

Some Yesterdays

RCAF's 417 Fighter Squadron was formed 44 years ago today at Charmy Down, England, in 1941. It is now 417 Tactical Fighter Operational Training Squadron at CFB Cold Lake, Alta.

Horair

"FOLLOWING THE CANADIAN FORCES"
CFB/BFC WINNIPEG

Next Deadline

Dec. 3
for
Dec. 11
Edition

27 Nov. 1985

Young Canadians are responsible drivers

Help us prove it!

Dec. 1 - 7

National Safe Driving Week

A Message from the Base Commander

Young Canadians are responsible drivers: help us prove it. "Man dies much too early in comparison with other animals." Animals in general live six times as long as it takes them to grow, therefore, so should man. Man should live to the ripe age of approximately 120 years. One reason which stops man from reaching this ripe old age is that he drives automobiles.

Have you had doubts about whether you have done something you think you have done, but can't be sure? Such things as locking the door; signing out; unplugging a heater, or turning off a light? To satisfy yourself, you normally check to be certain. The same procedure applies to driving; to be safe you must be certain of many things; certain that a child will not run out from behind that parked car; certain that the vehicle approaching the red light is going to stop; certain that it is completely safe to reverse your vehicle; certain that you can stop safely if required!

To be safe you must be certain. Don't make assumptions and don't take chances. It may require a little more effort to be certain, but it will avoid a lot of grief.

Safe Driving Week, sponsored annually by the Canada Safety Council from December 1st to 7th, is our way of providing you with a special opportunity to re-examine your driving habits. It is our way of urging you to think of safe driving as one of the direct responsibilities of good citizenship. It is our way of encouraging everyone to participate in our campaign to reduce the dreadful suffering and loss of life that flow from our ever-increasing number of traffic accidents. Motor vehicle accidents, on and off duty, remain a prime peacetime cause of death and injury to Canadian Forces personnel.

Safe Driving Week will be successful again this year if it is given the support of all motorists. We must improve our accident record. The present cost in lives and suffering must not be maintained.

I seek the support of all CFB Winnipeg personnel for this worthy Safety Campaign, but I especially ask each driver to practise safe driving rules, not just during the Safe Driving Week, but throughout the year.

BUCKLE UP!

Seat belts save lives

Hang this one on the wall

Never criticize your wife's faults. Remember that it may have been these little imperfections that prevented her from getting a better husband!



BASE COMMANDER'S COMMENDATION — Major Doug Crichton, right, Base Transportation Officer, accepts the Base Commander's Commendation from Colonel S.E. McGowan, left, in recognition of outstanding service provided by the BTn Section to the Commander's Training Session and concurrent taskings that pushed BTn to the limit. Background, left to right, are CWO W.G. Hodgson, Base Chief Warrant Officer, and LCol. Ian M. Ross, Base Technical Services Officer. (BASE PHOTO SECTION)



CANADA

PRIME MINISTER • PREMIER MINISTRE

The Canada Safety Council's 1985 National Safe Driving Week will be held from December 1st to 7th. This is the thirtieth consecutive year of this campaign, which is designed to focus the attention of all road-users on the necessity to drive safely.

The number of traffic collisions continues to climb, causing great concern in terms of loss of life, physical and mental suffering and escalating costs.

The 1985 campaign theme, "Young Canadians Are Responsible Drivers — Help Us Prove It!", is clearly appropriate. Canada's greatest resource is our youth, a resource which we must protect.

I encourage all motorists — especially young motorists — and pedestrians to observe National Safe Driving Week with a heightened awareness of the important responsibility you carry for the safety of yourselves and others. Please drive safely.

Best wishes for a successful campaign.

La Semaine nationale de la sécurité routière de 1985 du Conseil canadien de la sécurité aura lieu du 1^{er} au 7 décembre. C'est la trentième année consécutive de cette campagne conçue pour attirer l'attention de tous les usagers de la route sur la nécessité de conduire prudemment.

Le nombre d'accidents de la route continue d'augmenter et les pertes de vie, les souffrances physiques et mentales et la hausse des coûts sont alarmantes.

Le thème de la campagne de 1985 "Les jeunes Canadiens sont responsables au volant — Aidez-nous à le prouver!" vient à point nommé car la plus grande ressource du Canada est notre jeunesse, une ressource qu'il faut protéger.

J'encourage donc tous les automobilistes — notamment les jeunes — et tous les piétons à observer la Semaine nationale de la sécurité routière avec une conscience aiguë de l'importante responsabilité qu'ils assument pour leur propre sécurité et celle des autres. De grâce, conduisez prudemment!

Je vous offre mes meilleurs vœux pour une campagne des plus réussies.

1 - 7 Dec

Semaine nationale de conduite préventive

Un message du Commandant de la Base.

Les Jeunes Canadiens sont des conducteurs responsables; aidez vous à le prouver. "Les hommes meurent beaucoup plus tôt que certains animaux. "Les animaux vivent en général six fois plus longtemps qu'il ne leur a pris pour grandir, alors, la même chose devrait s'appliquer à l'homme. L'homme devrait vivre jusqu'à l'âge de 120 ans. Une raison qui l'em pêche d'atteindre cet âge est qu'il conduit de automobiles.

Avez-ous déjà eu des doutes en rapport avec quelque chose que vous avez fait mais que vous n'êtes certain de l'avoir fait? Action connue barrer la porte; signer; débrancher une chauffrette, ou fermer une lumière? Pour vous satisfaire, vous vérifiez normalement pour être certain. La même procédure s'applique lorsque vous conduisez. Pour vous sentir sécuritaire, vous devez être certain de plusieurs choses. Certain qu' un enfant, caché par un véhicule stationné, ne se présentera pas devant votre véhicule en mouvement; certain que le véhicule en mouvement s'arrêtera à la lumière rouge; certain qu'il est totalement sécuritaire de faire marche arrière avec votre véhicule; certain que vous pouvez arrêter si besoin est! Pour être sécuritaire, vous devez être certain. Ne faites pas d'assomption et ne prenez pas de chances. Il se peut que cela prenne un peu plus de temps mais vous sauverez beaucoup de peine.

