

Claxair

"FOLLOWING THE CANADIAN FORCES"
CFB/BFC WINNIPEG

Nov 14 Nov 84

What Energy Awareness Means to You

Although Energy Conservation Week occurs once a year, energy conservation measures should be ongoing throughout the year. DND, as part of the Federal Government, has energy conservation goals which it actively pursues through various programs and projects. You, as an individual, should also be concerned with energy conservation throughout the year. This article will highlight some of the projects that Base Construction Engineering have completed in the past that are related to energy conservation, as well as indicate some projects that will be implemented in the future. This article will also provide you with some ideas and suggestions about how you can conserve energy at work and at home.

BCE has undertaken a number of projects that would reduce the energy consumption of various buildings as well as increase comfort to the occupants. Slow moving ceiling fans have been installed in the militia armouries in Winnipeg as well as in buildings A-2, B-8, B-17, C-1, C-2, C-4, P-2, P-6, 21, 87, 90 and Hangars 10, 11 and 16 on Base. These fans have helped to improve energy use by making efficient use of the heat that accumulates at the ceiling. The 12°C temperature differential between floors and ceilings has disappeared and building comfort in the hot summer months has improved by the continuous air movement. This past year new roofs have been installed on numerous buildings using insulation that has increased the 'R' value of the roof. This includes buildings 66, 76, 86 and P-4. The insulation of basement walls in PMQs has also been completed. At the present time buildings B-4, B-13 and B-15 as well as 75 MQs are in the process of having new windows installed which will reduce heat loss.

Some of the energy related projects coming up in the near future include re-siding MQs with rigid insulation and vinyl siding, and the installation of mechanical air curtains on the loading dock in building P-2. In addition to this, window replacements are planned in the MDPRs and at HMCS Griffon in Thunder Bay, Ontario. BCE will also be installing new day/night thermostats in MQs and BLHUs. This will permit the occupant to set the thermostat at four different settings on a 24-hour clock in order to reduce unnecessary heating as well as to increase comfort.

There are many things that you as an individual can do to conserve energy at work and at home. Many of the suggestions below can also save you money with lower energy consumption in your own home. Here are some useful hints to help conserve energy and ensure that maximum efficiency is being made of the fuel consumed:

- on sunny days, open the drapes and blinds during daylight hours and close them during the night. This will take advantage of the heat of the sun;
- do not hinder the circulation of warm air by blocking the warm air registers with furniture, drapes, newspapers, etc. This also applies to cold air registers;
- ensure all windows, including storm windows, are properly closed;
- clean air filters monthly during the heating season. Replacement disposable type filters for MQs are available at CE Stores, Bldg 100;
- turn out lights when rooms are not occupied;
- install a car block heater timer for your own garage. These are available at a cost of \$28 from major heating and electrical suppliers;
- upgrading of the windows from single pane to double and triple pane, recaulking windows and doors, and adding insulation to ceiling and walls will also help in the saving of energy and money to the householder. A grant of 40% up to a maximum of \$500 to carry out these improvements is available through the C.H.I.P. program. In Winnipeg call 949-5695, or Toll Free number 1-800-362-3346;
- the Provincial Government will also provide an energy audit of households for \$20. This audit will inform the occupant as to the areas of his house that require upgrading. This \$20 is refundable if you carry out any of the recommendations within one year. For more information phone Provincial Energy Information at 945-4154.

It is hoped that each member of DND will contribute through their own energy conservation habits toward the DND energy reduction goal of 2% per year or 10% in five years. These savings in utilities costs can be applied elsewhere in DND's budget. Similarly, the money you save in your own home by conserving energy can be used elsewhere by you and your family.

Capt JA Fedoruk & Mr Ron Davison, BCE Engineering

Graduate At "93"



WINNIPEG — Brigadier-General Frank Norman presents Mr. James "Tuh" Blanchard with the academic hood of a Doctor of Science of the Royal Military College, Kingston, while Mr. Blanchard's wife, Thelma, looks on. BGen Norman, Commandant of RMC, presented Mr. Blanchard with the honorary degree during ceremonies held recently at the Officers' Mess of the Third Battalion, The Royal Canadian Regiment. The event was organized by RMC in conjunction with the Winnipeg Branch of the RMC Ex-Cadet Club. Mr. Blanchard, 93, is one of the two oldest living ex-RMC cadets. He graduated from the college before the outbreak of World War I.

CFB Winnipeg United Way Campaign Huge Success

This year's United Way Campaign exceeded all expectations. A total of \$74,600 was raised to assist the City of Winnipeg's annual drive to support over 60 worthwhile charitable agencies. This amount represents a sizeable increase over the 1983 record of 66,500 and when considering the fact that the average Base achievement between 1973 and 1983 was \$26,076, all of us can be

justifiably proud of our accomplishment.

The United Way of Winnipeg recognizes outstanding section achievement through a series of awards and this year 35 of these awards will be presented to CFB Winnipeg. That notwithstanding, no one section failed to contribute an equitable share to this year's incredible accomplishment.

Special mention must be made of 3 RCR's campaign. The Battalion, newly arrived to the community after years of service in Germany, raised the sizeable sum of \$10,906. This accomplishment is especially noteworthy when considering that a large percentage of Battalion personnel, being on average younger in age and lower in rank than personnel of AIRCOM and the Base, have

less cash available to donate to charitable organizations. Yet in spite of this, and under the leadership of Lt S.R. Parkinson, 3 RCR qualified for one Leadership, six Gold and one Silver United Way Awards. Well done.

All in all, the 1984 Base United Way Committee would like to thank all those members of CF Winnipeg who contributed to this year's successful drive.

Energy Conservation Week 12-19 Nov. 84



LETTER TO THE EDITOR



3rd Battalion
The Royal Canadian Regiment
Kapyong Barracks
561 Kenaston Blvd
Winnipeg, Manitoba
R3N 1V9

1 November 1984

The Editor
The Voxair
Building 10
CFB Winnipeg
Westwin, Manitoba
R2R 0T0

Dear Sir:

It was noted with a great deal of disappointment that the Voxair of 31 October reported that this Unit's contribution to CFB Winnipeg's United Way Campaign of \$10,905 was credited to 2 PPCLI. All ranks of the 3rd Battalion The Royal Canadian Regiment take great exception at this oversight as it has been part of CFB Winnipeg for four months.

The Campaign was supported by well over eighty percent of the Battalion. In essence, each member of the Battalion contributed approximately \$20.00 to this worthwhile undertaking only to read that they were identified as the wrong Unit.

It is hoped that in the future, the accuracy of your reporting will receive as much attention as the United Way Campaign has received from 3 RCR. It is also assumed that this mistake will be appropriately corrected in a future edition of your newspaper.

