



Free
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CFB/BFC Winnipeg
20 November 1991

Congratulations

CFB Winnipeg



**United
 way**

Congratulations & thank-you

CFB Winnipeg. For the second consecutive year the Base has exceeded its goal for the United Way Campaign. Thanks to you the United Way can continue to fund agencies in the Winnipeg area which provide much needed services. All of the sections on the base made a valuable contribution to the success of this years campaign but special note should be given to Air Command HQ, which was responsible for almost 40% of this years total, and Integral Units which made the second largest, total contribution. The final total for this years campaign exceeded this years goal by 3,700 dollars with a net intake of 61,700 dollars. The

professional and voluntary staff at the United Way are holding up CFB Winnipeg as a shining example of what is possible even in hard economic times.

Those of you who did contribute to the United Way this year will probably recall filling out an entry to win Winnipeg Jets tickets. The Base has been extremely lucky in this regard with a total of twelve (12) winners over two draws with one draw yet to be completed. The winners were: LCol Playcord, Lt(N) Thompson, Capt Dupuis, Capt Verwey, 2Lt Guruprasad, MWO Wash, Maj Maynard, Mr. Weisz, LCol Crowe, Cpl Best, Capt O'Connor and MWO Pokolinski. Congratulations to the lucky winners.

Once more, on behalf of the United Way, its agencies, and the CFB Winnipeg United Way Campaign Committee, thank-you for your generous support. Your dollars have gone to a very worthy cause.



Daddy's Home

Even though it was "zero dark thirty" when Cpl Guy Bosse returned home to CFB Chilliwack, B.C. in the wee hours of the morning Oct. 8, his daughter Ashley was all smiles under her father's blue beret. Cpl Bosse, a vehicle technician, spent six months in Kuwait's searing temperature where 1 Combat Engineer Regiment formed the nucleus of Canada's UN peacekeeping force tasked to help clear minefields along the Iraq-Kuwait border. The City of Chilliwack will honour the regiment with the Freedom of the City Nov. 9. (CF Photo by Sgt Stew Radford, CFB Chilliwack).

Papa est de retour!

Rien n'aurait pu effacer ou même affaiblir le sourire de la jeune Ashley lorsqu'elle a accueilli son père absent depuis 6 mois. Le 8 octobre, à une heure où l'aube n'avait pas encore fait acte de présence, le caporal Guy Bossé, un technicien de véhicules, arrivait à la BFC Chilliwack après avoir servi sous le ciel koweïtien au sein du 1er Régiment de génie de combat. En tant que membres de la Force des Nations Unies, les militaires canadiens forment le noyau de la force de maintien de la paix envoyée de long de la frontière irako-koweïtienne afin de débayer les champs de mines. La municipalité de Chilliwack rendra hommage au régiment en lui conférant la citoyenneté d'honneur le 9 novembre. (Photo des Forces canadiennes par le sgt Stew Radford de la BFC Chilliwack)

BASE ENERGY CONSERVATION OFFICER'S REPORT

Once again we will be conducting an Energy Awareness Week throughout DND and CFB Winnipeg from the 17-23 Nov 91.

The event is to make all DND employees and military personnel aware of conserving energy in order to reduce operating costs and to preserve our environment.

CFB Winnipeg has been able to reduce energy use for a number of years largely due to conscientious individuals like yourself.

I have provided facts on energy use at CFB Winnipeg which will give you an understanding of our need to monitor, control and reduce consumption:

FY 90/91 — Water	—	813,538 m ³	= \$ 508,773
Natural Gas	—	10,034,203 m ³	= \$1,151,640
Hydro	—	23,816,945 KWH	= \$ 919,308

As you can see the Base consumes a great deal of energy and resources in order to operate.

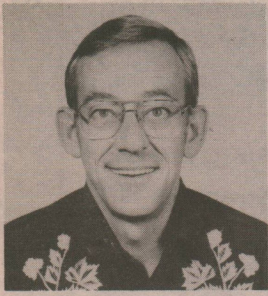
I ask you to use Energy Awareness Week as a kick-off to year round energy conservation.

D.A. Neath
 CWO
 Base Energy Conservation Officer

A message from the Base Commander:

Get involved in Energy Awareness Week: 17-23 Nov.

see pages 8 and 9



(by Barry Sweeney)



music reviews and syndicated columnist

Another Smash From Alabama

With somewhere over 100 major awards to their credit, 45-million sales and one hit after another, Randy Owen, Teddy Gentry, Jeff Cook and Mark Herndon, better known as Alabama, are serving up their "Greatest Hits Vol II" (BMG). This quartet have had enough single hits to power at least five or six volumes of greatest hits and, with this one debuting in the top-20, even their album of

"Greatest Hits" has the potential to become one of their greatest hits.



Alabama

Kicking off with the laid-back "Born Country" and their current chart riding "Then Again", Alabama kick it into high gear with Dixieland Delight" and follow with the bitter-sweet "Lady Down On Love". Their truckin' anthem "Roll On (Eighteen Wheeler)" and proven winners

like "Song of the South", "High Cotton" and "The Closer You Get" all hold mass appeal. There's little doubt that "Vol II" will join the already lengthy list of gold and platinum releases from Alabama. Simply superb!

Disco Re-Visited

Let your mind flow back to about a dozen years ago. Remember the disco era? Well, it just may be coming back! Today's current dance era owes much to disco. The syncopated beat, synthesizers, computers, samples, etc. It's all there now as it was back then.

BMG has just released a compilation of 15 of the biggest disco

hits to capitalize on the current retro-dance fever. Included in this package are Vicki Sue Robinson's "Turn This Beat Around" in both its original version and a remix. Revisited are such "Disco Classics" as Van McCoy's "Hustle", KC & The Sunshine Band's "Get Down Tonight", The Trammps' "Disco Inferno" and one of the all-time dance-floor hits, The Village People's "YMCA".

Anyone who missed this music the first time around may be in for a surprise to find how fresh and still danceable these songs are today. Could make a comeback.

Chapterhouse

Chapterhouse's "Whirlpool" (Dedicated /RCA/BMG) is a guitar-driven set of tunes led by the group's current single "Pearl". Music swirls and sounds much the same from track to track. For the most part the set reminds this reviewer of 'art rock'. Personally, I couldn't find



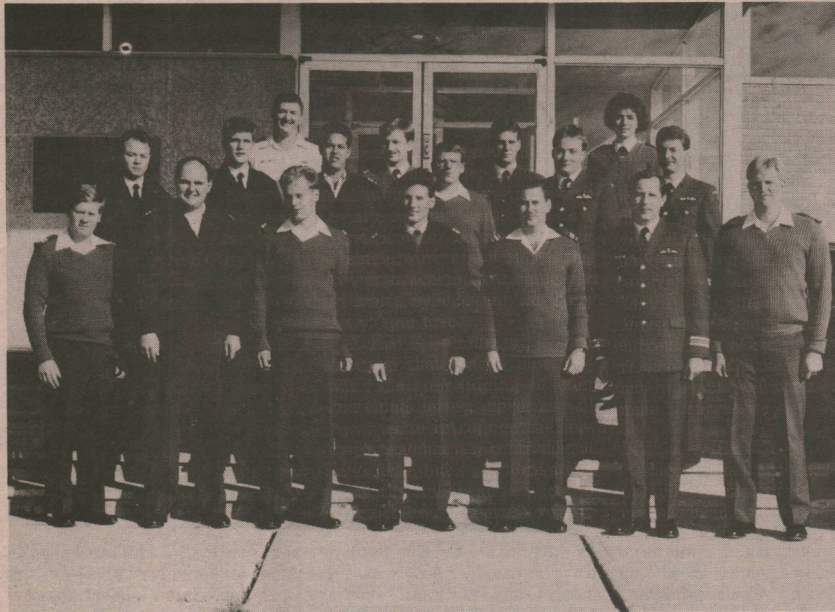
Chapterhouse

anything here that will be busting down the doors of top-40 radio.

Fast Facts

John Fogerty along with his brother Tom were known as the Blue Velvets. The group also consisted of Stu Cook and Doug Clifford. They changed their names to the Goliwogs and later became known as Creedence Clearwater Revival. John, who wrote such hits as "Proud Mary", "Bad Moon Rising" and "Looking Out My Back Door", went the solo route and recorded under the name of Blue Ridge Rangers where he scored with a pair of top-40 hits: "Jambalaya" and "Hearts of Stone". He later recorded under his own name and hit with "Old Man Down The Road" and "Centrefield".

CFSAS — BSOC Grad 9148 (16-24 Oct. 91)



BASIC SPACE OPERATIONS COURSE — 9148

Front Row L/R: Capt Cox, Lt Karppa, Capt Kozak, Lt Galls, Maj Strocel, Lt Ihaksi
 2nd Row L/R: Lt Ovens, Lt Antifave, Capt Needham, Lt Cadorette, Lt Mulligan, Capt Haines
 Back Row L/R: Capt Desrochers, WO Negrich (Instructor), Capt King, Lt Jean

Congratulations



Sgt Barry Ross, MSE Op, receives his CDI medal from LCol Baines. Sgt Ross is the NCO Special Purpose Vehicle.



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Employers Appreciation Day

402 Squadron Thanks their Civilian Employers

Civilian employers of 402 Squadron people visited CFB Winnipeg during our second annual Employers Appreciation Day. Civilian and military leaders met each other on Sunday October 27 to discuss their shared interest. That shared interest is employees.

