

CFB/BFC Winnipeg
 15 May 1991

DAVID ERNEST HORNELL

The tasks of RAF Coastal Command crews in the years 1939-45 were many and varied, but their prime role was the constant protection of the vital Allied merchant shipping supplying the United Kingdom. Such protection involved them in seemingly interminable hours of mainly rewardless patrols over the oceans, seeking an elusive, cunning prey — the wolves of the sea, U-boats. But submarines were by no means the only enemies. Apart from the ever-present danger from marauding Luftwaffe interceptors, the greatest opponents to any lone Coastal crew were the elements. Endless miles of friendless sea allied to pitiless winds, blistering heat by day or cruel sub-zero temperatures by night, were collectively responsible for killing more crews than anything perpetrated by the 'enemy'.

Any aircraft brought down in the sea — if they survived the impact — faced almost certain death if they were not rescued within a reasonable time. Apart from any physical injuries sustained before or during the 'ditching', crews faced a daunting prospect of being entirely at the mercy of raw nature in its most powerful guise; while their sole life support was usually a fragile dinghy — a few square feet of highly vulnerable gum elastic. Even if they withstood the debilitating exposure to wind, sun and bitter cold, the chances of being retrieved quickly were hair-thin — a yellow micro-dot upon thousands of square miles of grey water and helpless passengers of unknown winds and currents.

Such was the fate of a 34-year-old Canadian pilot, David Ernest Hornell. Shot into the ocean by

the U-boat he had just destroyed, he and his crew spent nearly 21 hours clinging tenuously to a single dinghy and Hornell, blinded and dying, devoted his last hours to succouring his crew — a selfless action which cost him his life.

Born on 26 January 1910 at Mimico, Ontario, Canada, David Hornell was the son of Harry Alexander Hornell. On the birth of his younger sister Emily, Hornell's mother died and the two children were raised by an aunt until the father re-married. Educated at Mimico High School and the Western Technical School, Toronto, David Hornell proved to be an all-round athlete and sportsman at school, playing rugby, tennis and other sports with great enthusiasm, and showing particular prowess in track events. Although he won a scholarship in his last year at school, with the opportunity to enter a university for advanced education and academic qualifications, Hornell chose instead to take up employment with the Goodyear Tire & Rubber Company in Toronto, working in the firm's research laboratories. By the outbreak of war in 1939 Hornell seemed set for a successful career with this company but the urge to enlist and serve his country in the armed forces eventually proved too strong to resist.

On 8 January 1941, just three weeks before his 31st birthday (when he would have been deferred from uniformed service due to the existing age limits), Hornell enlisted voluntarily in the RCAF at No 1 Manning Depot, Toronto; and on 4 February began training at No 1 Wireless School, Montreal. On 22 April he reported to No 3 Initial

Training School, Victoriaville, Quebec, to commence pilot instruction and two months later, on 27 May, moved to 12 EFTS, Goderich, Ontario for basic flying training. His final advanced instruction commenced on 15 July 1941 at 5 SFTS, Brantford, Ontario, and he received his 'wings' and a commission as Pilot Officer on 25 September.

After a short course at 31 GR School, Charlottetown, Prince Edward Island in October-November 1941, Hornell was posted to 120 Squadron RCAF and attached to the RCAF station Coal Harbour, Nova Scotia on 23 December; flying his first operational patrol of the coastal waters on 26 December. On 30 January 1942 he made his first flight in a Supermarine Stranraer biplane flying boat, and thereafter flew many patrols in Stranraers along Canada's eastern seaboard, though without any direct contact with an enemy submarine. For the following two years Hornell remained based in Nova Scotia, during which period he was promoted to Flying Officer (25 September 1942) and Flight Lieutenant (15 April 1943). On 26 January 1943 he married Genevieve Noecker, a former music teacher and friend of Hornell's sister Emily; while in April 1943 he was 'loaned' to the Boeing Aircraft Company as a test pilot on various Boeing aircraft being built for the RCAF.

On 22 September 1943 Hornell was posted to Eastern Air Command headquarters at Halifax, and soon after arrival finally got his wish to be with a front-line operational unit when, on 9 October, he joined 162 Squadron RCAF — a Canso-equipped unit



David Ernest Hornell.

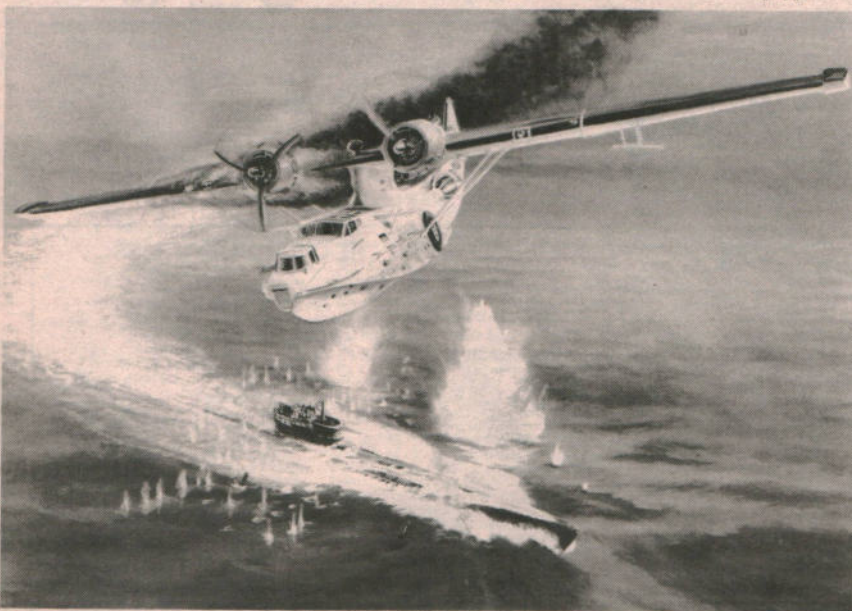
which had just moved from Yarmouth to Dartmouth in Nova Scotia. On 7 December, 162 Squadron received preliminary warning of an impending move out of Canadian waters for an active post in the Battle of the Atlantic, and on the last day of December David Hornell, among others, was sent ahead of the aircraft to the squadron's new base at Reykjavik, Iceland.

On 6 January 1944 the first squadron Cansos flew in to Reykjavik, and on 25 January the squadron made its first operational patrol. The Consolidated Canso, as equipping 162 Squadron, though rugged and reliable, was by no means an ideal machine for 162's prime task. With only two 1,050 hp engines, external wing-racked radar and bomb loads, and merely two manually-operated .303 Browning machine guns in the nose turret (other Brownings were hand-operated from the side fuselage blisters); the Canso was painfully slow in performance and ill-armed to combat the batteries of 20mm and 37mm cannons then fitted to all sea-going U-boats, whose policy was still to stay on the ocean surface and fight it out with any attacking aircraft.

