



Fathers Day

June 13th

Cumblweed

"TUMBLEWEED" - 4 JUN 76

Items will not be accepted for publication unless signed by the contributor. Such items must be received by NOON, 23 June. The views and opinions herewith expressed are not necessarily those of the Department of National Defence. The "Tumbleweed" is printed under the authority of LCol W.B. Sterne, Commanding Officer, Canadian Forces Station, Alask.

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C F S A L S A S K C H A P E L (R C & P)

I N V I T E you to join us in our worship and activities!

ROMAN CATHOLIC

Mass: 7:00 p.m. Saturday
Confession: Before Mass
and by appointment.
Baptisms: Please contact
chaplain as soon as
possible.
Marriages: Please contact
chaplain at least 3
months in advance.

Chaplain (RC)

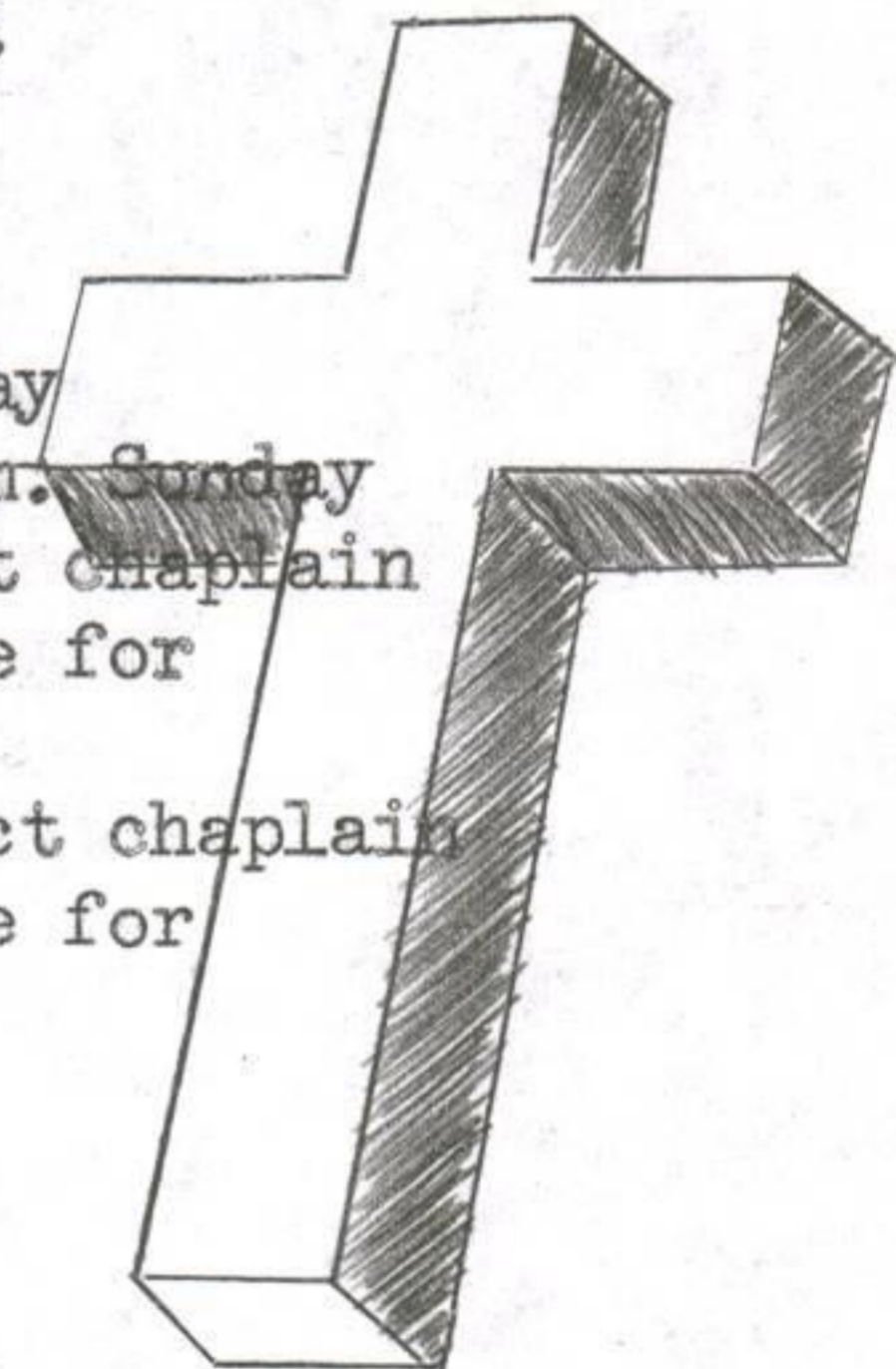
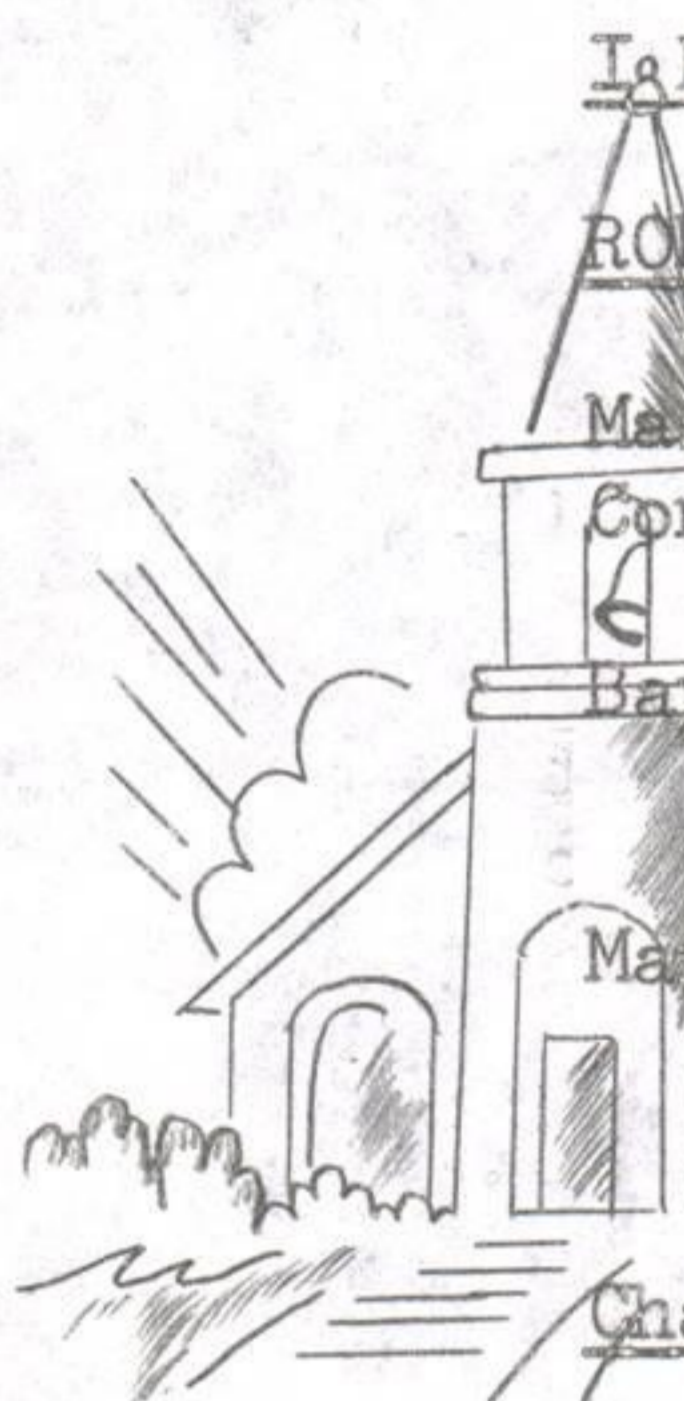
Father Al Pich
CFS Alask - 264
Residence - 968-2766

