



Free
 Base Chief said Page 2
 Grips 'n' Grins Pages 6-7
 Sports Page 9

CFB/BFC Winnipeg

11 May 1988

Can You Name This Aircraft? It's a CL-84

In the March 30th issue of Voxair, we published a photo of a mystery aircraft. Among the many replies received was Bill Brown's of the Restoration Department of the Western Aviation Museum. He has provided us with the following story.
Editor's comment

The CL-84-1 V/STOL aircraft was developed from the prototype programme specifically for evaluation by the Canadian Armed Forces in a large number of operational roles as well as V/STOL training.

The aircraft is designed to be flown by one pilot. Dual controls and side-by-side seating are provided for a check pilot or observer on the right side. Every effort has been made to minimize the pilot's work load. The aircraft is flown in all flight modes by conventional stick, rudder pedals, and single power lever. There is no collective pitch lever.

Aft of the crew compartment is a rear loading passenger/cargo compartment which has complete seating provisions for 12 passengers.

The wing on the CL-84 is hinged at the 45% chord station and is rotated by means of a hydraulic ballscrew actuator. It can be tilted to a maximum of 100°, allowing hover in a 30-knot tailwind. The low aspect-ratio



The CL-84 Tiltwing V/STOL was developed in the mid-sixties for transport and search and rescue evaluation. Four aircraft were built prior to termination of the experimental program in 1974, one sample being donated to the National Aviation Collection and one to the Western Canada Aviation Museum in October 1985.

constant-chord wing is almost entirely immersed in the slipstream and employs Canadair-developed leading and trailing edge flaps along the entire span. The flaps and variable-incidence horizontal stabilizer are automatically programmed with wing tilt to reduce pilot attention and effort during transition.

Power is supplied by two Lycoming T-53 turboshaft engines which are currently in widespread use in both military and civil helicopters. Two interconnected 14-foot four-bladed lightweight glass-fibre propellers provide vertical lift and forward propulsion. In the event of engine failure, or if one engine is shut

down for economical cruise, the dead engine is automatically de-clutched from the system and both propellers receive equal power from the remaining engine.

The landing gear is retractable and has dual wheels on main and nose wheel assemblies. Its design, combined with low footprint

pressure, permits usage on unprepared terrain. Each main wheel assembly is equipped with hydraulic disk-type brakes operated from the rudder pedals. Effective ground steering is provided by rudder pedal authority over differential propeller pitch and normal use of main wheel brakes.

BAMEO Airwoman of the Month



Corporal Grant accepts congratulations and the reservation to Maj Tudor's privileged parking spot for her selection as BAMEO Airwoman of the Month — May 88.

On 19 Mar 88, four visiting F-18's stopped into CFB Winnipeg on their way down to an exercise in Florida, USA. After being refueled, one of the aircraft had an unsafe indication for the hydraulic system on start up. The indicated pressure in the system was low and the equipment required to get it back up was not held in Winnipeg.

Cpl Sylvie Grant (#1 Crew, ASO/TTT), an airframe technician, was summoned from 10 Hangar as she had previously worked on F-18's in Cold Lake, Alberta when they first came into service. Despite the lack of equipment and not having worked on the system for a number of years, Sylvie managed to get the pressure in the system back, thus allowing the aircraft to continue towards its mission with minimum delay.

For her professionalism in dealing with the problem, and commitment in completing the job right to the point of seeing off the aircraft, Cpl Grant is BAMEO's Airwoman of the Month for May/88.

Sylvie is married to another "rigger", MCpl Colin Grant of #3 Crew, ASO/TTT and they have two kids. She will enjoy the use of Major Tudor's executive parking space for the month as part of her gift package.

...and the Dak goes on

The venerable Dakota, a familiar sight at CFB Winnipeg, is nearing the end of what has been an extremely long tenure with the CF. Recent developments have indicated that the upcoming Depot Level Inspections will not have a contractor to perform them, and the DC-3 will most likely see its flying cease entirely sometime in 1989.

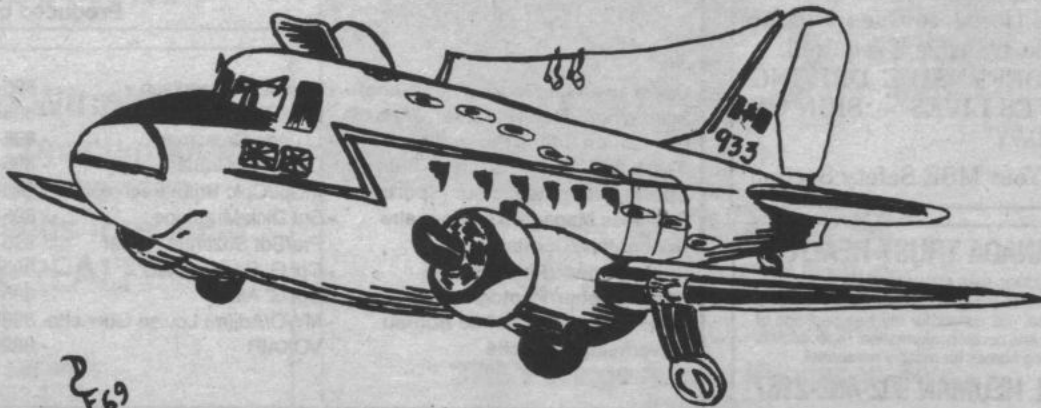
In an effort to provide a bit of history of some of the remaining fleet, this will be the beginning of a short series of articles. Specifically then, the background of Dakota 12933 as it appeared in Beartrax Oct '86 (researched and