From Reykjavik Hornell continued his operational flying on Cansos by flying initially as second pilot to various flying boat captains, chiefly 162's commanding officer Wing Commander C. G. W. Chapman, but on 1 May 1944 he flew his first patrol as a

Canso captain with his own crew. It was a period of mounting preparation by the Allies for the imminent invasion of Europe, and in anticipation of an increase in U-boat depredations, 162 Squadron arranged for a 'permanent' detachment of three Cansos and their crew to Wick in northern Scotland; the first trio being sent to Wick on 24 May, and being relieved on a regular basis by other unit aircraft and crews. Hornell's first spell at Wick came from 2 June to 12 June 1944, during which time he flew two sorties without incident. He then returned to Wick on 18 June, and flew two more sorties, on 20 and 23 June; the latter being his 60th operational sortie since December 1941.

On 24 June he and his crew prepared for their third sortie of this particular detachment. Their aircraft was Canso 9754, coded 'P'; and as his seven-man crew Hornell had Flying Officer Bernard C. Denomy as second pilot, and Flying Officer S. E. 'Ed' Matheson as navigator. His three wireless operator/air gunners (WAG's) were Flying Officer Graham Campbell, Flight Sergeants Israel Joseph ('Joe') Bodnoff and Sydney Cole; while the two flight engineers were Sergeants D. S. Scott and Fernand St Laurent.



Canso 9754 putting in her last attack.

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Environmental Corner

Our Planet Earth has existed for millions of years only to have its very fabric torn by our recent capricious polluting ways. Environmentalists join nature herself in a desperate cry for recognition and help. Humans have lived off the earth and now, in the midst of the age of industrialism and technology, we too have come to the realization that our planet is in jeopardy. There may not be an instant solution as to how we as tenants can repair the damage already done; however, through some simple changes in our lifestyle, we can surely bring an end to any further deterioration of our environment. To accomplish this, we need to reacquire ourselves with and modify the simple natural life cycle of production, consumption and decomposition. If we make a concerted effort to insert the four "R's" into this chain, then we have taken a responsible step toward recovery.

The four "R's" stand for, Reduction, Re-use, Recover and Recycling. Reducing our consumption of non-disposable items, reducing the amount of packaging and prolonging the life of goods and equipment all fulfill the objectives of REDUCTION. Saving cans and bottles for storing other goods, and making repeated use of everyday household items is Re-use. Recovery extracts energy from waste materials and returns them to the earth in compatible organic forms such as ash, heat, gases, et cetera. Recycling however, is one of the most effective ways of managing our consumer oriented lifestyles by reclaiming our "Garbage" and turning it back into a usable material.

A recent survey of non-recyclers by the World's largest environmental organization, Greenpeace, states that 95% of 365 people claimed that they would recycle household waste provided a convenient system was made available to them. Up to 77% of the people surveyed indicated that they would be willing to pay \$11.00 a month for a curbside recycling program in their community which would allow for disposal of glass, plastics, newsprint, aluminum and tin with minimal sorting required

from the participant. All of the materials are simply placed in the blue box and are collected on the same day as the regular garbage schedule.

Plan-It Recycling is an organization that is in the business of collecting recyclables and is currently moving full force towards the establishment of a curbside recycling program in areas of Winnipeg. This group is dependent upon corporate sponsors and members for their operation

and does not rely on Provincial or City funding. In order for Plan-It to make a consistent contribution to the communities in Manitoba, they have agreed to donate a portion of its revenues to the Recycling Council of Manitoba, Knowles Centre, and the Green Earth Plant-a-Tree Fund. The program is also contributing to the strained economy by creating much needed jobs and generating tax revenue. By far the most important feature is that the

already exploding volume of debris in our city's landfill sites is finally being managed!

As members of the military community, implementation of such a program into the North and South side "PMQ's" will collectively make a large difference. Participation in this effort is essential to its success. For further information and/or application forms, contact Bruce or Ghislaine at 489-0042 or Plan-It Recycling at 831 Portage Ave., 783-9000.

By Melodie Marshall
Ghislaine Boucher
Sgt Bruce Boucher

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Barry Sweeney

Barry Sweeney

music reviews and syndicated columnist

Doobie Brothers Brotherhood

Long considered the quintessential rock and rollers, The Doobie Brothers have recently released their 14th album, "Brotherhood" (Capitol) reconfirms the quintet's interlocking guitars, solid backbeat and incredible harmonies. The album also serves to re-establish the close fellowship of the Doobies themselves, as "Brotherhood" features all five of the original group members.

With over 40 million album sales, four Grammy awards, live performances for over 30-million fans and a constant touring schedule that included 150 cities last year, the group can lay claim to 13 gold and 11 multi-platinum albums. Their current release is a rock-solid outing that should

quickly add to their precious metal accumulation.

Opening with "Something You Said" and working their way through the questioning "Is Love Enough" the group hit full stride as they relate their current single "Dangerous". This one opens with a jangling guitar and quickly segues into a rock-driven outing with a staccato beat and ringing guitars that are bound to quickly find a home on the best seller listings. Group moves from the rockin' "Dangerous" to an emotion charged love song under the banner of "Our Love" which would make a great follow-up to their current release. This one, with its built-in hook-lyrics and easy paced delivery has the commercial potential to compete with

such Doobie classics as "China Grove" and "Listen To The Music".

Throughout "Excited", "Under The Spell", "Showdown" and the set closing "Rollin' On" The Doobie Brothers prove why they have been able to remain one of the most endearing bands on the music scene.



The Doobie Brothers

Kravitz

Lenny Kravitz burst on the music scene with "Let Love Rule" and quickly won Rolling Stone's Critics Poll as the Best New Male Singer in early 1990.

Along with opening for such luminaries as Dylan, Tom Petty and David Bowie, Lenny wrote and produced Madonna's controversial "Justify My Love" and collaborated with Sean Lennon and the Peace Choir on "Give Peace A Chance". His current

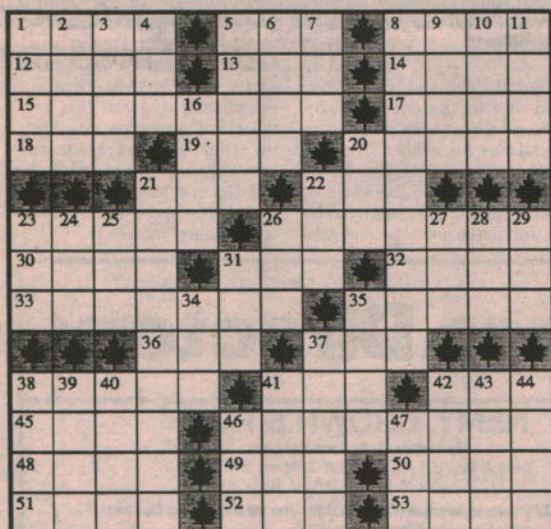
release "Mama Said" (Virgin Records) is a diverse 14-song collection, most of which he wrote himself, that moves from the surprising choirboy falsetto opening in "Fields of Joy" through the searing funk-rock of the album's first single "Always On The Run". He serves an emotion charged paean on the aspects of positive love through "Stand By My Woman" and rounds out the set with such charmers as the soulful "It Ain't Over 'Till It's Over" and the pure honesty of "More Than Anything In This World".