Unique to integrated units, like 402 Squadron, is the part time status of many of its members. Most reservists put on their uniform a few days of the week. The



Air Canada Manager of Flight Operation-Winnipeg — Mr. Howard Chase and his two daughters enjoyed the events of the day. Mr. Chase received a certificate of appreciation recognizing the outstanding cooperation between Air Canada and 402 Squadron. The Commander of Air Reserve Group BGen Linden presented the certificate.

rest of their time is committed to civilian responsibilities. The advent of Total Force and the arrival of Dash 8s has dramatically increased quality and quantity of training requirements for reservists. 402 Squadron people are spending more and more time in their uniforms leaving less time for civilian commitments.

By promoting an understanding of the military experience it is possible that more reserve airmen and airwomen will be afforded time from their civilian jobs for military training. Said Squadron Commanding Officer, LCol Bob Patrick, "This employers recognition day is an education program for the employers of 153 of my people to show them the benefits of the work in the reserves and how those spin-offs

could also benefit them in their work place."

Military training and job experience has application in the civilian environment. Many of our part time aircraft technicians are aircraft maintenance engineers on civilian street. CF Personal Administrators are similar to civilian human resource managers. Military and civilian pilots fly the same airways. Our finance clerks handle payrolls like their civilian counterparts. The list goes on. It stands to reason that the military experience is of benefit to civilian employers.

"...So we are very pleased, indeed, in order to have these people come out and see the squadron in operation and see what their employees are doing on the weekends", stated LCol Patrick.



Captain G.A.J. (George) Weber is shown being presented with his retirement certificate by Colonel G.G. Mark, Air Command Comptroller in recognition of his 30 years of dedicated service in the Royal Canadian Air Force and Canadian Forces. Captain Weber has accepted employment with the Air Reserves, thus renewing his relationship with the Reserves which began with 402 Squadron in 1956.



Squadron Commanding Officer LCol Bob Patrick hosted the Employers Appreciation Day. Discussions and static displays were followed by a lunch, presentation ceremony and a flight in the Dash 8.



CFANS instructors were on hand to assist. Capt Tim Truant demonstrated the navigation training version of the Dash 8.

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PARTICIPATION

NEXT VOXAIR DEADLINE 25 NOV.

A Ten-Day Countdown

DAY ONE

Start of Course 9102 which consisted of ADM CLKs, MSE OPS, VEH TECH, TRAFFIC TECH and many other trades. Well the day got off to a good start by Sgt Thornhill (good ole Sarg) and MCpl McLean (bad jokes boy) couldn't find the classroom. The morning consisted of Roles of BDF and Security Heads. Then came Cpl Patry with some Search Procedures. Then we were bused to the ranges for an appetizing meal (box lunch). This afternoon we learned how to search vehicles and persons. But the question is — who gets to search the women??

DAY TWO

Morning got off with a bang (we picked up our weapons) then it was a morning inspection. Next it was off to the ranges. We had our first quickie test. Then half the morning, Cpl Charbonneau showed us weapons handling. When we were finished it was time for us to practice being Rambos on the Range. The afternoon we got to have a presentation conducted by EOD then off to the PMQ to see if we could get through without getting blown up (heh).

DAY THREE

Morning was very exciting. We learned how to work the radios and the smallest switchboard. Also in the afternoon we learned how to fire the pistol.

DAY FOUR

Learned about Road Blocks and Challenging Tactics. Also we learned about Guarding Buildings and other different areas.

DAY FIVE

The big day came, we went into the dismal gas chamber. Most of us went in and came out coughing with running noses but all was well. Except poor Sgt Thornhill didn't put his mask on and boy he was sorry!!

DAY SIX

Well we went to the PPCLI side to learn how to be real mud-slugging soldiers, and that we did. It could not rain any harder but we still had fun on the APCs and putting up tents. We were supposed to have gone all night but it was cancelled so we went home to nice warm beds after we enjoyed a piece of Uncle Keith's birthday cake. Right Keith?

DAY SEVEN

Well, God also Mother Nature strikes again. We were supposed to qualify on the rifle at the range today but it was -9 and no visibility, so we learned how to do woods clearing. We were visited by our BDF Commander this morning, and we also wrote our final exam.

DAY EIGHT

Today is the big day, the night of the big exercise. Keith and Bush are running around like chickens with their heads cut off getting ready for the long night

ahead. I hope everyone brought warm clothes. The morning consisted of our practices on the C 7, field phone and challenging procedures. The afternoon is going to be the preparation for tonight followed by a warm meal at the Mess Hall. Oh, by the way, Marvin, did you learn how to do the Newfie game yet?

DAY NINE

Well, the course is finally coming to an end. Today we will do the Course critique followed by the Course party. But boys we have to be good right, Jeff & Marvin. It has been a very exciting course and everyone really stuck together.

DAY TEN

The final day is here as well as signing our Course Reports. Now back to the old grind again. It was fun while it lasted. Thanks go out to Sgt Thornhill and MCpl McLean for the instructing, you are two great guys.

Pte A. Rehaluk



Major J.C. Lawrence, BDF Commander presenting the top candidate award for BU Course 9102 to Pte. T.L. Porsnuk (BOR). Congratulations Teresa, well done!



BU Course 9102
Front row L to R Pte. Rehaluk, Cpl. Tobin, Capt. Barron, Maj. Lawrence (BDF Commander), Sgt. Thornhill, Pte. Braman.
Centre row L to R Cpt. Erwin, Cpl. Caine, Pte. Bragg, Pte. Klasson, Pte. Doucet, Cpl. Kane, Pte. Miller.
Back row L to R Pte. Porsnuk, Pte. Labossierre, Pte. Brown, Pte. Clarkson, Pte. Sutherland, Pte. Fifield, MCpl. Charron.

Lament of ACOC Battle Staff

Oh it's lonesome in ACOC
And as dull as can be
To sit watching the news
Every morning at three
But there's nothing can make a clerk feel quite so blue
As to work through the night in an Ops with no "loo".

Well, we've food and we've drink
And we've playing cards too
And there's blankets and pillows
It's quite cozy it's true...
But if push came to shove, e'er the fighting was through
We would earn danger pay in an Ops with no "loo".

Oh there's two just "outside"
One for girls, one for boys
But they're not all secured
From the rough stuff and noise
And if we went to war, it's a fact we would rue
To be trapped for a week in an Ops with no "loo".

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— submitted by
Lorraine Laroche

Resource Program For Students

As in most Manitoba schools, Jameswood School provides an extensive resource program for its student population. There are several facets to the 'Diagnostic-Collaborative Resource Delivery Model' which is used in St. James-Assiniboia schools. Although the major component is to service the special needs of students with learning difficulties so they can remain in a regular classroom, the resource program in its entirety, services, to a limited degree, the needs of all Jameswood students.

The resource program provides hearing and vision screening for all Kindergarten and Grade One students, as well as

for all children new to the school, regardless of age or grade level.

In order to identify the students with possible special needs, D.I.A.L. testing to Kindergarten students is carried out within their first two months of Kindergarten attendance. This assessment zeroes in on the following areas: hearing, fine & gross motor development, and concepts and language acquisition. Special testing of Kindergarten students is also carried out in May to determine the student's achieved level of readiness. Information provided by these screening and measurement techniques allow for early identification of the student's strengths and weaknesses.

The resource teacher is the key component of Jameswood's resource program. Resource teacher, Caroline Lenover, has been at Jameswood School for eleven years and previously taught in several other St.

James-Assiniboia schools, as well as schools in other parts of Manitoba and Ontario. Caroline's workload consists of consultation, collaboration and direct service, and she also specializes in diagnosis and program modification.

When I asked Caroline why she enjoyed teaching at Jameswood School, she quickly replied, "It is certainly because of the children and their parents. In all the years I have been at Jameswood, I have found the students most appreciative and enthusiastic over the programs offered, be it the Home Reading Program, Choir, Gym activities, etc.. The parents at Jameswood School are most supportive and co-operative."

Referral to the resource program generally begins with the classroom teacher, the parent or recommendations from previous school records. As soon as the resource teacher receives the

referral, work begins to determine the child's areas of strengths and weaknesses. If further assessment is required, the students are also referred to E.S.S. personnel. Once the learning difficulties or weaker areas are determined, the resource teacher and classroom teacher(s) develop an I.E.P. (Individual Education Plan) for the student.

I.E.P.s may integrate new or specialized teaching strategies or materials into the child's learning environment. Often programs or portions of programs are modified to more appropriately reflect the student's capabilities. Most often, the Individual Education Plan entails direct assistance from the Resource teacher, either in the classroom setting or outside the classroom on a one-to-one basis. Parents are consistently updated as to the child's progress and services being provided.

Mrs. Lenover also prepares and co-ordinates the Club RED and 'Borrow-A-Book' for reading at Home programs. Volunteer parents are paired with Club RED children so that students with reading difficulties can fulfil the Club RED motto of 'Reading Every Day'. The resource teacher assures that the books are not only interesting, but also match the reading skill level of the child.

"The resource program is an integral part of the educational process. The main function of the resource teacher is to determine the needs of children perceived by the classroom teacher as having significant...learning problems and assist such children so that they may progress adequately — personally, socially and educationally — without being removed from the mainstream of the educational system."

Street Proof Your Children

The kids have been back at school for two months now and it's essential that we make them

aware of the importance in taking a safe route to and from school. That walking on the sidewalk, where available, is safer than walking on the street. That a direct path to and from school is safer than an indirect path.