submitted by Sgt K. Boswell and Cpl R. Schwindt of 402 Sqn).

Dakota 12933 was manufactured by Douglas Aircraft in Oklahoma City in 1944, with Douglas Constructors No. (C/N) 13383, as C-47-ADK, and delivered to the U.S. Army Air Force on 22 May 44 as Serial No. 42-93468. Four days later (on 26 May 44), it was transferred to the Royal Air Force in Montreal and assigned Serial No. KG623, as Dakota MX III. On 31 May 44, it was transferred to 437 Squadron in Croydon, Surrey. Ownership was transferred to the Canadian Government on 16 Jun 46, and to the R.C.A.F. on 9 Sep 46. In 1952,

it was flown by 1 ANS in Winnipeg and was assigned I.C.A.O. Code VC-GSG. It was reassigned Serial No. 12933 in 1970, when the CF decided that all Dakotas would become "CC-129" instead of MK IV ST, MK III MN, MK III N, etc. Until 1979, Dakota 12933 was flown by 429 Squadron as a radar trainer. Since 1979, it has been flown by both 429 and 402 Squadron as part of the transport configuration.

Dakota 12933 at present is approximately 150 flying hours from her Depot Level Inspection, and is forecast to see her last CF flight sometime this year.



269



The Base Chief Said...

Quincy and I get a lot of calls and letters. I thought for awhile that we were going to be like "Dear Abby", "Ann Landers" and/or "Miss Lonelyhearts". However, no one has asked for any advice on their love lives, and thank goodness for that. Quincy couldn't answer those questions anyway, because he's still celibate. I think...

Anyway, I'd like to use this column to share a few of those letters, and calls with you. Ah! Here's one to start it off.

This one came in the form of a phone call. It was in reference to the Air Reserve Group Change-of-Command. The call went something like this: "I noticed that the rehearsal for the change-of-command parade is Saturday, 30 Apr 88. The dress is listed as Dress-of-the-day. As I normally wear civies on Saturday, can I wear civies for the practice?"

My answer to this individual was short and sweet. "No! and stop bothering me with this kind of crap". As a matter of fact, I think that term should be explained. What it means essentially is "Duty Dress of the Day". Or what you would normally wear to carry out your duties.

We get nasty-grams from people too! One such letter was sent by an individual who was most annoyed with the way we publish the dress for parades, guards, etc. His complaint was that we use numbers to identify dress, and he was not familiar with the current dress regulations.

I shall try to simplify it, as I did for him. First of all, let's assume

that everyone is familiar with the orders of dress for the CF uniform, and concentrate on the DEU's.

All DEUs have the same Numbers, Air Force, Army and Navy. No 1's, are full dress, with medals and accoutrements, meaning white webbing, white gloves, etc. No 1A is the full uniform with medals and no accoutrements. Of course, the Army would wear either tans or greens depending on the time of year. The navy wear the full navy rig, that is dark blue uniforms.

No 2's refer to mess dress. No 2 is the mess kit, and no 2A is the service uniform with plain white shirt, or blouse, with bow ties for the gentlemen.

No 3's are the full uniform with no medals. No 3A is the long-sleeve shirt with tie, which is not to be worn outside buildings. No 3B is the short-sleeve order of dress, and No 3C is the sweater orders.

This is pretty neat stuff, because a person could be in several orders of dress in a matter of minutes, by just removing a few items.

The following letter was received during the optional period of summer dress, it went like this:

Dear Base Chief:

"I have a question that I hope you won't think is stupid. My question is, can I wear an Air Force tartan dickey (neck-scarf) with my Air Force short-sleeve order of dress? If not, how am

I going to cover up my "T" shirt?

Signed: Cold neck in 10 hgr"

Dear Neck:

"The answer to your question is easy, NO! You can not wear a dickie with your Air Force short-sleeve order of dress. Therefore, to solve your other problem, either take your "T"-shirt off, cut the neck, buy only "V"-neck shirts, or wear an undershirt.

Let me assure you that there is no such thing as a stupid question. Although yours comes very close!

fps/BCWO"

Now to prove to everyone that I do not always practice what I preach, here's some food for thought. Let's call this item, "CRITICIZE PRIVATELY... PRAISE QUICKLY.