La Semaine de sécurité routière, parrainé annuellement par le Conseil de Sécurité du Canada, aura lieu du 1er au 7 décembre; c'est également notre façon de vous faire ré-évaluer vos habitudes de conduite. C'est notre façon de vous faire penser à la conduite sécuritaire comme étant une responsabilité directe de bon citoyen. C'est votre façon d'encourager tous et chacun à participer à notre campagne pour réduire les terribles souffrances et perte de vie occasionées par notre nombre grandissant d'accidents de voiture. Les accidents d'automobiles, à l'ouvrage et à l'extérieur, demeure une cause majeure, en temps de paix, de mortalité et de blessures aux membres des Forces Armées Canadiennes.

La Semaine de Sécurité Routière sera une autre réussite cette année si chaque conducteur lui donne son support. Le présent coût, des pertes de vie et de souffrances, doit diminuer.

J'encourage tout le personnel de la BFC de Winnipeg à supporter cette excellente campagne de sécurité et je vous demande surtout de pratiquer les règles d'une bonne conduite non seulement durant cette semaine de sécurité routière mais durant toute l'année.



Brain Mulholland



What's

going on here!

LETTERS TO THE EDITOR



Start your Christmas Dec. 1

Youngsters at the Mission in the northern Manitoba community of Brochet believe Santa has two addresses, one at the North Pole and the other at CFB Winnipeg.

For years PMQ residents have donated used clothing, skates, toys, books, small appliances and a variety of other items.

RC padre, Major Gaston Gagnon, says collection of these items takes place Sunday, Dec. 1, 1-4 p.m. You can leave them on your doorstep or call the chaplain's office at 895-5272 or Ken McLeod at 889-8655 for pick-up.

If you wish, you can drop them off at the RC Chapel. Go ahead, make some youngsters' day happy, Dec. 25. You might get a good feeling about it yourself.

Dog Gone

Lost — three-month-old black Labrador on Bourkewood Place. Please call 889-2837. Reward of \$75.00. Terri Beatty (work) 895-5623.

Give your kids something to smile about

The Children's Dental Clinic at the University of Manitoba Faculty of Dentistry has openings for children 14 years of age and under. A full range of dental services is offered, with emphasis on prevention of dental disease.

Treatment is rendered by undergraduate dental students under the supervision of dentists licenced by the Manitoba Dental Association. They are experienced in delivering dental care to children.

For a screening appointment, call 786-3662 between the hours of 8.30 a.m. and 4.30 p.m.

It's bottle time

51st Winnipeg Cubs and Scouts Bottle Drive, Sunday, Dec. 7, 1330 - 1530 hrs, all PMQ areas. If you do not want to be bothered, please leave bottles on porch.

A friendly stranger will visit you

Don't panic; you'll get a notice with the date and time. He'll arrive sometime in the next two months. He'll be calling on all new occupants of married quarters, and he's a representative of the Base Fire-Prevention Program.

Let him in, because occupants are required to make themselves available for the visit. He doesn't want to inspect your home; just talk about various hazards that have had a record of causing fires in married quarters, including those that present the greatest potential for disaster.

Be seasonably fashionable

Santa Suit Rentals — \$20.00 — Chapel of Good Shepherd Ladies' Guild. Call 889-3993 during noon hour or after 4 p.m.

Dear Sir,

We are currently working on a book on the famed "Golden Hawks" aerobatic team which we plan to publish next year. In order to meet our planned release date of mid-June next year we will have to have the book ready for press by the end of February. It is therefore important that we get in touch with as many former team members as soon as possible, and so I am writing to you in this regard.

So far we have been able to contact about a dozen of the team pilots and several members of the groundcrew. There are many more that still remain "lost" to us, however, many of whom are sure to have stories and/or photos which would be valuable additions to our book. If you could publish any sort of call for assistance on our behalf it would be greatly appreciated.

We would also like to hear from anyone who might have photos that they took personally of the team during airshows. Although it will be impossible to avoid using many of the "official" photos of the team, we would like to have as good a selection of previously unpublished photos as possible too.

The format of the book will be similar to our "Squadron History" series, for which I am also enclosing a flyer just in case you are not already familiar with these books.

Thanks in advance for your help. If you could make use of any more of the enclosed flyers, or if you would like

more information concerning the book, please do not hesitate to get in touch with me.

Rick Johnson (Maj. ret.)
The Hangar Bookshelf
P.O. Box 1513
Belleville, Ont.
K8N 5J2

Dear Sir,

May I, through your magazine announce a social event to be held next year? On the weekend of 13 - 15 June 1986 there will be a reunion, open to all P2000/VPI members and their ladies, at CFB Greenwood. The reunion is to celebrate the 20th anniversary of the forming of the P2000 club in 1966.

A variety of social events are planned including a meet and greet on Friday evening and a dinner dance on Saturday evening. Further events are planned for the Saturday to ensure that a good time will be had by all. In order to add international flavour to the event the overseas wings of VPI are being encouraged to participate. The reunion will end officially on Sunday morning following a farewell brunch.

The cost of the weekend will be kept to an absolute minimum and anyone interested is asked to contact the President of VPI at the above address who will forward further details.

A.W.J. Stewart
Squadron Leader
VP 415
CFB Greenwood

How to 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 natural resources. What difference can just one person make? Think about it. If we each saved a little, then we'd all save a lot!

Because 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.

Think Fuel Economy when purchasing a vehicle. Assess your needs, such as size, trunk space, highway or city driving, short or long trips.

Consolidate trips and choose routes with co-ordinated traffic signals. If you can, walk or ride a bike.

Start a car pool for work. 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.

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.

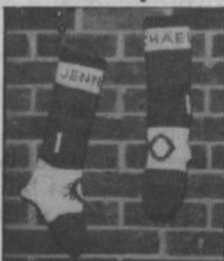
Move smoothly and cruise. Always avoid bursts of acceleration and let your speed fall off as you climb hills.

Look and think ahead to reduce brake use by anticipating traffic and road conditions.

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 on travel time. It's also easier on the nerves!

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."