This is especially true during the winter months when icy roads and mounds of snow are tempting play areas for our young people. When icy road conditions are present some of our young folk enjoy hitching a ride on the rear bumper of a passing vehicle. This very dangerous practice is known as Bumper Shining. A lot of times it is done on a dare or perhaps peer pressure may play into the situation. These young people must be made aware of the dangers that may arise.

If an adult can not be present to walk the children to and from school have them walk in pairs or a group. Talk to your children, educate them on the possible dangers of talking to strangers, what may be required in obtaining a description of the individual, his/her car and licence plate number. That if a situation arises the youth should report it immediately to a parent or a Block Parent.

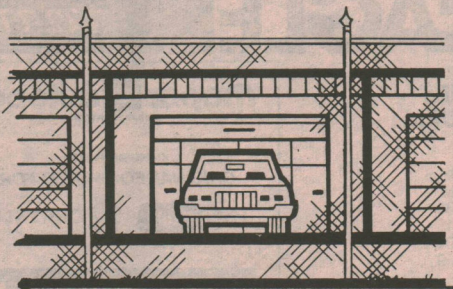
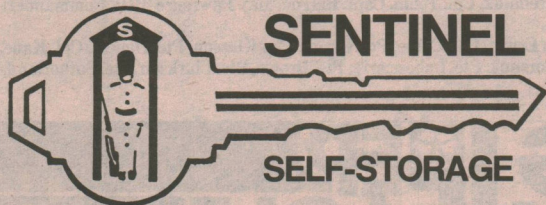
Start now, plan that safe route to and from school, have that talk on the do's and don'ts that I've mentioned above, and have a safe and fun winter.

If you have any questions please feel free to contact the Military Police Community Relations office at telephone number 833-5104.

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The Little Red House

The little red schoolhouse is just a memory, Where country kids learned reading, writing, arithmetic and history! Its dimensions were only forty feet by forty feet, Where student, desk and teacher really did meet! This educational device is also a historical site, Where children travelled ten miles to school on horseback with all of their might! The teacher lasted twenty years or until she was frazzled, After finding a gopher in her desk drawer many times, she must have felt hassled! Discipline was the first thing you learned then, When a girl's ponytail was pulled and the culprit was Ben!

A spelling bee was a joy to have, While the snow-drenched overcoats dried by the stove in the back! Summer holidays approached and the one-room school was empty, The farm boys were helping out on the tractors happily! Betty had always been a bright young student, She became a teacher at the little red schoolhouse — for five years she spent! Then came along a nice young man who swept her off her feet, He lovingly said to her, "Please marry me, my sweet!" Who married them was the local town preacher, And all the school children waved goodbye to their favorite teacher!

BY CAROLYN GIBSON

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ALL ROADS LEAD TO STADIUM FORD



Too late to print for the last CFANS Update is the accompanying photo of the RAF Navigation School visit which took place from the 23rd to the 27th of Oct. Their visit allowed CFANS staff and students a glimpse into the very different approach taken by our "cher colleagues." The primary role for the RAF nav is in fast-jet employment by Strike Command. This evoked a wistful sigh from LCol Watt, a former "Scope Wizard." The visitors were treated to introductory flights in the mighty Gonzo and, for the Tornado and Buccaneer back-seaters, in a Tutor jet trainer. CFANS staff were given the opportunity to show off their new training aircraft and the RAF visitors were visible awed.

This visit was an enormous success from both a training and social perspective. The weather cooperated with enthusiasm and our guests left for the U.K. with just a modest display of crocodile tears at having to return to more temperate climes.

According to Gilles Simard, CFANS resident weather guesser, the cool, crisp onset of winter has brought us temperatures 10 to 15 degrees colder than is normal for this time of year. Tell anybody from Winnipeg and they'll cheerfully respond, "But it's a 'dry' cold! It's not like those terrible snowy winters you Easterners have to endure."

Mind you, when it's -20C, my car has more than a little trouble distinguishing the difference. Many Easterners also manage to endure those snowy winters

Tow Course

The evolution of warfare though long as the history of mankind ourselves has not been as rapid or elaborately innovative as it might seem. The armoured vehicle, certainly not a new invention, was not deployed to its fullest potential until the first modern great war, 1914 - 1918. From that day forward the improvement of the tank became the rage in all the warmonger circles of any importance. Fortunately for us the development of anti-tank weaponry grew from whispered after dinner conversation into a full-fledged industry and perhaps even a way of life. In this fashion, after obscenely great amounts of coffee and after-dinner mints, the TOW and TUA systems came to be. The TOW systems has been anti-armour problems in the Canadian Armed Forces. Each year a few are chosen to delve into the arcane mysteries of TOW. This is the story of the acolytes of anti-armour.

The TOW course can be roughly broken down into three portions. The fundamentals and workings of the TOW and TUA systems: the practical portions of drills and tracking; and of course armoured vehicle recognition. The course is packed into an exciting four week period and is

strapped to a very fast-moving pair of downhill skis! The Manitoba winter does bring with it some real pleasure, however. Winnipeg plays host to some of the finest entertainment events available (most of which, by the way, take place indoors!)

One such event is Canada's de facto national sport, hockey. This week's "winner" has to be Course 9103's self-styled "floor hockey blowout" against a pickup team comprised of a group of aging instructors, a few token students, and Capt Mark Levack's dog, BooBoo. Here, in their own words, is an exciting and somewhat fanciful account of the action.

"A core group of dedicated 9103 members issued forth to defend their course honour against the onslaught of an upstart team composed of members from several of the new courses. Though weakened by recent injuries and illness among certain key players, the strong 9103 team administered an amazing 15-1 drubbing to their shocked and surprised adversaries."

"The game opened quickly, with rookie goaltender J. Tasseron making his professional debut in the 9103 crease. Facing the team was an imposing mix of players. Scoring opened almost immediately with a flurry from Rich DeBruyn, Rob Lawrence, John Weare, and the Scoot Man himself, Steve Camps. Assisted by the brilliant playmaking of substitute players, the tally soon mounted into the stratosphere."

"Despite a late goalie change, the challenging team was unable to mount more than a token offense. Tasseron proved strong in the crease, letting only one blooper, and making several key saves with his head. Next game TBA."

By: Lt T.J. McLeod ANTI- ARMOUR PLATOON COMD

a demanding mistress. It is futile to stress the importance of any one area of the course more than others, but it seems obvious that the greatest portions of misery and neurotic impulses have originated from the AFV recognition portion.

Overall the course this year is running fairly smoothly. The TOW under Armour system being included in the course content for the first time has quickly been noted for its dual role as god-send and minor annoyance. Because of the adoption of the TUA a transition in content is in the process, but it is being made without any catastrophic occurrences so far. No word on how many might join the ranks of Anti-armour Platoon from this year's course and definitely no comment on those drooling over a potential cross-posting. As the final week rolls in we have basically covered a majority of the information and practical aspects of the course. As we head out to the range to do our tracking of targets and some infamous background activity, I can feel measurable amounts of information slip from my grasp. Perhaps some review is in order. I am personally anxious to see the affects of severe shivering on the dis-



L to R Front Row (Kneeling) Maj Gary Miller, LCol Tom Watt (Comdt), Wg Cdr Gordon Goodman (Officer Commanding RAF/ANS), Maj Don McLeod

L to R Back Row (Standing) Maj Chris Purdy, Capt Wayne Joy, Flt Lt Graham O'Connor, Capt Dennis Sawatzky, Flt Lt Clive Jones, Sqn Ldr Dave Burley, Sqn Ldr Bob Daughney, Sqn Ldr John Burrows.

The career managers have come and gone, and the whimpering of overstressed and overworked Nav students is no longer joined by the wailing of overworked and overstressed Nav instructors facing a tour flying the BD-5 Delta (Big Desk, Five Drawer). Capt Dan Jacques, OPI for the visit, is quietly recuperating away from his telephone.

"Caveat Emptor" is the watchword from Capt Mark Lecours who recently returned a rare Abyssinian cat due to its being blind in one eye. The cat was purchased to keep Mark's somewhat psychotic Siamese, Michael, company.

"I first noticed something was amiss when the cat only chased its tail in a counter-clockwise direction," says Mark. "At first I thought it had something to do with the coriolis effect, but then I discovered it was destroying curtains only on the left-hand side of the windows. The obvious solution was to only put curtains on the right, but the neighbors kept complaining so I decided to return the cat. After all, when I pay \$300, for a little pussycat, I expect perfection."

At last word, Michael the Siamese has been placated with a catnip ALP.

The latest in the saga of LCol Watt's Mercedes is that he has ordered the optional "cow-catcher" modification. This reportedly consists of a set of bungee cords that attach to the (very expensive) front grill and a large catcher's mitt. The duty nav student is strapped to the grill and catches or gracefully deflects any hazardous projectiles before they impact said (very expensive) front grill.

For the uninformed, LCol Watt's new Mercedes was in intimate contact with a bottle of bal-

listic 7-Up which was carrying out a highway speed approach. He has since declined offers from Transport Canada who have requested the use of his car for trials on "The Effect of Migratory Bird Strikes on (Very Expensive) Foreign Cars." They had intended to fire frozen turkeys at the car at high subsonic speeds for damage assessment.

"I can't believe they wanted to use turkeys," says LCol Watt. "You'd think, at the very least, they could get some pheasants, or even some Cornish Game Hens."

Lt Rob Tarzwell has offered the use of "Omar", the Dash-8-mobile for the trials. Funds raised will be used to help pay the interest on Course 9101's "lifestyles of the rich and famous OCdts" loan from an unspecified group of Hong Kong investors.

