Canadian Commercial Law indicates a check is not legal tender in Canada. A merchant who accepts a customer's check in exchange for goods or services hopes the customer will honor his part of the contract by having sufficient funds on deposit in his bank account. Since check cashing is an additional service provided by a merchant, he must have a right to be satisfied the individual presenting the check is the stated individual. In addition, the merchant should be entitled to the customer's address and/or telephone number, should the check be returned from a bank. This leads to the second and most contentious point, the method of identification.

Members of the Armed

Forces must realize that we are not the only people in Winnipeg who carry an official identification card. I am sure these other groups are equally proud of their association or employment as we are. Also we would like to use our unique identification cards as a means of identification when cashing checks. This potentially large number of different identification cards reveals an immense problem for a merchant and his right to proper identification. To provide a fair and reliable service a merchant may have to acquire additional staff whose duties would centre around being familiar with the many different identification cards and indicating acceptance or rejection of the check on behalf of management. The Canadian Forces Identification Card does prove the identity of the individual but it does not indicate a start point for tracing action. If a merchant is to provide a service under these conditions he is forced to increase his overhead costs and will probably incur greater bad debt losses. These additional costs are in turn passed on to the consumer in the form of higher prices.

To maintain operating costs at the lowest possible level, the majority of merchants have authorized their cashiers to accept one form of identification on sight: the drivers license. This method of identification is probably the standard throughout the country, (I have seen several different designs of Social Insurance Cards). For those people who do not possess a drivers license or wish to use another form of identification, I am sure a merchant would allow his cashier to accept a check provided the individual identified himself to the store manager or his representative before joining the checkout line. It does not help our case or our image to argue with people having little or no authority in a merchant's financial procedures. Remember, when we present a check to a merchant we are exercising a privilege, not a right.

I believe the local merchants are pleased to have our business. They are providing a service to us and other identifiable groups within the economy at a price which allows them a fair return on their investment. I believe we should respond by co-operating with the merchants and help them keep their costs as low as possible.

N. W. Everest,
Captain

Appreciation

Editor Voxair:

On Tuesday, November 16th, 1971, my wife and I attended the military funeral of Lt. David Smart at Brandon, Manitoba.

This letter is a desire to express the appreciation which ourselves and the other mourners felt at the impressive and letter perfect manner in which the members of the Armed Forces funeral party conducted themselves.

As an ex-Service member, I can appreciate the time and effort expended by the Military to make the whole ceremony move so effortlessly and with such clockwork precision.

During the funeral, the thought came to my mind that "The Service Looks After Its Own", and I felt proud for having been a member of the Air Force.

As my brother-in-law, the father of Lt. David Smart remarked, "This is something I will remember the rest of my life with gratitude".

In closing may I again express our appreciation to the Armed Forces members for making this sad occasion a little easier to bear.

Glen Stewart
401 CFTSD/CAE

EVER HAPPENED TO YOU?

Editor, Voxair:

In October, 1971 I purchased a used car from a local dealer. I paid \$1,150.00 plus my old car, a 1963 model. A week and a half later I decided to get a few minor adjustments done at another service station because I got tired of going back and forth to the dealer and having them not doing the job properly or not at all, which I feel they were not doing because before I bought the car they painted the motor and I could notice that the valve covers were not removed because the paint seals were not broken around the bolts.

The mechanic at the service station told me that the car needed a new motor. When I went back to the dealer and told them about it, they refused to believe me and said that the mechanic at the service station was just trying to make a fast buck. But when one of their mechanics looked at it and verified the service station's story, they said that they would get another car for me. The first car I got was a 1966 model that not only needed a new motor but also a new transmission. The second car, a 1967 convertible, needed a new motor also. After running around for a week I still never had a car of any decent quality for the money I paid out and the dealer was still giving me the run around. Then the salesman said that if I got the afternoon off that we would go to another lot also owned by the dealer, and that I would get a car there. So I got the afternoon off work and went down to the dealers at one thirty where I was supposed to meet the salesman, who never showed up until two o'clock. Then he sent me down to the car lot by myself, which I could not find. I phoned the salesman back at three o'clock and the girl at the desk said that he went home for the rest of the day. That is when I went to see a lawyer and he called the dealer and told them to get busy and fix the car, which is what I wanted at first.

Whether or not the dealer has done this before I do not know but they forgot (I'll give them the benefit of the doubt) to mark in a used car warranty, so my lawyer said that he could do nothing about it. So I went to the dealer again and saw someone who said that they would be good about it and give me a 50-50 warranty. I said that I felt they should pay all of the cost. Well, needless to say, I have to pay half the cost. The used car manager said it should be between \$250.00 to \$300.00. I then said that I know of people who ended up paying sometimes double the estimated price and he said that the cost should not be over \$300.00. The price, when the car was finished, ended up at \$400.00 which came as no shock to me because of the way the dealer had treated me in the past.

I know that you cannot do anything about this but I am writing to tell you that I will never buy the dealer's product again and especially a car from the dealer concerned. Nor will I ever recommend someone to buy any product that the dealer has to offer.

I am also sending a copy of this letter to the Astra Credit Union, the place where I borrowed the money so that they could warn other Servicemen about the dealer concerned.

R. W. Stacey,
CFANS

Ed. Note: This letter was edited to delete the names of the companies and products involved. At press time, the author had still received no satisfaction.

Winnipeg man gives 12 foot wooden propellor to museum

Both the National War Museum and the National Aeronautical Museum are very much interested in several items sent by CFB Winnipeg to the Department of History recently.

Included are a twelve foot wooden propellor, a WW II Aero-Engine Training Manual and a number of historical photographs.

The items, which are of great historical importance to Canadian military aviation, were earlier presented to base commander Col. Alan Wallis by Mr. Gordon Ackland.

Mr. Ackland was one of the chief instructors in the Aero-engine Mechanics course offered in Winnipeg during the war. The school was first known as the Dominion Provincial Vocational Training School. Then the Air Force took over and began sending students which had already had their basic training. At the same time the name of the school was changed to Manitoba Technical Institute.

The course was of three month duration and was broken down into flights of approximately thirty-five students each. Mr. Ackland, together with Mr. Frank Van Brunt, wrote a manual for the students to use in their training. It was used by all of

the students until the course was terminated after the war.

Although instruction on propellers hanging in the school. Mr. Ackland suggested that all of the names of the students passing through the school should have their names put on it. This was quickly adopted and now there are over 1250 names on it from the forty-six flights who went through the school. The names cover the entire front of the propellor, the hub and most of the rear.

The propellor is actually from a pre-war Hawker Hurricane. It had been relegated to the role of training aid after a crack was discovered in one tip of the blade.

The historical significance of the propellor can not be underestimated and the Canadian Forces Department of History will have a difficult task in deciding which museum will receive it.



IT'S HISTORY. Mr. Gordon Ackland hands over to Col. Alan Wallis the Aero Engine Mechanics Manual which he co-authored. In the foreground is the twelve foot wooden propellor which he also donated to one of the military museums. (Boguski — Base photo)

The chemical 'pick-me-ups'

More commonly referred to as stimulants because they directly stimulate the central nervous system, these chemical "pick-me-ups" are widely used. The most well known stimulant of all is caffeine which is an ingredient of coffee, tea, cola and many other beverages. Considering that the effects of caffeine are comparatively mild, its use socially acceptable, and it is not an abuse problem, caffeine will not be discussed any further.

It is the synthetic stimulants, chiefly the amphetamines, which I wish to discuss with you in this week's article, because they are the potent "pick-me-ups" and subject to abuse.

The amphetamines are white crystalline powders usually sold in tablets or capsules of various sizes, shapes and colors. They are also available in powder form or in solution. They may be taken orally, sniffed or injected. Medically, they are used in cases of narcolepsy (a disease characterized by involuntary attacks of sleep), to relieve mild depression, and in the treatment of obesity. Amphetamines are popularly known as pep pills, while methamphetamine, especially in injectable form, is often referred to as SPEED, crystal or meth.