Add a special touch to your Christmas celebrations!



Knit these unique, personalized Christmas stockings for your loved ones to treasure!

Each Christmas stocking kit makes TWO stockings approximately 49 cm (19 in) long, as shown, and sells for \$11.99.

The kit includes • easy-to-follow graph-style pattern • 100% acrylic yarn in rich shades of red and green, and crisp white • star sequins and beads to decorate the Christmas trees • beads to adorn the holly wreath • bells for the stocking hanger. Suggested knitting needles No. 3-3/4 mm (Canadian size 9) not included.

YES! Please rush:

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<input type="checkbox"/> 3	\$39.47	<input type="checkbox"/> My cheque or money order for \$_____ is enclosed. OR Please charge 1_____ to my
<input type="checkbox"/> 4	\$51.71	<input type="checkbox"/> Master-Card <input type="checkbox"/> VISA Account no. _____
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"Here I am" isn't good enough

The outside world offers a number of new experiences, one of which is the employment interview. It's important because the future course of the next 20 years could be determined by this interview; it represents the crunch of all preparations for retirement. What can be done to make it a success?

Interviewers are continually amazed at the number of applicants who drift into job interviews without any apparent preparation and only the vaguest idea of what they are going to say. Their manner says, "Well, here I am."

A few simple preparations before the interview can help. Some of the things you can do are finding out the exact place and time of the interview and being certain you have the name of the person conducting the interview. Do some research on the company by finding out how old it is, where its plants, offices or stores are located, what its growth has been and how its prospects look for the future. The idea is to give you something to talk about besides yourself.

During the interview the rule is to reply on your own courtesy and good sense. However, be ready for at least

one surprise question such as "What can I do for you?" or "Why are you interested in this company?". If you think they are easy questions to answer without some previous thought, just try it. Keep following the lead and ask some definite questions about the company. The purpose of the interview is to answer two questions uppermost in the mind of the employer; why are you interested and what can you offer. **So be prepared.**

Employed individuals are regular members of a work team. They live a structured life, on the job! Their work day life is planned by the employer — work allocation, coffee break, lunch time and quitting times are stipulated by the employer. When faced with an unusual problem, they can ask the supervisor for advice or direction.

Unemployed individuals enter an unstructured phase of their lives the minute they become jobless — they are no longer members of a work team. They are alone! To succeed in a job search, you must bring structure to your search, you must plan, and you must work at the job search just as hard as you would work at a job.

Have you hugged your dog today?

If you don't give your dog the right amount of attention behavioral problems can arise, says Dr. Gary Landsberg, a veterinarian from Thornhill, Ontario, with a special interest in animal behavior.

The amount of attention your dog requires depends on its breed. No two dogs are the same, says Dr. Landsberg. Energetic breeds that are very active require a minimum of a half-hour of full attention each day. This means long walks, playing fetch and other fast-paced games. In comparison, dogs that are less energetic require a minimum of fifteen minutes of full attention each day. This can be in the form of a long walk as well as chasing games.

However, the amount of hugging and patting you give your dog has to be selective. "If your dog jumps on you 15 times a day and you are reinforcing this negative behavior," says Dr. Landsberg. Similarly, a hug or pat when the dog that this is an appropriate way to get attention. In the long run this will lead to a spoiled and misbehaved dog.

On the other hand, if you don't reward your dog with a pat or a hug when it is doing something right, the dog won't realize that it is behaving correctly. Not enough attention at the appropriate time will mean the dog is deprived. This will lead to stress in the dog and can result in house-spoiling, barking and destructive behavior, says Dr. Landsberg.

Behavior that deserves special attention should be rewarded by 'something novel and tasty' such as a food treat. Treats should be nutritional and should be given sparingly to emphasize the positive behavior yet avoid obesity.

Knowing how much attention to give your dog boils down to knowing your pet's needs. Either too much attention or too little can have adverse effects.

And what about the owner? Well, studies have shown that patting a dog has a calming effect on humans and helps lower blood pressure. So who knows, the next time you hug your dog both you and your dog may benefit.



CRUNCH! — Vigilance and sound driver-safety practices could have prevented this accident and others like it. (BASE PHOTO SECTION)

Age alone no difference in accident causes

CFB Winnipeg is pleased to announce its support to Canada Safety Councils' 30th consecutive Safe Driving Week campaign, and requests the broadest possible support from all, to drive safely and reduce the unnecessarily high number of traffic crashes and their related deaths and injuries.

This year's theme, "Young Canadians Are Responsible Drivers — Help Us Prove It!" identifies the over-representation of young Canadians in traffic crash statistics. In 1984, more than 1,400 persons, age 16 to 25 years, were killed in traffic collisions. All too often the media reports the tragic loss of one, two or three young Canadians dead, as the result of some kind of driving error. What a needless loss of life!

In the province of Manitoba for 1983, the rate between the ages of 15-19 years was fatalities 22; injuries 1,806; and the ages of 20-24 year, fatalities 25; injuries 2,113. When you combine these, we have 47 deaths and 3,919 injuries of varying degrees. What a waste of the most valuable resource we have, the human resource.

As drivers, we face the constant necessity of making a series of vital decisions that affect the well-being of ourselves and others. We are responsible for the results. Therefore, it is our duty to keep our driving habits, attitudes and skills under constant review so that the driving choices we make will be those of a responsible and concerned safety conscious citizen.

Traditional groupings such as the "young," "middle-aged" and the "senior citizen" are far too broad to

indicate the individual differences that have a direct bearing on driver capability and performance. For example, is the eighteen year old any more less likely to be a good driver than the 48 year old if they are both beginners? Maybe yes, maybe no, but one thing is certain, it's not age alone that makes the biggest difference.

The qualities of a good driver are abundant and diverse. Some of the safest drivers on the road are people who drive as a profession on all roads, at all hours and in all weather conditions. Like other professionals, their knowledge and skills are continuously improved through experience and training.

A good driver must have:

Knowledge of traffic laws and regulations.

Knowledge of defensive-driving practices and techniques.

Driving skills.

A vehicle that is mechanically sound and safe.