Yours truly,

A.A. Peterson
Major
Deputy Commanding Officer

Conserve Energy While you Drive

Once again winter is approaching and we are reminded of our responsibility to aid in "National" energy conservation. But why be concerned only during winter? Why be concerned at all?

On the "grand scale" of things we hear of the great amount of waste of our country's resources. What difference can just one person make? Think about it... "If we each saved a little then we'd all save a lot!"

Since automobiles are the largest single consumer of oil in Canada, and so many of us have a vehicle of some size, shape or description, we are almost all involved. It is essential then, that we consider steps to conserve fuel when examining the Energy Conservation Program and how it relates to us.

As a motorist you have the opportunity to reduce your transportation energy needs through simple maintenance and good driving practices. At the same time, good driver attitude will help and as a result you will get the most from your vehicle and in the process **SAVE MONEY!**

Participate in the Energy Conservation Program, and keep it in mind throughout the year by putting into practice some of these tips.

TIPS FOR ENERGY CONSERVATION VS YOUR VEHICLE

1. **THINK FUEL ECONOMY** when purchasing a vehicle. Assess your needs, such as size, trunk space, highway or city driving, short or long trips.
2. **CONSOLIDATE** trips and choose routes with co-ordinated traffic signals. If you can, walk or ride a bike.
3. Start a **CAR POOL** for work.
4. During cold weather conditions, **USE A BLOCK HEATER** with a timer. One to two hours of heating the coolant is sufficient to ensure that your vehicle will start.
5. **IDLE NOT, START AND GO.** Even at -18°C most vehicles require only 15-30 seconds of idling time to ensure lubrication before being driven away **GENTLY**.
6. **MOVE SMOOTHLY AND CRUISE.** Always avoid bursts of acceleration and let your speed fall off as you climb hills.
7. **LOOK AND THINK AHEAD** to reduce brake use by anticipating traffic and road conditions.
8. **DRIVE STEADILY, 60-70 KPH** is the most fuel efficient speed range for most vehicles. Remember that small reductions in speed will have almost no effect travel time. It's also easier on the nerves!
9. **MAINTAIN FOR FUEL GAIN.** Be aware that simple adjustments to your vehicle can save fuel. Also, it's wise to remember the slogan "You can pay me now or pay me later".

ENERGY CONSERVATION WEEK
12 - 19 NOV 84

Full speed ahead for Christmas! Television is busy bombarding their audiences with high pressure sales pitches in the hope of outscoring the opposition at the cash register. The kids will get the "I want" disease and that obnoxious TV commercial with the equally obnoxious woman saying "Well, I was hoping for a Longines" will be back.

Eatons downtown has a super display of artificial Xmas trees and ornaments.

Early winter this year. We're freezing our blooms off on October 29th and a friend phones from Trenton to tell us that he got sunburned while waxing his car that day! He's off our Christmas card list.

I'll bet it doesn't matter what some of you ladies put on your Christmas gift wish-list; you're going to get electrical appliances anyway!

I put the old Cadillac away for the winter but it's still for sale. If anyone wants a deluxe living room on wheels in the guise of a 1971 Fleetwood, you can steal it from me for \$2000.

A tip of the old Wedgie to my boss, Major Harv Burch, Detachment Commander of 401 CFTSD. Harv is "pulling the pin" after 37 years of service in the RCAF and CF. For the past couple of winters, the Major has been extolling the virtues of the DGCS (Dark Green Combat Sweater) as the best piece of Kit ever made available to the forces. In honour of all that propaganda Boss, my crew at Standard Aero Engine officially refer to our sweaters as "HARVEYS"!

I notice quite a few "NEW" Air Element Flags being displayed on desks, often in tandem with the old RCAF flag. They look good and are available at Air Command Kit store.

Still lots of rumours circulating about new uniforms but I'm willing to bet that a lot of us will be retired before we have to buy them.

Yes Virginia, it's true. I hate Christmas Office Parties!

Which Battalion?!

A sincere apology must be passed to all members of 3 RCR for the misprint in the last issue of the VOXAIR in which the Battalion was incorrectly referred as 2 PPCLI. It is regrettable that this error was not discovered prior to publication.

Capt John Politis

U.N.D.E. — News

The chairperson of the Nominations Committee Ms. Mona Johnston, with her assistants, Al Chilton and Phil Hecht are contacting Members of Local 705 in order to present a full slate of Officers for your approval. Nominations from the floor are also accepted to ensure the democratic process is fully in effect. The final meeting of the year to be held Tuesday November 27th at the Hercules Lounge at 7:30 p.m., is also the important beginning of a new year full of hope and promise that 1984/85 will be a success. Success for Local 705 means membership participation in the four meetings held during the year; membership attendance at training sessions provided by PSAC, UNDE and the MFL's; support of members with personal or workplace problems and that wonderful feeling of solidarity and comradeship.

If you, as a member, are able to attend only one meeting a year, please make sure your calendar is circled for Tuesday, November 27th. We'll see you at 7:30 p.m. in the Hercules Lounge and do bring a co-worker with you.

December means Christmas is coming and Local 705 has a new plan for the children of our members who are under the age of 12. A committee is planning a Party at the Hercules Lounge on Sunday afternoon, December 2nd. Those members with grandchildren in the same age bracket are also welcome. There will be a snack & gift. More details at a later date so watch your bulletin boards.

We would also like to help one or two families through the Christmas Cheer Board listing of needy families. We will be collecting gifts of food, clothing & toys during November and early December. More details as to ages of children will be published as information is provided by the Cheer Board.

Once again, don't forget the Annual Meeting, Tuesday November 27th 7:30 in the Hercules Lounge. See you there!

M. Chaikoski,
President Local 705 UNDE

Conserve 12-19 Nov. 84



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Seventy Years After 1914-1984

OTTAWA — It was a war of mud, trenches, typhoid and barbed wire, of poison gas and fatigue, trenchfoot and lice.
In his book, *Seventy Years After 1914-1984*, Colonel John A Gardam (Ret'd) documents the personal experiences of more than a dozen Canadian First World War veterans of all ranks and services.

"What was important to me was not having the story end in 1918," said Colonel Gardam. "There are so many people you read about in history books and you never know what happened to them. At the end of each chapter I have included a postscript which tells of the veteran's life afterwards," explained the native of Mill Bay, B.C. The cover of the book conveys this idea with photographs of four veterans at the start of the First World War on the left-hand side and a picture of them taken seventy years later on the right-hand side.

"In writing this book, I wanted a little of interest to young Canadians and a little of the 'war' to young veterans to remind them of the sacrifices made by their fathers and grandfathers."

The book is available in paperback for \$15.95 and in hardcover for \$24.95. It is published by Canada's Wings Inc. in Stittsville, Ont. Priced at \$5.95 a copy it can be obtained through Hangar Bookshop, Box 1813, Belleville, Ont. K8N 5J2.