The surest way to earn a persons hatred is to bawl him/her out in front of others. If you have to criticize anyone be sure you don't do it while you are angry. Cool off and think things over first. Otherwise you may say things you will regret later. Then take him/her aside where you can talk privately without being heard. Don't criticize him/her in front of others.

If you want results, don't light into him/her. Tell them very calmly what's wrong and ask the reason for it. That way, if he or she is in the wrong, they are much more apt to admit it. And that's the important thing, for the person to see his/her own error.

With praise, it's different. If a person has done something good, tell them in front of everybody. The more people who hear it, the happier that person will be.

When a person has done something good, make a point to tell his/her friends and associates about it. You can be sure the good word will get back to them.

I hope Gary reads this column, because that "Bud's" for you.

Canada Health Day '88

Have you ever wondered what you can do to become more involved with your own health care? Find out how you can take charge of your health by visiting this years' Canada Health Day displays.

The Base Hospital in conjunction with other units on Base has organized various demonstrations and booths centered on your health. Members involved will be available to answer any questions you may have. This function is open to both military and civilian personnel.

In order to make it more available to you, we will be holding this event at three different locations around the Base as shown in our ad below. So come along and bring a friend. Hope to see you there!



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Lt. Hollett Local 5780
Evelyn Richards 943-4194 (Occupational Health Nurse)

Urgently Seeking Divers!

In August 1969, a group of Scuba Divers from the North Bay Aqua Jets recovered an old flying boat from the bottom of a lake in Northern Ontario. The aircraft was an HS-2L, number 3 in the civil aviation registry in Canada (G-CAAC), the first bush aircraft in Canada, called "LA VIGILANCE".

The National Aviation Museum has now restored "LA VIGILANCE" and plans to unveil it in a special ceremony at the new Aviation Museum in Ottawa on the 13 of May 1988.

A special invitation has been forwarded to the divers involved in the recovery. They were (rank as of 1969):

Cpl Rich Bouffard
Cpl Vic Yankee
Cpl Bob Braund
Cpl Terry Clarke

It is requested that anyone who knows the whereabouts of these divers please contact TOM CALOW in Ottawa at (613) 957-6350 or (613) 733-1231.

The new Aviation Museum officially opens 17 of June, 1988 and all personnel are invited to come and see one of the main attractions: "LA VIGILANCE".

This display was made possible in part, by members of the Armed Forces.

LA VIGILANCE

En août 1969, des membres du club de plongée *The North Bay Aqua Jets* ont recouvert un vieil hydravion du fond d'un lac du nord de l'Ontario. L'avion était un HS-2L, le numéro 3 dans le registre de l'aviation civile au Canada (G-CAAC), premier avion de brousse au pays. Il s'appelait "La Vigilance".

Le Musée national de l'aviation a restauré "La Vigilance". On en fera le dévoilement lors d'une cérémonie spéciale qui se tiendra au nouveau musée de l'Aviation du Canada à Ottawa le 13 mai prochain.

Une invitation spéciale a été envoyée aux plongeurs qui ont participé au recouvrement. Il s'agit des caporaux, grades de 1969, Rick Bouffard, Vic Yankee, Bob Braund et Terry Clarke.

On demande à quiconque qui pourrait fournir des renseignements aidant à localiser ces plongeurs d'en informer M. Tom Calow à Ottawa au 957-6350 ou au 733-1231.

Le nouveau Musée national de l'aviation ouvrira officiellement ses portes le 17 juin prochain. On invite tous et chacun à venir voir une des principales attractions: "La Vigilance".

Cette exhibition a été rendue possible en partie grâce aux membres des FC.

DEPENDENTS



The CFB Winnipeg MSE Safety Section will be conducting a Defensive Driving Course for the dependents of personnel now serving at this base. It will be open to all dependents who are in possession of a valid provincial drivers licence. The course will be held in Bldg 87, the Base Transportation Safety classroom from 1800 to 2100 hrs on 30 and 31 May 1988. We will seat a maximum of 25 students. Registration, which is on a first come, first served basis, can be made by contacting MSE Safety at local 5742 during normal working hours. Additional courses will be made available if required.

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Thunder from Heaven

17th Airborne Seeks to Locate Members

The 17th Airborne Division Association, composed of men who served as paratroopers and glidermen in the Division during World War II, is conducting a membership drive to locate all former members, including Gold Star mothers and family members of those who were killed in action. If you served with this Division, please contact Edward J. Siergiej, Secretary-Treasurer, 62 Forty Acre Mountain Road, Danbury Connecticut 06811, for details of the Division Association as well as information about the 35th Annual Reunion which this year will be held at the Radisson Hotel, St. Paul, Minnesota on August 3-7, 1988.