Amphetamines are stimulating because of their chemical similarity to adrenalin, an alerting hormone produced in the human body when one is excited or frightened. The amphetamines cause respiration and circulation to speed up, pupils dilate, appetite is suppressed, and the user becomes more alert and energetic and can carry on activities for longer periods before becoming tired. It is for this latter reason that amphetamines are often abused by athletes, pilots, soldiers, truckers, housewives

and other people who want to improve or sustain performance.

As the dosage increases, the user becomes more self confident, talkative, gains a feeling of superiority, and shows signs of nervousness, anxiety and memory lapses. The "speed freak" who injects large doses gets a sudden, overwhelming feeling of well being. The duration of the effects depends on the dosage, with some hard core users of speed keeping themselves "up" for as long as 3 days through continuous doses.

Following this period of a "high" the speed user "crashes", sinking into a long sleep followed by depression. Some abusers, who have stepped up the dose and become jittery when on their high, will counteract this by taking a barbiturate (downer) to bring on a state of depression. To overcome the state of depression, the "speed freak" will "shoot up" (inject) again. This can become an "up" and "down" cycle that is almost impossible to get off.

Two other major problems with amphetamines are: (1) tolerance builds up quickly for the abuser, meaning more amphetamines are required to produce the same effect; and (3) the ever present danger the "speed" user has of getting serum hepatitis from unsterilized needles.

In many cases of amphetamine abusers, abuse begins when the medical use gets out of hand, while in other instances, a person's initial contact with the drug may occur with other drug oriented persons who urge him to experiment with it. The stimulating effect of speed becomes highly attractive to the abuser and he becomes psychologically addicted. Speed, when used in conjunction with LSD, prolongs and intensifies the LSD experience. Frequently, an amphetamine abuse problem is related to some basic emotional difficulty from which the user gets relief through using the drug. Once the pattern is established, it may be perpetuated, at least in part, by a desire to banish ensuing depressions.

What are the symptoms of Amphetamine Abuse? (1) the user is excitable, restless, talkative; however his speech is usually muddled, (2) his hands tremble, (3) the user perspires profusely, (4) the pupils of the eyes are enlarged, (5) there is a marked inability to fall asleep, (6) the user may lose complete control over himself and rush about in a frenzy of activity, (7) needle marks on arm.

If your youngster is abusing amphetamines, you should take immediate steps to obtain professional help. Coping with a youngster who is abusing amphetamines is difficult even for the experts.

The possession and use of amphetamines is legal in Canada; only trafficking breaks the law and a frightening number of young abusers feel it's worth the risk.

This has provided only a brief look at the chemical "pick-me-ups" for you readers, and it is warmly suggested that you make use of the books available in the Base Library and other libraries, so as to provide yourselves with a more complete picture of the Speed Scene, and other areas of the Drug Abuse Problem in Your World.

Base Drug Education Committee



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Officers wives mystery bingo

The next meeting of the Officers' Wives will be held on Tuesday, 7 December at 8.00 P.M. in the Officers' Mess. We've planned what promises to be an enjoyable welcome to the Yuletide Season with a 'Mystery Bingo'. If everyone will bring a \$1.00 "fun gift" for exchange, it'll certainly add to the spirit of the evening. Hope we'll see you all there with lots of good cheer.

The 16 November Bridge winners were: Nancy McCullough (First), Connie Crawford (Second), Gladys Read (Third), Roy Sharrow (Consolation) and Marie Panassis (Hidden Score).

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Random Advent Thoughts

by Padre Hopkins

This issue coincides with the beginning of the Advent season. The five Sundays before Christmas help us to celebrate the Lord's birthday and rediscover His relevance for our individual lives and our times.

As we approach Christmas we become aware of a special spirit of generosity in the air! We will be asked to contribute according to our means so that no child in Winnipeg will be deprived of a merry Christmas insofar as toys and turkey dinner can guarantee merriment. Desirable as this is, those of us who are fortunate in our life situation can't help but be haunted with a sense of the ultimate inadequacy of such band-aid treatment for society's ills. Of course a great deal is being done to rehabilitate the down and out and bring about equal opportunity for all. This line of thought leads us inevitably to see Christmas not only as something that we celebrate for itself, with all the joy and enthusiasm we can muster, but as a signpost pointing us to God's plan for a world where all men will share as a family, all as brothers and sisters, all as sons and daughters of the one heavenly Father.

We can rejoice as men of good will that our government has legislated for our national resources to be so fairly shared, though we must regret that as a rich nation, we are providing only token assistance to the have-not nations of the world. I would like to think that one of the ways that the church serves the world is in reaching out beyond where the vision and concern of government and other agencies sometimes stops.

We can rejoice that our own Canadian Forces have been able to serve the larger community outside in so many ways whether it is through an assigned task like Search and Rescue or through imaginative acts of goodness like the Lamp of Learning project or the Project Pipeline.

The portion of our collections which goes for Christian outreach is generally used to advance causes which would commend themselves to anyone with compassion and good will. The Anglican share has been used to salvage some of that Church's commitments which wouldn't have been honoured because money was not forthcoming. For example, one gift went to save a school for orphan girls in the Middle East from bankruptcy. For the next two years the United Church will assign her share of the chapel offerings to four downtown churches in Halifax, Toronto, Winnipeg and Vancouver where special work is being done with the underprivileged. In Winnipeg the All Nations Church on Stella Street has a special interest in the Indian and Metis who live in that area.

The chapels have also sponsored special projects. In 1967, as a centennial project, the Protestant Chapel Guilds undertook to make a children's surgery possible in the Christian Medical Hospital at Vellore, India. The military communities gave generously. The Guilds raised \$50,000. Now they need a new cobalt bomb in the cancer clinic at the Christian Medical Hospital at Ludhiana, India. They have had such a bomb but the source has to be renewed periodically. The new bomb is being purchased from the Atomic Energy Commission for \$48,000. For the next few years most of the money raised by our Protestant Guilds is going to pay for this unit. You could say it is a matter of life and death — literally.

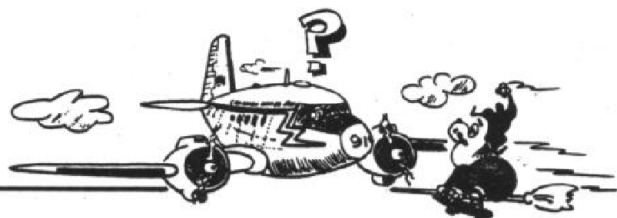
Military chapel congregations have had a unique opportunity to minister to others. With almost everything that we need provided for us, little enough has been done by us so far.

The World Refugee Fund is another of the approved special military chapel projects. Refugees are always with us but their plight from time to time takes on renewed poignancy and urgency. Such is the case now as millions either flee or are driven from Pakistan into India. The number of those who are expected to die from malnutrition and disease simply boggles our imagination. Clearly the giving to this fund is a life and death matter.

Whatever we do to meet the desperate need for help at home and abroad, obviously it won't be enough. But we can help and, in many instances, our Canadian dollars multiply a hundredfold in terms of buying power when they reach the underdeveloped countries. A few Canadian dollars can be translated into significant food, medical supplies or staff wages in Asia or Africa.

As governments, churches and other humanitarian agencies go about their business of soliciting and channelling the help which is so urgently needed, one occasionally picks up static from those who seem to use criticism of how particular projects are conceived or executed to either justify withholding contributions or giving very grudgingly. To such, one can only apply the old adage: "Better to light a small candle than to curse the darkness". In some churches, candles on a special Advent wreath are lit one each successive Sunday during the Advent season to symbolize the light of Christ dispelling the darkness of ignorance and evil. Christians have unlimited confidence and trust in the light of Christ, while being the first to admit that their own light is a little candle indeed. The ultimate act of Love happened on the Cross. Our task is to understand that love and let it work in our lives. Advent helps us to do that.

flight line



by Bill Lawrence

The time is 4:15 A.M., Saturday, Nov. 6. The phone rings at the home of MWO R. F. Veitch, it's the Base Duty Officer and Mr. Veitch is the Duty Engineering Officer. The BDO instructs the DEO to round up a crew and proceed to the taxi strip in front of Air Canada Freight Terminal. A World Airways stretch DC-8 has run off the taxi strip and is in danger of having its twin stbd. engines touch the ground and cause severe damage to the engines.