Good physical and mental health within statutory bounds and a positive attitude.

All of these are critical to safe driving; however the most important ingredient is the drivers' attitudes. Even if a person rates high in all other good driver qualities, a poor or negative attitude could be disastrous.

It is time to resolve to improve our skills and to conduct ourselves in the traffic environment so that we will contribute to its safety rather than its risk; not only during Safe Driving Week, but every time you get behind the steering wheel of your vehicle. **Think!**



SEVENTY-FIVE BLOOD DONATIONS — Master Corporal F.P. Woodward, right, of the Base Physical Education and Recreation staff, is presented with a 75th Blood Donation Certificate by the Hon. Eugene M. Kostyra, at Government House. Mr. Kostyra's portfolios include Cultural Heritage and Recreation and Industry, Trade and Technology. (CPL. JULIEN DUPUIS, BASE PHOTO SECTION)

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Get fit

I would like to welcome you to a new and, I hope, informative series of articles on fitness. The first article will be on Energy.

What does energy have to do with fitness? Almost everything. The body has to spend energy to get fit. In return, the body's energy capacity improves dramatically as a result of being fit.

Facts

Everything the body does requires energy — from sleeping and eating to climbing a mountain. In a sense, the more energy we have, the more we can get out of life.

There is a direct and dynamic connection between fitness and human energy. Put simply: to have to get up and go you have to get up and go. This is because the body is an adaptive mechanism. Fitness adapts "up" by improving its overall capacity for energy production. Not only do you

have a greater energy capacity; everything you do takes proportionally less of what you have.

The kilojoule (kJ) is the basic measure of energy. It is now used in place of the Calorie — one Calorie equals 4.2 kJ. Along with nutrients, all foods contain a certain amount of energy. Different foods have different energy contents. For example:

- 1 cooked egg yields 315 kJ
- 1 carrot yields 105 kJ
- 1 slice of cherry pie yields 1470 kJ

Similarly, all human activity involves an expenditure of energy, also measurable in kilojoules. For example, in a 15-minute period, a person weighing 70 kg would spend approximately:

- 68 kJ while sleeping
- 95 kJ while eating
- 142 kJ while washing dishes
- 840 kJ while running

The above examples show us that vigorous physical activity requires a large increase in energy expenditure. The running body uses over 10 times more energy than a body at rest. It is this kind of increased energy demand — sustained for relative short periods of time (15 to 30 min) — that makes fitness and energy grow.

Next edition I will show, with the help of an example, what improved energy capacity means.

The Fit Nut

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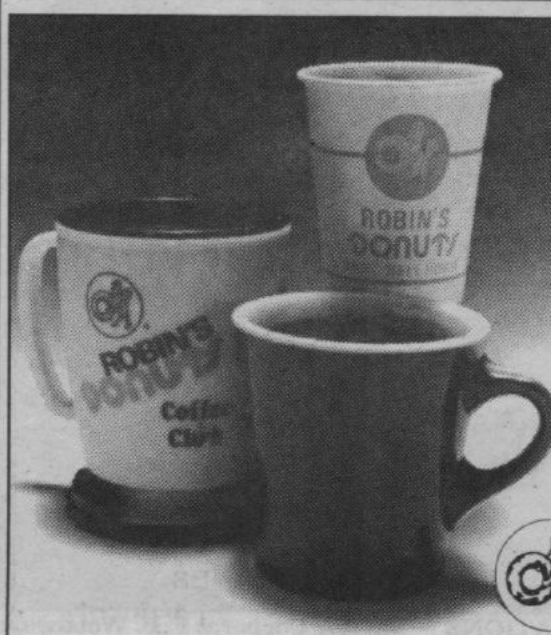
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RCR WOMEN BOOST BLIND FUND — Base Security Officer, Capt. C.P. Minotti, right, accepts a \$250.00 cheque for the Military Police Blind Fund for Children. Making the presentation are Conny Cleveland and Bonny Whitehead, wives of members of the 3 RCR Warrant Officers and Sergeants Mess. Both spent many hours making a hand-made quilt for the mess as a fundraising project.



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3 RCR gears up for Cyprus tour

Royals gear up for Cyprus tour

As we enter our second winter of garrison in Winnipeg, everyone in the 3rd Battalion, The Royal Canadian Regiment is well aware of what is expected of him at this time of the year. Right now the emphasis is being placed on TQ4 courses run at the unit level. These courses are six to eight weeks long and include Assault Pioneer, Armoured Defence, Basic Communicator, Driver-Track, Driver-Wheel, Mortars, Recce. patrolman, AVGP (which is new to the Battalion due to our upcoming Cyprus tour of duty) and Machine Gun.

The courses are currently conducted at various locations throughout Manitoba, including Kapyong Barracks, St. Charles Ranges, CFB Shilo and Minaki. As well, Camp Dundurn, Saskatchewan also is being utilized.

At this time the Battalion is also heavily involved in preparing for our upcoming United Nations tour of duty in Cyprus (March to September, 86). The second of three departure assistance groups is well underway and will be completed in December. In the meantime, everyone is patiently waiting for the final slate confirming who will (and who will not) be serving six months of duty in the Mediterranean. The last time the Battalion was in Cyprus on a United Nations tour of duty was nine years ago; however, very few current members of the Battalion were present at that time.

Battle-Fitness training

Four days a week the Battalion is continuing with Battle Fitness training in lieu of a daily sports programme. Training is conducted for one hour at the end of each day, with the emphasis placed on a Fit-to-Fight programme, involving load carrying equipment and oriented to the development of the necessarily aggressive attitude of an Infantryman. We are also beginning our winter sports programme, consisting of ice hockey, volleyball, floor hockey, water polo and biathlon.

The last Battalion parade featured a number of presentations by Major A.A. Peterson, Deputy Commanding Officer. Firstly, Pte. A.H. Best and Pte. L.E. Button both were promoted to Corporal. Secondly, Sgt. G.S. Harrington and Sgt. B.E. Hanson both received their CD, while WO B.A. Dunn received the clasp to his CD. Last presentation was made to MCpl. C.S. Hann, two citations for service with the U.S. Navy while serving as a cook in Argentia, Newfoundland.