That's all the news that's printed to fit for this week. In our next instalment, a gripping tale of Extraterrestrial terror as Capt Don Richards recounts his horrifying experiences at the mercy of Elvis look-alike Space Aliens in, "I Survived the PZX Triangle."

NEW ARRIVALS

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- Contents?
- Pleasure Items?
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know...

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already have or will
develop diabetes?

For more information, contact
your local Branch of the
Canadian Diabetes Association or
the National Office, 78 Bond Street,
Toronto, Ontario M5B 2J8.

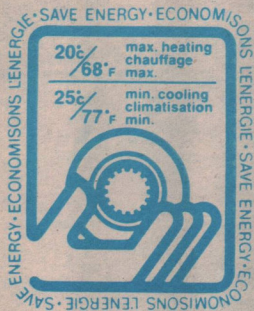
Canadian
Diabetes
Association



Association
canadienne
du diabète

Semaine de Sensibilisation à l'Énergie

Du 17 au 23 Novembre 1991



La BFC Winnipeg participera encore une fois à la Semaine de sensibilisation de l'énergie du MDN, qui se tiendra du 17 au 23 novembre. Le thème retenu pour cette année est "Économiser l'énergie, c'est conserver l'environnement". Afin de promouvoir l'économie d'énergie dans tous les secteurs de la Base, je vous encourage à tirer profit des documents d'information mis à votre disposition et à participer, tant au travail qu'à la maison, à la conservation de nos ressources et de l'environnement.

Grâce aux efforts qu'elle a déployés par le passé, la BFC Winnipeg a pu atteindre les objectifs qu'elle s'était fixée en matière d'économie d'énergie. Nous comptons sur votre appui indéfectible afin de pouvoir atteindre l'objectif de cette année, qui est de réduire de 2 p. 100 notre consommation d'énergie.

Seuls votre appui actif et vos suggestions sur la façon d'augmenter le rendement énergétique nous permettront de faire des économies substantielles d'énergie à la BFC Winnipeg. Chacun d'entre vous peut y contribuer. Des gestes simples comme fermer les robinets, éteindre les lumières inutiles, ouvrir à bon escient les portes des entrepôts, des garages et des hangars et baisser les thermostats peuvent accomplir beaucoup.

Participez à la Semaine de sensibilisation à l'énergie et appuyez l'économie d'énergie (et la conservation de l'environnement) 365 jours par année.

Le commandant de la Base
Colonel J.R.B. Proulx



Vérifiez en trois minutes la sécurité de votre maison...

En répondant par oui ou non aux questions suivantes, vous connaîtrez le «quotient» de sécurité de votre installation électrique. Et en corrigeant les défauts, vous vous éviterez des problèmes et peut-être même une tragédie.

Les appareils électriques



Tous les appareils sont-ils en bon état de fonctionnement?

Oui Non

Les appareils sont-ils tous reliés directement à une prise murale?



Jetez-vous ou réparez-vous les fils électriques usés ou effilochés?



Pouvez-vous brancher vos appareils portatifs sans utiliser de prises multiples?

Débranchez-vous vos appareils portatifs quand vous ne les utilisez pas et avant de les nettoyer?

Nettoyez-vous un appareil électrique dans l'eau si l'étiquette ne précise pas que vous pouvez le faire?

Lorsque vos appareils ont des cordons électriques détachables, débranchez-vous ceux-ci des prises murales avant de les retirer des appareils?



Faites-vous marcher vos appareils loin de l'évier ou de la cuisinière afin de ne pas brûler ni mouiller leurs cordons?

Les gros appareils électriques ont-ils chacun leur propre circuit?

Branchez-vous les fiches à trois broches dans les prises correspondantes?

Tous vos fils et appareils électriques portent-ils l'étiquette CSA?

Prévenez-vous vos enfants que les appareils électriques peuvent être dangereux si on ne les utilise pas correctement?

Tenez-vous les objets inflammables à l'écart de sources de chaleur telles que les éléments chauffants de la cuisinière?

Évitez-vous de vous servir de la cuisinière pour chauffer la cuisine?

Gardez-vous les guides d'entretien et d'utilisation de tous vos appareils électriques? Les avez-vous à portée de la main?

Chez vous



Savez-vous où se trouve le panneau à fusible ou le coffret de branchement de votre logement et à quel endroit correspond chaque circuit?

Avez-vous un extincteur spécial pour les incendies d'origine électrique et est-il en bon état de fonctionnement?

Évitez-vous de vous servir de longues rallonges qui traversent les pièces, sous les meubles ou sous les tapis?



L'intensité de vos ampoules électriques varie-t-elle quand le réfrigérateur ou d'autres appareils se mettent en marche?



Savez-vous pourquoi les fusibles «sautent» ou pourquoi le disjoncteur se déclenche?

Quand vous travaillez à l'extérieur, placez-vous votre échelle de façon à ce qu'elle n'entre jamais en contact avec les fils électriques?

Utilisez-vous des rallonges spéciales pour l'extérieur lorsque vous travaillez dehors avec des appareils électriques?

Est-ce que vous observez les consignes du fabricant, lorsque vous changez les ampoules de vos lampes?

Y a-t-il suffisamment d'interrupteurs et de prises de courant chez vous et sont-ils bien situés?

Votre antenne de télévision ou votre antenne de radio-téléphone (CB) est-elle suffisamment éloignée des lignes électriques pour ne pas les toucher au cas où elle tomberait?

Dites-vous aux enfants de ne pas monter aux arbres dans lesquels passent des fils électriques et de ne pas faire voler de cerfs-volants à proximité des lignes électriques?

Comptez vos points

Comptez combien de fois vous avez répondu «oui». Comme le maximum est de 26, si vous avez 26 «oui», vous avez de bonnes connaissances de la sécurité en matière d'électricité.

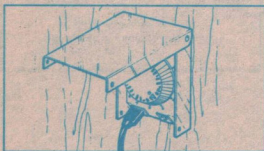
Si votre total est inférieur à 26, vous auriez intérêt, par mesure de sécurité, à améliorer vos habitudes et à avoir de meilleurs appareils électriques.

"Can Mr. Smith call you back?
He's chairing an important meeting..."



Energy Awareness Week

17-23 November 1991



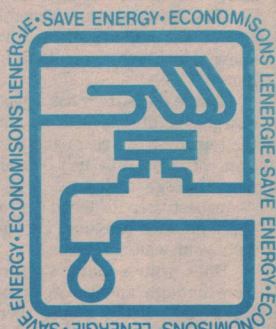
Once again CFB Winnipeg will be participating in DND's Energy Awareness Week 17-23 November. This year's theme is "Energy Conservation is Environmental Conservation". To promote energy awareness among all segments of the Base, I urge you to take full advantage of the promotional material available and to participate in conserving our resources and the environment both at work and at home.

Through past efforts, CFB Winnipeg has been able to meet its goals in energy conservation. Your continuing support will be required if we are to meet this year's goal of reducing our energy consumption by 2%.

It is only through this active support and your suggestions for increasing energy efficiency that we will be able to continue to realize significant savings in energy consumption at CFB Winnipeg. Everyone can contribute; the simple acts of shutting off water taps, turning off unneeded lights, minimizing warehouse, garage and hangar door openings and lowering thermostats can make a real difference.

Get involved in Energy Awareness Week and support energy conservation for the environment 365 days a year.





J.R.B. Proulx
Colonel
Base Commander



Give your home the three-minute safety check...

Answer the following questions—yes or no—and you will find the electric safety "quotient" of your house. Then, correct any hazards you find. It could prevent trouble or even tragedy.




Electrical Appliances

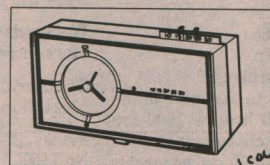
- | | Yes | No |
|---|--------------------------|--------------------------|
|  Are all appliances in good working order? | <input type="checkbox"/> | <input type="checkbox"/> |
| Are all appliances connected directly to wall outlets when in use? | <input type="checkbox"/> | <input type="checkbox"/> |
|  Are worn or frayed cords thrown away or repaired? | <input type="checkbox"/> | <input type="checkbox"/> |
|  Are you able to plug in portable appliances without using octopus plugs? | <input type="checkbox"/> | <input type="checkbox"/> |
| Are portable appliances disconnected when not in use and before cleaning? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do you avoid immersing an appliance in water unless it is labelled for such cleaning? | <input type="checkbox"/> | <input type="checkbox"/> |
| Are detachable appliance cords disconnected from wall outlets before they are disconnected from appliances? | <input type="checkbox"/> | <input type="checkbox"/> |
| Are appliances operated away from the sink and range so that cords do not come in contact with water or heating elements? | <input type="checkbox"/> | <input type="checkbox"/> |
|  Does each large appliance have its own circuit? | <input type="checkbox"/> | <input type="checkbox"/> |
| Are three-prong plugs on appliance cords inserted into three-prong outlets? | <input type="checkbox"/> | <input type="checkbox"/> |

- Do all electrical appliances and cords display the CSA label?
- Do you warn children that appliances can hurt them if not used properly?
- Do you keep flammable objects away from heat producing sources such as the range surface elements?
- Do you avoid using the range as a source of heat to warm the kitchen?
- Do you save use and care bulletins for all electrical appliances? Are they handy?