Colonel Gardam's first published work, *How the War Began*, about the National War Museum in Ottawa, was published in 1970. The book has been distributed to all 1000 members of the National War Memorial and Museum Association and is available from the Arthur Currier Book Store, 2500 St. Lawrence St., Ottawa, Ont. K1M 1R7. He is also working on a book about the Canadian Expeditionary Force in the First World War. This book will be written in such a way that the support services will not be forgotten," he assured. Colonel Gardam would like to hear from Second World War veterans who have interesting stories that have never appeared in print. The second, entitled *The Canadian Peacekeeper*, will be an oral history of every peacekeeping mission Canadians have been involved in since 1945.

Seventy Years After 1914-1984 is published by Canada's Wings Inc. in Stittsville, Ont. Priced at \$5.95 a copy it can be obtained through:

Hangar Bookshop Box 1813 Belleville, Ont. K8N 5J2	Colonel John A Gardam 18 Carter Blvd. Nepean, Ontario K2C 2M2
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It is also available at certain Ganex outlets. As of January 1985 all proceeds from the book will go towards the Canadian Peacekeeper Assistance Fund. The CPPAF alleviates financial problems incurred by CF members and families as a result of death, injury or disability.

BIOGRAPHY

COLONEL (RETIRED) J. A. GARDAM CMM, CD, BA, ASSISTANT SECRETARY GENERAL, COLUMBIANITY WAR CITY OF CAMBODIA.
Colonel Gardam was born in Mill Bay, British Columbia, Canada. He was a member of the Royal Canadian Mounted Police and served in the Canadian Expeditionary Force during the First World War. He was a member of the Royal Canadian Mounted Police and served in the Canadian Expeditionary Force during the First World War. He was a member of the Royal Canadian Mounted Police and served in the Canadian Expeditionary Force during the First World War.

Colonel Gardam retired from the Army in June 1964. He joined the Primary Reserve Communications Command upon retirement from the Regular Force. He was appointed to his present position as Assistant Secretary General in July 1984.

It's A First

For several years Civil Aviation Inspectors have participated both as observers and guest speakers on the Instrument Check Pilot course. The ICIS and Transport Canada in Winnipeg have long maintained a very close working relationship and the lectures provided by the Regional Superintendent at his representative have greatly contributed to the content of the course.

In turn, authority for participation of Civilian Aviation course members as observers on marking rides in the Dakota (CC 120) has furnished an opportunity for them to see one aspect of the professional military aviator's environment. Unfortunately, their status on the course, precludes their observing a significant aspect of the course and of military aviation, namely high altitude standard flying, for example in the Telex. Furthermore, DOT policy used to be that only personnel employed or about to be employed in flying marking positions will attend the full course, thus more than 100% of those who have attended have seen only the ground school portion and have been denied the opportunity to see what is really the thrust of the course, specifically the marking ride.

Recently however, through informal negotiations a most significant change has occurred regarding this course. Presently in residence, DOTI, and qualified in Ottawa has given official approval to provide a Winnipeg-based Two Otter with Night instructor and crew for a one day period to provide briefings and hand on familiarization flight for military course members. In addition, a qualified instructor pilot (ICIP) will be available to provide ground school instruction. This will be a most significant change in that it will allow military personnel to attend the full course and to see what is really the thrust of the course, specifically the marking ride.

ROZLY ROLES

... (text obscured) ...

A VISITOR TO THE

... (text obscured) ...

CLOTHING FOR THE ENTIRE

... (text obscured) ...

Insp. R. McKay, TPT Canada, Winnipeg. Insp. D. Klassen, TPT Canada, Winnipeg. Capt. D. Burt, 441 Sq. Baden-Soellingen, Germany. Insp. J. Ballany, TPT Canada, Winnipeg. Capt. J. Chadwick, 440 Sqn Edmonton.

Meets His Leader



GENERAL TO GENERAL — Chaplain General (RC), Bgen George Travis, left, and an equally enthusiastic group of chaplains from Ottawa and Petawawa were amongst those who met Pope John Paul II at CFB Uplands during the pontiff's Canadian visit. Maj Jean Pelletier, the Chancellor of Canada's military Vicariate, was the only one of the nine priests who had met the Pope before. "I met him 15 years ago when I was a young priest and he was a Polish Cardinal," Maj Pelletier related. Nevertheless it was still a great thrill to meet the leader of his church. Maj Bob Gérard, CFB Petawawa's base chaplain, summed up the experience; "Usually chaplains have a gift for the gab but on this occasion none of us could find the right words to say to him when we had the chance. It was the thrill of a lifetime." (Photo by Sgt Brian Bengert Base Photo CFB Ottawa)

Conservation Is Your Business

Conservation begins in your home. By starting relatively simple things such as recycling and reusing household goods and conserving energy you can become part of a growing movement to set the world environment back on its feet.

The news about environmental problems is grim. Landfill sites pose the danger of contaminating rivers, lakes and groundwater with toxic chemicals that are leaked from the site. Burning garbage can cause air pollution and associated health hazards. A gas well blowout can release potentially lethal hydrogen sulphide into the atmosphere resulting in reduced soil productivity, damage to vegetation and wildlife, and health hazards to humans. These are serious problems but not so overwhelming as to be insoluble. As individuals who choose a lifestyle that emphasizes conservation, stewardship, and commitment to preserving environmental quality, we can also alleviate these problems.

Individual choices and actions do make a difference. Let's take one small example. Your family's supply of newspapers, put into a recycling bin instead of the garbage bin, can be reprocessed economically into insulation for a house that will cut energy losses without cutting down trees for raw material. Thus, there are savings in forest resources, nonrenewable energy resources (both from reduced home heating needs and less energy required in the insulation manufacturing process), and land resources, because landfill life is prolonged. Air pollution is reduced because less fuel is burned in the insulated house and less energy is required in the insulation manufacturing plant when a recycled product is used. Water pollution from the plant is also cut by using recycled paper, and land pollution is reduced because the newspapers don't end up in the dump. There are also economic savings for the homeowner. Such resource and environmental saving, multiplied by a million other households across Canada, will be significant. In fact, it is only through individuals acting in an environmentally responsible way that the environment can be saved.