FOLLOWING THE CANADIAN FORCES

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Divorce — Canadian Style

by William E. Doyle

In 1985, Canada's Divorce Laws were amended, most noticeably in relation to the grounds which must be satisfied before one qualifies for a divorce. At the present time, the only ground for divorce is marriage breakdown as it is specifically defined in the Divorce Act.

Such a condition can only be satisfied in one of three ways. One way is for the spouses to have lived separate and apart from each other for at least a one year period immediately prior to the finalization of the divorce proceedings and were living separate and apart at the commencement of such proceedings. If a one year separation will be the reason for the marriage breakdown, you do not have to wait until you have been separated for one year before starting divorce proceedings. You may apply for a divorce as soon as you separate from your spouse, but the divorce will not be granted until you have been separated for at least one year. A second way is if the spouse against whom the divorce proceeding is brought has committed adultery. The third way to prove marriage breakdown is to show that the spouse against whom the divorce proceeding is brought has treated the other spouse with physical or mental cruelty making it impossible for the spouses to continue to live together.

Practically speaking in the usual situation, one of the spouses must cause a Petition to be filed at the Court of Queen's Bench which Petition outlines various facts which pertain to the marriage and which claims the relief being sought including, for example, an order of custody, an order

of access, an order of spousal support, or an order of child support. Such Petition must be served upon the other spouse who is allowed the period of 16 days from the date of such service to file an Answer to the Petition. By the filing of such Answer, the spouse responds to the statements of fact and the claims for relief being made by the Petitioner, and such spouse can also make claims for relief similar to that being made by the Petitioner including a claim for a divorce. If the Respondent fails to file an Answer within the required period, the Petitioner can proceed with the finalization of the divorce either by an uncontested hearing during which the Petitioner must give evidence or informally by the filing of documents at the Court of Queen's Bench including an affidavit of the Petitioner. Either method of finalizing the Petition may result in a judgment being rendered granting the divorce.

If the Respondent spouse files an Answer or otherwise responds to the Petition, then the various relief claims can be resolved by a negotiated settlement or by a final determination of the Court at a trial of the matter. The proceedings involved in such case should be discussed with your legal counsel.

It is important to note that nor-

mally a divorce takes effect on the 31st day after the day on which the judgment granting the divorce is rendered. However, where special circumstances exist and where the spouses agree that no appeal will be taken, the court may order that the divorce is to take effect at an earlier time. A Certificate of Divorce may be obtained by either spouse at that time.

As indicated, at the time of the granting of the divorce, the court may also make an order requiring either spouse to pay support for the other spouse, for the children of the marriage, or for both and in making such an order shall take into consideration the financial circumstances of both spouses and the children, and also the length of time that the spouses cohabited, the functions performed by the spouses during cohabitation, and any order, agreement or arrangement relating to such support. The Divorce Act specifically indicates that the court shall not take into consideration any misconduct of a spouse in relation to the marriage.

An order made for the support of a spouse should also recognize any economic advantages and disadvantages to the spouses arising from the marriage or its breakdown, apportionment between

the spouses any financial consequences arising from the care of any child of the marriage, relieve any economic hardship of the spouses arising from the breakdown of the marriage and promote the economic self-sufficiency of each spouse. An order providing for the support of a child should recognize that the spouses have a joint financial obligation to maintain each child and should apportion the obligation between the spouses according to their relative abilities to contribute financially.

In dealing with the issues of custody and access or visitation rights to children, the only factor that the court will take into consideration is the best interests of the child as determined by all the relevant surrounding circumstances. The court specifically cannot take into consideration the past conduct of any person unless such conduct is relevant to the ability of that person to act as a parent. In addition, the court must also be guided by the principal that a child of the marriage shall have as much contact with each spouse as is consistent with the best interests of such child.

Custody and access orders pursuant to the Divorce Act relate to a child of both spouses, and also a child of either spouse from

a previous relationship, as long as the child is under the age of sixteen years or dependent upon the custodial parent for one of a variety of reasons. Similarly, the Court has jurisdiction to order that one spouse pay maintenance for any child of one of the parents from a previous relationship for such period of time.

Finally, it is important to note that either party may apply to the Court prior to the granting of the divorce for an interim order respecting either custody, access, or maintenance which order would be in effect from the date of the order until the finalization of the proceedings by a divorce.

The new Divorce Act enacted in 1985 has updated the previous legislation in many respects. Most significantly to the layman it has broadened the grounds, or those circumstances in which spouses can obtain a divorce. Such appears to be happening with the liberalization of morality. As a result, sometime in the future it would appear possible that the legislation may be further amended in this regard.

William E. Doyle is a lawyer practising with the firm of Begin & Doyle, 427 Academy Road, 488-3337. He is the son of a retired Career Warrant Officer with the R.C.A.F.