- Do you use outdoor extension cords with outdoor appliances?
- Do you follow manufacturers' instructions when replacing light bulbs in fixtures?
- Do you have ample electrical switches and outlets in your home and are they properly located?
- Is your TV or CB antenna located well away from power lines so it cannot fall into lines?

Your Home

-  Do you know where the fuse box or service panel is located and what circuits serve each area in your home?
- Do you have a fire extinguisher suitable for electric fires and in good working condition?
- Do you prevent long cords from being strung around a room, under furniture, or under rugs?
-  Are your lights unaffected when the refrigerator or other appliances come on?
-  Do you find the cause for "blown" fuses or "tripped" circuit breakers?
- When you work outdoors, do you locate ladders so they will never contact utility wires?



- Do you instruct children not to climb trees with power lines running through them and not to fly kites near power lines?

Scoring:

Count the number of "yes" answers. The maximum total possible is 26. If your total "yes" score is 26, you score well on electrical safety.

If your total "yes" score is below 26, you may need to improve your electrical habits and equipment for safety's sake.

WHAT DO ONE MILLION CANADIANS HAVE IN COMMON?

Diabetes is a lot more serious than you think. Its complications make it the third leading cause of death by disease in Canada.

Diabetes can cause heart attack, stroke, kidney disease, blindness and amputation. And insulin is not a cure. It is simply a control.

The Canadian Diabetes Association is

the major volunteer source of funding for diabetes research in Canada. It is also the principal Canadian source of educational and nutritional materials for people with diabetes.

It's time we find the cure. Please, whatever you can give to the Canadian Diabetes Association, it'll help make a difference.

Diabetes. You can cure it.



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National Safe Driving Week

Once again Safe Driving Week is upon us, as in the past it is the first week in December. The theme selected for 1991 is "Weather Wise-Be Prepared".

There are two things you can do to "Be Prepared" for driving safely during the winter season. The first is to prepare your vehicle for the rigours of ice and snow. Here are some helpful hints.

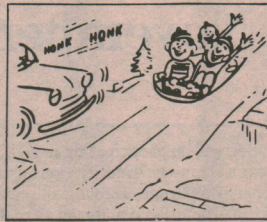
- Be sure the battery has a good charge, the fluid level is up and the terminals are clean and free from corrosion. A battery blanket might be a good idea.
- Inspect tires for tread depth, check inflation pressure. Do you have your winter tires on?
- Does your cooling system have enough antifreeze in it? Have you got the proper thermostat, and does it work? Are your hoses in good shape, do they leak? Having a block heater might be worth while.
- Do your windshield wipers work and are the wiper blades in good shape? Is your windshield washer fluid mixed properly, do you have enough fluid?
- Do all your lights work, are

the lenses cracked or broken? — Is your vehicle properly tuned up? A well tuned engine starts easier and runs better in lousy and cold weather.

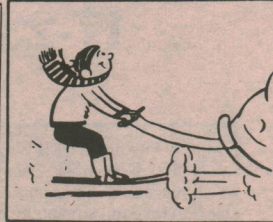
"Weather Wise — Be Prepared" not only means your vehicle but also means YOU! Are you mentally prepared for the hazards of winter driving? Your driving habits have to change from summer to winter, do you know what to do?

- Here are some basic points:
- Increase your following distance, that road you drive on may be icy or snow packed.
 - Use your eye lead time, about 12 to 15 seconds, to react in time to any potential hazard.
 - Reduce your speed. Its better to arrive late, than not at all.
- The most important thing to remember is to Be Courteous. Not all drivers understand or follow the rules of the road. It is up to You, be 100% prepared to yield. Defensive Driving is driving to prevent collisions in spite of the actions of others and the conditions around you.

SO BE "WEATHER WISE — BE PREPARED"



Don't sleigh ride or toboggan on or near roads.



Never "Hitch" onto a car or truck.



Vehicles can't stop quickly on ice or snow.

Dependants Defensive Driving Course

National Safe Driving Week is the first week in December. Base Transportation Section will be conducting a DEP DDC on 3 & 4 December 91 at BLDG 87 in the safety classroom, starting at 1830 hrs. to 2130 hrs. To register for this course contact MSE Safety at 833-5742 or Loc 5742. Come and see what Defensive Driving is all about.

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM

The Military Police, CFB Winnipeg, in conjunction with other Provincial Police Agencies have been asked to implement Selective Traffic Enforcement Procedures. The goal will be to increase the usage of seatbelts from a low 70 average to a 90 percent average. To reach this goal we need your help, please buckle up when you get in your car today. The life you save may be yours of a loved one.

SEATBELTS SAVE LIVES

CFB Wpg. (Westwin) WO's & Sgt's Mess Calendar of Events Dec 1991

Friday, 6 Dec

TGIF
 Food: Lasagna
 Time: 1830
 Cost: Members \$2.00/Guests \$4.00
 Dress: Casual
 DJ: Rick Enns

Monday, 9 Dec

Officers/NCM's Christmas Exchange
 All members to assemble in the mess at 1430 hrs for 1500 hrs inter-mess exchange
 Dress: Full uniform, no medals

Friday, 13 Dec

PMC Xmas Draw/Bingo
 Food: Chester Chicken
 Time: 1830
 Cost: \$5.00 per entry card/sequent cards .50¢ each
 Dress: Casual
 Tickets for PMC's draw available at the bar. There will be a raffle can draw
 DJ: Clarence Stefanson

Sunday, 15 Dec

Kids Christmas Party
 Food: Hot Dogs/Hamburgers and Fries
 Bring a gift marked with child's full name to be passed out by santa. Parents are to phone Karen at local 6769 to register children. Age limit 12 and under. Food served between 1200 and 1300 hrs. Magician will be there from 1330 to 1400 hrs with Santa arriving around 1400 hrs.

Tuesday, 17 Dec
 RCAF 500 Wing Meeting
 1930 hrs

Friday, 20 Dec

Eggnog by the fireplace
 Time: 1900
 No cost, just eggnog, friendly conversation and company by the fireplace.

Tuesday, 24 Dec

Mess will close at 1800 hrs.

Wednesday, 25 Dec

Mess Closed

Thursday, 26 Dec

Mess Closed

Friday, 27 Dec

No TGIF

Tuesday, 31 Dec

New Year's Eve Dinner and Dance
 Time: 1800
 Cost: Members \$50.00 per couple
 Guests \$60.00 per couple
 Band: Matched Set
 DJ: Rick Enns
 Meal: Buffet
 Dress: Mess Kit/Tuxedo, business suits for men and cocktail dresses, gowns or mess kit for ladies.

Tickets available from mess manager's office during regular working hours 0800-1600 hrs. Tickets on sale from 2 Dec - 18 Dec. (Wine one bottle per couple) Flier to follow

Wednesday, 1 Jan 1992

New Year's Levee
 Food: Clam Chowder, Meat Trays & Salads
 Time: 1200
 Dress: Uniform — morning, afternoon casual
 DJ: Rick Enns
 Drink: Moose Milk

Did you know...

November is fight Diabetes month. Support the Canadian Diabetes Association

For more information, contact your local Branch of the Canadian Diabetes Association or the National Office, 78 Bond Street, Toronto, Ontario M5B 2J8.



DRIVE A LITTLE — SAVE A LOT

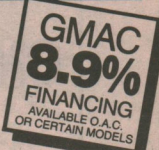
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Two door, air conditioning, automatic, pwr. locks, anti-lock brakes, zero-deductible 3 year warranty.	Fully loaded, buckets & console, aluminum wheels, brand new!	Four door, tahoe, fully loaded, aluminum wheels, brand new!
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Cash Down 1,500.00	Cash Down 500.00	Cash Down 500.00
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\$10,373.00	\$15,737.00	\$21,499.00

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*GM credit available when financing through GMAC.



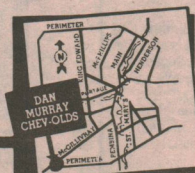
Hours: Mon., Tues. 8:30 to 8:00
 Wed. to Fri. 8:30 to 6:00
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by Michael Brown,
Chaplain (RC) — 2PPCLI

It is the month of November. The month of Remembrance. This is traditionally the time of year that we set aside to pay homage to those who gave their lives so that we might enjoy a better and more peaceful way of life. As we attended Remembrance Parades and Services, gathering afterwards in Messes and legions, it is not uncommon to hear stories of heroism, dedication, sacrifice and bravery of the soldiers, sailors and airmen of the past. These are often put before us as examples and role models of how one is to "Serve".

But there were others who lived through this insufferable ordeal with as much honor, bravery, dedication, sacrifice and heroism whose stories are all but known though they have as much if not more to teach us by way of example as our fallen comrades. In Remembrance, I offer you a brief account of one man who fought in WWII, but wore no uniform, was an inspirational and caring leader of men, but wore no rank, was brave, heroic and gave the ultimate sacrifice, but is not often remembered on Remembrance Day.

On Monday, April 9th, 1945, the Allied forces were continuing to advance into the heart of Germany. On the same day in a Nazi concentration camp behind the battle lines a German doctor was witnessing a martyrdom. The doctor wrote:

I saw Pastor Bonhoeffer... He was kneeling on the floor praying fervently to God. I was most deeply moved by the way this lovable man prayed, so devout and so certain that God heard his prayer. At the place of execution, he again said a short prayer and then

climbed the few steps to the gallows, brave and composed. His death ensued after a few seconds. In the almost fifty years that I have worked as a doctor, I have hardly ever seen a man die so entirely submissive to the will of God.