Of course there are endless opportunities for you to practice conservation within your own home. For example, here's what you can do to help reduce your garbage through recycling:

- Separate your garbage and sort out those materials that can be recycled.
- Save your bottles and cans and take them to a container depot for a refund. Check the Yellow Pages for addresses.
- Take your used automobile oil to special collection tanks in your province or check with service stations to see if they will accept used oil.
- Create a compost pile in your yard from waste food products, grass clippings, leaves, etc. for use as fertilizer on your lawn and garden.
- Many items in the home can be reused, thus saving money, reducing garbage, and preventing the environmental damage caused by replacing those materials thrown away. Here's what you can do to help reduce your garbage through reuse:
 - Before discarding anything take another look at it to see if it can be used again for the same purpose or put to another use.
 - Plastic containers, glass jars, and cans can be saved for a variety of storage purposes.
 - Boxes, paper bags, and plastic bags can be saved for storage, shopping, or wrapping your garbage (instead of buying garbage bags).
 - Wrapping paper, ribbon and string can be used a second time.
 - Save old clothes for local collection centers, second hand stores, church rummage sales, etc.
 - Recirculate books and magazines to schools, hospitals, charity book bazaars, or second-hand book stores.

Energy-conserving measures taken around the home can save you money. You can significantly cut your energy waste by taking simple steps such as turning down your furnace at night, lowering the water heater thermostat, using heat deflectors over hot-air registers, shutting off lights and appliances in unoccupied rooms, and keeping doors and windows tightly closed.

Living in harmony with the environment is not difficult. It requires awareness of the consequences of our actions plus readiness to make small or moderate changes in our daily routine. Available through Environment Canada is a kit called **Save It** kit where you will find information about the environmental effects of household garbage, pesticides, wasteful home heating, and other topics to start you thinking about the environmental consequences of your daily routine. You will also find plenty of specific suggestions for things you can do at home, at work, and at leisure that will save energy, save resources, save money, and ultimately, save the environment.

You can obtain your free **Save It** kit by writing to Environment Canada, 804, 9942 - 108 Street, Edmonton, Alberta, T5K 2J5 or by calling (403) 420-2545.

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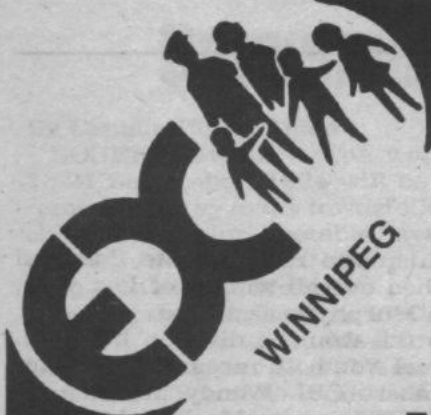
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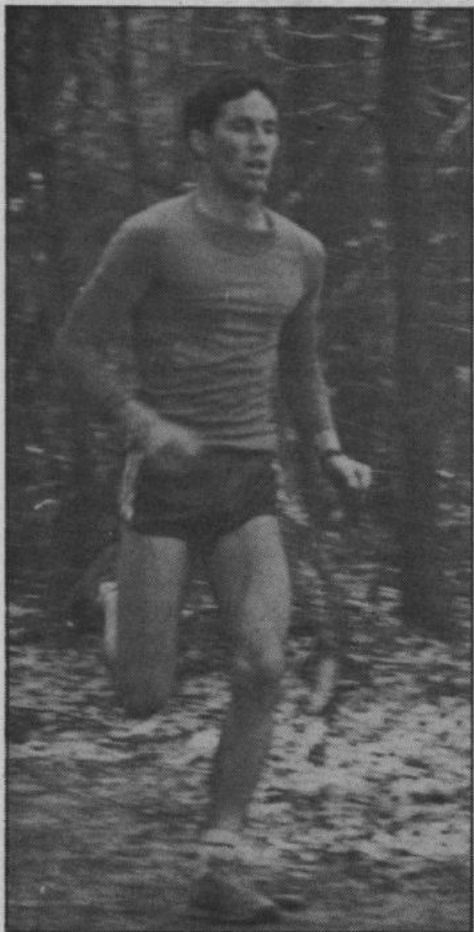
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SPORTS

Road Racing



Pte Eric Miller Pipes & Drums 3RCR CFB Winnipeg placed 4th Prairie Region 16 k road race 8 k cross country at Camp Wainwright. He also placed 8th in the 15 k road race and 9th place in the 8k cross country at the CF Nationals held in CF Europ Lake/Bodin.

Regionals

The Prairie Region team selection races were held in Camp Wainwright Sept. 8 & 9. Conditions for both races were pretty will ideal, cool and damp with little to no wind. Approximately

60 runners turned out in hopes of making the team of 10 to compete in the Nationals at LAHR and Bachan Soellinger Oct. 23 & 25. The race schedule for the regionals was actually tougher than that of the nationals, since the 15 km road race and 8 km cross country were held only 24 hours apart instead of 48 hours apart at the nationals. Cpl T. Murphy, a peri from CFB Moose Jaw placed first in both events, which was no surprise.

- 15 km Road Race
 1st CPL Tim Murphy, Peri CFB Moose Jaw 48:25
 2nd CAPT Marc LaRose BPERO CFB Calgary 49:23
 3rd CPL Mike Barnes Peri CFB Portage la Prairie 49:50
 4th PTE Eric Miller 3RCR CFB Winnipeg 51:29
 5th PTE Dan Creaney 1PPCLI CFB Calgary 51:41

- Womens 8 km R.R.
 1st CPL Wendy Mccutcheon CFB Moose Jaw
 2nd CPL Lorraine MacDonald CFB Calgary

- 8 km Cross Country (very hilly)
 MEN

- 1st CPL Tim Murphy 27:29
 2nd CAPT Marc LaRose 27:34
 3rd CPL Mike Barnes 28:35
 4th PTE Eric Miller 28:45
 5th PTE Dan Creaney 29:06

- WOMEN
 1st W. Mccutcheon
 2nd L. MacDonald

Nationals

The hosting of the runners from 5 Canadian teams and 1 team from C.F.E. was very good. Time was occupied with things such as a trip to Strasbourg, a short tour of the Schwaywald area of GegenRoch and

Triberg and a visit to the Bachan casino. Everyone had a great time during the days prior to racing without forgetting we would all have to be well prepared at the start line.

Tours of each course was laid on the day before each race. The mens 15 km road race went out the back gate of CFB LAHR, up the hills of vineyards to a turn around point and back. The abrupt turn around point brought criticism from many runners but all accepted it as something everyone had to deal with. The 8 km cross country at Baden Soellinger was very well organized. The course was muddy and wet over most of it due to heavy rain just before race time.

In the mens 15 km road race CPL Murphy and PTE Cloutier of Ontario came across the line together by last second mutual agreement but officials could not give a tie so Tim Murphy was given a controversial 1st place and Cloutier 1/1000 of a second back in 2nd place.