The task was to place air bags under the stbd. wing to provide support for the engines. MWO Veitch contacted Sgt W. R. Keech of GSE, who in turn calls Cpl R. Grosvenor, also of GSE. Both men respond instantly to the call for help. When the DEO finally arrives at 16 Hgr. (It is snowing and blowing so adversely that one can hardly see more than a foot ahead), he finds the two men waiting for him. They confer briefly, then to work. The only

vehicle available to the men is a fork lift, but they make the best of it. To get across the live runway they need a warning light. They obtain a DOT vehicle and driver to escort them to the troubled D-8.

As if they didn't already have enough trouble, (the weather and all that snow) when they tried to start the compressor, it was found to be frozen. Without this item the men couldn't fill the air bags and would thereby fail in their mission. They tried the compressor in 16 Hgr., before they left and it was found serviceable. Working in biting cold, they work for an hour and a half before succeeding in starting the compressor. The snowing and drifting was so intense that the DOT vehicle was rendered helpless, thus ending any attempt to return to the base for a second compressor.

After spending all that night (early morning) keeping a watchful eye on the DC-8, the tired and cold threesome, re-

turned to 16 Hgr., at approximately 11:00 A.M.

MWO Veitch then attempted to acquire transportation home. He was informed that the BDO had to authorize it. Mr. Veitch waited for an hour before he was able to contact the BDO, who informed him that it was against policy to send vehicles out in such adverse weather. He finally arrived home at 2:15 P.M., some ten hours later.

Throughout the whole ordeal, not once were the three men offered so much as a coffee. They were the only personal at the scene who could do anything about keeping the jet from incurring severe damage to its stbd. engines. They didn't even receive a thanks from the airline, for after these three ventured out a severe storm and saved the company a costly repair bill. The big bird was taken in for an inspection and a short time later it was on its way again.

So may I, on behalf of the BAMEO, Maj. Beaudoin, express our sincere thanks to: MWO Veitch, Sgt Keech, and Cpl Grosvenor for responding to the call for assistance so quickly under the conditions of that very early, cold and snow-blown morning.

I for one think they deserve more than this.

NOTE:

The World Airways DC-8 was on route from Winnipeg, where it had just loaded a cargo of 70 tons of blankets from Base Supply, to Pakistan on a relief mission to that country.



Well done, sir! CWO E. L. "Ed" Peters of 733 Communications Squadron recently received the second clasp to his Canadian Forces Decoration, representing 32 years service. Making the presentation is Major G. W. Pauline, commanding officer of 73 Communication Group.

(Base photo)

51st Cub and Scout News

The 51st Group has been asked some questions that we would like to answer at this time.

Q. Since the Boy Scouts of Canada is a member agency of the United Way appeal, why do the cubs and scouts have drives on the base?

A. The monies that the Boy Scouts receive from the United Way in Manitoba is used to maintain the Provincial Office as well as the different camp sites. No money arrives at this group from the United Way.

Q. Each boy pays a registration fee of \$5.00 to join Cubs or Scouts. Where is this money spent?

A. Registration fee breakdown is: 75c National Council, 13c Insurance, 62c Leader training, 60c Group servicing and leader counselling, 40c District services, 42c Campsites, 33c Special events, \$1.00 Stores and 75c New group public relations, growth and impetus. Again no money finds its way to this group.

Q. What is done with the dues that the boys pay each week?

A. The dues goes to the pack or troop to help run their program. All money received stays with that pack or troop to help buy badges, etc.

As you can see this group does not receive money from any source. If we did not run drives the group could not run properly. We require equipment (camping, training, etc.) to give the boys the best possible program. Also this group helps subsidize the summer camp to keep the costs down. For example the cub camp last year cost the boy \$7.50 for 8 days while in comparison the composite camp run by the Provincial Headquarters cost the boy \$20 - \$30.00 for 7 days.

This is why we do ask for your support by running different drives. Our policy on our drives is to give the people the best possible value and still make a fair profit. For example the first Saturday in December we will be selling a Christmas Candy assortment for \$1.00. The suggested retail price for this 2lb. assortment is \$1.19, so as you can see we do try to give a good value for the money.

If you have any questions at any time feel free to call the Chairman of the Group Committee — Sgt. Larry Morgan at Loc 222 or at home 888-8754 or ask any member of the scouting movement on the base.

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733 comm-ent

After digging through the dust on the dresser (about sixteen days worth) I managed to find my favourite ball-point. Imagine someone having the audacity to miss an article for Voxair. Sorry about that, Uncle Vox.

733 Comm Sqn will undoubtedly miss WO Gillen, who leaves on 1 Dec. Paddy has decided enough is enough and is retiring. 733's loss is British Columbia's gain. It should be said that Paddy has had a long and distinguished career in the Armed Forces, and will likely prove successful on civie street as well. Good-bye! Good luck!

The CO has been travelling again. Capt Carey attended a Commanding Officers' conference in Ottawa. Funny thing, he goes away four days then spends a week and a half filling out his claim. No wonder taxes are so high.

The present total for bond sales is \$23,600. 733 Comm Sqn has either a lot of rich bodies or a lot of guys are working part-time. But what's that old saying "If I don't do it". Let's hope we top \$25,000 next time.

Joyce Tully, civilian communicator who works in 733 Comm Sqn Comm Centre, is planning a trip to Europe in the near future. Just guess some people have all the luck (and money). Joyce wasn't in charge of collecting monies from the bond sales, was she??

Ken Erickson is presently recuperating from recent back surgery. Ken (a civilian communicator employed in the Tape Relay Centre) is missed by

733 Comm Sqn. All of us wish you a speedy and complete recovery.

Deer Lodge hospital has another gem to preserve and cherish, courtesy of 733 Comm Sqn. Well, not from all of us, closer to just one. Pte Dalglish has kindly donated her tonsils to medical research. Actually both parties gained in the exchange. Deer Lodge got what has to be the best built set of tonsils they have seen, and Reenie kept the best set she owns.

Intersection curling is going full tilt once again, and 733 has some six teams entered. Speaking of curling, 733 had its annual bonspiel recently and there are no pictures to record the event. Remember the young Lieutenant who gave his word there would be? Well, I found out he doesn't own any Zsa Zsa Gabor pictures after all. I'm sure he tried though because with the help of Bob Arms (vice), Howie McMullan (2nd), and Linda LeBlanc (lead) he skipped the winning rink. Congratulations Lt Sieffert. Runner up honours went to Cpl LaFountain's rink. Joyce Tully's rink won the booby prize. From all reports the event was a huge success. To all who participated, good show!

Upcoming events: 733's annual Christmas dinner and dance will be held in early December. The usually heavy turnout is expected so all 733 personnel are urged to get their tickets early.

In only a short time so many things take place that one person cannot keep track of all noteworthy events. If anyone at

733 feels he or his group has been left out, come and see me. It will be rectified.

NOTE TO OUR DETACHMENTS — we are anxiously awaiting your monthly reports for our VOXAIR column. People are interested in the happenings at such places as CFS Armstrong. Let's hear from you soon.