PROTESTANT

Worship: 7:00 p.m. Sunday
Sunday School: 10:30 a.m. Sunday
Baptisms: Please contact chaplain
as early as possible for
information.
Marriages: please contact chaplain
as early as possible for
arrangements.

Chaplains (P)

Padre Al Stenson
CFS Penhold - 397
Residence - (403) 886-4058
Padre Tom Sharp
CFS Alask - 264
Residence - (403) 664-2818



CHURCH SERVICES IN THE VILLAGE OF ALSASK

ANGLICAN CHURCH

Not available at
this time.

MISSIONARY CHURCH

Sunday School - 10:30 a.m.
Service - 11:30 a.m.

UNITED CHURCH

June 6 - 10:00 a.m.
June 13 - 10:00 a.m.
June 20 - 10:00 a.m.

COL PUDSEY DIES IN ZAMBIA

Colonel Amos J. Pudsey 52 (Retired) was killed in the crash of a twin otter at Monze, Zambia, May 5; Monze is about 170 miles South of Lusaka.

Col. Pudsey was employed by Dehavilland Aircraft Co. as a pilot and was on the African Leg of a Sales-Demonstration Tour of Europe, The Middle East and Africa.

He enlisted in the RCAF in 1949 as an Aeronautical Engineer and qualified as a pilot in 1951. He served in various staff positions as Air Force Headquarters and Materiel Command Headquarters in Ottawa and, in 1963, became Chief Test Pilot for the Central Experimental and Proving Establishment (CEPE) at Uplands.

Col. Pudsey flew F86 Sabre Jets with 416 and 421 Squadrons in France and was Canada's Chief Technical Advisor to the German Air Force while the Luftwaffe was flying the Canadian-build Sabre.

In the spring of 1968 he flew a B24 Liberator Bomber more than 10,500 miles from Poona (near Bombay) to Trenton Ont. in 69 hours flying time. The Aircraft had been a gift from the Indian Air Force to the Canadian Armed Forces for display in the Canadian Aviation Museum at Ottawa.

Col. Pudsey retired from the Forces in 1974.

GORDON G. CREAN DIES IN ENGLAND

Gordon G. Crean, 61, of Toronto and Ottawa, Commandant Designate of the National Defence College, Kingston, died in his sleep Sunday Night in London, England.

The Veteran Canadian Diplomat would have been the first non-military commandant in the college's 28 year history. He was in London to attend meetings at the International Institute for Strategic Studies, having previously been to Rome and Paris.

He joined External Affairs in 1945 and has served in Belgrade, London and Paris, and as a Canadian Ambassador in Yugoslavia, Italy and Germany.

A lawyer, he is a 1949 graduate of the National Defence College, a fellow of the Royal Society of Arts, London, and an Associate Member of the Institute of Strategic Studies.

No successor has yet been announced for the National Defence College Post.

Surviving are his widow Elizabeth who lives at RR No. 1 Glenburnie, Ont., and their four children, Patrick Gordon, 26, Fiona Elizabeth, 22, David Alexander, 19 and Alexandra May, 9.

The Funeral will be in Kingston, Friday, May 14.

OFFICER'S MESS DEFEATS LADIES' SOFTBALL TEAM !!

HOW ABOUT THAT ??

CHARGES FOR SINGLE QUARTERS

As a consequence of new directives, charges for Single Quarters have, in most cases, increased quite dramatically during the last month. Although these new rates are not excessively high they do represent a percentage increase that seems to be in contradiction to both the guidelines given to the Anti-inflation Board and the limits imposed by provincial legislation.

This Station, among others, queried the legality of the increase in light of the above and although no positive results have yet been obtained, AIRCOM advises that they have forwarded the entire matter of increased charges to Treasury Board. We will be informed of their decision as soon as it has been made.