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The Following Words
are Hidden in the Puzzle

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BATTALION
COLORS
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COMMANDER
COMPANY
DRILL
EXERCISE
LEADER

MARCH
ORDERS
PARADE
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RANGE
RCR
REGIMENT
SECTION
SERGEANT-MAJOR
TRENCH

Happy Mothers' Day

On the second Sunday in May, sons and daughters, nieces and nephews, families of every race and creed, rally behind a common cause of love and sentiment — to honour our Mothers. Although we readily acknowledge that Mothers have been a "trifle indispensable" since the beginning of time, Mothers' Day celebrations began eighty years ago in Philadelphia. Perhaps this long overlooked recognition is a reminder of the often thankless, unassuming presence of love which Mothers provide.

King Solomon of the Old Testament Bible remembered the vital importance of Motherhood when he wrote: "Strength and dignity are her clothing, and she laughs at the time to come. She opens her mouth with wisdom, and the teaching of kindness is on her tongue... Her children rise up and call her blessed; her husband also, and he praises her. Many women have done excellently, but you surpass them all!" (Proverbs 31:25-29)

We may not be fortunate enough to have our Mother with us to share the feelings of Mothers' Day but they are yet there in the hearts and minds of families everywhere. The Chapel of St. Andrew (S.S.) celebrated the Special Day with the Asst Comd Chap (P), Padre A. Flath, officiating Communion and Divine Services. The Sunday School and Nursery has enjoyed a very

busy and productive year through the fine support of the Teachers and they are planning a Sunday School graduation and a Congregational Picnic on Sunday, 29 May. This should be a day off from the kitchen for Mom as the Picnic Lunch will be held on the Chapel lawn.

We can say many things about Mothers, good and bad I suppose; but looking back on it all, it is clear that the greatest single gift which Mothers render, is their LOVE. Not always the affectionate embracing kind of love was given but sometimes for our own good, wise Mothers could "dish out" the "tough love" by which we learned and grew. Erma Bombeck, a Mother and author, wrote the following letter which she hoped to show her children someday to better understand what motivates a mother. She would tell them:

"I loved you enough to bug you about where you were going, with whom, and what time you would get home.

I loved you enough to insist you buy a bike with your own money.

I loved you enough to keep silent and let you discover your hand-picked friend was a creep.

I loved you enough to make you return a Milky Way with a bite out of it to a drugstore and confess, "I stole this."

I loved you enough to stand over you for two hours while you

CHAPLAINS CORNER



cleaned your bedroom, a job that would have taken me 15 minutes.

I loved you enough to let you see anger, disappointment, disgust and tears in my eyes.

I loved you enough to ignore what "every other mother" did.

I loved you enough to figure you would lie about the party being chaperoned, but forgive you for it — after discovering I was right.

I loved you enough to shove you off my lap, let go of your hand, be mute to your pleas, and insensitive to your demands — so that you had to stand alone.

I loved you enough to accept you for what you are, not what I wanted you to be.

But most of all, I loved you enough to say no when you hated me for it. That was the hardest part of all."

Padre Ed Wiley

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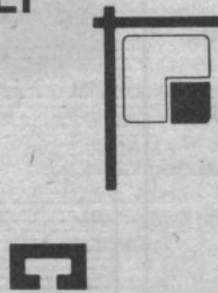
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BTNO Promotions



Pte's Boudreault and Duchesne were recently presented with their first hook. Both drivers are presently employed in PAX section. Congratulations!



Major J. Archambault, BTNO, congratulates Cpl Brousseau, bus driver GPU, on his recent promotion to Cpl effective 15 April 88.

14 Training Group



Training Control staffers try out their new delivery technique during the first ARGHQ/14 Trg Gp HQ curling funspiel. It goes like this: the lead grabs the rock, the second and third grab the lead by the feet and fling him or her down the ice. The skip follows behind, beating the lead on the head with his broom. From the left: WO John Stevens, WO Garry Stuart, Cpl Sheila Swedberg and Capt Darrell McKinstry.

CFS



Congratulations to Capt Tom Inglis of CFS on his upcoming promotion to Maj effective 1 Jul 88.



LCol Jerry Elias and Maj Dave Koski of Central Flying School join together in congratulating Capt "Speedy" Fast on achieving 5000 hours flying time on the CT-114 Tutor aircraft. LCol Elias is shown presenting "Speedy" with a plaque to commemorate this remarkable achievement.



LCol J.R. Elias, Comdt CFS congratulating Capt Bill Carswell on his promotion to Major effective 1 Apr. 88. Maj Carswell has been posted to 2 CFFTS Moose Jaw this summer. Congratulations and good luck, Bill.