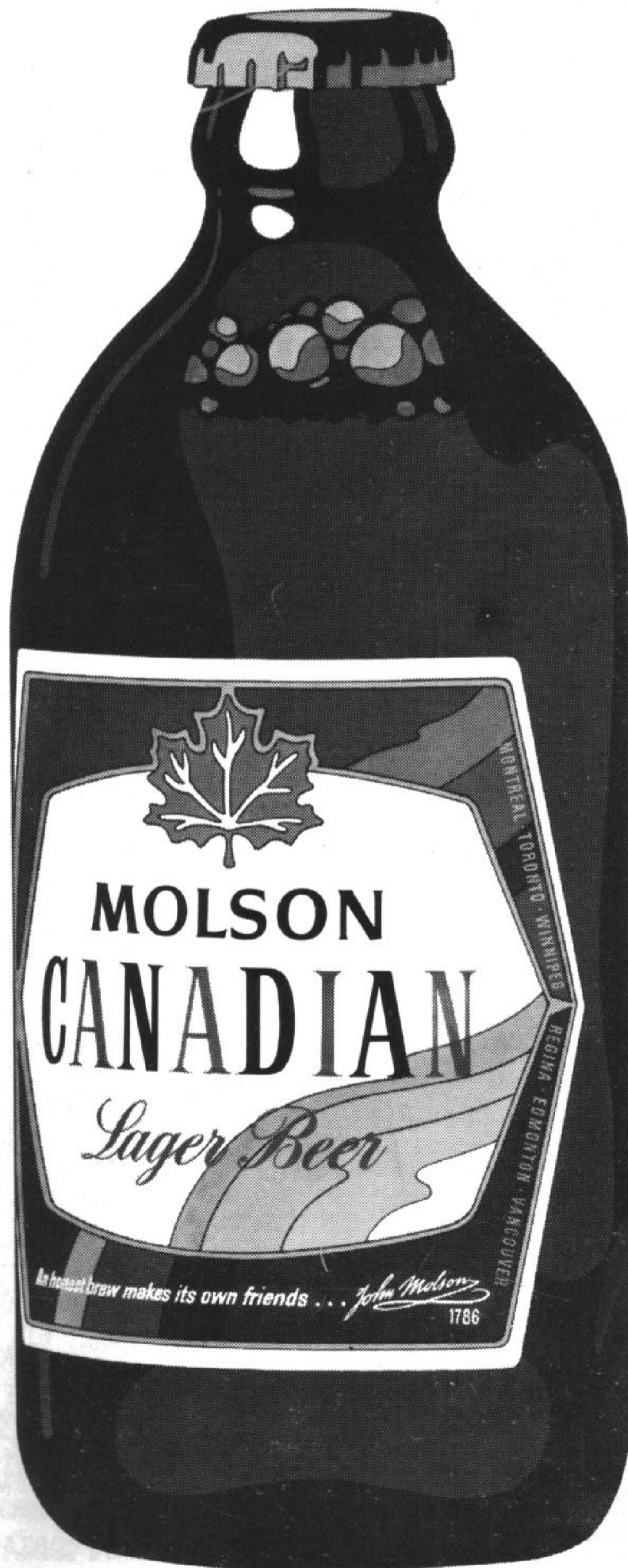
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Safe driving week starts

The Canada Safety Council has proclaimed 1-7 Dec as Safe Driving Week. The subjects stressed this year are the Defensive Driving Course and the use of safety belts.

The Defensive Driving Course develops the concept of defensive driving — driving so as to avoid accidents in spite of the incorrect actions of others, and adverse conditions; how one can anticipate danger and how one can avoid it.

Safety belts are installed in automobiles to help if you are involved in an accident. Here are some reasons why safety belts should be worn:

- 40% of deaths in automobile crashes can be prevented if all drivers and passengers are wearing lap safety belts.

- 53% of such deaths can be prevented by the use of combined lap and shoulder safety belts.

- Half of all injury producing accidents occur at impact speeds of 40 MPH or less.

- Three quarters of all traffic accidents occur within 25 miles of home on short trips downtown, to the store, etc.

It is mandatory that safety belts be fastened before moving DND vehicles (CFAO 36-6).

SO BUCKLE UP: for safety

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Studio 22 presents four-part comedy



SEVEN OF THE "CHARACTERS" in the upcoming Studio 22 comedy "You Know I Can't Hear You When the Water's Running," are (back row): Jane Siger, Linda Ingram, Roger Fowlston and David Hague and in front Bernice Murphy, director Ben Waldman and Sheila McDonald.

(photo by Walton)

"YOU KNOW I CAN'T HEAR YOU WHEN THE WATER'S RUNNING" directed by Ben Waldman. Thurs. Fri. Sat. December 9th, 10th, 11th and Thurs. Fri. Sat. December 16, 17th, 18th. Curtain Time — 8.30 p.m.

Studio 22 next presents four one-act plays which will make you gasp, laugh, sob and laugh again throughout, and promises an excellent night of theatre entertainment.

The first play "SHOCK OF RECOGNITION" starring, Don Ingram, Roger Fowlston, Rachelle Shore and David Hague, portrays two divergent adult views when a sensitive, successful Playwright tries to convince a "down-to-earth" equally successful Producer to do his new play. The Producer balks over one of the scenes in the new play which puts the hero on stage "au naturelle". An actor is auditioned for this part by the Producer and Playwright and the results are chaotic and hilarious.

The second play "FOOTSTEPS OF DOVES" starring David Hague, Shelia McDonald, Russ Simmonds and Trudie Richards, has a man and wife, who after 25 years of married life, appear in a Department store ostensibly to buy twin beds to replace the double bed they have had up to now. The husband however, changes his mind and the two have a hilarious, intense discussion over the relative merits and demerits of the move to twin beds. Wife exits for a few moments. Young divorcee enters. May-December possibilities? Wife re-enters — happy ending?

The third play "I'LL BE HOME FOR CHRISTMAS" starring Russ Simmonds, Bernice Murphy and Adele McClarty pits husband and wife confrontation over sexual outlooks long hidden, which rise to the surface as sexual education of their children become the crux of their discussions.

The final play "I'M HERBERT" starring Roger Fowlston and Linda Ingram is a delightful sketch of two octogenarians, each married for the third time, getting thoroughly confused as they reminisce over earlier days. Their confusion over each others wives, husbands, children, trips, etc., is rib-ticklingly funny, destined to have you leave the theatre smiling.

So come one — come all and have an evening of relaxed fun and enjoyment at Studio 22, C.F.B. Winnipeg.

Dakota crewmen

To start this new addition to the base newspaper (and we will try to submit info regularly . . .) we'd like to bring you up to date concerning the ways and means of our Empire.

Some of the comments passed on our section wouldn't pass the editor's scrutiny, so we'll by pass such remarks classify this column as 'Lew level flying gossip'.

We're fortunate to have as our glorious leader Captain Gordon Campbell whom I am most of you have observed doing a patrol of the hangar line. (In actual fact he's merely checking to see if the coffee's on.)

And we announce with pride a couple of well-earned promotions in our group . . . we now have a senior NCO, Sgt. Dave Cunningshame who is staying on as section leader. And following in his footsteps is our new Master Corporal, Dan Dandurand who has spent the past few months at Borden absorbing knowledge on a Crewman's course.

The remainder of our all-weather crewies are kept busy flying in all directions over most of North America. Cpl. Patrick (Smitty) Smith has recently been on an ICP tour training

flight and Cpl. Jinx Jenkins, our section interpreter, is back again after doing a tour with \$\$ Sqdn. Cpl. Gord Gould is looking after VIP flying and taking MGEN Milroy about the country on base visits. Cpl. Ken Tompkins, the roving cameraman, is flying test flights out of 16 hangar. Not to forget our only single crewman, Cpl. Shorty Sadaway who's off just now deer hunting, or so he says.

Some people have the impression that this section "has it made" . . . but they seem to forget that all trips aren't gravy. The individual must be in earlier than a shift worker, sometimes at 4 and 5 a.m. During flights, weather may divert the aircraft to a small town . . . and there the crewman must refuel in sub-zero weather, strong wind, etcetera and do his checks and assure the captain that the aircraft is safe, secure and serviceable. These aren't complaints; just a statement of facts which are accepted by us. Otherwise, one just might go to a warmer climate and see and do things which aren't available around here.

And so, till next time . . . just remember 'that the grass isn't always greener on the other side of the street.

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Linwood tops in fire drills

During Fire Prevention Week students of the City's 38 Elementary and Secondary Schools took part in evacuation fire drills carried out under the supervision of the St. James-Assiniboia Fire Department and the Fire Prevention Branch C.F.B. (Canadian Forces Base) Winnipeg.