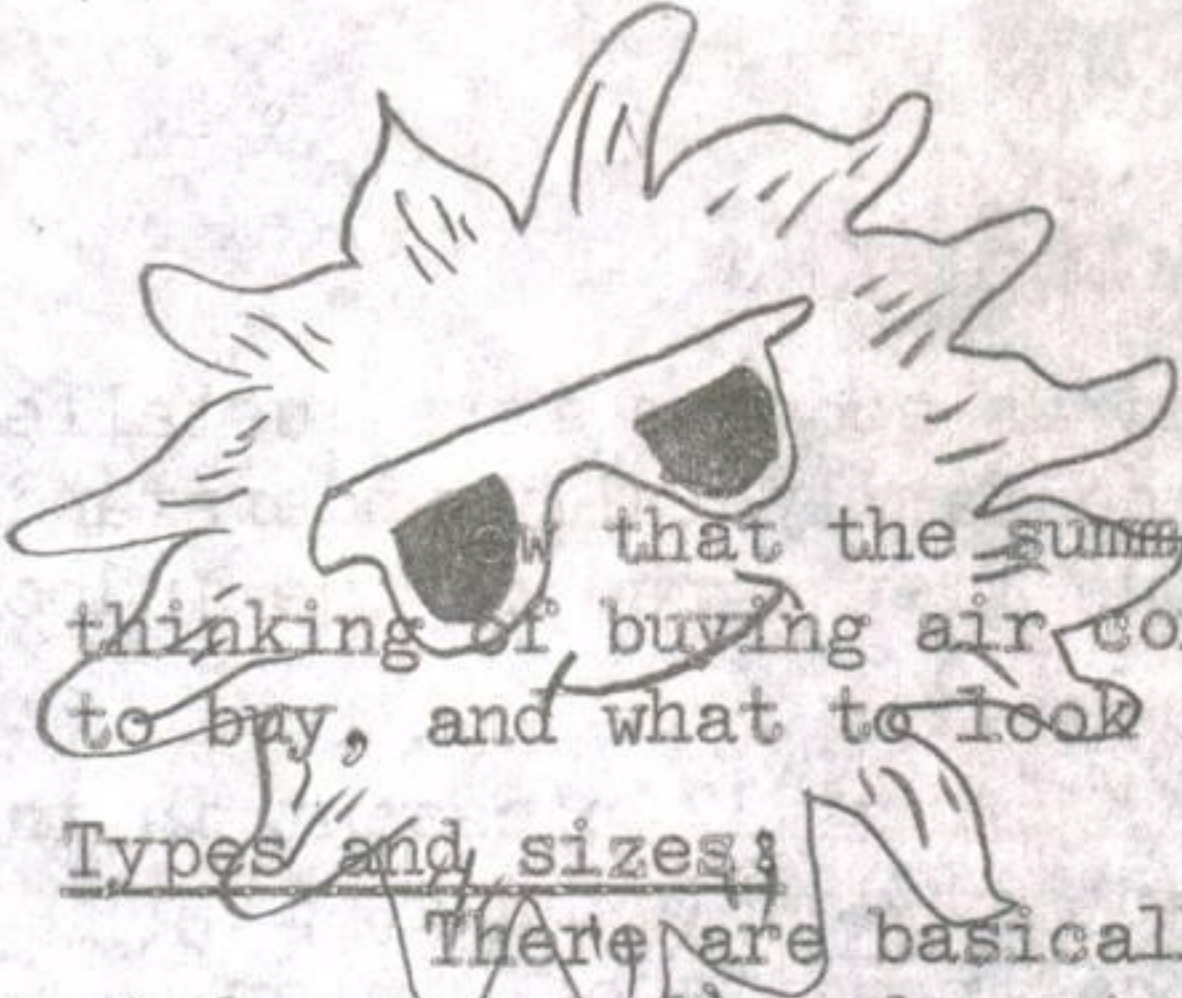
SALARY REVISIONS FOR PRIVATES PAY LEVELS
RECRUIT AND BASIC

1. Revised rates of pay for Privates Recruit and Basic have been approved with effect from 1 May, 1976.
2. New rates of Five Hundred Dollars per month for private recruit and Five Hundred and Twenty-Five Dollars per month for Private Basic reflect the continuing efforts by the joint Treasury Board/ Department of National Defence advisory group on military compensation to ensure that salaries for members in the apprenticeship stage of their military service are timely and equitable.
3. For Accounting Officers. Revised rates of pay will be introduced automatically by the CCPS. Pending receipt of new pay guides action is to be taken IAW the principles contained in ART 2207 of CFP 157.

BUDGET TIPS

Leaving your houseplants while on vacation? They'll stay fresh and healthy if you water each plant thoroughly and cover with a reuseable plastic bag. Fasten the bag with elastic band or tie well with string. The water that condenses inside the bag will keep enough moisture for the plant while you're away.



CONSERVATION CONVERSATION


Now that the summer weather is upon us and it's warming up, most of us are thinking of buying air conditioning units. So, in this article we will discuss how to buy, and what to look for when buying air conditioning units.

Types and sizes:

There are basically two types of A/C units; room air conditioners (usually window mounted) and central air conditioners with various sizes of each. The room air conditioners are smaller and designed to cool one or several rooms. The central units go on your heating system and are designed to cool the whole house. They are larger, more expensive and generally more energy-consuming, and require an expert to size it to your home. Here at Alsask we would be more interested in the room type.

Choosing a Room air conditioner:

Buy the proper size. Decide how much space you need to cool (living room, bedroom, etc.) and ask the salesman to show you the right size. Air conditioners are rated by BTU (British Thermal Unit) of cooling per hour and will probably be available in the range of 4000 to 24,000 BTU's per hour. Buy the most efficient unit in the size you need. You want the one that uses the least electricity (watt hours) for a given amount of cooling. A convenient way of comparing is to use the Energy Efficiency Rating, commonly expressed as EER.