Our German doctor witnessed the death of Dietrich Bonhoeffer, a German Lutheran minister and a great Christian hero. He was arrested and tried for smuggling Jews out of Germany and executed for conspiracy.

Bonhoeffer was born in 1906 to a rich and prestigious family. His father was a leading psychiatrist and professor in Berlin and his mother's family were well known theologians, military and government leaders. His own siblings went on to pursue such careers as university professor, member of the league of Nations and government officials in the post WWI German Government.

Dietrich himself chose theology and hoped to be a Pastor of a small rural parish though he had inherited his family's tenacious work habit as he was an excellent athlete, a classical pianist, a formidable debater and a strong academic which his professors encouraged him to pursue. After ordination in 1931 Bonhoeffer combined these talents in a most unique way. He ministered in a church in Berlin's poorer northern district and lectured at the University of Berlin.

As the difficult times of Germany under the Treaty of Versailles in the 1920's gave way to the depression of the 1930's, a populist movement of a unified, independent and superior Germany arose and so the birth of the Nazi party. Bonhoeffer saw many of the Christian Churches in Germany, including his own Lutheran church, aligning themselves with this new movement for a purified Germany led by Adolf Hitler. In response, Bonhoeffer involved himself in an opposition movement which opposed both his church's view and that of the Nazi party. He

Greetings from the Chapels

November — Month of Remembrance

became an outspoken member of the Confessing Church and thus entered the public eye — and the foretelling of his own jeopardy.

Bonhoeffer neither wanted fame nor popularity as he was an ardent pacifist with a strong faith in Jesus Christ and lived out his life preferring to suffer than inflict violence against others. He was by no means naive. He understood the meaning of "Costly Grace" (from his book *The Cost of Discipleship*). He embraced the gospel message of love and forgiveness with the pointed knowledge that man's sinful human nature could only be overcome with forgiveness and God's grace. In these perilous times, especially for those who opposed the popular Nazi movement, he dedicated all his time, energy and talent in combating the rise of this sinful human nature in German society.

Bonhoeffer opened a seminary with these ideals and theology in mind. However, in 1937 the Nazis ordered the seminary closed, interrogating, confiscating and even arresting some of the students. As the Nazis moved the country closer to war, Bonhoeffer became more concerned about the nation and especially for the safety of the German Jews. The Nazis' official actions against the Jews began in 1933 with the "Aryan Clauses" where Jews were deemed second class citizens and open terror erupted with the November 1938 beating and destruction of Jewish communities. This was followed by the active internment of Jews to the concentration camps. It was at this juncture that Bonhoeffer had to act. Using family connections, he secretly met with members of German intelligence and senior military personnel who were plotting to overthrow the Nazis. It was through these connections that he obtained a position in Germany's counter-intelligence agency. In this capacity, he began smuggling Jews out of Germany. He became involved in plans to overthrow the Nazis and the planning of a new govern-

ment once the Nazis were ousted.

In October 1942, the Gestapo uncovered the smuggling operation and on April 5th, 1943, Dietrich Bonhoeffer was arrested. His trial dragged on for 18 months. It was during this time of internment that Bonhoeffer crystallized his faith in Christ and how he would live out his life despite its bleak outlook. From prison he continued to write to friends and family encouraging them and what was most notable about these letters was his devotion to Christ, concern for others, and a lack of self-pity or anger.

In July 1944 after the failed attempt on Hitler's life, key documents of the conspirators were discovered and Bonhoeffer's role in the resistance came to light. He was reinterrogated and then transferred to Flossenburg concentration camp in the South. In April of 1945 as Hitler was facing imminent defeat, he ordered all resistance conspirators killed and thus Dietrich Bonhoeffer was hanged.

Bonhoeffer's actions can only be fully understood in light of his prayer and reverence for scripture in that it was here that he sought answers to the difficulties he faced. It was through his relationship with Christ that he took action and made decisions. It was in the face of such glaring manifestations of sin that Dietrich began to understand

that salvation in Christ is meant to transform our lives in the here and now. It was this theology that made him aware that he had to do everything his faith demanded, taking responsibility for the sins of his people and even sacrificing himself in an effort to right their wrongs. He knew he could not await for some mysterious or divine explanation for the Nazi atrocities taking place around him. He was convicted to action by his faith and this belief cost him his freedom and ultimately his life.

So, at this time of Remembrance, I take a moment of silence to remember the message and example of one christian's response to the injustices that raged all around him and pray that I, too, may be convicted to action by my faith and care for others and be less concerned about its personal cost.

Much of the information from this article was cited from the books *The Cost of Discipleship* and *Letters and Papers from Prison* both written by Dietrich Bonhoeffer as well as *The Shame and the Sacrifice: the Life and Martyrdom of Dietrich Bonhoeffer* by Edwin Robertson as reproduced in the Word Among Us, Jan 1991, Vol. 10 No. 2. All three books are recommended reading and are available from Macmillan publishing Company, 866 Third Avenue, New York, NY, 10022.

ROMAN CATHOLIC CHAPELS

St. Marguerite Bourgeoys (North Site)

WEEKEND/FIN DE SEMAINE

Saturday: 1700 hrs (Eng)

Sunday: 0900 hrs (Fre)

1115 hrs (Eng)

WEEKDAY/JOURS DE SEMAINE

Mon & Wed: 1800 hrs

Tue & Thur: 1900 hrs

Fri: 1700 hrs

WEEKDAY MASSES
SUBJECT TO CHANGE

St. George's Chapel (South Site)

Sunday: 1000 hrs (Eng)

Weekdays Tue & Thu 1830 hrs

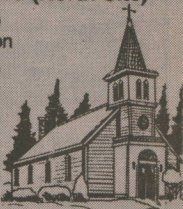
PROTESTANT CHAPELS

The Chapel of the Good Shepherd (North Site)

- 1st Sunday - 0900 hrs - Eucharist (ACC)
- 1100 hrs - Holy Communion
- 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)
- 1100 hrs - Divine Worship

St. Andrew's Chapel (South Site)

Sunday at 1000 hrs



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... if you confess with your lips the Lord Jesus and believe in your heart that God raised Him from the dead, you will be saved.

Romans 10:9

Just as it is true in all other aspects of life, it is true in the context of eternal matters of the Soul. A person can believe a matter all he wants — it is only seen to be true when the practices appropriate to that truth are evident in his daily life!

At creation God gave man a totally free will. He has never revoked that concession. Adam decided for all succeeding generations to choose death. Now through Jesus Christ we have the opportunity to once again exercise our free will. The choice is complete in both extremes. We may choose to continue in death or we may choose life — eternal life.

The choice is not lightly made — nor is it forced by God. You must believe and that belief (to be

genuine) must be declared. No one else can do it for you. Others will tell of His grace in Christ Jesus, God will incline your heart to hear; responding remains with you in the context of your own will. If you have not yet done so, choose today.

hauteur de ce que vous auriez dû être.

Faites ensuite confiance à Jésus-Christ, le Fils de Dieu, qui vous a considéré comme ayant une si grande valeur qu'il est venu sur terre mourir pour vos péchés. Vous deviendrez alors membre de la famille de Dieu. (*La Semence*, Été 1990)

Vous êtes Quelqu'un

Qu'est-ce que l'homme pour que tu te souviennes de lui? Et le fils de l'homme, pour que tu prennes garde à lui?

Psaume 8:5

Aux yeux de Dieu, vous avez de la valeur. Il ne traite personne comme un objet à jeter après usage. Nous avons du prix aux yeux de celui qui nous a créés et qui a payé une si grande rançon pour nous libérer du péché: "Dieu nous a montré à quel point il nous aime. Le Christ est mort pour nous alors que nous étions encore pécheurs." (Romains 5:8) ainsi, même si vous avez péché (et la Bible dit que nous avons tous péché) Dieu vous aime. Votre péché ne devrait pas vous décourager au point que vous vous considérez comme un objet sans valeur et sans espoir. Vous devez plutôt admettre devant Dieu que vous n'avez pas été à la

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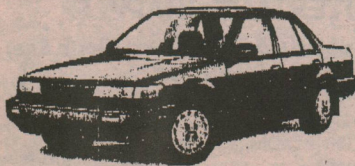
For more information, contact your local Branch of the Canadian Diabetes Association or the National Office, 78 Bond Street, Toronto, Ontario M5B 2J8.

Canadian Diabetes Association Association canadienne du diabète

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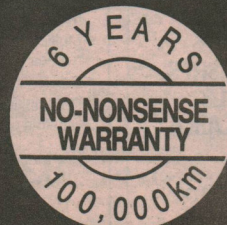
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STAR Programme d'instruction pour les officiers d'état-major de la Réserve

"Lorsqu'on se trouve au beau milieu d'une forêt, il est difficile de se rendre compte de ce qui se passe à l'extérieur de celle-ci. Ici, nous avons pour rôle d'amener les participants à élargir leurs horizons pour avoir une vue d'ensemble."

C'est en ces termes que le lieutenant-colonel Jack Waters, officier supérieur d'état-major, décrit l'objet du programme d'instruction unique en son genre dont il s'occupe. Le STAR, ou Programme d'instruction pour les officiers d'état-major de la Réserve, s'adresse principalement aux officiers de la Réserve aérienne et de la Réserve navale, mais il est aussi offert à des officiers de la Milice, de la Réserve des communications et des unités de cadets.