- MENS 15 km R.R.
 1st CPL Tim Murphy Prairies 49:13
 2nd PTE Cloutier Ont. 49:13:01
 3rd LT(N) Poucher Atlantic 51:41
 4th PTE Sawier Pacific 52:07
 =TH CPL Barnes Prairie 52:17
 6th CPL LeBelle Quebec 52:48
 7th MAJ Miller Ontario 52:54
 8th PTE Miller Prairies 52:57
 9th PTE MacGillvary Atlantic 53:17
 10th PTE Creaney Prairies 53:24
 11th CAPT LaRose Prairies 53:44

Placings of the 8km cross country showed some surprises. To little surprise, PTE Cloutier of Ont. took first but Capt Marc Lerose moved up from

11th in the road race to 2nd and pushed overall winner of last year, Tim Murphy back to 3rd.

In the womens division LT Lynn Bernel won both races. Prairie team members CPL Wendy Mccutcheon and CPL Lorraine MacDonald placed strong 5th and 6th, plus Prairie Senior MWO Mel Williams placed 3rd in the road race and 1st in the cross country.

With 4 of the top 10 open males in the road race and 4 of the top 9 in the cross country, strong placings by the women and seniors, the Prairie team easily defeated the defending champions which were Ontario. PTE Cloutier of Ontario deservedly won the gold medal in the mens open category after placing 3rd in '82 and 2nd in '83 and finally earned the title of being the Canadian Forces best runner.

- OPEN MEN
 Prairie Region Team Champions
 CPL Tim Murphy Peri CFB Moose Jaw

- CAPT Marc Larose BPERO CFB Calgary
 CPL Mike Barnes Peri CFB Portage la Prairie
 PTE Eric Miller 3RCR CFB Winnipeg
 PTE Dan Creaney 1PPCLI CFB Calgary

- WOMEN
 CPL Wendy Mccutcheon Metals tech CFB Moose Jaw
 CPL Lorraine MacDonald Med A. CFB Calgary

- SENIOR MEN
 MWO Mel Williams Peri CFB Calgary
 MCPL Terry Wilson CFB Edmonton
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Barvarian Holiday ? ? ?

Pic Pg. 7

By Captain Philip Anido

BOGEN, Bavaria — The week of 16-21 September, 1984 will be well remembered by many townsfolk and children in the innumerable Bavarian communities lying 100 kilometres to the north east of Munich.

During those days, some 5000 soldiers of 4 Canadian Mechanized Brigade Group and 50,000 West German and US troops conducted Fall manoeuvres in EXERCISE FLINKER IGEL (Speedy Hedgehog).

For the Canadians, the umbrella exercise — FALLEX-84 — began on 25 August with small unit training in the vicinity of Nurnburg. The guns of 1 Royal Canadian Horse Artillery were put through their paces in Graffenwohr while all the other units of 4 CMBG were working out in the hot and dusty Hohenfels training area.

On 6 September, the units moved out into small villages and countryside south of Nurnburg where, for the next week, Brigadier General Jack Dnagerfield led his Brigade through day and night offensive manoeuvres.

"FALLEX is a critical part of our training year where we progressively go through our training cycle. The objective is to prepare the individual soldier, the platoon, all the way up to the Brigade, for the big Corps level exercise," explained BGen Dangerfield.

That Corps level exercise, of FALLEX, the culmination of 4 CMBG's 1984 training, was Exercise FLINKER IGEL. The Brigade, under the operational command of 2 Ger-

man Corps, exercised as part of the RED or "enemy" forces alongside units of 1 Mountain Division (Ge) and the 56 Territorial Brigade. BLUE forces included 10 Panzer Division and the US 3rd Brigade, 1 Armoured Division.

For many days in succession fog and heavy rain drenched the Bavarian countryside and soaked the troops. However the elements did not succeed in dampening the soldiers' spirit.

The troops seemed to take the weather in their stride. "My guys are all happy and learning a great deal from the training," commented Warrant Officer Real Gagné, of RECCE Platoon, Royal 22e Regiment. "They're too busy day and night to think about it."

Because of the rain, much of FALLEX was conducted on roads because, as BGen Dangerfield put it, "mud from our tracked vehicles and civilian cars do not mix. Although it reduces the realism to some extent, we must avoid damaging the fields and endangering the road traffic."

For Master Corporal Jo Thomas, on his sixth FALLEX, the weather was the worst he can remember. But as a Leopard crew commander with "B" Squadron RCD, wet clothes didn't bother his crew at all. "My guys can dry their kit by hanging it over the back engine deck," he explained.

Sargeant Marcel Meunier was even better off. He commands one of 4 Combat Engineer Regiment's Leopard Bridge Layers (AVLB) which has a very powerful heater. "All our

crew does is to throw the heater on for five minutes and we're dry."

Many of the soldiers have their own special story to tell about their contact with the local people. Trooper Brian Smith of "B" Squadron, RCD, was standing night sentry beside his Leopard, parked in the courtyard of a private house.

"These kids came up to me and wanted to touch the tank," he said. "They left after a few minutes and returned a little later with cake and coffee for the whole crew. It's happening to the guys all over the place."

FLINKER IGEL and FALLEX-84, for 4 CMBG was made up of all its 10 units based in Europe. Included were some 600 regular force flyovers and 350 Militia troops from across Canada. Fifty Army cadets also participated in the unit and Brigade exercise phases.

One major flyover units was "C" Squadron RCD from CFB Galetown. "We have been fully integrated into the Regiment for the exercise," commented troop Warrant Officer Chuck Mann. "It's a great experience for our guys to exercise in the towns and villages. We don't get that training back home."

Critical to the exercise were the teams of control staff and umpires who directed and adjudicated the "battle".

Captain Paul Philcox, from NDHQ, is one of 157 Canadian umpires. He was attached to "A" Squadron RCD who were fighting in support of the R22eR.

"I shadow the unit throughout the exercise. Following any contact with the "enemy", I get together with my Blue force counterpart to assess casualties and determine the winner of the engagement," commented Captain Philcox. "So far our units are coming out on top, but according to the scenario, they are going to be pushed back tonight," he added.

From the unsung troops of 4 Service Battalion who kept the vehicles rolling and radios and weapons systems operating, to the front line infantry private of the Patricia's and the Vandoo's, FALLEX-84 was a challenging and most successful training experience.

The trip home by road and rail to happy reunions with family and friends is a well deserved and welcome conclusion to FALLEX-84.

Mynarski Trophy Winner

Air Command of the Canadian Forces has selected 103 Rescue Unit of CFB Gander, Nfld., as this year's winner of the Mynarski Trophy. The annual award named for Pilot Officer Andrew Mynarski, who won a posthumous Victoria Cross in a rescue attempt in a Lancaster aircraft during WW II, is emblematic of excellence in Search and Rescue (SAR) activities.

The trophy was presented to Maj Keith Gathercole, officer commanding the unit, at the annual general meeting of the Royal Canadian Air Force Association in Saskatoon, Sask., Oct 2 - 6, 1984.

The selection was made on the basis of the "high success rate of the unit's SAR missions, often in very difficult conditions which attest to the skill and determination of all members".