For 25 Years of Public Service

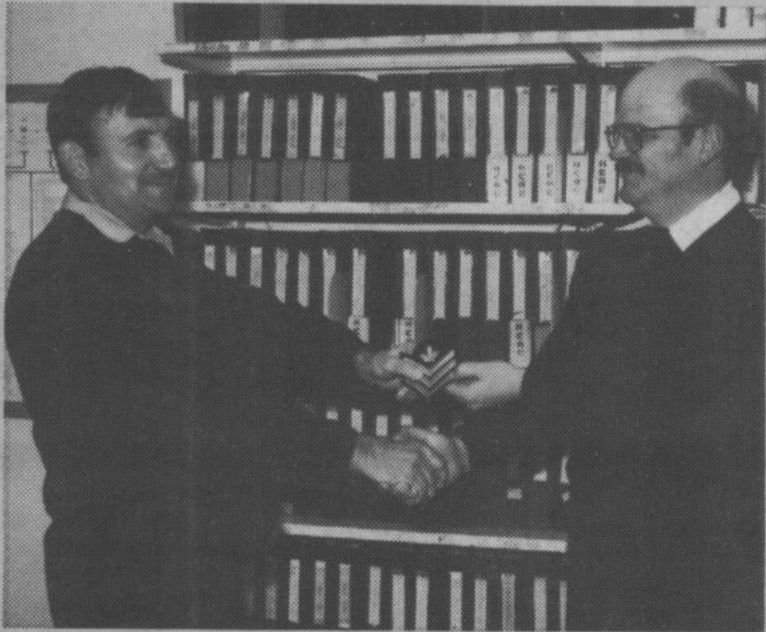


Congratulations to Mrs. Elsie Edwards, Base Defence Planning Clerk, for 25 years of Public Service which includes service at Deer Lodge Hospital; Regional Film Library/Base Defence Planning, at CFB Winnipeg. Elsie is being presented with her plaque by the Base Operations Officer, Maj D.W. Carpenter and Capt. N.W. Coull.



Col J.R. Fryer, DCOS MILE, presenting Mr. F. Mooibroek his plaque marking 25 years with the Public Service. Fred is currently the Electrical Section Head within the Design Section of Air Command.

BAMEO



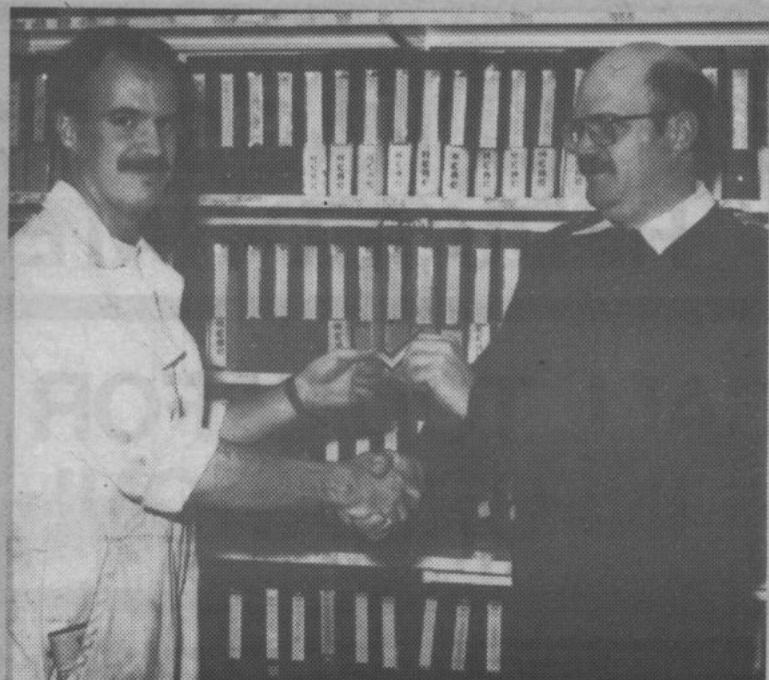
MCpl Roy receiving his promotion to Sgt from Maj Tudor (BAMEO) effective 1 Mar 88.



Sgt Pawchuk receiving his farewell BAMEO plaque from Lt. Armstrong (AMSO) on his posting to 401 CFTSD effective 24 Mar 88.

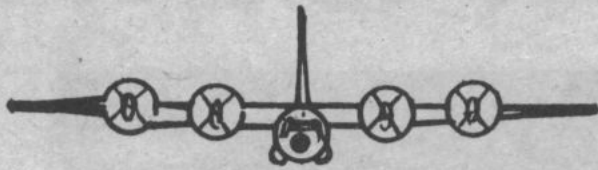


Lynda Schmidt receives her A/Cpl hooks from Capt Rietmuller (A/BAMEO) effective 21 Mar 88.



Pte Roussel receiving his first hook from Maj Tudor (BAMEO).

429 SQN Bits



To begin this article, I would like to introduce two new Squadron Associate members. MCpl Rob Sawatsky and his wife Ann would like to introduce Kyle James. He arrived 19 April and weighed in at 6 lbs 5 oz. Congratulations Ann and Rob. In addition, Grandmum Barb Williams beams at the arrival of her grandson Matthew George, who arrived 18 April. Best wishes to you and your family, Barb!