What is EER?

EER is a convenient number that indicates the efficiency of an air conditioner. It's a measure of the amount of cooling achieved relative to the amount of electricity used. EER is determined by dividing the BTU per hour rating of an air conditioner by the watts (power) it uses.

Example: If an 8000 BTU air conditioner consumes 1000 watts its
 EER will be $\frac{8000 \text{ BTU/hr}}{1000 \text{ watts}} = 8.0 \text{ BTU/watt hr}$

Another model of the same capacity (8000 BTU/hr) might consume only 800 watts. It is more efficient since it accomplishes the same amount of cooling with less power consumption.

Its EER is $\frac{8000 \text{ BTU/hr}}{800 \text{ watts}} = 10. \text{ BTU/watt hr.}$

The higher the EER, the more efficient the unit and the less power it will consume. Since it is better made and more efficient the unit will likely cost a little more but will probably be a better buy in the long run, when you remember the energy savings it delivers.

Where to find the EER:

Usually the information necessary for calculating the EER can be obtained from the information plate on the machine. U.S. made air conditioners will probably carry a tag showing the EER.

Within a year or so all air conditioners will probably carry a tag known as a CANTAG label under the authority of the Department of Consumer and Corporate Affairs. This tag will make it easier to purchase an efficient unit; it will provide the EER and the range of EER's on available units of the same cooling capacity. Thus you will be able to compare the efficiency of various brands and models. CANTIAGS will also be developed for other appliances. Watch for them.

(cont.)

CONSERVATION CONVERSATION (cont.)

We hope these tips will help you in your purchase, and as soon as it's installed read the instructions carefully, making sure each member of the family fully understands them and knows how to operate the unit, and of course, everyone must agree on the indoor temperature.

The temperature setting should be as high as possible, but still pleasant in the house. Try 80° F (27°C). Once you decide, set the thermostat and don't change it. The higher the setting the more savings you'll make. It is the opposite of winter heating where you try to maintain the lowest possible temperature and still remain comfortable.

During cool periods in summer months, turn off the air conditioner and open up the house to fresh air from the fresh breezes. It makes no sense to have the air conditioner turned on if the outside temperature is the same as your unit is set at.

Never have a window open and the air conditioner on at the same time. If it's cooler outside, then you don't need the air conditioner. If it's warmer outside then the warm air coming in the window just adds to the work of the unit. And if you go away for the weekend or on vacation, turn the unit off.

Keep your unit clean, and clean the filters regularly, or replace as required. Also, keep fan and motor lubricated where necessary. Most air conditioning units from the well known companies are very good and if you keep this article in mind you will not go too far wrong.

All for this issue so we wish you all a very cool summer.

Your Conservation Committee.

DEATH IN SLOW MOTION

For the next 7/10ths of a second I am going to take you through DEATH IN SLOW MOTION.

Its night, you're tired, and you're late getting home, so you're driving 55 miles per hour and a road not designed for that speed. Your car reaches a curve in the road, but you make a mistake, too late -- the car goes out of control, and you hit a solid immovable object, CRASH!

1/10th OF A SECOND: The front bumper and chrome "frosting" of the grillwork collapse. Slivers of steel penetrate the wall to a depth of one and a half inches.

2/10th OF A SECOND: The hood rises, crumples, smashes into the windshield. Spinning rear wheels leave the ground. The fenders come into contact with the wall forcing the rear parts out over the front doors. Your body continues to move forward at 55 miles per hour -- twenty times the normal force of gravity. You now weigh more than three thousand pounds. Your legs, ramrod straight, snaps at the knee joints.

3/10ths OF A SECOND: Your body is now off the seat, torso upright, broken knees pressed against the dashboard. The plastic and steel frame of the steering wheel begins to bend under your death grip. Your head is now near the sun visor, your chest above the steering column.

4/10ths OF A SECOND: The car's front twenty-four inches have been demolished, but the rear end still is travelling about thirty-five miles per hour. Your body is still traveling at 55 miles per hour. The half ton motor crunches into the wall.

(cont.)

DEATH IN SLOW MOTION (Cont.)

(6)

5/10ths OF A SECOND: Your fear-frozen hands bend the steering column into almost vertical position. The force of gravity impales you on the steering shaft. Jagged steel punctures your lungs and intercostal arteries. Blood spurts into your lungs.

6/10ths OF A SECOND: Your feet are ripped from your tightly laced shoes. The brake pedal shears off the floor boards. The chassis bends in the middle, shearing body bolts. Your head smashes into the windshield. The rear of the car begins its downfall, spinning wheels digging into the ground.

7/10ths OF A SECOND: The entire writhing body of the car is forced out of shape. Hinges tear, doors spring open. In one last convulsion, the seat rams forward, pinning you against the cruel steel of the steering shaft. Blood leaps from your mouth, shock has frozen your heart, you are dead.

TOTAL TIME ELAPSED: SEVEN-TENTHS OF A SECOND.



HAZARDS OF UNUSUAL ROAD & WEATHER CONDITIONS

Many accidents have as one of their cause-factors an unusual condition of the road or weather. In these instances the term "unusual condition" is meant to embrace those conditions of road or weather which detract from the ideal (fog, pot-holes, etc). Such unusual conditions when combined with certain natural laws (gravity, friction, Kinetic energy and centrifugal force) tend to be "accidents in the making". The defensive driver is constantly aware of this, and as a result compensates for such hazards by the application of the proper defensive driving technique. Some of the more common of such hazards, and the appropriate defensive techniques are listed below.

(a) ROAD CONTOUR. View obstructions are presented by curves, hills, corners, etc, therefore when driving, one's maximum safe speed is related directly to the road contour. Drive at no greater speed than will permit you to stop within the assured clear distance that you can see.