As well, Air Command cited a number of programs initiated by 103 RU to teach SAR techniques to civilian agencies and helicopter operators working offshore.

One SAR mission which illustrates the activities which Air Command found exemplary occurred about 60 miles south of Cape Dyer, NWT, where four people in a fibre glass boat were caught in a storm and stranded on a small island. There they clung precariously to a small ledge, just above the stormy water.

Flying a Labrador SAR helicopter, the crew of Capt Rob Butler, pilot, Capt Kirk Sunter, first officer, Sgt

Doug Gardner, flight engineer and Master Corporals Bill Moore and Andy Ainsley, SAR Techs, left Gander at 6:00 a.m. Flying via Goose Bay, they arrived at Frobisher Bay 16 hours later. Since it was August and the time of the midnight sun, the crew decided to push on at 11:00 p.m.

Finding a hole in the clouds, the crew managed to hover over the ledge. The two SAR Techs were then lowered by hoist and helped the first two people get lifted to the helicopter.

Before the others could be hoisted aboard, the helicopter filled with smoke from a heater malfunction. The flight engineer quickly discovered the problem, shut off the heater and the rescue operation was completed.

A short while after, however, the weather closed in and the helicopter set down on a small island to await improvement. By this time, the crew had put in 26 flying hours, plus the two hour rescue time.

Without heat in the cabin, the crew and passengers huddled in the helicopter waiting for the weather to life. During their long wait they were awakened by scratching from the outside. Capt Butler looked out to see three Polar bears sniffing around until curiosity waned and they wandered away.

When the weather finally cleared, the helicopter continued to Cape Dyer to deliver their charges to safety.

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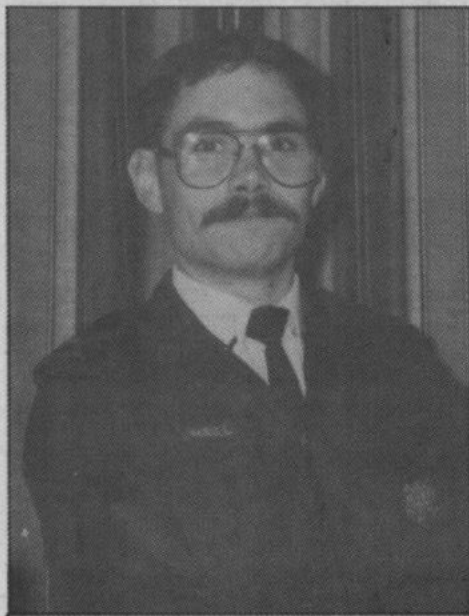
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M.P. Promoted



PTE Jeff McGill was presented with his CPC hooks from Capt Chuck Minotti Base Security Officer. Congratulations from the Military Police Section.

World Security

OTTAWA — The Minister of National Defence, the Honourable Robert Coates, and the Ambassador for Disarmament, Douglas Roche, met yesterday to begin the process of working out a joint strategy for increasing Canada's role in promoting world security.

Both expressed the view that in order to make possible substantial reductions in nuclear weapons in the world, security in the West must be strengthened by conventional forces.

"The prevention of nuclear war is the central issue in the world today," Mr. Coates and Mr. Roche said in a joint statement. "Canada can play an important role from within the western alliance in reducing tensions and creating the conditions for a lasting peace. To play this role, we must pull our weight fully within the alliance."

Mr. Coates and Mr. Roche said the government would be putting forward proposals for Canada to take a leading role in new multilateral initiatives by the medium and smaller-sized countries.

"We believe it is essential to pursue the goals of peace and freedom simultaneously."

Top Airman

OTTAWA — Maj Frank J. Fay, formerly with 435 (Transport) Squadron, Edmonton, has been selected as Airman of the Year by the Canadian Forces Air Command.

As Airman of the Year, Maj Fay was guest of honour at the annual general meeting of the Royal Canadian Air Force Association held in Saskatoon, Sask., Oct 2 - 6, 1984.

Maj Fay's selection was based on his acknowledged expertise and long experience in tactical airlift operations. Air Command cited in particular his central role in the development and implementation of the CC-130 (Hercules) low altitude parachute extraction system (LAPES).

This versatile aerial delivery method was first used in 1975 in support of the airfield construction in Canada's North. Its inherent advantages were fully exploited during the clean-up operation which followed the COSMOS 954 accident.

As well, Maj Fay is honoured as founder and commanding officer, on three separate tours, of the Tactical Airlift School in Edmonton.

These achievements according to Air Command "attest to the significant contribution he has made to Canadian military aviation".

After 30 years of service with the Canadian Forces, Maj Fay is on terminal leave prior to retirement.

The Punch (Drunk) Line

By Duncan Holmes

... a Vancouver businessman.

Let's face it. There are some of you out there who, despite the direst warnings, are going to drink and drive this holiday season.

You'll accept everything that's offered to you, and despite the urgings of at least a dozen people who are trying to hold you back at the door, you're going to go for it.

"Ish orright. I'll schleep on the way. Hardy har har. Got a beer for the road?"

If you ARE going to drive drunk, deep in your unconscious there are things to remember as you negotiate the long road home. They won't guarantee you will live to get there — a risk you're already prepared to take — but they will help you look less obvious in the midst of more sober traffic.

Take a beer for the road. This will prevent dehydration on the way. Between sips, rest it between your legs. If it's cold, it will help keep you awake.

At stop lights, or half way across intersections, you can drink without fear of weaving. If you're next to a police car, leave the beer where it is.

Stick to freeways. Side roads and pedestrians can be muder when you're blotto. On the freeways, use the white lines as a guide. Keep you left sheels on the line, or even on the bumpy reflectors. If you hit all of them, you know you're doing fine.

If you're stopped in a road block, have an open can of soft drink at the ready. As the officer shines his flashlight in your face, be drinking from the can, stop, then say: "None fo that hard stuff for me. You boys in blue are doing a great job to stop the highway mayhem." It may work.

If they ask for a driver's licence, produce a Visa card and say: "Boy, is this little baby ever taking a beating." He'll appreciate your humor and relate quickly to the country's economic ills.

If you DO nod off, keep it brief. The car will maintain its general direction on most good roads for a few seconds. No other guarantees. But you WILL need sleep somewhere along the way. And because you want to get home quickly, it may as well be while you're driving.

Avoid the Massey Tunnel. While it's bright, the persistent passing pattern of the yellow lights can do your brain permanent damage. You could also throw up.

Lions Gate Bridge. Another toughy.

Let your RIGHT wheel occasionally touch the sidewalk. That, too, is a handy guide to your general direction. You will see tire marks from others who have cleverly done the same thing.

If you have to brake, don't pump them. It requires too much energy. One big push will be all you need, and as long as your seat belt's done up, you could well survive anything.