Sweeney's Scene

As a promotion tool, major oil companies give away everything from screwdrivers and free car washes to discount coupons. Wouldn't it be more attractive to most consumers to just reduce the price per litre by an equivalent amount. That way, rather than advertising their giveaways, they would be able to advertise the 'lowest price in town'. Low prices would be such a novelty that they might catch on and everyone would get involved.

Canadian Crossword

By Rick McConnell



ACROSS

1. Flame-up
5. Donkey
8. Round cheese
12. "I smell ___!"
13. Meadow
14. ___ contendre
15. Fraser Delta municipality
17. Lion's warning
18. Compass pt.
19. Finish
20. Alarm
21. Premier Bob
22. Lake in Labelle
23. Sink
26. Kravitz' creator
30. Guinness
31. I additive
32. Vancouver sewage

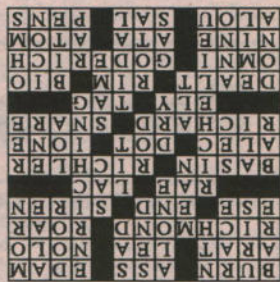
Island

33. The Rocket
35. Trap
36. TV Tarzan Ron
37. "You're it" game
38. Distributed cards
41. Edge
42. Life science (abbr.)
45. All-round prefix
46. Lake Huron
48. Ball team
49. One ___ time
50. Minute particle
51. Baseball family
52. Gal of song
53. Writes

DOWN

1. Nude
2. Trinity
3. Ending for rat or human
4. Highest degree
5. Singularly
6. Post
7. Blue
8. Like winning the 649
9. Scanty
10. Wings
11. Eve's following
16. Average
20. Cul-de-___
21. 17th century Cardinal
22. Ignited
23. Happy hour house
24. Clay, once
25. Dry in Drumm-
26. Fishing need
27. Mauna ___
28. Van. Is. train
29. Enclosure
31. Like wine
34. Height abbr.
35. Like
37. Wave or power
38. Lady of Italy
39. "Industrious" man
40. Part of AD
41. NHLer Darcy
42. Frost or mosquito
43. Symbol
44. Resistance units
46. Neon or methane
47. Urban music (?) style

Answers to this week's Crossword



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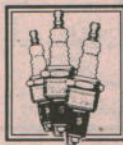


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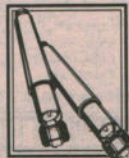
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THE CANADIAN TASK GRP CONTRIBUTION TO OPS IN GULF

As Canada's first response to the invasion of Kuwait by Iraq and the subsequent United Nations economic sanctions against the naval blockade of Iraq, Her Majesty's Canadian Ships *Athabaskan*, *Terra Nova* and *Protecteur* sailed from Halifax last August with the men and women of the Canadian Task Group (CATG) 302.3. Under the command of Captain(N) Duncan Miller, the ships comprised a mere 10 per cent of the allied coalition vessels that conducted interdiction operations in the Arabian Gulf, yet the Canadian ships were responsible for a full 25 per cent of the total shipping intercepted in the region. During the actual war, Capt Miller was tasked to head up a Combat Logistics Force in support of the naval warships that conducted a feint to make the Iraqis believe they faced a major assault from the Gulf waters. Captain Miller was responsible for co-ordinating the activities of this multinational force of ships which successfully met the logistics and escort requirements of the battle force commander. This is his story...

The role of the Canadian Task Group operating in the Arabian Gulf since September 1990 changed dramatically in mid-January 1991 from peacetime maritime interdiction operations to wartime support of the allied maritime efforts against Iraq.

Prior to the commencement of hostilities, as the commander of the Canadian Task Group, I was given the task of co-ordinating a multinational force of ships to support the combat logistics

forces. The ships of the Combat Logistics Force were those which provide the food, fuel, ammunition and spare parts for allied maritime combat operations. They numbered about 30 supply and replenishment ships, combat support ships, logistics and landing support ships, ammunition replenishment ships, general cargo ships, and tender repair ships. These ships in turn were supported by about a dozen escorts and three or four supply ships from Argentina, Australia, Belgium, Canada, Denmark, France, Italy, The Netherlands, Norway, Spain, the United Kingdom, and the United States.

The tasks assigned are as follows:

- the escort of supply ships in and out of the Arabian Gulf;
- the escort of underway replenishment ships conducting consolidation operations;
- the escort of supply ships to and from the central Arabian Gulf and supply ports in the Gulf;
- the provision of supply ships to resupply the USN, (United States Navy) command and hospital ships;
- the control and protection of a holding area for logistics ships in the southern Persian Gulf; and
- the provision of ships for check point and escort duties at designated points in the Arabian Gulf for the protection of merchant shipping, in particular, merchant shipping carrying military cargoes for the allied effort.

Thanks to my staff and the three ships in the Canadian Task Group, the flag ship HMCS *Athabaskan* (DDH 282) with two

embarked *Sea King* helicopters, HMCS *Terra Nova* (DDE 259) and HMCS *Protecteur* (AOR 509) with three embarked *Sea King* helicopters, we were well suited to accomplish these tasks.

HMCS *Athabaskan*, the flag ship, provided me and my staff with the command and control facilities we needed for communications and the presentation of the tactical picture upon which decisions were based. The complexities of communications can easily be imagined when the numbers of nations, equipment fits and languages involved are considered. In order to exercise control and protection of the logistics forces in their main safe haven holding area, a detailed knowledge of all activity in an area of about 4,000 square miles was required. The tactical picture was compiled by *Athabaskan* by taking in and displaying information from all available sources. Based on the information gained on the surface and air threats, I was then able to make decisions about the disposition of our allied forces in order to counter the threat. For instance, this involved assigning appropriate ships to escort missions or to patrol areas in order to provide surveillance and weapons coverage for all logistics ships in that area.

Athabaskan and *Terra Nova* formed the backbone of the escort forces. *Terra Nova* was tasked for a number of escort missions from the central Arabian Gulf to the Gulf of Oman as well as surveillance and protection of various supply ships in the central Gulf area. *Athabaskan*, because of her role as flag ship, patrolled a central area where the logistics ships were held, and



Capt (N) Duncan "Dusty" Miller

conducted surveillance and coordinated local defence. *Protecteur* was tasked primarily to provide replenishment services to allied warships. She accomplished this by remaining in a central area, ready 24 hours a day as the duty tanker. She also made periodic transits to the areas where ships requiring replenishment were stationed. As the number of tasks often exceeded the number of escort ships available, the task group helicopters — the CH-124A *Sea King* — played a vital role. Using their radar, Forward Looking Infra Red, and visual lookouts, they carried out surface surveillance, identified and tracked contacts which could enter the logistics force area, and searched for drifting mines.

Toward the end of the war, and due to the substantially reduced threat from Iraqi forces in and over the northern Arabian Gulf, the combat logistics forces were able to move their area of operations from the south Arabian Gulf to the north-central Ara-

bian Gulf adjacent to the carrier operating area. This improved the efficiency of resupply operations by moving the supplying ships closer to the customers. While this reduced the requirement for escort of replenishment ships, it increased the Canadian Task Group's responsibility in other areas. Notably, as escort commander, I became responsible for providing protection to the carrier operating area.