With a month and a half left to go in 1985, the Battalion is looking forward to some well deserved Christmas/Regimental Birthday parties, as well as a little pre-Cyprus Christmas leave.

Pro Patria

Flyers come to life

On Sunday, 17 Nov, the Flyers journeyed west to Shilo where they took on the Stags, CFB Shilo's base hockey team. Dave Ready scored the winning goals as the Flyers thoroughly outplayed the Stags, beating them 7-4.

For the Flyers, it was their first full contact game of the season, but none of the players seemed to have forgotten where the corners are; nor had they forgotten how to hand out their share of body checks.

In a spirited contest that saw referee, Helmut Holzkopf, assess 98 minutes in penalties, the Flyers demonstrated that they are not only serious about winning at this year's Regionals, but quite capable of doing so.

Kevin Verschoore opened the scoring one minute and 54 seconds into the game. Pete Loftis scored twice and Bill Mopn added a single as the Flyers opened up a 4-0 lead before heading to the dressing room.

In the 2nd period, the Stags cut the Flyers lead to two goals before Ready put away the eventual game winner at 18:41. The Stags closed out the period, scoring once more with 26 seconds remaining.

The 3rd period saw the Flyers lead shrink to one goal as the Stags, trying to stage a comeback, tallied once more to make this score 5-4. But Verschoore put the game out of reach, scoring his second and third goal of the game.

Note:

Flyers were without left-winger Michel Caron, who was injured Saturday night during a 4-2 loss to the Villains. Caron has a separated collar bone and expects to be out of the Flyers line-up for about three weeks. Mike Graham will be out of the Flyers line-up for an indefinite period because he broke his left index finger Sunday against the Stags.

CFG WHL Standings

Team	Won	Lost	Tied	Played	Points
Old Timers	5	2	0	7	10
Braves	5	1	0	6	10
Flyers	1	6	0	7	2
Arrows	2	4	0	6	4

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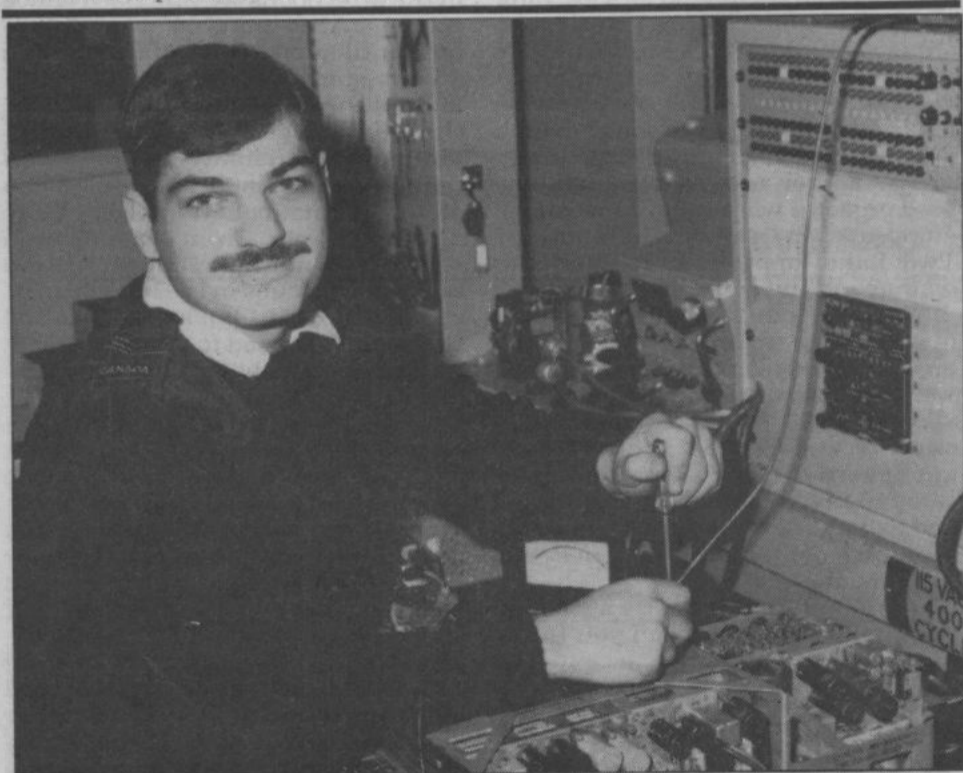


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ACCELERATED PROMOTION — Corporal Donald R. Tessier of Base Transport heads out on a bus detail with an accelerated promotion to that rank, effective Sept. 3 (BASE PHOTO BY PTE. NICHOLS).

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Exercise Deep Paddle '85

Base group tackles White Shell in Sept.

By MONICA ALBERT



ADVENTURERS AT WHITESHELL CAMPSITE — Front, with paddles, Donna Collins; first row (kneeling): Donna Morin, Nancy Shay, Ron Dyck, Sye St-Cyr, Jackie Johnson and Neil Franklin; second row (kneeling): Bernie Shoflay, Rachel Lavoie, Monica Albert, Marg Crowley, Mike Cooper and Bill Coffin; third row (standing): George Holland, Allister McIntyre and George Weber; Rear row (standing): G. Jones, Olly Oulette Roger Benoit, Gerry Trevens, Dave Wilson, Randy Chartrand, Dave MacNeil and Cam Forest.



Adventurers shove off on a wood-cutting expedition.

Experience Lake Mantario — What a feeling! Wondering how to do it?

First, you start with 12 canoes, 21 privates and corporals, a major, captain and a warrant officer, and enough food and supplies for one week.

Next step is to find a suitable area to do some serious canoeing, and what better place than the Manitoba's Whiteshell Provincial Park, on the Ontario-Manitoba border?

We started off at a campsite on the shore of Whiteshell Lake. We got to the campsite by bus. Everybody was pretty excited about shoving off, but first we had to distribute all the food and supplies evenly amongst the 12 canoes. We tied down most of the equipment so that we wouldn't lose anything. Everyone had already applied silicone on their boots, and made sure that feet were comfortable, because we had a long trip ahead of us.