All schools were rated by the department on the primary basis of being orderly, quiet and demonstrating pupil self-control. The secondary concern was the speed and efficiency in which the building was evacuated, taking into account the type of building, number and location of exits, number and age of pupils, number of teachers and other related factors.

A total of 19,707 students took part in the fire drills with all schools except the Sturgeon Creek Regional and Red River Community College participating, of which 531 of these students are dependents of personnel from CFB Winnipeg.

The judging of the schools proved to be quite difficult as several of the schools displayed excellent drills, however, after careful consideration the judges felt that Linwood School be awarded the certificate in recognition of conducting their drill in a flawless and excellent manner in evacuating their school in a record time of 1 minute, 19 seconds for 724 students. In addition, the winning students will be given a complete tour of the air base.

Honorable Mention was also awarded to Britannia and Bannatyne Schools, for the efficient manner in which they conducted their evacuation drills.

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vacuation drills.



SKEENA SUPPORTERS Mike Rivers and Dave Harrison prepared more music to send to HMCS Skeena.

Skeena gets aid from CFRW

It all started when local radio station CFRW staffer Dave Harrison made, a trip to Maritime Command recently and spent a day at sea on board HMCS Skeena. During conversation with Sub-Lieutenant Ian Parker of Skeena it was drawn to Dave's attention that during long voyages and exercises, it became increasingly difficult to find new music to listen to at sea. The possibility of station CFRW supplying taped music to the ships' company was discussed. Upon returning to Winnipeg, Dave discussed it with CFRW Program Director Chuck Chandler and it was decided that the

station would get behind the promotion wholeheartedly.

Station and ship are currently working on a Two-Tape system, meaning that while one is being played on board ship, the other is either in transit or in production at the station. The people involved in producing the tapes are Dave Harrison and Mike Rivers. Contents of the tapes include the station's regular Top 30, some album play and some light, humorous news from Winnipeg. Those involved in the project at the Station feel this is a most worthwhile project and hope to continue it for some time.

CFANS news corner

First of all we want to welcome two new members to the Obs Cell, Captains John Saunders and Jack Walmesley. The last we heard they were working hard at finding work and brushing up on their curling talents. The curling paid off because they made it two in a row for the section team. I should add, also, that Captain Bruce Haavisto helped a bit by skipping the team . . . and a comment was overheard after the game along the lines of "Wrong ice again?"

On the hunters' side of the section it is claimed that most of us belong to the SPCA as nobody appears to want to hurt any of our Forest Creatures . . . Warrant Officers Brian Norman has succeeded, however. One deer to split amongst 38 of us, Deer-burgers, anybody? This is a success story, as Brian seems to have some trouble finding his car in

our wild and dense prairie-land. L COL Kincaid, Squadron Leader Duncan and Captain Mitchell accompanied the members of SANC 7103 on their Ottawa tour in mid November.

Our congratulations to Captain Gregg Schmidt who after some abortive attempts became a member of the ASC. A late start but better late than not at all. Best of Luck, Gregg.

Postscript: we understand that Warrant Officer Knight really enjoys flying with Food Services. 'Nuff sed.



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pirep



by Capt. Hans Etzel

CFFTSU appears back to the normal work with many details prior to the Christmas Season. ICP is in the spotlight this time with several interesting

tid-bits of news. Normally little is heard from ICP School where the geniuses of instrument flying are created. The present ICP course is spending a week in Montreal visiting aircraft industries and making a tour of Mobile Command. I wonder if they'll have any limits to their approach criteria with the "Jeunes Filles" of Montreal.

On the 19th of November Capt John Vos and Capt Dan Freudenberg proved their readiness for duty, even though they had to cut a mess dinner short. They transport a kidney from Thunder Bay to Saskatoon, with marginal weather providing added problems as the kidney had to be in Saskatoon within six hours. Their willingness to make the trip successful is an example of the readiness of the Armed Forces to serve the public.

On the 24th of November ten air traffic controllers from the Air Traffic Control School across the field received a general briefing on the ICP School at CFFTSU followed by a discussion of mutual problems.

Capt Joe Paquette of the ICP section is travelling to Ottawa on the 7th of December for a conference with DND and MOT personnel regarding a mutual approach criteria document.

Conversion has been on the throes of another course change. Lt's Gilles Tessier and Lou Cyr have just completed the Conversion Course and have been posted to CFFTSU for application of their training. The four pilots in the new course. Lt's Art Jorda, John Lumley, Ernie Canivet and Rick Legault from Moose Jaw will also be remaining with CFFTSU after completion of the course. Welcome.

From the flights, the news was rather scarce. Maj Greatrix has achieved local captaincy status on the Gooney

Bird. It's not as fast as the T-Bird but it does fly. Also congratulations to Capt Bill Allan on his up-grading to local captain. Lt Wally Pennell has moved up in status to long range captain by successfully completing his long range check ride. Rumour has it, he requested a trip to Newfoundland the day after his success. One hears of "the call of the sea" but "the call of Newfoundland" is something new.

Trip-wise, the unit has been pre-occupied with navigation details. "B" Flt had few pilots to spare last week as Capt George Smart and Lt Dick McDonald took a VIP trip to St. Jean. Capt's Dick Morrison,

Craig Furlong and Jean Cauchon and Lt's Jim Birrell and Dave Nicoll carried no VIP but a Tutor engine from Downsview to Moose Jaw.

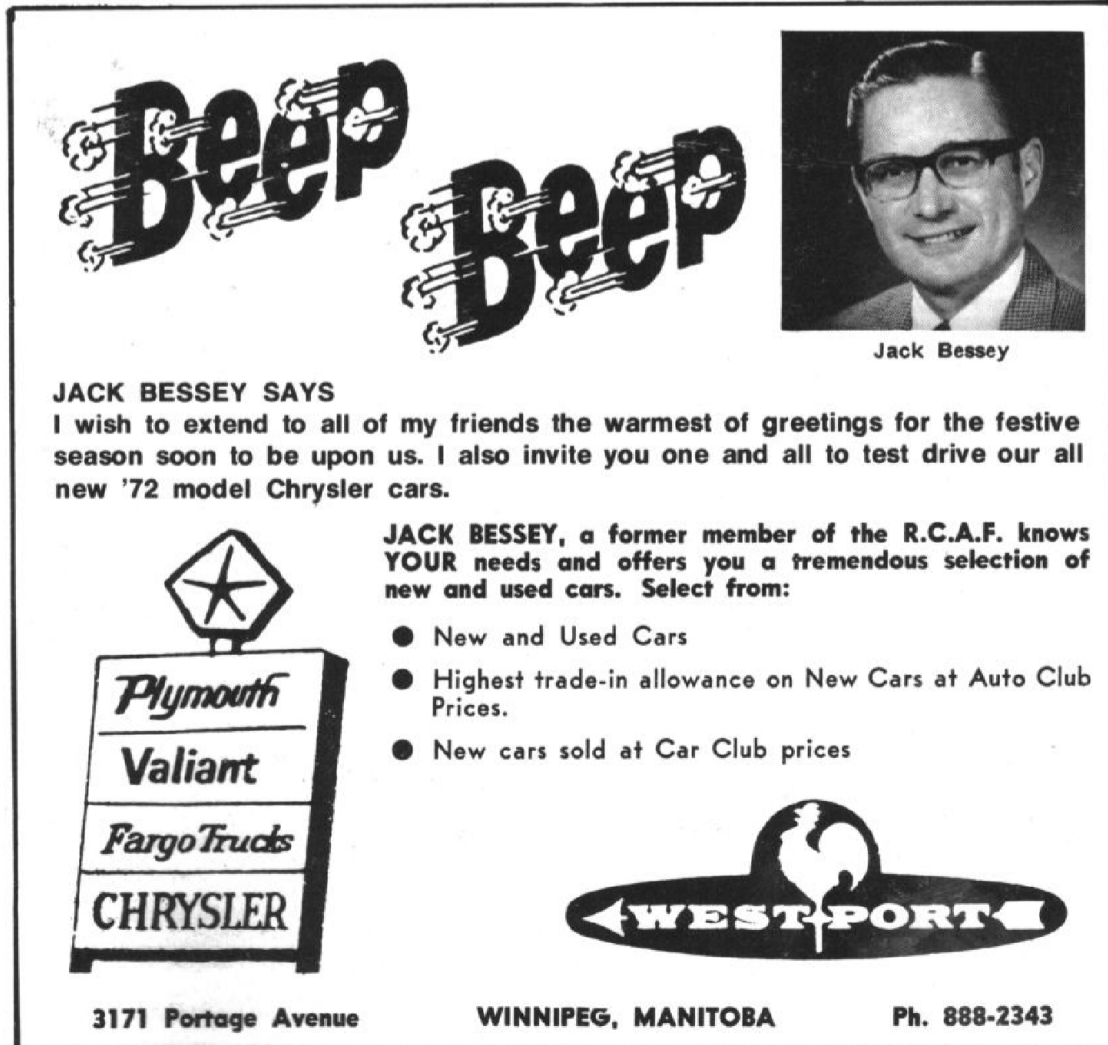
In closing, a short navigation detail incident. Having done no check on their position for a while, the pilot asked the student navigator on intercom, "are we on course?" "Yes, Sir." "All fixes good?" "Yes, Sir." "How soon do you expect to reach the turning point?" "Ten minutes, Sir". There was a click but apparently the intercom failed to close at the navigator's question, for the pilot heard the student navigator say under his breath, "That's what I keep telling myself."