As the old saying goes, 'An army marches on its stomach'. While the fleet assembled in the Arabian Gulf did not march, it took a tremendous array of logistical support to keep it supplied with fuel, food and ammunition with which to carry out the war effort. The Canadian Task Group, through its collective efforts and diplomacy, made a vital contribution as the multinational co-ordinator, the glue that kept the allied operation efficiently together. A remarkable and tremendously successful naval logistics operation was just one aspect of an overwhelmingly successful allied war effort.

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Next Voxair Deadline May 16

David Ernest Hornell cont'd fr. pg. 1

All were Canadians, relatively well experienced, and thoroughly trained as a skilled team. At 9.30 am Hornell became air-borne from Wick and headed northwards.

At 7 pm, after nearly ten hours of fruitless searching, Hornell was approximately 120' North of the Shetlands beginning his return flight to base, when Bodnoff and Cole in the port side gun blister spotted a submarine some five miles away off their port quarter, fully surfaced. Informing Hornell on the intercomm, Cole then collected the aircraft camera and relieved Campbell at the radio set; while Campbell went forward to the nose guns — a crew drill for any attack. Hornell meanwhile sounded the aircraft Klaxon horn, calling all crew to 'Action Stations', and promptly swung the Canso into an attack pattern.

At four miles from the U-boat the Canso came under the opening fire of the submarine's flak guns, and Hornell took evasive action, though without deviating from his attack heading. The first shell damage was to the radio aerials, cutting off all transmission signals from Cole, still sending out routine signals to base. During the two minutes' run-in Hornell's aircraft suffered a hail of further flak damage; with chunks of the starboard wing being torn out and, as the Canso closed the range, riddling the fuselage and exploding inside the body of the flying boat.

One accurate burst shattered the starboard engine which erupted in flames and burned the adjacent wing section from leading to trailing edges. Denomy in the co-pilot's seat, struggled to feather the propeller of the burning motor, while Hornell continued to use every ounce of his considerable strength and skill to keep the bucketing Canso on its attack course. At 1200 yards' range the aircraft's gunners began firing, splashing the U-boat's conning tower, but one of the nose guns almost immediately jammed. The side blister guns joined in the firing with difficulty as the Canso vibrated violently with each successive hit by the flak.

At 800 yards range the Canso was plunging through a veritable curtain of shells, when the firing from the German gunners suddenly ceased as the submarine commander (Oberleutnant zur See Ernst Sauersery) swung his ship to port, broadside on to the Canso's attack course, a standard tactic to reduce the chances of being hit by the expected stick of depth charges from the air. Hornell roared over the U-boat at a mere 50 feet and released his depth charges in a perfect straddle. The U-boat's bows were lifted clean out of the sea by the

explosion and fell back into a mountainous plume of spray.

Having released his depth charges Hornell pulled back hard on the controls trying to gain height. The starboard engine still aflame fell away from its bearings completely, and gushing oil and petrol increased the fire in the starboard wing. Inside the fuselage smoke was filling every compartment. Reaching a height of 250 feet, Hornell already knew he would have to ditch on the sea, and while he still had a semblance of control, he edged the Canso's nose into the prevailing wind and prepared to land on the water.

Skimming the 12-foot waves, the Canso touched, bounced to 150 feet, touched again, bounced to 50 feet, then finally 'stuck' and came to a halt; the whole starboard wing and fuselage side a roaring mass of flames. Hornell and Denomy immediately climbed through their cockpit escape hatches and the rest of the crew began to evacuate the already-sinking Canso through the port blister opening. St Laurent tossed one of the aircraft's pair of rubber dinghies out; then dived after it, while Bodnoff and Scott launched the second dinghy. Cole meanwhile was busy grabbing emergency ration boxes and water bottles, and was the last member of the crew to leave the aircraft; by which time the fuselage was half-filled with water. The whole crew evacuation had taken less than five minutes.

Plunging away from the burning aircraft because of the risk of explosion, the crew saw the Canso slide under the waves about 10 minutes later. Seven of the crew were then in or hanging on to the second dinghy, when they spotted St Laurent about 100 feet away struggling to right his overturned dinghy. Making their way to him, Campbell and Matheson managed to get the dinghy upright and clambered in, but as they were helping St Laurent into it the dinghy blew up, ejecting all three into the icy cold sea again.

All eight men now had just one four-man dinghy for support. Hornell, on seeing St Laurent's original struggle with the dinghy had stripped off his uniform trousers and dived into the sea to assist him; and now, instead of putting the trousers back on for protection he tied knots in each leg and used them for baling water out of the remaining dinghy. At first the crew split into two 'shifts' whereby four men sat in the dinghy while the

other four clung to the sides, immersed in water up to their necks; but after an hour it was decided to try to get everyone in or onto the dinghy as the best hope of eventual survival. In this they succeeded except for Scott, whose legs still trailed in the sea.

As the night wore on the surface of the sea was whipped by 50 knot winds into a 40-foot swell, and the tiny dinghy was tossed like a cork. Just before midnight a Catalina from 333 Squadron, piloted by a Norwegian, Lieutenant Johannsen, was sighted and Campbell fired three of the two-star red distress cartridges provided in the dinghy. Johannsen, who was merely returning from a routine patrol and therefore passed over the dinghy by sheer coincidence, spotted the third cartridge and immediately located the survivors — not only Hornell's crew but, some distance away, a cluster of dinghies filled with survivors of the U-boat. Dropping sea markers and flame floats to mark their position, Johannsen radioed their location to base, requesting immediate air-sea rescue services, and then circled the area attempting to find any more survivors. After 30 minutes he returned to Hornell's crew and flashed down by Aldis lamp the message 'Courage — HSL (High Speed Launch) on way — help coming.'

Then, after another circuit, he flashed down, 'U-boat killed.*' For the next 14 hours the Catalina continued to circle, replenishing the flame floats, and continuing to keep track of the tiny dinghy; but by then St Laurent succumbed to the bitter cold and died. After attempting resuscitation, the crew reluctantly put his body over the side. By now the dinghy had been capsized several times by the mountainous waves, and the crew were weakening rapidly.

After some 16 hours in the dinghy, the crew were heartened by the arrival of an ASR Warwick aircraft which flew low over the dinghy and dropped a lifeboat by parachute. Unfortunately the lifeboat's parachute release gear failed to function properly and it eventually fell some 500 yards away from Hornell's men. By then Hornell's condition was almost pitiful. Blind, and terribly weak from exposure and cold, his thoughts were still concerned with saving his crew as he started to attempt to swim through the sea heaving to the lifeboat in the hope of retrieving it. Knowing his physical condition, Denomy prevented Hornell from trying, and helped as best he could to comfort his skipper. Then, some three hours later, Scott, who had endured many

Promotion



Base Food Services was pleased to see MWO Phil Miron promoted to CWO. CWO Miron heads off to Ottawa in May, darts in hand, as the cooks' career manager. Best of luck Phil and remember who your friends are!

hours of immersion in the water, finally died, and once more the crew were forced to commit the body of a close friend to the sea depths.