We pushed off shore at noon and it soon became apparent to the leaders that a few of us needed more experience, because we were going around in circles. We were soon straightened out and proceeded to paddle 3 1/2 miles across the lake. The setting was beautiful, with trees in various fall colours bordering the lakes and large rocky islands here and there.

Finally, we were on our way! I had a feeling that this would be a learning experience and I'm sure I wasn't the only one thinking this way. We made it across the lake without too much difficulty, but the first portage was nearly two kilometers long, over a long hill and through a large boggy area. Another two portages and our poor muscles were relieved when we stopped overnight on the shore of Two Lake, approximately half the distance to the cabin.

After a good night's sleep, an early invigorating swim and a hearty breakfast cooked over a campfire, we were on our way again. We crossed approximately 14.7 kilometers of lake and we portaged across six kilometers of terrain, but it actually came to much more, considering we had to make several return trips over each portage, hauling supplies and equipment.

I will admit that it wasn't a piece of cake, however, just when you think

you are going to cave in, you find some spare energy to keep going. There was no resting until we reached our destination. It's amazing what you can accomplish when you don't have any choice. I think what really helped is that everybody worked together; the cooperation helped the trip go smoothly.

We made it to the lodge on the afternoon of the second day, and I can tell you that the lodge was a welcome sight. We didn't rest right away, because we had to unload our canoes, put our stuff away and get the cabin organized. Then, we were required to exercise canoe rescuing techniques in the frigid water, so we reluctantly put on our bathing suits and got it over with. Each canoe was required to tip three times daily for the entire week, which developed quick reflexes, rapid rescues and self-confidence.

Sauna in the wilderness

Afterwards we warmed up in the sauna. Yes, you read it right, a sauna right in the middle of all that wilderness! Best sauna I've ever tried; I always felt as good as new when I emerged. It was nice on our sore muscles; it made us forget that five days later we'd be on our way to do it all over again.

We kept busy all week but it was fun most of the time. In the mornings we did orienteering exercises over water and through dense brush, and in the afternoons we practised canoe rescues. After that, we were on our own until suppertime, but there was always something to keep us busy. Most of the people went fishing, with the majority being successful. Mmmm, the fish were sure tasty, thanks to our wonderful cooks who all took turns; believe me they were a welcome relief from IRPs. It even snowed one morning, but we still did our canoe rescues in the afternoon. It was a little chilly, but after the initial shock you got used to it pretty quickly. At least we obtained an appreciation of hypothermia.

In the evenings, we gathered around the kitchen table and shared bits and pieces of ourselves. One evening we talked about our background, the reason for joining the Canadian Forces, our trade and our interests. Another evening we told our favourite jokes, while yet another, our most embarrassing experience. It was pretty interesting and we shared quite a few good laughs and got to know each other quite well. We were even lucky enough to have a few clear nights when the Milky Way was truly spectacular. You could sit there for a long time by the water's edge just watching the stars. The tranquility itself was unbelievable; you could really relax and do a lot of thinking.

I had a wonderful time and I'm sure everybody else did also. I've never felt so alive and healthy before. All that fresh air and hard work really paid off. It was a lot of fun, we worked hard, but in the end it was worth every minute. The group became very close and supportive and a lot of friendships were cemented.

It was nice to finally get home but it was sad seeing our little adventure come to an end. If ever I get the opportunity again, I do want to go back. It's something that everyone should get a chance to do at least once in his/her lifetime. The best way to know what I mean is to try it yourself.

Like Major Holland said: "It's my favourite pastime." Besides, it builds character.

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Yes, *Osair* does welcome letters to the editor



Old philosopher sez:

A wizened, sharp-eyed old gent strolled into the Voxair office at deadline time for this edition and, despite the pressures of the moment, the editor stopped to listen.

The conversation ranged over a variety of topics, including the recent controversy over the Voxair Vic-Vixen feature that was canned after one edition.

Lack of space does not permit a full account of his remarks, but here are a few it was decided to squeeze in.

- * The pension is mightier than the sword.
- * There's a 50 per cent chance of anything; either it happens or it doesn't.
- * If you actually look like your passport photo, you're not well enough to travel.
- * If at first you don't succeed, you're running about average.
- * Life is what happens to you while you're making other plans.
- * I'd rather have a bottle in front of me than a frontal lobotomy.
- * Just about the time you've accumulated enough knowledge to get by, you're too old to remember it.
- * One advantage of getting older is that there are always more younger women around.
- * You can get just as drunk on water — as on land.

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ACCOUNTABILITY AND A FLIGHT PLAN FOR THE FUTURE — Commanders and commanding officers throughout Air Command meet in Winnipeg, Oct. 28 - Nov. 1 for the Commander's 1985 training session for Group, Base and Detachment commanders and Station and Radar Squadron commanding officers. Senior Command Headquarters staff briefed new base commanders and station commanding officers for the first two days, followed by two-and-a-half days of briefings for all by senior staff from National Defence Headquarters and Air Command Headquarters. The commander of Air Command, Lieutenant-General D.M. McNaughton front row, centre, opened the session with a "state-of-the-nation" address, emphasizing the theme of accountability, and concluded with a presentation on Project 2010, "a flight plan for the future." (Base photo section)



NEW SKIPPER FOR CHIPPAWA — Commander Robert Siemens, left, looks on as former Chippawa CO, Cdr. Brian Duggan signs transfer of command documents. Right is Commodore W.N. Fox-Decent of Winnipeg, Senior Naval Reserve Advisor. Cdr. Siemens is Chippawa's 20th CO. (BASE PHOTO)

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Maurice Cardinal Roy

An old soldier-priest dies

An old soldier-priest dies

Flags on all federal government buildings, DND establishments and HMC ships in the Quebec region were lowered to half-mast Oct. 28 to mark the passing of the 80-year old priest-soldier, Maurice Cardinal Roy.

Dignitaries of church and state gathered in Quebec City's Notre Dame Cathedral for the Mass of the Resurrection and the final Act of Commendation.

Who was he?