(b) BAD ROADS. It is only too easy to lose control of a vehicle on a rough, muddy, greasy or icy road. When such conditions exist slow down and use extra caution. Be particularly alert to the selection of the proper gear ratio, use of the brakes, the necessity to turn, and sudden changes in the traction qualities of the road surface. Loss of traction means loss of proper vehicle control.

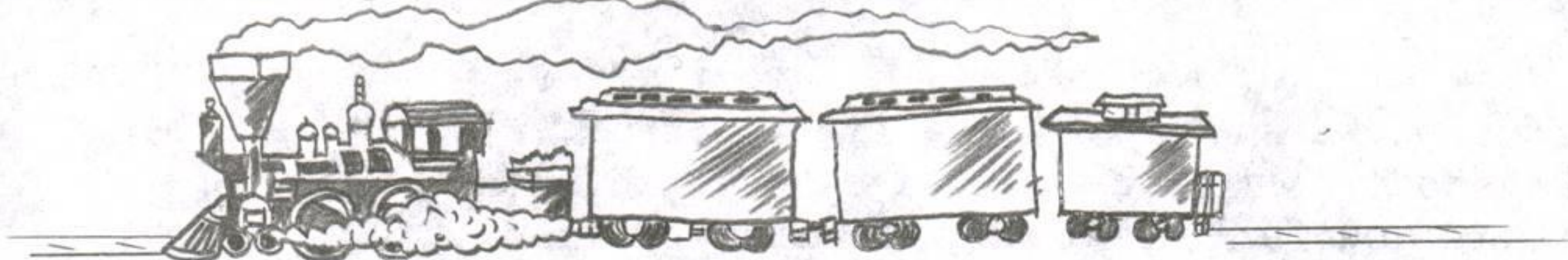
(c) UNFAMILIAR ROADS. Be extra cautious and reduce speed to somewhat below that at which you would normally drive over the same road were you familiar with it. This is particularly applicable to winding or hilly roads, or those not having a paved surface. A sudden turn in the road might well bring you face to face with an unmarked, hidden intersection, a wash-out, a sudden narrowing of the roadway, or any of many such hazards.

(d) RAILWAY CROSSINGS. Be on the alert for double tracks, there may be a train on each. Do not rely 100% on automatic control devices or watchmen -- they are subject to failure. Approach speed should be reduced to the point where, after a clear view is afforded in both directions, a stop can be made well clear of the tracks. Ensure the track is clear of all rail traffic -- if necessary stop in order

(cont.)

HAZARDS OF UNUSUAL ROAD & WEATHER CONDITIONS (cont.)

to do this. Do not shift gears going over the crossing. Select the proper gear before starting across, remain in that gear until entire vehicle is well clear of the tracks.



(e) **SOFT SHOULDERS.** Avoid if possible driving onto soft road shoulders, they can, even at low speeds, throw your vehicle out of control. If you should run onto one, do not be too anxious to get back onto the road, slow down first (do not use brakes) then bring the vehicle back **SHARPLY** onto the road.

(f) **UNSAFE SHOULDERS.** Be alert to the possibility of the road collapsing under the weight of a vehicle. This is particularly possible during or following flooding of the ditches or when the road shoulder is narrow with a nearly vertical drop-off into a relatively deep ditch.

(g) **DITCHES.** You may at times, have to take to the ditch as a form of evasive action to avoid a collision with an oncoming vehicle. It is normally better to "take to the ditch" than to have a head-on collision even at low speeds. To avoid more than a minimum of damage to the vehicle and to reduce the chances of the vehicle turning or flipping over, one should approach a ditch at as low a speed as the situation permits and at an oblique angle. If possible, do not approach a ditch at such an angle that both right, or both left wheels go into the ditch before the front wheel on the opposite side. Avoid right-angle approaches to ditches -- they can result in severe damage.

(h) **NIGHT DRIVING.** Keep speeds down. Reduced visibility means increased danger. Do not out-drive your headlights -- be able to stop within the area clearly lighted by them. Dim your lights for oncoming traffic regardless of whether or not the other driver does so.

(j) **ADVERSE WEATHER.** Visibility is decreased, and stopping distances increased by adverse weather conditions. Slow down and stay alive. Use lower headlight beams to increase the visibility distance when driving in fog, driving snow or intense rain. If the situation deteriorates greatly, stop and wait for a break in the weather.

AUTOS AT SEA

Have you ever driven a boat down a road? Well, you have if you have ever driven a car at 30 m.p.h. or more on wet pavement.

Many people believe that cars skid on wet streets because water and pavement combine to make slippery going. This isn't true, say NASA engineers, who discovered that the front tires of a car begin to lose contact with a wet road at 30 m.p.h. if the tires are carrying twenty four pounds of pressure.

At 50 m.p.h. the tires are lifted on a tough film of water. Only the outer ribs "grip the road".

(cont.)



AUTOS AT SEA - (con't)