Denomy, Cole and Bodnoff, who seemed to regain strength from some unplumbed depths at this stage, began intensive work to aid Hornell, Campbell and Matheson as the latter three grew noticeably weaker still, and were still comforting their comrades some two hours later when a Short Sunderland appeared from nowhere, beating low over the sea directly over them.

The flying boat was guiding a high speed ASR launch to the dinghy, and soon after Cole spotted the launch heading at full speed towards him. Their ordeal had lasted 20 hours and 35 minutes. Coming alongside the dinghy, the launch crew immediately hauled Hornell, Campbell and Matheson aboard, while Bodnoff, Cole and Denomy managed to climb the rope ladders thrown over the side, assisted by several of the launch crew.

David Hornell was now unconscious and the rescue crew worked unceasingly for more than three hours attempting to revive him, but to no avail. In the opinion of medical authorities later Hornell must have died about 20 minutes after being brought aboard the rescue launch. While the remaining crew were treated for exposure and shock, the launch sped back to land, reaching Lerwick some 14 hours later.

David Hornell was then buried in the grounds of Lerwick Hospital, while the other crew members were admitted to hospital for treatment and rest. After another four to eight days the survivors left hospital and returned via Iceland to Canada for 'Survivors' leave', now fully recovered from their nightmare sojourn on the ocean.

The story of David Hornell's outstanding courage in pressing home his attack on the U-boat with a crippled aircraft, in flames, and in the teeth of frightening flak opposition; followed by many hours of suffering in the sea, constantly keeping alive the spirits of his crew and attempting everything within his limited power to ensure their safety — added up to an epic of selfless bravery. That courage was recognised by the posthumous award of a Victoria Cross on 28 July 1944. For their individual parts in this epic, Denomy was awarded a DSO; Campbell and Matheson received a DFC each; and Cole and Bodnoff each received a DFM. The two dead crew members Scott and St Laurent could only be awarded a Mentioned in Despatches under the contemporary ruling in such matters.

On 12 December 1944, David Hornell's widow, Genevieve, received her husband's bronze cross from the hands of the Earl of Athlone, Governor-General of Canada at a special ceremony held in Government House, Ottawa, Canada.

* U-1225 was sunk 6300N/0050W, 120' North of the Shetlands.

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The Canadian Forces Dental Care Program

The role of the Canadian Forces Dental Services (CFDS) is to provide the Chief of the Defence Staff with a dentally fit force capable of performing its operational duties for a period of one year without need for other than unforeseen emergency dental care. The aim is to prevent the loss of valuable personnel due to preventable dental problems.

The Canadian Forces Dental Care Program is the instrument utilized to fulfil this role. The program has been in existence in one form or another since 1968. The implementation of the program has resulted in a very significant increase in the dental fitness level of Canadian Forces personnel. In 1989, 95.4% of all C.F. personnel were dentally examined and 90% were found to be or were made dentally fit. The ultimate goal is to examine 100% of personnel each year and to achieve the highest possible level of dental fitness.

The Dental Care Program is a two phase program. Phase One consists of an annual dental examination following which the patient is classified according to treatment requirements and treatment priority. All personnel should note that QR&O 35.03, as amplified by CFAO 35-2, requires that all Regular Force members undergo dental examinations annually. This then is very clear direction that attendance at annual dental exams is both a military duty and an individual responsibility. Phase Two consists of those preventive and treatment services needed to reach and maintain a functional level of dental fitness.

The Phase One exam is the axle around which the entire program revolves. Dental Detachments plan and organize their limited manpower and resources in order to achieve the greatest good for the greatest number, but to do so effectively they must have the information which can only be attained through the dental examination. Those individuals and units who choose not to comply with regulations create unnecessary difficulties for all concerned.

Functional dental fitness is achieved when there is freedom from dental pain, infection, tooth decay, potentially debilitating periodontal (gum) disease and when the individual has sufficient masticatory (chewing) ability that adequate nutrition is possible. The goal of functional dental fitness is sufficient to allow personnel to carry out their operational roles. Functional dental fitness should not be confused with the ideal or optimal level of care possible. Although Dental Detachments strive for the ideal, manpower and resources do limit certain procedures which are elective in nature. Treatment such as orthodontic procedures for cosmetic reasons (straightening teeth through the use of braces) is not provided and many elective procedures such as the replacement of missing teeth or purely cosmetic procedures are provided as time permits and at the discretion of the Dental Detachment Commander.

The Dental Detachment at CFB Winnipeg provides dental treatment services to all entitled personnel on an individual basis

and as individuals. All treatment is specifically tailored to meet each person's particular needs. Our goal is to give each service member the best treatment possible under the circumstances. We wish to do this with the minimum disruption possible to both the individual and their unit. The two most common diseases affecting the western world, dental caries (tooth decay) and periodontal (gum) disease are both either preventable or easily intercepted and corrected at an early stage if routine dental examinations and dental treatment are performed. The unexpected and sudden loss of key personnel at inopportune times due to preventable dental conditions is not only unfortunate and troublesome but also negligent. Each serving member has a duty to the service to be ready to serve as needed and when called. Supervisors and leaders at all levels have a duty and a responsibility to ensure the well-being of their people. The recent deployment of CFB Winnipeg personnel to the Gulf region has once again reinforced that which we know to be true. Individuals and units who comply with the existing regulations are invariably dentally fit and deployable. Those people who are present for routine examinations and treatment are ready to go. Individuals and units who refuse to comply with the regulations, or who think they are too important or too busy, are all too often dentally unfit and non-deployable. If sufficient lead time is available, it may be possible to make these people fit but only with great disruption to the Dental Detachment, to previously appointed and compliant personnel and to the units concerned.

The benefits of good dental health are evidenced as greater comfort function, aesthetics and well-being. The advantages of routine dental care are good dental health and the avoidance of time consuming and uncomfortable dental procedures. Common sense dictates that prevention is better than interception, inter-



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ception is better than correction and correction as the last resort is the most troublesome and least desirable.

The Dental Detachment exists to provide each service member with the best dental treatment possible. The current dental health status of CFB Winnipeg is good and is an achievement in which we take much pride. There

is no reason why, given the support we need in order to ensure personnel present themselves as required, that we could not make a good situation even better.

A final thought:
"Healthy teeth is nice to have,
They fills you with content,
And if you doesn't know it now,
You will when they have went!"

BAMEO Promotion



Cpl Tom Stapleton receives his recent promotion from the BAMEO, Maj Davies. Tom's accelerated promotion is well deserved. Congratulations Tom.



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SPORTS ANNOUNCEMENTS

Women's Curling

On 2 April 1991 the ladies semi annual meeting was held at F.O.B. at 7 p.m. with a very disappointing turnout. The annual meeting will be held sometime in September. Date will be in future *Voxair* when known.