Capt Duane Godfrey and Capt Bernard Pichette returned from Trenton and the Aircraft Commanders Course on 29 April. WO Lou Doan is presently in Borden on the SLC. Speculation is that they will change his hair style while he's there. Sgt Emile Fournier just returned from three weeks in Trenton instructing the OFT. He did manage to pad his log book with some more flying time however, by flying with 436 Squadron when not in the simulator. Emile is presently on BOX-TOP with Capt Ab Jagat to log up even more hours.

On April 22 the Squadron participated in the Base clean-up. Now normally this would not be newsworthy, however certain things happened which are. After completing a sweep of the assigned area it was noticed that a large and unsightly piece of plastic was lodged in a tree outside 16

Hangar. Jumping at the chance for fame, fortune and a frolic in the branches, MCpl Gary Pullen scrambled into the said tree. Since the elusive piece of plastic was well out of reach, well wishers on the ground urged Gary further and further out on a rather spindly branch. The target of Gary's effort still remained out of reach. Suddenly out of nowhere WO Rick Cooke arrived with a large road sign that had been removed for the ground work being done in the area. After two or three crashing swings the plastic came out of the tree and Gary climbed down to the cheers of the onlookers. It wasn't until later that we discovered that WO Cooke was upset about the whole turn of events. He commented that he had missed the intended target and had hit the plastic. Apparently there is nothing he likes better than a rousing game of knock the Loadmaster out of the tree.

Coming up for May, the only major trips are the NDC tour which is currently in progress with Major Bill Harrod and crew and the Nav Orient trip on the 12th with Capt Yvan Choiniere and troops. The big question in the Squadron for May is "will Capt Jimmy Lewis translate for Lt Daryl Smith while they are working Ops for Exercise Maitre

Guerrier or will hand signals be used". In closing I would like to remind everyone the summer this year is planned for 26-27 July so have your bathing suit dry cleaned and prepared.

Till next time,

Base Ball Hockey Try Outs

On the 12, 16 and 19 of May 88 there will be try outs for the Base Ball Hockey team. All try outs will be held at Lipsett Hall gymnasium at 1630-1800 hours. The team is looking for 20 players. The team will be playing in the City league with an 18 game schedule and play-offs. There are also tournaments and provincial playdowns. The team will be co-ordinated by MCpl Pearce. Anyone interested in a coaching or a managing position contact MCpl Pearce loc 5514.

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G.P.H.S. is hosting a reunion over the Victoria Day weekend this year. All former staff and students are encouraged to attend — this could be the last one! Full information available from:

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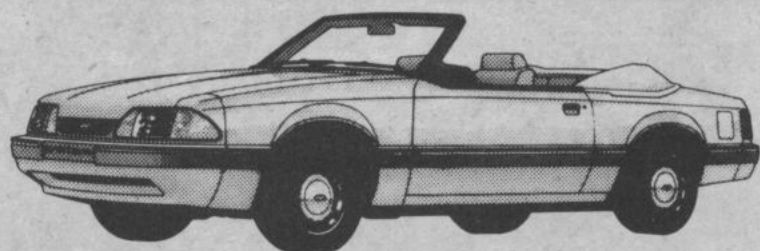
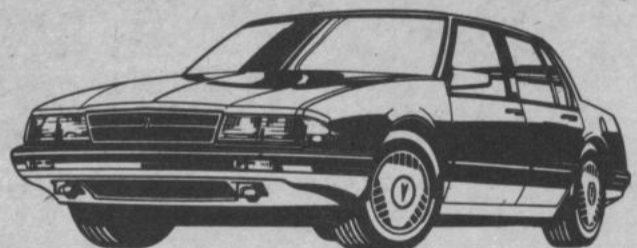
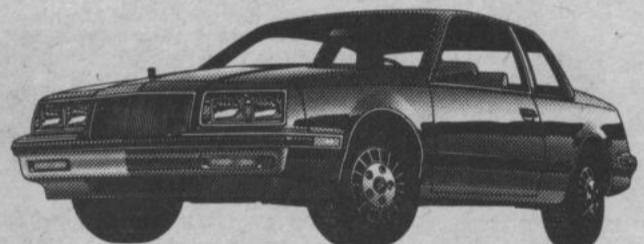
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CFB Winnipeg Flyers '88 Broomball Champs



L to R Front Row — WO Maltais, Cpl Cummings, MCpl Ott, MCpl Pearce, Cpl Vandette (CFB Portage)
2nd Row HOST (Lou) MCpl McNeil, MCpl Nadon, WO Thiverge, Capt Lescourte, Cpl Pilon, Maj Gosselin, Cpl St Onge (CFB Edmonton), Lt Jacabs.