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VOXAIR SPORTS

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with John MacLeod

"THE WHIPS ARE DEAD — LONG LIVE THE WHIPS" — A press conference held by the Expos, Jim Fanning put a final note to what we have known for some time — the end of Triple A baseball for the fans of Winnipeg. Some say it will return soon, some say never again will the city see the type of professional ball that the Whips could produce on occasion. Gone with the Whips is Winnipeg's dream of becoming a truly professional sports city as is Montreal. Football is left and will be a greater game in the years ahead with the likes of Don Jonas, Mack Herron et al. However, the biggest gamble is yet to come — professional hockey. For years this city has enjoyed Junior, Senior and at times the low elements of professional hockey. The Juniors and Seniors have done very well. When the NHL clubs sponsored the Juniors, Winnipeg had three excellent clubs at one time, all drawing well. Finally a berth was secured in the WHL and like the unfortunate Whips didn't fare too well. Some reasons given apparently were cost of players and the distance travelled for other WHL clubs. However fan attendance was not all that spectacular either.

As this column goes to press Mr. Hatskin is announcing the names of the personnel who will run the Professional Jets in the 1972 season in the WHA. From Mr. Stukus down we wish them luck — they are going to need all they can get. In January all the entries in the WHA are going to draft players from the NHL, AHL, WHL and other professional leagues and the Junior leagues in Canada. Some of the new clubs will also head for Europe in hopes of getting some material there. So what can Mr. Hockey Fan expect to see in professional hockey come October, 1972 — Certainly a NHL watered down to almost the level of the present AHL due to the raids by the WHA which will see some fringe players and apparently some unhappy established NHL Stars who will leave for the fast buck, certainly not for the love of hockey. The AHL and the WHL will also drop a notch in playing ability as will every other pro league down to the so called amateur Eastern Hockey League. The Juniors and the College players suffer too greatly as long as both the NHL and WHA stick to the present CAHA guide lines and age limits. So we have four professional leagues almost on a par — NHL, WHA, AHL and WHL — and all just ripe for plucking by the Europeans who have been waiting in the wings for an opportunity to get a crack at Lord Stanley's Cup. With a strong NHL the Russians, Swedes, Czechs and maybe the Fins haven't pushed too much for a series citing the loss of their amateur standing as the main reason. This of course is not true, should any of these teams feel they could take the NHL at any given time they would play regardless of what Bunny Ahern or anyone else has to say. The WHA hopes to attract the fan by arranging such games, hence their name — World Hockey Association. Considering that their play will be far below that of the present NHL, and you cannot convince me otherwise, I think by 1973 you will see the Europeans playing the WHA and winning handily and believe it or not by their rules and not the WHAs. This new league is comparing itself to the American Basketball Association, which apparently has successfully competed with the NBA. One reason is the new rules brought to the game such as coloured balls, and the three point score for certain baskets. This is a twist the WHA hopes to do with such variations as coloured pucks, elimination of the centre red line and the two referee system. I am not too sure about the pucks but the red line was added by the NHL in order to stop the break-away play and the two referee system employed in Europe and College hockey has never been popular. Some countries such as Holland and Germany have lately tried the one referee and two linesman system and have found that better control of the game can be maintained by using our system. Can you imagine two men trying to stop a pier six brawl. It is hard enough now with three.

Hockey in the next few years should be interesting indeed. Whether good or bad for the game, good or bad for the fan will remain to be seen. How will the WHA make out! I for one find it hard to see how it can really make a go of it player wise, fan wise and in the area of the big money — TV and Radio not at all. In the United States those WHA clubs already allotted might find a gold mine in TV and Radio due to the number of Stations available. In Canada it is another question. We have two TV networks tied to the NHL. Most TV and Radio producers have always complained about too much sports on the media. At present — regionally and nationally we see two games weekly, Saturday and Wednesday evenings. In January the CBS Network joins the hockey scene with Sunday afternoons. In some areas such as Hamilton Thursday nights is devoted to OHA Junior Hockey and of course all the NHL, AHL WHL and so on broadcast their games home and away on radio. What is left in Canada for the WHA. Would our two local stations give up the NHL games for Mr. Hatskin's Jets, I don't think so. Most NHL clubs hire their own broadcasters for both Radio and TV. Good ones are hard to find. Danny Gallivan and Bill Hewitt are the best known and have been with Montreal and Toronto respectively for years. Bill's father, Foster is the dean of hockey broadcasters. The CBC's French Network carries the Montreal games with Rene Lecavalier doing the play-by-play. Bob Wolff is the voice of New York Rangers and there is a brother act in the NHL as well — Dan Kelly with St. Louis and Hal Kelly with Minnesota. These broadcasters are born not made and the good ones are rare. Most do just hockey and find other sports not to their liking or just unable to adjust. In the United States many play-by-play announcers can move from baseball to football rarely to hockey. There are probably many reasons for this, the main one being that they do not know our national pastime. Hal Kelly is one who can adjust to other sports moving to baseball after the hockey season is through. So the big money is Radio and TV and our Jets are going to have to come up with a good personality for play-by-play and a knowledgeable chap for colour to sell the WHA to the city and area. All home and away games will have to be aired. The trend in Winnipeg is to use the FM band while most listeners still have only AM band radios. The next few months should be very interesting. The outcome is in doubt but in the end only the Blue Bombers will remain.....



Bameo Bonsel Europe Wins Soccer

A Bonsel has been scheduled to take place on Friday, 10 Dec 71 and will consist of a two game total point competition. The spiel will commence at 0800 at Westwin Curling Club. Should we get many rinks then Fort Osborne Club will be utilized. Food and some refreshments will be supplied. Cost is \$2.00 per person, payable to your skip, who will pay the draw committee as a team entry. This reasonable cost is made possible as we are also selling tickets on "christmas cheer" so get your tickets early.

A committee representing each section has been formed. They may be contacted for further information, assistance and tickets for the draw. They are:
 Capt Mike Klapatiuk — MACRO — Local 411
 Sgt Bob Hodgson — AVSO — Local 307
 M Cpl Marcelle LeBlanc — ARO — Local 343
 Cpl Bob Rouleau — MSO — Local 536
 Cpl Al Lutomsky — ASO (N) — Local 287
 Cpl Grant Harrison — ASO (S) — Local 305

It is requested that anyone within BAMEO wishing to participate, submit his name and indicate the position and/or experience to any of the above by no later than 1300 hrs 2 Dec 71. Player will be placed to fill required positions as names are drawn to fill the teams.