New Slate of Officers:

- President**
Arlene Wilson
- Past President**
Sherry Ridley
- 1st Vice**
Betty Sanborn
- 2nd Vice**
Linda Dowdle
- Treasurer**
Doreen Sattertwite
- Secretary**
Open
- Publicity**
Open
- Social**
Bonnie McInnis
- Bonnie Bonnet**
Open

1992 Golf (ladies)
Sherry Ridley, Jackie Ridley, Irene Feasy, Dolly James

Granny's
Sharon Inglis

Tuesday Draw
Frankie Amos

Assistant Sharon Inglis

Friday Draw
Open

As you can see, we have openings in the following positions: Secretary, Publicity, Bonnie Bonnet, Friday Draw, M.L.C.A. Working Rep. Contact nominating chairperson Sherry Ridley 889-2908.

On 6 April 1991, the final curling wind-up for the ladies of all leagues was held at F.O.B. About forty(40+) curlers attended as well as a few non-curling guests.

The winners of the day were: Sharon Inglis, Arlene Wilson, Eileen Brydges, & Sigrid Gum-

prich.
Runners up were: Sherry Ridley, Karen Hatch, Sharon Tierney, & Arlene Leonard.
A lovely wind-up dinner was prepared by Darlyne Fathers and was enjoyed by all attending.
Congratulations to Arlene Wilson for running such a successful wind-up.

Trophies were presented by the President to the Novice Curler Terri Castles. President's appreciation award to Bonnie Leullier. Louise Balaban was the winner of a fabulous door prize — 2 airline tickets.
The ice, by the way, was great. Thanks Ross.

Oh yeah, I goofed. To enter the ladies golf day on June 8, 1991. It is at the John Blumberg Golf Course, dinner at F.O.B. Price \$23.00. Monies or cheque no later than 24 of May 1991. Payable to Debbie Krulicki, 50 Wentwood Cres., Wpg. R2P 2B6.



Base Basketball

by S.M. Milton, MCpl

The CFB Winnipeg Basketball Team started up the new season with a 50 percent loss from the previous year. With just one forward returning, it appeared that this would be a team consisting of Snow White and the Seven Dwarfs. But just as Snow White was rescued, 2PPCLI became the Prince by supplying the team with two young and one not so young forward. Nobody knew that Infanteers grew 6'4", 6'5" and 6'4". So after very intensive tryouts (three practices) we were ready.

Unfortunately, this didn't work out in 1990. 0 and 7. After the Christmas break, it was time to regroup. We finished the 1991 regular season with a 4 and 3 record while beating some of the better teams in the league. It was then time for the playoffs, where we beat the first place team by two points (they didn't show). But fortunately for the city league, the Prairie Regional Championships were being held in Edmonton during semi-final and finals play.

We left Edmonton with a confident attitude. After all, we had been playing the best basketball of our season during the last two months. Our confidence was given a blow as Moose Jaw soundly thrashed us by 20 plus points in the first game. We rebounded by beating Shilo by 40 and Edmonton by 30, the two largest margins of victory in the Regionals. In order for Winnipeg to win the gold, we had to beat Moose Jaw twice during the finals. The morning game saw us beating them by one point. The afternoon game was probably the best game of the tournament, but Moose Jaw prevailed in the end.

Many thanks to the players (especially for Mark who came out of retirement) and their supervisors for giving their people the time necessary in order to prepare and participate in the Regionals. With the budget the way it is, the possibility of us losing more than two players to postings is slim. That should be able to change Winnipeg's silver into gold next year.

170 Squadron History

In 1992, 170 Squadron will celebrate its 50th Anniversary. To mark this milestone, the squadron plans to publish an unofficial history in the fall of 1991. We urgently require photographs, stories, and anecdotes from former squadron members.

Any material submitted will be returned on request and credited to the donor on publication.

Please send any contributions to:

170 Squadron History
Ms. K. Renaud
P.O. Box 184, Westwin, Manitoba R3J 0T0

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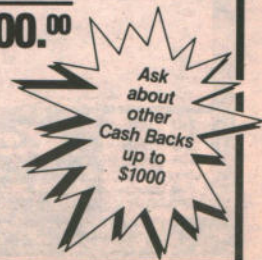
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CFANS UPDATE



BGen Mackay salutes the Flag during the 9004 Graduation Parade.

Members of Basic Air Navigation Course 9004 graduated from CFANS on 11 Apr 91. Brigadier-General D.I.F. MacKay, CD, Deputy Commander Fighter Group presented wings to the graduates at ceremonies held in Building 21 (see photos). After dinner at the Officers' Mess the graduates presented a video skit and some 'gag' gifts to their favourite instructors. Former CFANS instructor, Capt Al Watt was once again the target for a 'time in' joke. He was reunited with a friend from his own era (a remote controlled, battery operated dinosaur).

CFANS held a Staff Ground Training Day on 25 Apr. At a brief ceremony that day several officers were recognized for their achievements (see photos). Capt Richards received his certificate for the A-2 Flying Instructor Category. Captains Craig, Latt and Sawatzky were awarded diplomas of achievement for successfully completing the OPDP program. That evening, a CFANS Training Mess Dinner was held at the Officers' Mess to acquaint students with the procedures of this Air Force tradition.

Two new courses have recently started classes at CFANS. Basic Air Navigation Course 9103 started classes on Monday 15 April. Also new at the school are the members of Navigator Instructor Course, NIC 9171. Welcome to Captains Mohan (Transport cell), Granholm (Celestial), Tremblay (Nav/Air Regs), and Colpitts (A&ES). Classes for this first CT-142 NIC began on 6 May 91.

Graduation ceremonies for Basic Air Navigation Course 9005 were held on Thursday 9 May 91. Brigadier-General D.N. Kinsman, CD, Chief of Staff Operations, Air Command was the reviewing officer for the parade and guest speaker at dinner. Congratulations to the graduates and best wishes on your first operational tours. Look for pictures of the event in our next edition.




Capt Richards receives his A-2 Flying Category Certificate from LCol T. F. Watt Commandant CFANS.



Capt Craig received his diploma of achievement for completing the OPDP program with honours.




Lt Sheila Hudell, honour graduate from Course 9004, receives her wings from BGen Mackay.



414 (EW) SQUADRON
50TH ANNIVERSARY
5-7 JULY 1991

Anyone once associated with the Black Knights is invited to join 414 (EW) Squadron at CFB North Bay in celebrating its 50th Anniversary. Renew old friendships and reminisce with us. A whole weekend of activities is planned. For more details please contact:

414 (EW) Squadron:
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Attention: 50th Anniversary Committee



or phone Major Dave McCabe at: 1-705-494-2399
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FLIGHT INTO HISTORY



Canadair Sabre 6

In the mid 1950s, RCAF pilots helping to keep the peace in Europe become the envied elite flying force of the West. The reason: their Canadian-built Canadair Sabre fighters powered by the Canadian Orenda jet engine.

The Sabre is the first swept-wing fighter built in North America, and quickly gains a reputation as "a pilot's plane." A single-seater, the highly manoeuvrable Sabre is the first fighter that can routinely exceed the speed of sound in a dive. Though it represents a giant step forward in military aviation, it still has one foot in the past. For unlike all other advanced fighters that follow it, the Sabre is still a manual aircraft. Early Sabres had a successful career at war — tipping the balance against the Russian-built Mig 15 during the Korean War — and on peacekeeping missions around the globe.