The events of his official life run kaleidoscopically, one into the other. Born January 25, 1905; ordained priest June 12, 1927; he held doctorates in both theology and philosophy. He was a Canadian Army chaplain from 1939-46, rising to the rank of colonel.

Jacques Castonguay left us this picture of the Canadian Army chaplain, Father Maurice Roy, then in his mid-30s, who served with the Royal 22nd Regiment (Van Doos), KCCanadian Reinforcement units, 1st Canadian Corps and the First Canadian Army.

After a stay in England, he took part in the Italian and Northwest Europe campaigns. Just as his tact and simplicity had been impressive behind the lines, his courage and dedication were noteworthy on the battlefields. He was Mentioned-in-Despatches May 31, 1945.

His decorations included the Officer of the Order of the British Empire (1945); Commander of the Order of Leopold, with palm, and the Belgian Croix de guerre, avec palm (1948); Commander of the Order of Orange-Nassau (1949); Commander, with plaque, of the Equestrian Order of the Holy Sepulchre of Jerusalem and Grand Prior of the Lieutenancy of Quebec (1955). The list goes on.

Ecclesiastically, he was named the bishop of Trois-Rivières, February

22, 1946; elevated to the Metropolitan Sea of Québec, July 1, 1947, and enthroned July 24, 1947. He was Vicar to the Canadian Forces from June 8, 1946, until he was succeeded, March 12, 1982, by Bishop Francis Spence. He was named Primate of Canada, January 25, 1956, and created cardinal, February 22, 1965.

Behind all these honors remained the simple, brilliant and steady soldier-priest, ever faithful to the end.

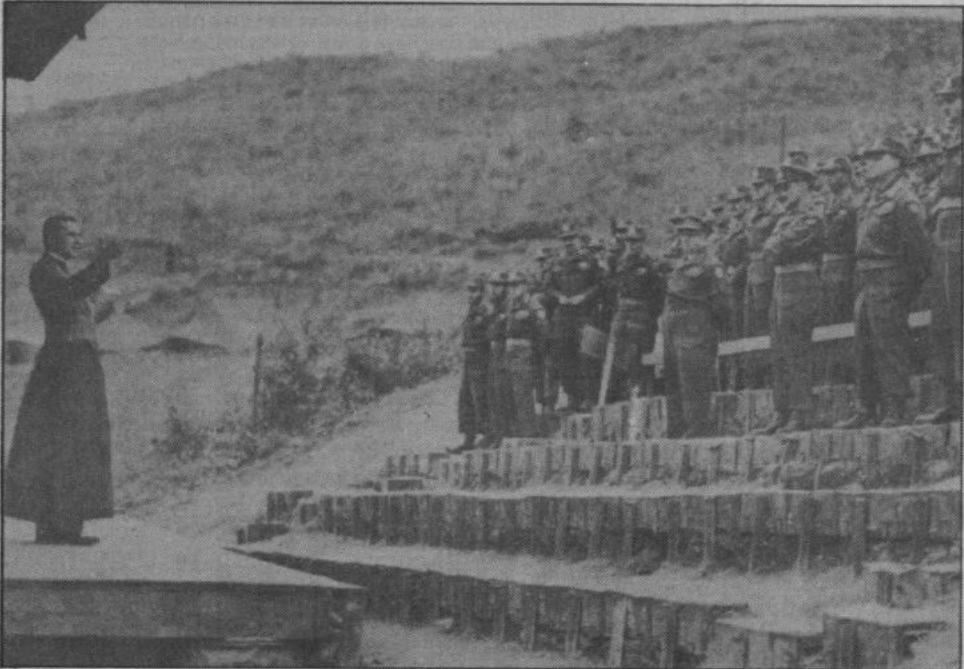
I had last seen him two years ago at our annual Chaplains' Retreat and Seminar. A staff car drove him to CMR de Saint Jean for dinner. He then looked very frail, but his voice still could carry. He loved this annual outing to the chaplains' dinner, especially since his retirement in 1981 as Archbishop of Quebec and in 1982 as Military Vicar.

A churchman of simple faith and deep thought, I can remember him a few years ago speaking to chaplains in this vein: The Military Vicariate is so spread out that there is the always present fear that chaplains might become isolated and remote. Hence the law of charity and hospitality devolves more upon chaplains' shoulders than on any other clergy grouping.

I think that our military chaplains took him very seriously on that point. I can remember an old picture of him visiting the troops overseas, a faded picture of the past, but the reality remains clear, unfaded, and still obtains today, a chaplain being to and visiting his people. Cardinal Roy exemplified that, a quiet visit, a gentle smile and serene face, pleasant converse, momentary stops with people.

One felt his presence.

May the good Lord be gentle to him in death as he was gentle to all his chaplains and people in life.



SOLDIER-PRIEST — Maurice Cardinal Roy visits the 2nd Battalion, Royal 22e Regiment (Van Doos) in Korea in 1951. (CANADIAN ARMY PHOTO)

R.C. chaplains meet in Winnipeg

Catholic chaplains of Air Command met in Winnipeg 29 - 31 October for their Annual Professional Development Session.

Special theme this year concided with that of International Youth Year, and for this Rev. Ronald Léger of St. Vital headed the workshop "Ministry to Youth."

Highlights of the special training session included an address by Lieutenant-General D.M. McNaughton, Commander of Air Command, and a special Mass at Our Lady of the Airways Chapel, celebrated by His Grace, the Most Reverend Antoine Hacault, Archbishop of Saint Boniface.

Gen. McNaughton spoke of the role of the chaplain in Air Command. Archbishop Hacault spoke of the former Vicar to the Canadian Forces, Maurice Cardinal Roy, who died in October, and of the challenges the Gospel affords in ministering to youth.

Another plus for the session was the presence of CFB Winnipeg C.W.L. Council ladies, who knew and served the chaplains during the talks.

Father Colin Campbell, the Chaplain-General, spoke on the value itself of the gathering of chaplains, while the Command Chaplain, Father Emile Landry, underlined the positive aspects of ministry in Air Command.