"Il existe deux dours, soit le STAR I et le STAR II", explique le lieutenant-colonel Waters. "Le premier a été conçu à l'intention des officiers subalternes et porte surtout sur l'efficacité des communications écrites et verbales. On s'est aperçu, non seulement au sein des Forces canadiennes, mais aussi dans les secteurs du commerce et de l'industrie, que les jeunes cadres ont besoin d'accroître leurs compétences en communication. C'est pourquoi nous raffinons ces compétences et donnons aux participants un modèle de communication qu'ils pourront utiliser toute leur vie."

Le cours avancé, le STAR II, s'adresse aux majors et aux militaires de grades supérieurs. Ceux-ci apprennent à penser de façon claire et rationnelle ainsi qu'à planifier et à prendre des mesures en vue de résoudre des problèmes de façon globale.

"Nous leur apprenons à réfléchir à des problèmes internationaux, à élargir leurs horizons et à développer une vision globale", assure le lieutenant-colonel Waters. "Les officiers supérieurs d'état-major doivent être capables de trouver des solutions, puis de transmettre des ordres clairs et constructifs à leurs subalternes. Ce cours vise à aider les élèves à réfléchir, à planifier et à agir comme ils devraient le faire à titre d'officiers d'état-major relevant d'un général."

Au total, 72 élèves participent à ces deux cours, qui se donnent en même temps chaque année, en juillet, à Toronto, à l'École d'état-major des Forces canadiennes (chemin Avenue) et au Collège d'état-major et de commandement des Forces canadiennes, mieux connu sous le nom de Armour Heights.

"Vers le fin de l'hiver, les candidats reçoivent tous une trousse d'exercices qu'ils doivent compléter avant d'entreprendre le cours", explique le lieutenant-colonel Waters. "Cette trousse comprend des exercices de base touchant la résolution de problèmes, la rédaction de notes de service, etc., qui ont pour but de préparer les élèves au travail en salle de classe et en atelier qu'ils accompliront ici. Par exemple, un élève inscrit au cours avancé se verra remettre un faux dossier portant sur l'achat d'équipement important, comme un véhicule blindé, et aura pour tâche de rédiger un exposé à l'intention du

ministre. Il s'habitue tout de suite à penser en fonction des niveaux les plus élevés, tout en s'exprimant en termes simples."

En effet, on répète constamment aux candidats de tendre vers la simplicité. Après le cours, de nombreux élèves se rendent compte que ce qu'ils ont appris leur sert également dans l'exercice de leurs fonctions civiles. Le lieutenant-colonel Waters indique d'ailleurs que les responsables du programme d'instruction sont entrés en rapport avec certains employeurs afin de les remercier d'avoir permis à leurs employés de s'absenter pour suivre le cours et afin de leur demander s'ils jugent ce type de formation valable.

Le directeur de programme STAR, le capitaine (M) Ray Zuliani, affirme que ces cours constituent l'une des rares occasions données aux réservistes de se perfectionner sur le plan professionnel, ce qui se révèle important puisque ces élèves deviendront les éléments essentiels de la future Réserve.

"En tant que réservistes, nous ne servons qu'à temps partiel", dit le capitaine (M) Zuliani. "L'un des grands avantages du programme STAR, c'est qu'il permet de rassembler des militaires appartenant à de nombreuses unités différentes et venant d'un peu partout au Canada. Nous accueillons des gens des 10 provinces et de presque tous les groupes professionnels. Nous recevons des réservistes servant dans le cadre de contrats de courte et de longue durées ainsi que d'anciens membres de la Force régulière, qui visent tous un seul et même but: le perfectionnement de l'officier."

En plus de l'instruction particulière décrite dans le programme de cours, les élèves remarquent qu'ils retirent beaucoup d'autres avantages des cours. Voici ce qu'en pense le lieutenant-commander Carman McNary, qui est avocat dans le secteur civil et sert au sein de l'effectif de l'établissement naval Nonsuch, à Edmonton:

"Il y a l'aspect technique du cours, qui permet d'acquérir une plus grande compréhension des politiques et des méthodes de planification car, dans la Réserve, nous avons un peu tendance à développer un esprit de clocher. Mais pour moi, le cours STAR II, c'est aussi l'une des rares occasions qui me soient données de rencontrer des officiers venant d'un peu partout au pays et de voir les Forces canadiennes et de la Réserve sous un autre angle. Nous remarquons que la conversation à l'heure du lunch a tendance à porter sur ce que nous venons d'étudier dans le cours."

Un autre étudiant inscrit au STAR II, le major Gordon Speirs, est un ancien membre de la Force régulière. Il sert maintenant au sein de l'état-major du Centre d'instruction de la Réserve aérienne, à Penhold, en Alberta.

"Nous apprenons beaucoup en dehors des heures de cours simplement en parlant les uns avec les autres. Par exemple, j'ai toujours su qu'il existait une Réserve navale, mais je n'avais jamais eu l'occasion de rencontrer des militaires qui en font partie et de discuter avec eux."

Le lieutenant-commander Les Newman, commandant de l'établissement naval Griffon, à Thunder Bay, se décrit comme étant "un simple marin et un combattant". Lorsque je retournerai à mon poste après ce cours, je m'attends à pouvoir prendre de meilleures décisions et à être mieux informé au sujet de mon travail. Je n'ai jamais suivi de cours de perfectionnement dans ce domaine auparavant."

Cette année, le cours STAR I, donné à l'École d'état-major des Forces canadiennes (chemin Avenue), offre pour la première fois un atelier entièrement bilingue. Les élèves et le groupe de direction peuvent donc parler et écrire dans la langue de leur choix et, au cours des discussions, on passe à plusieurs reprises de l'anglais au français, et vice-versa. Parmi les élèves, on compte trois officiers venant d'une partie de la Réserve à laquelle on prête souvent peu d'attention, soit le Cadre des instructeurs des cadets. Les lieutenants (M) Eric Waatainen, du quartier général de la Région des Prairies, à Winnipeg, et Doug Thomas, de la Direction des cadets, à Ottawa, affirment qu'ils sont très heureux d'avoir la chance de suivre un cours dont peu d'instructeurs de cadets bénéficieraient.

"Il y a beaucoup d'instructeurs de cadets qui exercent à temps plein des fonctions correspondant essentiellement à celles de postes d'état-major et qui pourtant reçoivent peu d'instruction officielle de ce niveau", mentionne Thomas. "Ce cours nous permet d'acquérir des compétences d'officier d'état-major en peu de temps, soit deux semaines, et nous donne aussi l'occasion de rencontrer d'autres officiers de la Réserve. Nous formons une sorte de groupe de réflexion. Cela nous aide à résoudre des problèmes."

Eric Waatainen se dit d'accord avec Doug Thomas. Il ajoute que, selon lui, le cours ne peut que contribuer à rehausser, aux yeux des membres de la Force régulière et de la Réserve, l'image de marque des instructeurs de cadets, qui travaillent souvent dans de petites collectivités éloignées de tou-

tes les bases de soutien.

"Nous sommes loin de recevoir autant d'instruction que les membres de la Première réserve et de la Force régulière", indique-t-il. "Nous apprenons plutôt par osmose; nous absorbons les connaissances. Pourtant, nous travaillons auprès d'une ressource précieuse, la jeunesse canadienne. Nous pouvons donc utili-

ser les connaissances que nous acquérons dans le cadre du cours et les partager avec les membres des unités sur le terrain. Autrement, ceux-ci n'auront jamais l'occasion d'en bénéficier."

Le capitaine Tony Keene est un officier d'affaires publiques de la Réserve. Il travaille au Bureau des affaires publiques du MDN à Toronto.



Des élèves du cours STAR II, pendant une pause-café, au Collège d'état-major. Dans l'ordre habituel, le major Bryan Goutouski, le lieutenant-commander Les Newman, le major Gordon Speirs et le lieutenant-commander Carman McNary.

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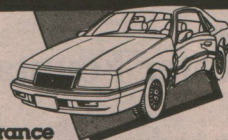
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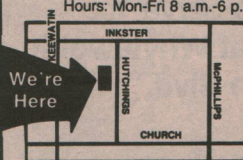
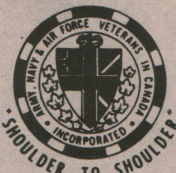
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2PPCLI Tracked Driver Course



date must pass the CF Driver Information Test, the Manitoba Road Test and the Canada Safety Council's Defensive Driving Course (DDC).

Week One of training came and went quickly. The trainees found out that just looking at an APC from a distance will produce indelible grease stains on your combat clothing. (Should have read your joining instruction: *Coveralls Required.*) Some candidates enjoyed writing the driver test so much, they were given the opportunity to write it again, and again...

Week Two included compulsory night work for the "dreaded" DDC Course. All candidates learned the point deletion system for pedestrians, motorcycles and moose! Privates Ingram and Delyea became the Course Hay-box Hygienists after an unscheduled nap prior to night training.

By: Warrant Officer P.W. Lawler

B Company, 2PPCLI is conducting an Armoured Personnel Carrier (APC) Tracked Driver Course at Kapyong Barracks from 15 October - 8 November 1991. The course consists of lessons of servicing and maintaining the vehicle, as well as operating the vehicle on roads and cross-country. In addition, each candi-

(Remember to set that alarm clock next time troops!)

As actual driving training began, the course proceeded to the untamed wilderness of St Charles Range. This proved to be a test of the APC's endurance, and of the instructor's patience as well. Sgt Semenko has been repeatedly heard to exclaim "Send more road wheels!!". MCpl Smith wonders what can possibly go wrong with his carrier next. (A total rebuild by end course is the wager.)