Intersection Curling



A Event Winners — SSO TN
 Skip — Randy Boucher
 Vice — Al Cox
 2nd — Jim Wright
 Lead — Brian Selig
 Missing from photo — Geary Rothman
 — Jennifer Taylor
 — Ron Robillard



B Event Winners — DCOS Ops
 Skip — Rob Kilborn
 Vice — Dean Rankie
 2nd — Bill Learmond
 Lead — Joel Clarkston



C Event Winners — SSO Secur
 Skip — Gary Maurstad
 Vice — Sam Marcotte
 2nd — Dave Martin
 Lead — Denis Naud
 5th — Ken Gebbler



D Event Winners — CFS
 Skip — Speedy Fast
 Vice — Tom Walls
 2nd — Dan Doram
 Lead — Nick Nickel



C Event Runner Up — BEME
 Skip — Bill Devlin
 Vice — Ernie Krepps
 2nd — Tom Macey
 Lead — Cal Carpenter
 Spare — Ollie Cardinal



D Event Runner Up — ARG HQ
 Skip — Don Tower
 Vice — Kathy Cox
 2nd — Garry Ollenberger
 Lead — Larry Rutt

Well, another year has come to a close and most people are looking back on their golf swings.

It certainly has been an interesting year, with no war, blizzards, shutdowns, but we managed to get through it all.

I would personally like to thank Ross Forbes and Foster of the Fort York Curling Club for all their help and, in addition, PO2 (BPerO Branch), WO Com (Drawmaster), and George Horning (Entertainment) for their hard work and assistance in making this season a success.

The trophy round winners for this year go to the following Units:

- A Event — BAMEO
- B Event — BCE

In closing, I would like to announce that there will be a general meeting for intersection curling held at the curling club on the 14th of May at 1400 hrs. All interested personnel are encouraged to attend.

Until then, keep your powder dry and your eyes on the target.



A Event Runner Up — SSO AF
 Skip — Joe Klein
 Vice — Stan Schneider
 2nd — Bruno Dostie
 Lead — Earl Pawchuck
 5th — Gerry Dwyer

CANADIAN FORCES



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BOR NEWS

Base Supply, CFB Winnipeg, will be holding its

35th Anniversary Reunion

on Saturday, June 22, 1991.

There will be a

Barbecue and Dance

commencing at 1600 hrs

at the south end of Bldg. P2, Kenaston & Taylor.

All former military and civilian personnel are welcome to attend.

For further information contact

MCpl Miller (Local 6096) or WO Monk (Local 6978).

Additions, additions, everyone wants to add something to your day!! Additions come in many forms — additional rain, additional work (just what everyone needs during APS) or an additional bill (including GST). However, there are some additions that everyone enjoys, namely the birth of a child. Congratulations to our newest Moms MCpl (Laura) Taylor and her baby girl 'Stephanie', LS (Heidi) Sorrell and her baby girl 'Jaymee', and our cleaner Betty Gagne and her little boy 'Christopher' (Betty always was an "individual"). Don't forget ladies, the birth of your child is only one of many "additional experiences" you will enjoy. Ya' all have fun now ya' hear!

While we are on the topic of additions, there are a few new faces around the BOR. Capt (Brian) Quick is our new Asst BP Adm O, replacing Capt (Dean) Krall who is in the process of phasing himself into 'Civi' land and our newest R&D Clk Pte (Pernell) Frantz, coming in from BEME, where he just transferred from the B Hosp (WOW!, is this guy a mover or what). Welcome aboard guys! Hey, that makes six of us now!

by Cpl (Les) Brown



Base Supply Staff of 1971.



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CHANGE OF COMMAND

The 9th of April marked Captain Brian V. Dowler's final day as Commanding Officer of the Canadian Forces Training Materiel Production Centre (CFTMPC). While his career in the CF totalled nearly a quarter-century, the now-retired Captain's leadership during his seven years at CFTMPC will be remembered.

After a brief stint in the private sector and armed with a B.Sc. in Business Administration, Captain Dowler joined the Royal Canadian Air Force (RCAF) in August of 1967. He received his initial training at Chilliwack, Victoria and Winnipeg.

Commissioned as an Administrative Officer, he served over the years as Adjutant No. 1 Flying Training School, Gimli (68-71); as an Administrative Staff Officer for Chief of Programs, NDHQ (71-73); Administration Officer, CFB Barrington (73-77); Base Personnel Administration Officer, CFB Cold Lake (77-80); Assistant Base Personnel Services Officer, CFB Winnipeg (81-83); and as Commanding Officer, CFTMPC, Winnipeg (83-91).

Captain Dowler presided over CFTMPC, a lodger unit at CFB Winnipeg, that produces an extensive range of training publications for the Canadian Forces. These include course training standards, reference manuals, check lists and Air Command manuals. Currently in production are the 19 volumes of the Manual of Individual Training for the CF, the 9000 series. The staff at



Captain C.S.G. Macdonald assumes command from Captain B.V. Dowler.

Pictures from left to right: Sgt G. Montgomery, J. Allard, R. Owens, C. Wachal, L. Jansen, G. Woloszyn, D. Hnatyshyn, G. Jean, M. Jones, R. Walker, J. Coté, R. Kerney, Capt C.S.G. Macdonald, Capt B.V. Dowler. Absent: L. Vipond, R. Hunter, L. Mazur, G. McDermaid.



Major K.W. Vail presents a certificate of appreciation to Capt Dowler on behalf of Commodore J.E.D. Bell, CD, Commander, CFTS.

CFTMPC also provide editorial, graphic arts and composing services to a variety of other agencies.

After relinquishing his command to Captain C.S.G. Macdonald, Captain Dowler should

dered his golf bag to pursue his favourite summer sport. Brian's future plans include retirement in the Winnipeg area with an emphasis on sports and involvement in other activities.

PAPA EST DE RETOUR!



Le capitaine Michel Brulotte, un pilote du 423^e Escadron d'hélicoptères anti-sous-marins, tient dans ses bras sa fille Isabelle qui porte avec honneur le feutre Tilley de son père. Le capitaine Brulotte est arrivé à la BFC Shearwater le 7 avril dernier, après avoir servi dans le golfe Persique auprès du Groupe opérationnel du Canada. (Photo du caporal-chef Chris Scanlan SWC91-156-4)

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Padre G. Shields

Many young people, and older ones as well, are searching for meaning in life. They wonder what they are meant to do with their lives. Some, tragically, drift from job to job, not knowing what they are seeking. Others get in a rut in which there is little fulfillment and little creativity. What are the answers to such perplexing situations?

The first answer is that God has a particular life-plan in mind for every person born into this world. God assigns different natural abilities and talents (see 1 Samuel 3). Further, He assigns,

from time to time, certain spiritual gifts (see 1 Corinthians 12). God would not give these gifts unless He intended that they be used.

That is the first point: God has a "vocation," a "calling" for each person, whether it is to be a teacher, a social worker, a farmer, a nurse, a doctor, a banker, a businessman, an electrician, a mechanic, a priest, a lawyer, a carpenter, a secretary . . . Sometimes God has two or three jobs in mind for a particular person during his/her life.