Sing along with the radio and keep the window open. If you pull up next to another car they will think you're another happy British Columbian.

When you're really blitzed, you sometimes get the feeling that you're a passenger and not the driver. Pull yourself out of these momentary lapses. Again you could hurt yourself if something awful happens.

Icy roads are tricky, but even if you're sober, they can be a problem. Keep your speed up and you'll soon be into stretches of less concern.

Try to group yourself with other traffic. That way you can follow others down exit ramps and the like. But while you'll be a car length behind the vehicle in front of you, don't get too much closer. I know you don't believe it, but reaction time is marginally slowed by alcohol, and you don't want to get hurt.

A small pizza with everything might be an idea to keep you going. You can eat it as you drive if it has been nicely cut. Anchovy on your breath will also help at roadblocks, and can inspire additional conversation.

"You boys in blue look pretty cold. Would you like some nische hot pizza?" They'll appreciate your generosity.

Avoid looking at posters of that kid. You don't need guilt, and it could delay your arrival home. It doesn't make much sense to try sobering up in a cold and lonely car.

Mechanical problems? They could happen, of course. Get out and kick the car, and if need be smash your empty beer bottle on the hood. It's irrational, but will get rid of your frustrations.

If anyone — cars, trucks, pedestrians — get in your way while you're driving, wind down the window and shout: "Why don't you look where you're going, you stupid idiot!" This is a useful catch all highway phrase that keeps people on their toes.

If an anti-drinking ad should come on the radio, disregard it as being ineffective.

You may scratch a fender on the way into the garage. You can justify minor damage of this kind, because you're alive.

When you're abused next day at the office for doing what you did, tell everyone you were faking it. Don't breathe on anyone. It's upsetting for business.

Keep this article in the glove compartment. They'll find it along with the pieces of your body when you kill yourself on New Year's Eve.

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New Helicopter



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CHARACTERISTICS

Length:	25.40 meters
Maximum Gross Weight:	9,707 kg
Normal Mission Weight:	8,618 kg
Rotor diameter:	15.24 meters
Speed:	125 knots (cruising) 148 knots (maximum)
Power:	Two T-58-GE-8F turbine engines, each producing 1,350 shaft horse power
Range:	maximum 690 miles (without fuel reserve)
Ceiling:	10,600 feet (Hover)
Cost:	\$948,000 each

Aerospace Report



Ken Maclean, Dennis Margueratt, Jim Oke, Mike Grange, Sal Salas, Don Sparks.

On 11 May 84, fourteen intrepid members of the Aerospace Warfare Squadron set off to explore the wilds of Northwestern Ontario on what became known as adventure training exercise Encore 84. The purpose of exercise was to remove members of the Squadron from their desks and place them in a natural surrounding where they might refresh their survival and bush training.

The exercise itself proved to be a tremendous success and a great relief for the paper war weary staff and course members of the Aerospace Warfare Squadron. The highlight of the exercise was the capture by one, Squadron Leader Mike Grange RAF, of a great northern pike — weighing in at just over thirteen pounds. Needless to say our visitor from merry old England was very satisfied with his angling proficiency. To ensure the perpetuation of this accomplishment, the participants of Encore 84 decided to have said catch mounted.

Now with the final chapter written in the saga of Encore 84, we need only recognize the fourteen members who endured untold hardship to bring this mighty fish to bay.

- Jack Billard
- Jelle Blom
- Dick Bourque
- Scott Ferguson
- Mike Grange
- Pete MacDonald
- Ken Maclean

- Dennis Margueratt
- Mike Miller
- Dana Moore
- Jim Oke
- Sal Salas
- Don Sparks
- Joe White

CFB Winnipeg Dependents Defensive Driving Course (DDC)

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REGISTRATION: Contact the BTN Section at 895-5742 between 0800 and 1600 hrs week days.

The course consists of eight one hour sessions, with Sessions 1, 2 and 3 being conducted the first night, Sessions 4, 5 and 6 the second night and the two final Sessions 7 and 8 the third night.

Students must attend all eight sessions to graduate and receive a graduation card.



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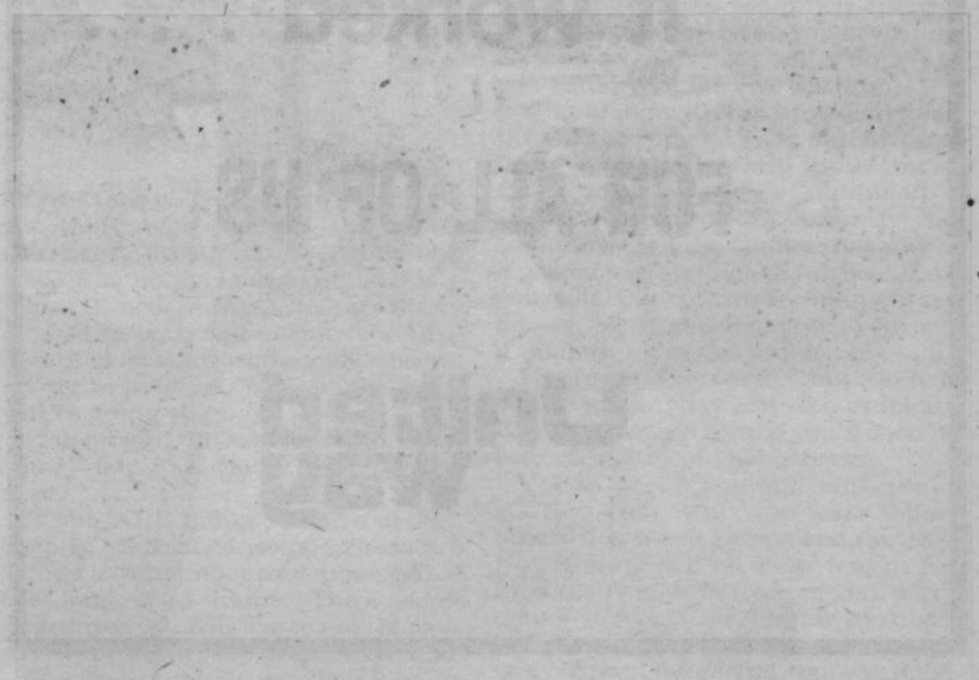


Con't From Pg. 7.
Bavarian Holiday

Human Factor



SCHWARZENFELD, BAVARIA — Private Ebnott, 20, an infantryman with "A" Company 1 Royal 22nd Regiment takes time from NATO manoeuvres to meet Natalie and let her try on his new style helmet. (CANADIAN FORCES PHOTO BY MASTER CORPORAL MARGARET REID)



BAVARIA, WEST GERMANY — Private Ebnott, 20, an infantryman with "A" Company 1 Royal 22nd Regiment, guards a vital point while a Leopard C-1 tank of the Royal Canadian Dragoons covers him in the rear. (CANADIAN FORCES PHOTO BY MASTER CORPORAL MARGARET REID)

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Will babysit in own home, very reliable, all ages, 7 days a week. Grant & Kenaston area. Ask for Sherry at 489-2353.
Mother of three will babysit afternoons and evenings in my home. Please contact me at 361 Kenaston Blvd. (south site) evens. between 6 & 8 p.m.
Babysitter, 13 yr. old girl wishes to sit on south site, qualified. Call 489-4237.
Babysitter wanted days for 7 mos. old in my home preferably on the north site starting May 14. 832-4879 (eves), or 237-2560 (days) and ask for Nancy.