CFB Winnipeg Broomball Flyers made history when they visited CFB Ottawa March 25-31 1988 for the CF Broomball Nationals, by returning home with Gold Medals and the National pennant. It was Winnipeg's first ever appearance in a Broomball National. The team went through the Round Robin undefeated. The

following is a run-down of how the Round Robin went:

Winnipeg 5 wins 0 Losses

Game 1	BFC Montreal	4 - 2 (OT)	1 - 1 (Reg)
Game 2	CFB Baden	7 - 3 (OT)	1 - 1 (Reg)

Game 3	CFB Trenton	5 - 2
Game 4	CFB Shearwater	8 - 0
Game 5	CFB Chilliwack	5 - 2 (OT) 2 - 2 (Reg)

As you can see we won 3 over-time games. Our style as a team is to play defensively with team ball control, and either win or tie in regulation time. Then in over-time we do our thing. Coached by Maj Dan Gosselin the whole team played system broomball, from day one of the Regionals and on to the Nationals. Going into the final game against Shearwater we employed the same philosophy, played solid defence and let them make the mistakes, then converted those mistakes into our goals. At the end of the first period it was 3 - 0 Winnipeg. We controlled the game the remainder of the way allowing few shots on goal and showing disciplined play. The result was a National Championship for CFB Winnipeg. The team would like to thank the Base Commander for the warm reception we had when we arrived home. The CFB Winnipeg Flyers will be staying together for another year. Next year we plan to repeat as CF champions. Another plus next year is the Canadian Civilian Championships, will be hosted by the St James Civic Centre in 1989 and most of this team will be playing for Manitoba. See you in 89.

sports update..

Squash

The squash house league consisted of five players per house with a round robin in each house. Players arranged their own matches (to be played within the month) with the top two going up a house, bottom two go down a house with the middle person staying. Winners to date are as follows: Cpl Frank Bechard, Capt Ian Murray, MCpl Jerry Whyte, Cpl Rick Carnegie, Capt Matt Finucan, LCol Al Erickson, MCpl Tony Perry (2X), MCpl Dale Bartlette (2X), Cmdr Randy Gynn (2X) and Capt Ross Hainsworth (3X).

In conjunction with Canada Fitness Week there will be a squash tournament. Details to be announced at a meeting for all contestants Wed 18 May 88 at 1100 hrs in the Base Theatre. To enter or get further information contact MCpl Weatherby, Bldg 90, local 5511.

Soccer Ladies! Ladies Soccer!

This Base has its first ever female soccer team. We haven't got a name as yet but that will come. The team plays in the Winnipeg Womens' Soccer League with all games during the week and home games here on Base. At present we have only 11 girls, but will need from 16-20 for the whole season. Most of the girls on the team haven't played before, but with the coaching experience of Capt McKellan and Ken Collard the team will make progress. So all you ladies sitting at home or in the barracks — come out to practise Wednesday nights at 1630 hrs behind Bldg 90. For more information contact MCpl Pearce loc 5514.

Servicewomen's Softball

Over the past several years Servicewomen's Softball has not had a very strong representation from members of CFB Winnipeg. It is hoped that this year a team will be formed, not necessarily to enter a league but to enter tournaments and exhibition games in preparation for the regional play-offs.

The approach this year will be to foster a team of interested

Servicewomen who have a desire to participate. The theme will be — if you wish to play come out, we'd like to see you.

An organizational meeting will be held only if the response is favourable. If you would like to play, we'd like to hear from you. Please call the Rec Centre at 5514 or drop by and see MCpl Woodward. P.S. A coach is required!!



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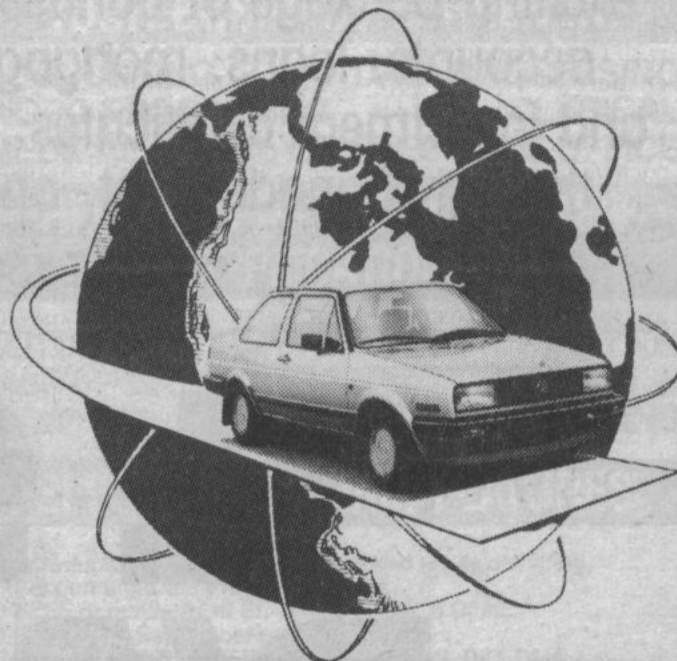
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