All candidates have expressed surprise at just how much there is to know about operating the venerable M-113. These new "men on the sticks" will soon be plying their trade back in their own companies, confident in their ability to break track and bruise elbows as the caretaker of a 13 ton battle-taxi.



Private Faught Gingerly checks the differential fluid under the watchful eye of Master Corporal McIntyre.



Private Critch turns the venerable M-113 on a dime.

Basic Assault Pioneer Course 9101

The calm, crisp early winter morning is suddenly interrupted by the loud crack of an explosion as the basic assault pioneer course of the Second Battalion Princess Patricia's Canadian Light Infantry, begin their week of demolitions training in CFB Shilo.

The use of military explosives is only part of a diverse program of training that a basic pioneer undergoes in this five week course. The individual learns such things as road construction, bridge building, aerial ropeways, pulley systems, mine warfare, booby-traps and a host of other skills required of an assault pioneer in an infantry battalion.

Unique to this year's serial is the unexpected arrival of the good 'ol' white stuff, which made for an interesting day of watermanship training on the very cold, but not yet frozen, Red River.

With the end of the course close at hand, there remains only a couple of tests to write and then it's out to St. Charles Range to construct a box culvert and a portion of a cordory road to end the final week of training.



A candidate preparing a basic charge of plastic explosive for detonation.



"Get it together...listen to the drum beat."

Mortar Course 9101 15 Oct — 8 Nov 91

By: MCpl P.W.J. Andreone Mortar Platoon

After the last major battle of EXERCISE POISON DART, (06 - 11 Oct), the HQ cell of Mortar Platoon found themselves over run with 12 bug eyed candidates wondering what really was meant by "Laying a Mortar". None the less on Oct 15/91 the course commenced. Once the initial intro and adm paperwork was completed, is it really necessary to fill out a "Next of Kin Form"? The task of converting infantry soldiers into mortar men began.

With help from a couple of Sgts from Rifle Coys (Just so the candidates saw some familiar faces). They were introduced to what they would be doing for the next four weeks. The candidates were taken through the paces of preliminary handling, and role and organization, just to dispel the vicious rumour that you have to eat donuts to be a mortarman (But it helps). After a couple of quickie tests, week one ended with the candidates wondering why is the Sgt yelling "WRONG" all the time.

Week two commenced with the establishment of safety flags and the real "HANDS ON" of laying the mortar began. Despite the best demos of Cpl "All you've got to do is keep the bubbles steady" Moran, the candidates soon realized its not as easy as it looks. Now that Monday was done it was time for that dreaded written PO 401 and 402. Most candidates survived with a course average of 89% to 93% respectively. However, the final written and practical PO's were to come on the following Monday.

The weekend proved to be a learning experience as instructors took the candidates (who volunteered) out to lay the mortars on Sat & Sun, (you can never get enough!) On Monday morning once the coffee kicked in it was time for the final written exam. As you look at the questions in front of you its then that you realize the beer you had on Friday

night is giving you a headache. The course average was a respectable 88.8%. On Tuesday the vehicles were loaded for the road move to Shilo and the "LIVE FIRE" Ranges.

Once loaded, we departed for Shilo remembering all the time that the base plate has two purposes. After shaking out and a good night's rest we headed to the ranges to fire the 25mm practice sabot "Salmon" round. Then it was time for the "REAL ONES", so for the next three days the candidates fired High Explosive (HE), Red Phosphorous (RP) and Illum simple

fire missions. Once night fell and coffee cups were refilled it was time for fire plan "FINAL SHOOT" where all these skills were put to the test.

Upon arrival back to Winnipeg the normal process of post ex drills began and the task of deciding top candidate and course standing at the instructor level started. Pte Ricket T.D. of A Coy earned the honour. Later after constructing a Mortar Pit the course ended. The soldiers headed back to their Coys knowing full well that when "Positions" were called for in Mortar PI they would gladly come running back.



Pte Davies D.J. applying a record to the mortar.

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California Dreaming

Dawn. The sun slides over the distant mountains revealing a barren wasteland of rocks, sand, lonely shrubs, and desert creatures. The early morning light, however, reflects an even more awesome sight, countless M1A1 Abrams Tanks and M2 Bradley AFV's litter the battlefield, their dead hulks as useless as scrap metal. To the eyes on the hills it's and invigorating sight. For three days we've held our ground, observing and reporting in the daytime and striking back at night, hit, run, hit, run!

The armoured vehicles aren't truly destroyed, but the Mojave Desert is real. A Coy, 2PPCLI found out just how realistic a battle could be, as we were invited to partake in Rotation 91-12 (7-21 Sep 91) at the US National Training Center, Ft. Irwin, California, as part of the Opposing Force (OPFOR).

The Soviet styled OPFOR, which included the 177th Armad Bde (Heavy), C Coy, Royal Highland Fusiliers from Scotland, and a US Army Coy from Ft. Stewart, Georgia, was up against the 1st Bde, 5th Inf Div (an OP DESERT STORM veteran).

US Forces at the NTC use the MILES laser transmitter system to simulate battle casualties. This help asses the operational/tactical effectiveness of the Blue Force Brigade in force-on-force scenarios.

The MILES system and its accompanying US weaponry (M60 machine gun, Dragon and Viper man-packed anti-armour weapons, and the Stinger anti-aircraft missile) were quickly mastered by A Coy soldiers. After adapting to the hot (108 degrees F) dry Mojave climate, and the requirement to drink 12 litres of water per day, we soon found Ft.

Irwin to be an excellent training ground which physically and professionally challenged our skills. During the rotation we conducted a three day guerilla-type operation which saw 2 and 3 platoons distinguish themselves, as air-assault including an 11 km, 11 hr night march over mountainous terrain, and a three day first echelon defence as part of a Soviet Motor Rifle Regiment. In this operation 1 Platoon's stingy defence of the "Rockpile" halted an enemy battalion for two consecutive nights. Considering that the Blue Force and the majority of the OPFOR had served in the Gulf War, A Coy, 2 PPCLI proved more than capable in every instance, dealing death at an alarming rate. All in all, an excellent training experience.

by Capt S.D. Macdonald



Ptes Robert, Delyea, Mahoney, and Irvine inspecting a PT-76 in the Soviet vehicle display at Ft. Irwin.



Definitely! Even at this time of the year and under the influence of Oktoberfest LFWA, the acronym for Land Force Western Area, is not to be pronounced as a single word and with a tilting German accent stretching the syllables, sybil...lating the Third Reich's air arm.

L-F-W-A — radio jockeys will tell you that that is how they indicate the voicing of each individual letter; which also allows us to introduce the new army headquarters controlling all land force units and formations from the Lakehead to Victoria. Regular and reserves are now but one side of the same coin for it is the commander's intention that this be truly a Total Force command.

Introducing LFWA

It is only too natural for some people to be discomfited by such vast changes. Even those of us who are tucked away in Edmonton realize that there are many questions about LFWA and not a little concern as to what all of this really means "at the sharp end". It is to address such concerns and expedite the flow of two-way communications that we are undertaking a series of articles on LFWA and how its staff sees itself. From time to time we intend to address you through your base newspaper and we hope that you will let us know your views. In the long run, LFWA will publish its own newspaper to supplement your current flow of information and we hope that the maximum number of people will contribute to make it successful.

PLUS CA CHANGE

The Canadian army, embodied in Mobile Command Headquarters, has been considering changing the way it operated for some years. Starting in the early 70's every commander of FMC has recognized the need to change

the way the command worked and how it interacted with the other commands and formations. At one time 26 different organizations reported directly to St Hubert — a span of control that was simply too vast without any intervening headquarters.

At the same time, the very way in which territorial responsibility was distributed amongst the services was not very neat. By far, the majority of operations in aid to the civil power involved ground units. Yet, depending on the location of the incident responsibility for such operations could be in the hands of air or naval organizations — not a very neat arrangement.

Thus, a long-term was developed to restructure the Army in order to:

- reintegrate the Army into Canadian society;
- implement the Total Force concept;
- create a professional territorial role for the Army;
- revitalize the Militia;
- establish properly and improve our mobilization capability; and

- reduce FMC's span of control (decentralize).

AND NOW

As a result, the primary role of LFWA was designated to provide combat ready land forces in accordance with assigned tasks. In particular LFWA was tasked to:

- conduct general purpose training in preparation for various land operations;
- provide support services to other organizations as directed or as mutually arranged;
- provide assistance to the civil authorities and aid to the civil power in our area;
- plan and conduct operations in support of territorial and continental defence as ordered by FMC; and
- provide Department of National Defence representation to the provincial governments.

Naturally, you would not expect the final product not to have any wrinkles. But the logics of the situation demands that responsibility for search and rescue of air or naval vessels remain with Air and Maritime Commands respectively. In addition, long association made it only reasonable that representation

for protocol purposes in BC, Saskatchewan and Manitoba remain with the earlier commands.

A START

Thus endeth the lesson! And it follows that unlike most preachers we have kept you awake (indeed, perhaps enthralled?) until now. So it follows that you will be happy to hear once more that we intend to address you in this same space from time to time. Though no confessions are required, you are again most welcome to offer your opinions or to forward any pernicious problems which might keep you awake at night.

Rest easier and fear not the spate of LFWADs (and, HOW did you pronounce that?) — directives that will follow in the months to come to help us work together. We have embarked on an exciting adventure but, unlike a marriage, we had no choice as to our life's partner. Like a marriage however, we can choose to make it work whether we feel we were seduced into the relationship, or simply shot-gunned.

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