EUROPE WINS FORCES SOCCER — For the second year running Canadian Forces Base Europe has won the Force's soccer championship here November 1st, by defeating a CFB Trenton squad 4-2 in a sudden death overtime match. Both teams had previously tied for first place in a single-round robin tournament.

CFB Trenton placed second edging CFB Calgary (Prairie Region) by a single point.

Other teams competing were: CFB Esquimalt, (Pacific Region); CFB Greenwood, (Atlantic Region) and CFB Bagotville, (Quebec Region).

Above Colonel Gordon W. Bruce, Commanding Officer, 202 Workshop Depot at Longue Pointe presents the top award, the Pearkes Trophy, emblematic

of Force's soccer supremacy, to CFB Europe's team captain, Sergeant George I. Payne.

Most valuable player award went to Master Corporal Louis Pinter, of CFB Calgary.

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Ski Club Meeting

The CFB Winnipeg Ski Club will hold its first general meeting of the season on 2 December in Lipsett Hall. The agenda for the evening includes the election of the Executive, and proposed plans for the '71-'72 ski season.

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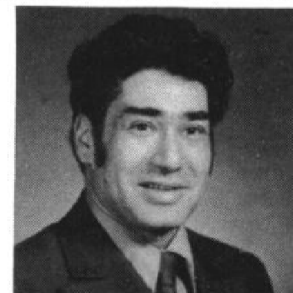
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Kurling Korner

by Capt. D. J. McGrath
League curling for 1971 is rapidly coming to an end. The month of December has practically been laid aside for play-downs and our annual Holiday Mixed Bonspiel.

Hopefully the next issue of Voxair will have the complete results of the first few rounds of the 1971-72 season for all leagues.

As previously mentioned December is play-off time for the Consols, Mixed and Zone. The entry deadlines are as follows: Men's Consols, Dec. 9; Mixed, Dec. 9; Zones, Dec. 1 (Today).

Mixed Curling
Our annual Holiday Mixed Bonspiel is coming up in December. Entries are to be placed with Don Nutley, Local 368, with 22 Dec. 71 being the deadline. The Spiel begins on 26 Dec. with curling all day. Then continues on the evenings of 27, 28, 29 and 30 Dec., all day on 2 Jan., 72 with the finals being played the evening of 3 Jan., 72.

Ladies' Curling
Two special events were featured in the November calendar of the Westwin Ladies' Curling Club. Both were termed very successful by all those who participated.

The Shilo Challenge — Portage Shield competition was held on Nov. 6 with four teams entered

from bases Winnipeg, Shilo, Portage and Beausejour. Shilo, participating in the annual interstation event for the first time, made it a grand entrance; they won the Shilo Challenge in the morning and the Portage Shield in the afternoon. At the other end of the scale, Winnipeg won the dubious honour of holding the "Bum's Trophy" for yet another year. Individual prizes went to Shirley Smith and her rink for top scores of the day. Presentations were followed by a tasty meal and a social evening.

November 27 marked "Sadie Hawkins Nite" when 45 couples enjoyed an evening of fun curling at the Westwin Curling Rink. Following the practice of honouring (buttering up?) the guests, prizes were presented to the gentlemen only on the winning rinks. Top awards went to Eric Bachelor and Ted Mahoney, while Dave Kipping and Al Lutomsky received the booby prizes. When it came down to the nitty-gritty, however, a lady took over. In delivering the "big stone", Audrey Pollock won the "draw".

Preparations are now underway for our annual Bonspiel which will be held on the weekend of the 18th of January. Get your rink together now and plan to enter this gala event.

SEE YOU ON THE ICE!

Badminton News

Westwin badminton players captured top honours in 2 events of the Manitoba B and C Badminton Tournament held 20-21 Nov., 71 at Lipsett Hall.

Lloyd Froment and Mike Semeniuk of Westwin defeated Dave Lawson and Clarence Golding of Transcona to win the Men's Doubles title. Then Froment teamed up with club-mate Shirley Cipryk to defeat Larry Kasper and Merlin McIntosh of Wildwood for the Mixed Doubles honours.

Consolation winners in the Men's Doubles went to Larry Kasper (Wildwood) and Larry Henderson (University of Manitoba), while Jan Swaak and Diane Kilgour of Wildwood took the consolation honours in the Mixed Doubles event.

Ladies' Doubles honours was won by Sheila Perry and Margaret Richardson of the Canoe Club. They defeated Shirley Cipryk and Joan West of Westwin. Consolation honours in the ladies' event went to Sudha Kaikini and Merlin McIntosh of Wildwood.

Westwin Badminton

A Westwin Badminton Club meeting will be held at Westwin Recreation Building (North Site) at 2030 hrs. on Sunday, 5 Dec., 71. This is the first general club meeting of the season. The main topics for discussion on the agenda will be an election of officers and to outline a program for 71/72 season. Sgt Mike Semeniuk will chair this meeting.

The Senior Badminton Club will not meet on 26 Dec. 71 and 2 Jan., 72 due to the festive season.

At this time of writing members of our Junior Badminton Club are entered in the Junior City and District Tournament at the Winnipeg Winter Club. Good luck to them and have fun.

The Rothman's Manitoba Open Badminton Tournament which will be held at the Wildwood Club on the 5 and 6 Dec., 71, will have some of the top Canadian players participating. It should be good viewing for spectators.

Rec Hall Winter Schedules

The following schedules for the Westwin and Lipsett Hall Gymnasiums are tentative and represent proposed schedules and those hours requested by teams or leagues which have been proposed or are currently in operation. This schedule is subject to change without notice.

LIPSETT HALL

MON - FRI	0800-1200 hrs	Military Fitness Training
	1200-1300 hrs	Noon Hour Fitness
	1300-1630 hrs	Military Fitness Training
MON	1800-2200 hrs	Teenage Activities
TUE	1800-2100 hrs	Open Recreation
	1900-2000 hrs	Women's Fitness Classes (Judo Room)
WED	1800-2000 hrs	Open Recreation
	2000-2200 hrs	Volleyball League
THU	1800-2000 hrs	Volleyball Practice
	2000-2200 hrs	Manitoba Wheelchair
FRI	1800-2100 hrs	Open Recreation
SAT	1300-1600 hrs	Open Recreation
SUN	1300-1600 hrs	Open Recreation
	1800-2100 hrs	Volleyball Practice

WESTWIN

MON - FRI	0800-1200 hrs	Military Fitness Training
	1200-1300 hrs	Noon Hour Fitness
	1300-1630 hrs	Military Fitness Training
MON	1800-2200 hrs	Teenage Activities
TUE	1800-1900 hrs	Open Recreation
	1900-2200 hrs	Volleyball Practice
WED	1800-1900 hrs	Open Recreation
	1900-2300 hrs	Badminton Club
THU	1800-1930 hrs	Open Recreation
	1930-2100 hrs	Women's Fitness Classes
FRI	1800-2100 hrs	Open Recreation
SAT	1300-1600 hrs	Open Recreation
SUN	1300-1600 hrs	Open Recreation
	1730-1930 hrs	Junior Badminton Club
	1930-2300 hrs	Badminton Club

NOTE:

On OPEN RECREATION periods dependents 12 years of age and older are authorized to use gymnasium. Dependents under 12 may use facilities during these open periods, only if accompanied by a parent.

Sports equipment will not be signed out to dependents unless they are in possession of a dependent card. These cards may be picked up at Base Recreation Centres at no cost.

Letters to the Editor

Editor, Voxair:

In your last issue you published a letter written by a very proud father. Cpl. R. Cleveland has every right to be proud of his son Reg. For as he states, his son was selected by the players of the National League, as the "Rookie Pitcher of the Year". That's something for US all to be proud of, because his father is a member of the Canadian Armed Forces.

When I first came to this Base, I helped coach a minor hockey team. Being single and having a passion for the game gave me more than enough reason to teach these youngsters how to play the game. The boys were out to practices without an excuse, in some of the coldest weather that year. Though I didn't expect the parents to come out for the practices, we (the team and coaches) hoped to see a lot of them at the games. I soon found out different. However, this didn't discourage the team any. Only some of the parents showed

enough interest in their son's sports life to come out and watch him play. It seemed to me that it was always the same ones who, came out to cheer for their son and his team, or to drive them to and from the games, or to help clean the ice after a snowfall. Then they have the nerve to run them down when they get into trouble of one sort or another. Few people take the time to organize activities for them, what else are they supposed to do?