Sitter required to babysit in their home from 7:30 to 4:00 p.m. weekdays. For the month of July. Francophone is possible. Must be South Site. For more information call 895-6126 daytime or 489-5644 in the evening.
Will babysit in my own home. 885-7009.
I will babysit in my own home on south site. Mon-Fri from 7 a.m. to 5 p.m. 885-6123.
Experienced babysitter req'd for occasional evening for 6 months & 2 yr. old boys. Please call Chris at 837-5239.
Sitter req'd for 10 month old boy beginning late Oct. in my home preferably, south site. 489-4291 after 5 p.m.
Babysitters available: Jocelyn (14) & Anita (13). Both have had babysitters course - north site. 837-1249.
Req'd immediately a babysitter for a 6 yr old girl & 3 yr old boy on Seaton St. near Allard School area. \$400/month, receipts req'd. 832-0336 after 5 p.m.
Will babysit in my own home 5 days a week, reasonable rates. 489-5341.
Babysitter, 13 yr old boy, wishing to sit on the south site. Very reliable & have taken courses. Pts. call Gordon at 489-6347.
Reliable experienced 14 yr old available for occasional sitting. Pts. call Vanessa at 837-6881.
Will Babysit in my own home. Weekdays only. South side married quarters. Close to Carpathia School and bus routes. For more information phone 489-9655 after 5 PM.
14 yr. old boy would like to babysit on south side, experienced. Ask for Jeff Phone 489-8459.
13-year old girl will sit on north site. Phone 889-0256.
Experienced 15-year old male baby sitter available any time after school, weekends and New Years. Would prefer Kay Cres., Lumsden, Hamilton area. Call Paul Shaver at 885-4203 after 5:30 p.m.

CHAPEL SERVICES

WHAT	WHERE	WHEN
Services	North Side South Side	Sunday 11:00 a.m. Sunday 10:30 a.m.
Marriages	By appointment, at least 30 days before.	
Baptisms	On request, contact a Chaplain.	
Sunday School	North Side South Side	Sunday 11:00 a.m. Sunday 10:30 a.m.
Counselling	North Side South Side	895-5417 895-6022
Emergency	Base Operator will help to locate a Chaplain	
N.B. For other activities, please call the Chaplains:		
G.E. Tonks	BChap (P)	895-5417
S.C. Fowke	Chap (P)	895-5075
G.W. Lanctôt	Chap (P)	895-6022

CHAPLAINS
Robert Gagnon: 832-1311
895-5272
895-6023

DEACON: Rick McLellan: 895-5479
Chapel (North-Side): 895-5076
Chapel (South-Side): 895-6181

SOME CONTACT NUMBERS
North: Ken McLeod: 895-5243
Larry Willits: 889-2579
Ken Shortridge: 895-5305
South: J.P. Deschênes: 895-5722
Al Durham: 895-6125

HI!
We have lost quite a few of our people because of postings or other reasons. However, I do know that quite a few new ones are coming in. To you, the new comers, welcome, and we want you to know that we are pleased to see you and have you aboard. I am sure that we will get along, and be happy together.

Please introduce yourself when I meet you, and we will take it from there. Remember that if you were involved in any way in the Church activities before, we need your help. If you were *not* involved, maybe we could start something together in Winnipeg.
Robert Gagnon
Base Chaplain (RC)

CONFESIONS
Anytime before Mass.

SUNDAY SCHOOL
Children from Grade 1 through to 9, inclusively, gather at the Air Navigation School on the North-Side every Sunday morning from 9:30 to 10:30 from October through to May.

Transportation is usually organized among the parents, involved, for the children from the South-Side.

BAPTISM
Please contact the Chaplain one month before.

MARRIAGE
Please contact the Chaplain at least three months prior to the wedding. It is understood that a preparation is required before baptism and marriage.

BASE RECREATION LIBRARY HOURS
Tues, Wed, Thurs 8:00 - 8:30 p.m.
1:00 - 4:00 p.m.
Saturdays 1:00 - 3:30 p.m.

NOV. Program
Eves. Mon thru Sat. 20:00 hrs.
Sat. Matinee 14:00 hrs.
Sun. Evening 20:00 hrs.

Cinema Theatre
CANADIAN FORCES BASE
Telephone 888-6290
WINNIPEG

SUN	MON	TUE	WED	THU	FRI	SAT(mat)	SAT(eve)
COMING ATTRACTIONS							
Oxford Blues	The Woman in Red	Ninja III	THEY'RE HERE TO SAVE THE WORLD	THEY'RE HERE TO SAVE THE WORLD	THEY'RE HERE TO SAVE THE WORLD	THEY'RE HERE TO SAVE THE WORLD	THEY'RE HERE TO SAVE THE WORLD
GH'ST BUSTERS	FLASHPOINT	NO SHOW	SUBMER IMPACT	JUNGLE BOOK	CLINT EASTWOOD	CLINT EASTWOOD	CLINT EASTWOOD
CLINT EASTWOOD	CLINT EASTWOOD	NO SHOW	DAVEY DEBERNE	DAVEY DEBERNE	DAVEY DEBERNE	DAVEY DEBERNE	DAVEY DEBERNE
THE NEVER ENDING STORY	THE NEVER ENDING STORY	NO SHOW	THE NEVER ENDING STORY	THE NEVER ENDING STORY	THE NEVER ENDING STORY	THE NEVER ENDING STORY	THE NEVER ENDING STORY
RED BAW	RED BAW	NO SHOW	Karate Kid	Karate Kid	Karate Kid	Karate Kid	Karate Kid

SUBJECT TO UNAVOIDABLE CHANGE WITHOUT NOTIFICATION

Êtes-vous en mesure de freiner pour sauver la vie d'un enfant?
Vérifiez vos freins...
Pas d'excès de vitesse...
Et soyez prudent!

FLEA MARKET

SATURDAY 17 NOVEMBER 84
1000 - 1600 HRS.
SCOUT HALL — BLDG. 21

Come in to browse around. Coffee and hot dogs served.
For information on selling items, call Paul Peloquin at 895-7228, or 895-5136, or Cathy Margueratt at 885-9396.



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