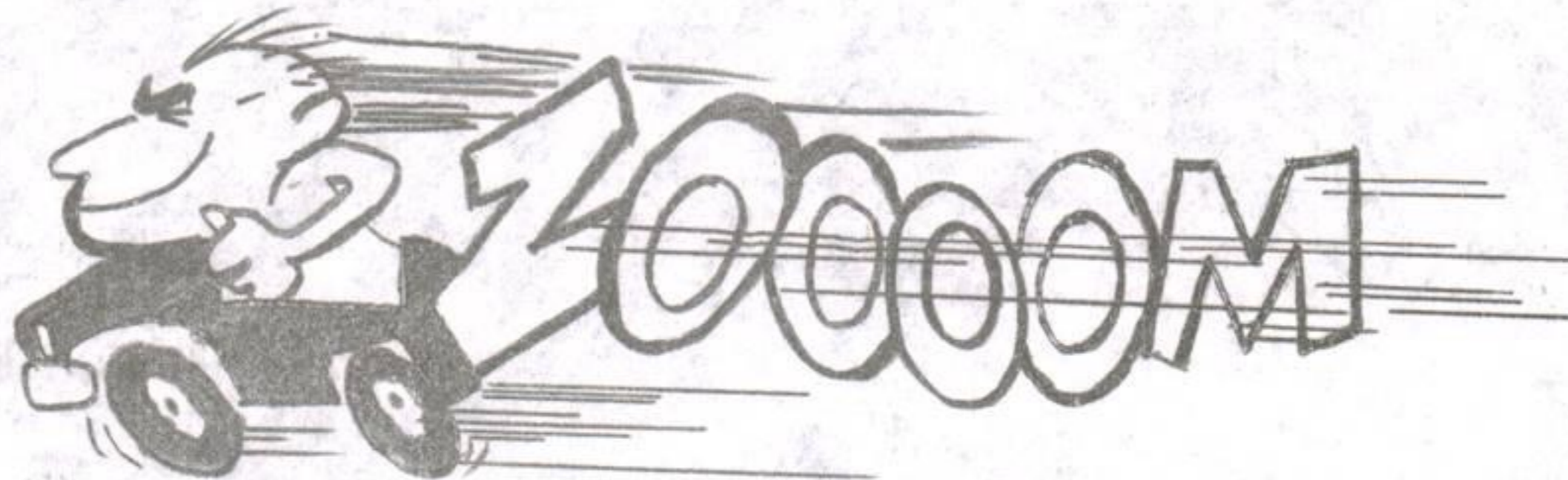
At 55 m.p.h. front tires lose all contact with the pavement and the car becomes a hydroplaning vehicle.

Engineers made this discovery while studying plane skids. Watching a wheel running on a wet belt, they were more than a little astonished to see it come to a stop while the belt was running at a speed of 60 m.p.h.

What do you do about a roadrunning "boat"? Take it easy; drive slowly on wet pavement and make certain that there is adequate air pressure in the tires.

It is pressure, not the weight, which holds tires to the road in wet or snowy driving. NEVER let the air out to reduce skidding. This will only increase the chances of spinning out of control.

The next time you drive on a wet road, hold down the speed; it won't pay to become an airborne "admiral".



In heavy traffic, a defensive driver always keeps in his own lane. Weaving from lane to lane under such conditions is both dangerous and discourteous. If the vehicle you are passing speeds up, don't race. Turn back into line.

TEEN TOWN MOVIES

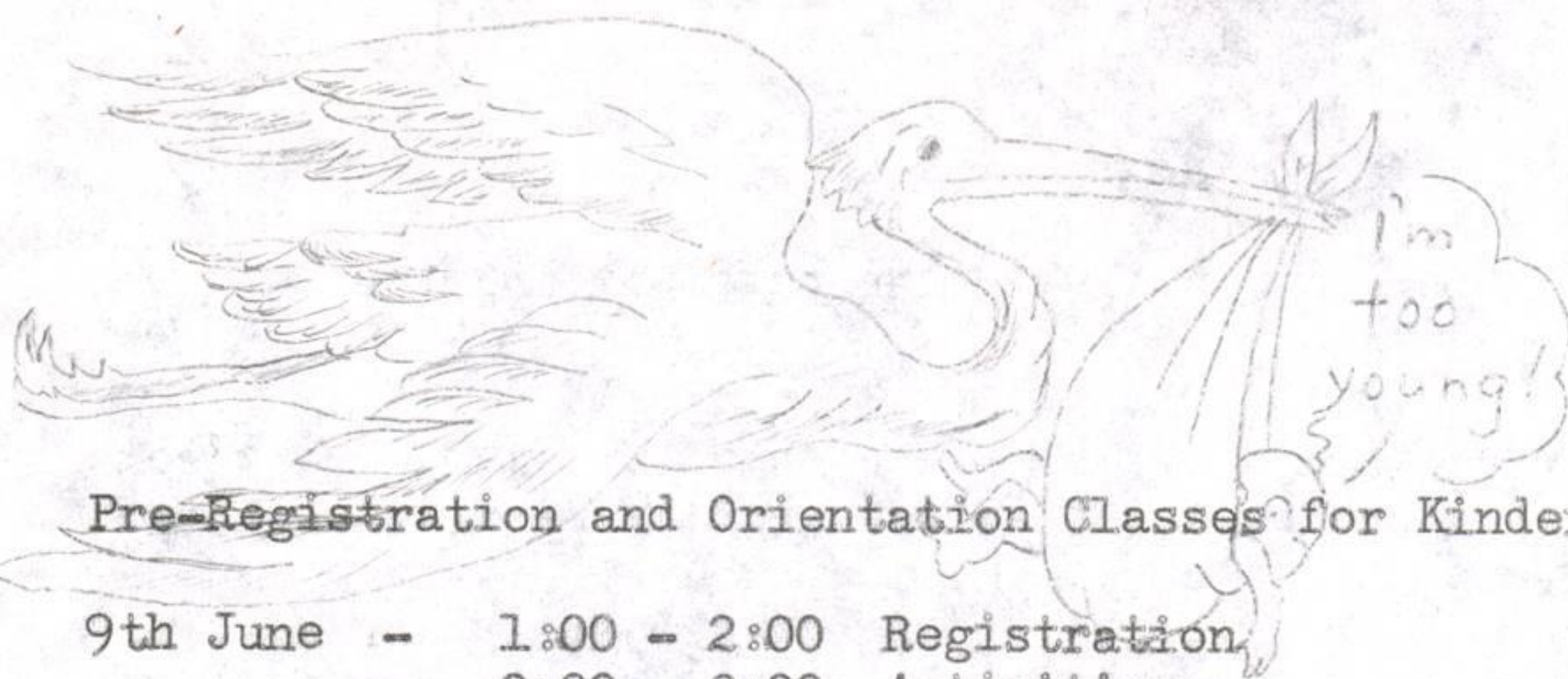
- 4 June - Killer Elite - (GP)
James Cann/Robert Duvall
- 11 June - Internicine Project - (GP)
James Coburn/Lee Grant
- 18 June - Paper Back Hero - (GP)
All Canadian Cast
- 25 June - Capone - (GP)
Ben Gazzara/Harry Guardino

MATINEE MOVIES

- 05 June - Those Callaways - (GP)
Brian Keith/Vera Miles
- 12 June - A Time for Every Season (G)
Unknown
- 19 June - Davy Crocket King of the
Wild Frontier - (G)
Fess Parker/Buddy Ebsen
- 26 June - Gallager (G)
Roger Mobley / Edmond Obrian

NOTE: Only the movies scheduled will be seen.
Teen Town Movies will be shown on Friday Nights Only.