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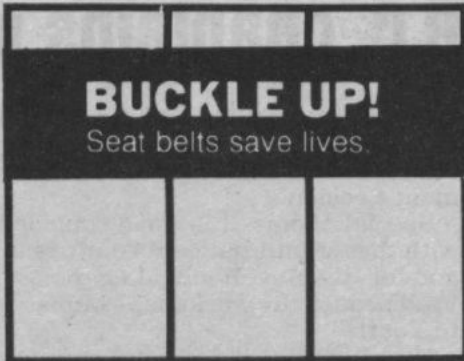
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By Russ Kisby

Psssst!
 You over there, dipping into that peanut buster cup!
 Why so secretive? Ashamed of that gooey mound of whipped cream and fudge? What's that? You also just finished a double fatburger with cottage fries and a shake?
 I see the problem.
 But I've got some good news for you. Put down that creamsicle and I'll tell you.
 You see: there's no such thing as "junk" food.
 Every food has some nutritional value. There's something in every mouthful of whopper and mcwhatsit the body can use — and the body needs 44 different nutrients.
 The problem isn't food quality, exactly — it's food quantity.
 Eat too much of anything — and, the catch is, with some foods a little bit can be too much — and you throw your diet out of whack.
 Your diet needs balance and moderation. See, there's no reason you can't knock over some knockwurst as long as you don't eat too much of it and as long as you're getting your veggies.
 North Americans tend to get too many calories from fats — not enough carbohydrates. Send back that sirloin

and consider a small plate of pasta instead.
 In fact, why not aim for an overall diet that gives you 35% of our calories from fat, 50% from carbohydrates and 15% from protein over the course of a week?
 Unless you have special dietary requirements? Do you? You need a lot.
 I know, I know: what's the use of eating double-cheese pizza if you can only have two forkfuls?
 The answer has as many tiers as a wedding cake; first, you are enjoying the treat; second, you're doing your body a favour; third, if you understand that overeating probably reflects an inability to deal with various anxieties, you'll be on your way to a better emotional life.
 Want more? OK: fourth, you'll probably lose weight; fifth, if you do, friends and relatives will admire and envy you; sixth, you'll feel so accomplished and proud, you'll buy new clothes.
 You see — eat fewer popsicles and you'll have better pants.
 By the way, may I have a taste of your banana cream pie? Please? Ah, c'mon!
Russ Kisby is President of PARTICIPaction, the Canadian movement for personal fitness.

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Christmas with Aloette

By JANE LAWRENCE

As we all know, Christmas is only a short time away. Do you find yourself in a bind this year wondering what to purchase for that special someone? Or maybe you're like most other people, trying to stretch your dollars almost beyond reach.

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By booking an Aloette show with me, you can solve all your Christmas gift worries and also be on the way to making a new independent financial start for yourself and family.

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Legendary Art Scholl crashes in Pacific Ocean

Internationally-acclaimed pilot Art Scholl, son-in-law the Winnipeg-based Western Canada Aviation Museum director, A.C. (Bill) Emmett, lost his life in an accident of unknown cause while performing in a movie production off California.

Reports say that he was performing in the movie "Top Gun" seven miles off the California coast. He was married to Mr. Emmett's daughter, Judy.

Well known in Canadian and international aviation circles, he last performed in Manitoba at the 1984 Maple Leaf International Air Show in Gimli.

At the time of the tragedy, sources say he radioed his chase plane pilot with the message that he had a "problem." Shortly after he relayed that he had a "very serious problem." That was the last transmission before his aircraft plunged into the ocean.

In a career spanning 25 years, he became one of aviation's legendary figures with an unrivaled reputation as an airshow performer and aerobatic competition pilot.

As a member of the U.S. Aerobatic Team for nine consecutive years, he flew in competition in Russia, East Germany, England and France, ultimately winning the U.S. National and International Aerobatic Championships in 1974-75.

His credentials included degrees of bachelor of science, master of arts and a doctoral in aeronautics.

At air shows, Scholl and his Super Chipmunk performed gruelling manoeuvres such as the outside loop to ground level and the "lomcevak," Czech for headache. It's a manoeuvre that Communist bloc countries once outlawed because of its extreme risk to pilot and airplane. It was his trademark, performed with red, white

and blue smoke streaming from the tail and wings of his Chipmunk.

Chipmunk once RCAF trainer

The Royal Canadian Air Force used the DeHavilland Chipmunk as its basic trainer after the Second World War.

Scholl rebuilt and modified the original Chipmunk so extensively that the manufacturer no longer recognized it as one of its own. The wing had 18 inches cut from each side, the rudder had been enlarged and a powerful 260 h.p. engine installed.

In addition to smoke grenades, camera mounts and fireworks, his Chipmunk also packed along a flight recorder installed by NASA. It recorded that Scholl had withstood 12 positive and 8.5 negative Gs.


Scholl performed his aerobatic manoeuvres in more than 200 movies, as well as TV programs and commercials. A crowd-pleaser that entertained millions was his small dog called Aileron (after the hinged movable part of an airplane wing), a six-year old pooch "with no special pedigree or history of champions," said Art.

Aileron, however, had a personal resume that would have made Benji and Lassie jealous, showing off her talents in the air and on the ground. She sat on Art's shoulder, parrot-like, or on the wing-tip of his Chipmunk as he taxied in after an air show. She even flew in his Chipmunk to do loops, rolls, hammerheads and Cuban 8s.

Some of his numerous movie credits include The Great Waldo Pepper, ABC's Wide World of Sports, Matt Houston, That's Incredible, Johnny Carson's Tonight Show, CHiPs, Incredible Hulk, Six Million Dollar Man, and Jonathan Livingston Seagull.



ART SCHOLL — AEROBATIC PILOT — In a career spanning more than 25 years, Scholl became one of aviation's legendary figures with an unrivaled reputation as an air show performer and competition aerobatic pilot. As a member of the U.S. Aerobatic Team for nine consecutive years, he flew in Russia, East Germany, England and France, ultimately winning the U.S. National and International Aerobatic Championships in 1974-75.

 If you find mistakes in this publication, please realize that they are there for a purpose. We try to publish something for everyone, and some people are always looking for mistakes!

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