Cpl. Cleveland, your son is a very lucky young man to have you for a father and friend. You had the foresight to help him obtain HIS goal. That's more than a lot of parents can say. I take my hat off to you sir, and to the few others, who like yourself believe in helping young people not fighting them. Just knowing that a Serviceman's son is doing good makes me proud of Reg and I don't know either of you.

Bill Lawrence

Continued on next page

AEROBICS - OXYGEN USE PROPORTIONAL TO FITNESS

Many people may take exception to the limited number of activities suggested for a training-effect program. It is quite probable that one will say, "I do enough now, why is there any need for more?"

To show what is meant, a variety of sports were tested and judged for physical merit. Continuous active time of over five minutes is the important factor:

- Fencing, Football — 30 minutes, 3 points.
- Soccer, Lacrosse, Skiing — 30 minutes, 3 points.
- Hockey — 20 minutes, 3 points.
- Skating, Volleyball — 15 minutes, 1 point.
- Golf (no carts) — 18 holes, 3 points.
- Tennis (singles) — 3 sets, 4.5 points.

For football, skiing and lacrosse, the player counts the time actively participating in the point system.

In running, tests show that one mile done in eight minutes or less demands 35 millimeters of oxygen per minute in producing energy. The eight minute mile is given five points and all exercises are based on this formula, points vary for the amount of energy produced. On that basis, it is possible to see the certain continuous active sports are best for an overall training-effect.

Air which is inhaled contains approximately 21% oxygen and during exhaustive work, amount of oxygen decreases which is an indication of fitness. In poor form man could exhale 18% which leaves body consumption at 3%. An average fit person exhales approximately 17% for a difference of 4%. In condition, a human body consumes 5% while exhaling 16% oxygen. Given with on a physical fitness test, they would weigh heavily in favor of the physically fit.

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Canadian Forces Hall of Fame

The Canadian Armed Forces' Sports Hall of Fame, established last year to honor military athletes who brought fame to Canada and the forces, has named its first members.

Included are 11 individuals and the 1948 RCAF Flyers Hockey Team, which won the World and Olympic hockey championships that year.

The Hall will be housed in the new Canadian Forces Headquarters now under construction in downtown Ottawa on Colonel By Drive.

Each year a maximum of three individuals or teams may be selected from the pre-1939 era, and another three from the post-1940 period.

In addition, gold medal winners in major international competitions may be selected without effecting the annual quota. In all cases, to be eligible, individuals must have been members of the forces at the time of the accomplishment.

Chosen on the basis of winning international championships are:

Chosen on the basis of winning international championships are:

Capt. Gilmour S. Boa, 47, St. Catharines, Ont., a gold medalist in the 1954 World Shooting Championship;

Leading Aircraftman Keevil Daly, 47, formerly of the West Indies, 1954 British Commonwealth Games gold medalist in weight lifting;

Major Gerry R. Ouelette, Windsor, Ont., 1956 Olympic gold medalist in shooting;

RCAF Flyers 1948 hockey team, World and Olympic hockey champions;

Warrant Officer Jack Varaleau, 51, Vancouver, B.C., 1948-1950 British Empire weightlifting champion; and

Sgt. W. F. (Willy) Weiler, 35, now serving at College Militaire Royal de St. Jean, P.Q., a gymnast with four gold, three silver and one bronze medals in Pan-American Games competitions.

Three selections from the pre-1939 period are:

The late Rear Admiral W. W. Porteous, Atlantic fleet boxing champion, 1921-23, a Maritime squash champion, and a member of navy rugger teams on both coasts;

Lt.-Col. Desmond T. Burke, 67, Oakville, Ont., who represented Canada on 23 Bisley, five Kolapore and three McKinnon shooting teams, winning the Bisley King's prize (grand aggregate), and the All-Comers aggregate; and

The late Private T. H. Hayhurst, formerly of Hamilton, Ont., first Canadian to win the Queen's prize at Bisley in 1895.

Post 1940 selections are:

Corporal William A. Shwaluk,

34, CFS La Macaza, P.Q., 1959 Canadian heavyweight champion weight lifter, and a prominent contender in North American, Pan-American and Olympic competitions;

Sergeant Harry N. Reti, 34, (16 Howes Crescent) Moncton, N.B., Canadian welter and lightweight boxing champion 1961-64, bronze medal winner at 1968 British Empire Games, and a member of Canadian Olympic boxing teams;

The late Lt. Edward S. Haddad, winner of the 1948 Norton Crowe award as Canada's outstanding athlete, member of Canada's 1948 Olympic boxing team, captain of Canada's boxing team in the 1950 British Empire Games, as well as a bronze medal winner.

Grey Cup in Europe

Canadian Servicemen in Europe and Canada's far north were tuned into this year's Grey Cup game from Vancouver.

Transmitting between 3:43 p.m. to 7:00 p.m. (EST) on 28 November the CBC beamed the game on Radio Station CFN Lahr, Germany, via the Canadian overseas telecommunications cable.

Radio Station RFC Lahr will get the game live in French via the Armed Forces Operations Line.

On Northern Canada short-wave, the game was broadcast live at 3:43 p.m. (EST) on frequency 11725 KHZ.

Senior Basketball

The Base basketball team is again entered in the Senior Basketball League.

Home games will be played Tuesday evenings at Lipsett Hall, commencing 30 November.

The Base basketball team is coached by Lt. Kendell and still requires players.

Interested persons are requested to contact either Lt. Kendell at ANS, Course 7104, Local 298 or Sgt. Clowes at the Westwin Rec Centre, Local 511.

If basketball is your thing, don't hesitate to get in touch — the team needs you!

Personnel are requested to note the following changes in the Tuesday evening schedule at Lipsett Hall:

1800-1900 Open Recreation
1900-2200 Senior "B" Basketball

Letters Cont.

Sports Editor
Voxair:

I read with interest the article "Baseball — Another First". I had never thought of the point you made in your preamble — that the success of some dependents in professional ranks must give great encouragement to those who give so freely of their personal time to dependents sports and recreation programs. What did occur to me is that the article along with the letter to the editor "Deserving Recognition" and the article "Junior Badminton" — taken together these three represent the best qualities in dependents programs.

My own family has enjoyed some success similar to those already described and although I am a newcomer to Winnipeg I offer our experience as further evidence of the success of service dependents. Briefly, my oldest son started his hockey at CFB Cold Lake in 1957 and this summer was selected by the Montreal Canadiens in the first round of the NHL Amateur Draft. He is now playing with the Halifax Voyageurs in the American League and was recently called up to the Canadiens for a few games when they were beset by injuries. My daughter started out in track and field with the Upland Harriers at CFB Uplands four years ago and this past summer was selected to the Canadian National team and competed in the Pan-American Games in South America and in the Italy vs Canada match in Italy.

It would be interesting to find out just how many similar successes have been achieved by service dependents. For example, there were at least three or four drafted in the NHL draft this summer. Jim McKenney and Ron Ellis of the Toronto Maple Leafs are well known as service dependents. Nancy McCredie, 1967 Pan-Am games champion and Canadian record holder is the daughter of a serviceman. The Upland Harriers have produced a steady stream of international track and field athletes from service dependents in the Ottawa area.

While the primary purpose of minor sports programs should not be to produce professional athletes, it is a real tribute to the expertise of those who coach, administer and referee the service dependents programs that so many achieve such high standards of performance. Perhaps it would be a worthwhile service-wide project for our forces newspapers to take an inventory of all such dependents success and compile and publish the results.

Doug Wilson,
Major

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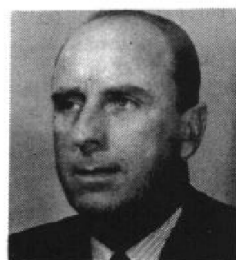
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