John A. Silver DND School
CFS Alask
14 May 1976



Pre-Registration and Orientation Classes for Kindergarden Students.

9th June - 1:00 - 2:00 Registration
 2:00 - 3:00 Activities

10th & 11th June - 1:00 - 3:00 School Activities

For registration a child must be five years of age on or before 31 December 1976. As proof of age, a birth certificate is required.

Summer Vacation



School will close for the students at 3:30 June 23rd., 1976 and report cards may be picked up on Friday morning from 9:00 to 10:00 a.m.



G.E. Proud
Principal

NAME THE AIRCOM EAGLE

1. It is considered desirable that personnel of AIRCOM develop at least a graphic connection with the eagle which appears on their Command badge. To this end, AIRCOM has designed a bald headed eagle in cartoon form, as shown on following page. The eagle would be used on various locally produced publications and notices which are required by bases and stations and it is expected that, in time, there would be a positive identification/ association by personnel of the Command with the eagle.

2. AIRCOM would like him to have a name, therefore they have initiated a contest. It is open to all readers of the "Tumbleweed" and entries postmarked up to and including 18 June, 1976, will be accepted. Prizes will be awarded for most suitable/imaginative names.

3. The contest entry form is attached as the last page of the paper.

4. SIC ITUR AD ASTRA.

PLANE RIDE ?? PHONE LOC. 220 OR 2630, & LEAVE NAME & NO.

MEN'S FASTBALL LEAGUE

LEGEND: Leader - 1; Alsask - 2; Laverne - 3; Kindersley (Credit Union) - 4; Kindersley (Hartley's) - 5; Smiley - 6; Marengo - 7; Coleville - 8.

May 20 - 1 - 2
8 - 3
7 - 4
6 - 5

May 22 - 8 - 1
2 - 7
3 - 6
4 - 5

May 27 - 1 - 6
5 - 7
4 - 8
3 - 2

June 1 - 1 - 3
2 - 4
8 - 5
7 - 6

June 3 - 4 - 1
5 - 3
6 - 2
7 - 8

June 8 - 6 - 1
7 - 5
4 - 8
2 - 3

June 10 - 1 - 7
8 - 6
5 - 2
3 - 4

June 13 - 4 - 1
3 - 5
2 - 6
8 - 7

June 17 - 3 - 1
4 - 2
5 - 8
6 - 7

June 22 - 1 - 8
7 - 2
6 - 3
5 - 4

June 24 - 1 - 8
6 - 4
7 - 3
8 - 2

June 29 - 1 - 7
6 - 8
2 - 5
4 - 3

July 2 - 2 - 1
3 - 8
7 - 4
5 - 6

July 6 - 5 - 1
4 - 6
3 - 7
2 - 8

July 8 - 1 - 3
2 - 4
8 - 5
7 - 6

July 13 - 1 - 6
5 - 7
8 - 4
3 - 2

July 15 - 7 - 1
6 - 8
5 - 2
4 - 3

July 20 - 1 - 4
3 - 5
2 - 6
8 - 7

July 22 - 5 - 1
4 - 6
3 - 7
2 - 8

July 27 - 2 - 1
8 - 3
4 - 7
6 - 5

July 29 - 1 - 8
7 - 2
6 - 3
5 - 4

NOTE: LAST COLUMN INDICATES HOME TEAM.

PLAYOFFS:

Semi - Finals: Week of August 2 - 7
Teams finishing 1st and 4th,
Playoff 2 out of 3 games
Teams finishing 2nd and 3rd,
Playoff 2 out of 3 games.

Finals: Week of August 9 - 14.
Home team is determined by team standings in league.



BARBER SHOP NAME CONTEST

We need a name! - something new, something corny, something that fits our humble shop. Please submit entries for new barber shop name to Mary by June 22. A prize will be awarded for the winner.

How about "The Chop Shop"???



TRAINING SYLABUS

AIM: To prepare the candidate to participate in organized adventure training.