The second point is that it is up to every individual to discover what God's life-plan is for him/her. In other words, it is no use having other yardsticks, for example what job pays most or which job has the most prestige, or which job has the most rapid advancement built into it. The only true yardstick is what is

God's will for each person in connection with his/her life work.

The third point then, logically, is this: how do we discover God's will in connection with our life-work?

There are various ways of discovering God's will for our life-work. It is best to use several of these and see whether there is agreement. If the same answer comes up under several of the following headings, we can be fairly certain that this must be the will of our Heavenly Father for us.

Factors in discovering the divine plan for one's life: —

- (1) Pray daily in one's personal prayers about vocation over a prolonged period of time.
- (2) Keep the matter of vocation uppermost in one's thoughts and searchings during daily meditation on scripture.
- (3) Ask regularly during weekly Holy Communion for guidance.
- (4) Listen to the counsel and advice of mature and experienced Christians saying what they feel you ought to do as a life-work.
- (5) Read biographies and autobiographies of persons who have been leaders in their respective fields.

(6) Answer the question: if I had the opportunity and the means of taking the necessary training, would I really like to be?

(7) Try out a variety of summer jobs — this often opens up, for young people especially, the kind of work they would really like to pursue.

(8) Take aptitude tests — these can also help to indicate general areas in which a person is meant to work.

(9) Answer the question: in what field do I think I would find the greatest fulfillment and give the best service to others?

(10) Do I like to work with people or with things?

In addition to these "test areas", there are several basic principles that we should bear in mind in connection with seeking to discover God's life plan for work.

These could be set out as follows:

- (A) A person may well have a combination of callings at the same time, for example, to be a husband and father and a teacher; or to be a wife and mother, and nurse, etc.
- (B) A person may be meant to change work once or twice

during his/her life. As old talents get well worn, try unused talents — new challenges. In this way, former second choices may now actually be first choices.

(C) Once it is clear what God's will is in connection with life-work, it should be considered a number one goal, and a person should never give up in pursuing that goal, even though doors may seem to shut for a time.

(D) There is a basic rule in connection with vocation and it is this: when God calls, God enables (cf. life of Moses, Paul etc.). In other words, if it is God's plan that you be a hairdresser or a professor, a musician or a jeweler, God will make it possible for you to achieve that goal. It is our task to keep knocking on doors and to persevere.

(E) There is no age limit when it comes to changing jobs. Grandma Moses did not start to paint seriously until she was very much a senior citizen. Many artists like Beethoven produced creatively when they were well

cont'd on Pg. 13

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"What Shall I Do, Lord?" cont'd fr. pg. 12

up in years. While the body may slow up, the intellect need not.

(F) If a person feels called to a certain field and there are no openings in that field, he/she may decide to use his/her talents in a related field where there are openings, or decide to pursue a second choice of vocation.

(G) All our work is meant to be offered regularly to God to

His glory, the edification of the Christian community and beyond (that is, helping others) and for our own fulfillment in God's sight.

And so we see that each person is accountable before God as to how he/she uses natural as well as spiritual gifts (see parable of the talents: Matthew 25:14-30). How liberating it is when we discover exactly what God's will is for us in our lives and when we

pursue that calling until we have achieved all that we are meant to do in a particular field.

How different lives can be when effort and planning are directed along lines such as those suggested.

When Eli the priest realized that it was God who was speaking to the young boy Samuel, he told the boy to go and lie down again, and if the voice called out his name again, Samuel was to answer "Speak, Lord, for your servant hears."

Surely we too need to be on such intimate terms with God that we will recognize who is speaking and what He is saying.

It then becomes necessary to use all our resources — God's resources — to obey Him.

It is basic then to the quest for vocation for all people to ask the question of God which St. Paul asked, "What shall I do, Lord?"

Planning a Spring or Summer Event?

Such as a Social, Retirement or Promotion Party, Farewell, Wedding Reception, Section Ball or Golf Tournament, etc., etc.? CFB Wpg. Curling Club Lounge, Bar, Patio and Caterer available for such bookings by contacting

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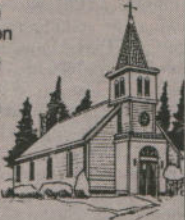
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2nd Sunday	- 0900 hrs - Eucharist (ACC)
	- 1100 hrs - Divine Worship
3rd Sunday	- 0900 hrs - Eucharist (ACC)
	- 1100 hrs - Divine Worship
4th Sunday	- 0900 hrs - Eucharist (ACC)
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AIRMAN OF THE MONTH



Cpl Luc Gauthier was recently named airman of the month for his consistently high standard of work in the BAMEO organization, and in particular, the key role he recently played in identifying and repairing a difficult snag on a C130 Hercules Aircraft.

Cpl Gauthier is a B-class reserve airframe technician employed in the Aircraft Servicing Organization and is a fine example of Total Force in action. Congratulations Luc and keep up the good work!

SOUTHSIDE COMMUNITY COUNCIL CORNER

We have been very busy trying to set up our community council. We are still in need of volunteers to work with us on the council or for upcoming events. For further information call the information officer Kim Fenwick at 488-9098.

P2 Parking — If you have any property in P2 Parking please contact the Base Security Officer at Local 5565.

Questionnaires — The Southside Ward Councillors will be circulating questionnaires to help us learn what your priorities are. Please answer all questions as honestly as possible and return them to your ward councillors. All questionnaires are to be anonymous and confidential.

Playground Cleanup — We are looking for volunteers for our June 8th Playground Cleanup from 0900 hrs-1600 hrs. The purpose is to clean up, repair and beautify our playgrounds so they will be safe clean places for our children. Please report to your ward councillor the morning of June 8th at your local playground. We will be serving a lunch with rewards to be presented at the end of the day. Participation by young and old will be greatly appreciated. All materials will be supplied.

**** Note:** In the event of bad weather we will hold the project June 22.

Flea Market — On June 16th, we will be holding our First Annual Flea Market at Lipssett Hall from

1000 hrs to 1700 hrs. Everyone welcome. Come set up a table or have a trunk sale from the trunk of your car. Fees: \$10.00 per table, \$5.00 per trunk. Contact Kim Fenwick 488-9098 for reservation.

Neighbourhood Watch — Neighbourhood Watch is going to be conducted on a block by block basis. It is vital they have 60% participation by each block to set up an effective program. For more information contact Cpl. Leonard, Local 5340.

Your community councillors are:

- President — Major Semianuw, Local 6174
- Vice President — Capt. Kaduct, Local 6013
- Information Officer — Mrs. Fenwick 488-9098
- Secretary — Cpl. Burgess, Local 6175
- Treasurer — Bev Clarke 489-0472
- Ward 1 — Cpl Leonard, Local 5340
- Ward 2 — Sgt. Lewis, Local 6035
- Ward 3 — Cpl. Cherry, Local 6061
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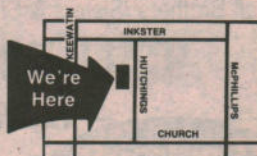
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