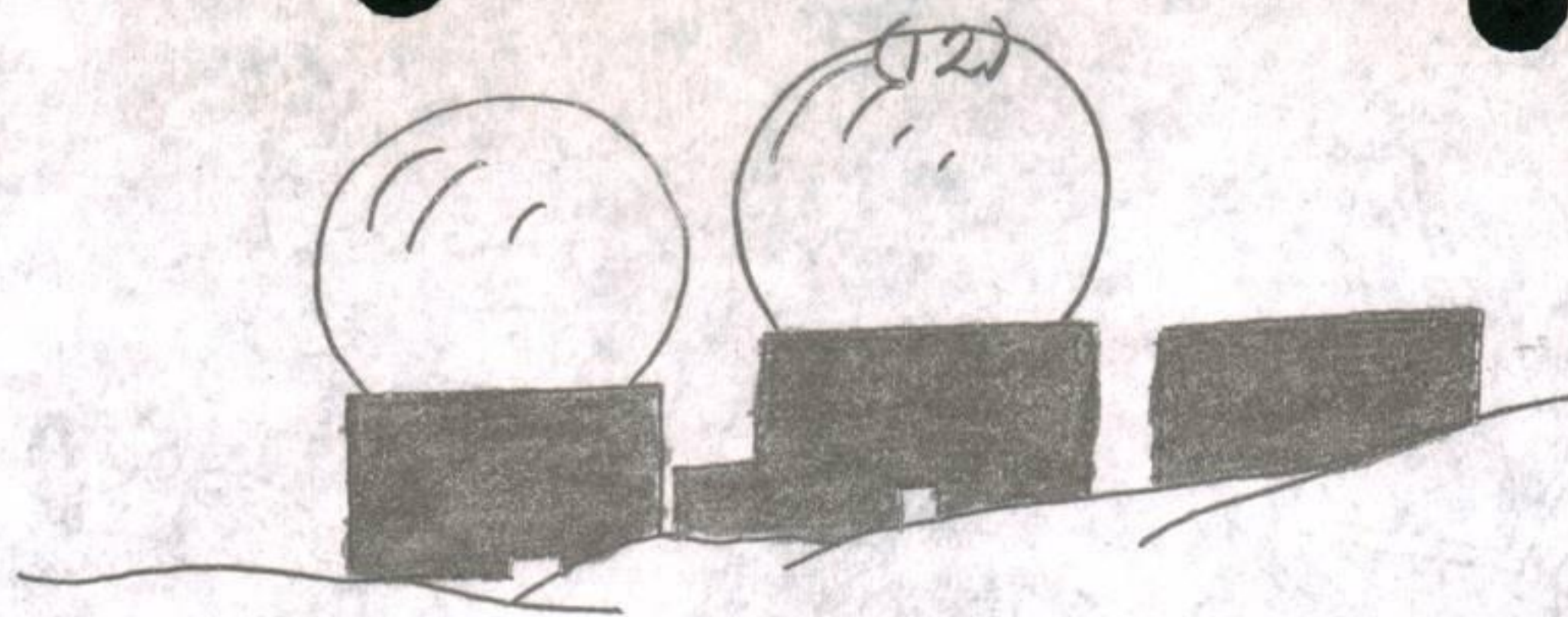
OBJECTIVES: (a) To promote Cardio Respiratory endurance; improvement by regimented exercises.

(b) To increase muscle strength and endurance in arms and legs and develop over all coordination.

MONDAY 11:00 Loc	CLASS NO. 1	- ½ mile run - Physical exercises - 1 game competition
THURSDAY 16:00 Loc	CLASS NO. 2	- ½ mile run - Physical exercises - 1 game competition
MONDAY 11:00 Loc	CLASS NO. 3	- ½ mile run - Physical exercises - 1 game competition
THURSDAY 16:00 Loc	CLASS NO. 4	- 1 mile run - Physical exercises - 1 game competition
MONDAY 11:00 Loc	CLASS NO. 5	- Circuit Training with - Physical exercises - 1 game competition
THURSDAY T.B.A.	5 MILE RUN	
MONDAY 11:00 Loc	CLASS NO. 6	- Circuit Training with - Physical exercises - 1 game competition
THURSDAY 16:00 Loc	CLASS NO. 7	- 1 mile run - Physical exercises - 1 game competition
MONDAY 11:00 Loc	CLASS NO. 8	- 1 mile run - Physical exercises with weight - 1 game competition
THURSDAY 11:00 Loc		- 1 mile run - Physical exercises with weight



This schedule is flexible. The date and day can be changed if something special happens.



HELLO FROM THE DOMES

Sorry for no news in the last couple of issues of the Tumbleweed - Why make up excuses? Procrastination is the excuse and besides nothing sensational happened.

However of worthy mention is Can Pickett's Promotion to Sgt. in the CD Section. It shows that promotions in the Tadar Tech Trade, though rare, can still happen. This of course is a perfect reason for a celebration which did take place and speaking of celebrations, did you hear about the two drunks that wandered into a zoo and stopped in front of a lion's cage. As they stood watching, the lion suddenly let out a roar. "Come on, lets go", said one of the men, "Go ahead if you want to" the other replied "I'm gonna stay for the movie."

New in the CD-AIMS Section is Cpl Leadbeater from down East and Cpl Bob Cote to the height section from Dana, where he had become almost a permanent fixture.

Bill Adams is on the sick list again. We're starting to think there is something the doctor's don't know about Bill. Hope to see you back soon Bill, as we are short of men. Why are we short?, Well for one thing M/Cpl Chuck Acton is playing Chauffeur at the Habitat Conference in Vancouver however, we hear that Chuck was disappointed because they did not give him a Cadillac Limousine to drive but a compact car.

We hear rumour of an Auto Club and Hobby Shoppe at CFS Alask. Sounds good, almost too good to believe. We are short a barber at this time and some of the wives have taken up cutting their husbands hair.

In the interest of economy, a man agreed to let his wife cut his hair, she had been cutting their children's hair for some time with great success. But he was more than a bit concerned about how well she would cut his. As he sat nervously reading a magazine and listening to the clippers, his thoughts were on what was happening on his head, he was about to turn a page when his worst fears were confirmed "Don't turn yet" said his wife, "I'm not finished reading".

I guess there will only be one more tumbleweed after this one, but one thing to be sure, like the tumbleweed that this paper is named after, will once again roll in the fall.

Have you seen the "thank you for not smoking" signs around. Well, although she was told that giving up her 2 or 3 packs of cigarettes a day would leave her nervous and irritable at first, a professor confides that she didn't find it that way at all. "I stay my old sweet self" she says "but my friends got so disagreeable I couldn't stand them".

Rumour is our Domes will soon have a new coat of paint "white of course" like any good gold ball should be.

Happiness is contagious --- Be a carrier!!

FLASH!!!!

Oscar and Felix, The Odd Couple, have taken up residence at CFS Alask. Isn't that right Bob & Ed?



STELLA'S SMALL TALK

Well, here it is another month and a lot of people are busy putting in their gardens. If the wind doesn't take all the top soil away we should have a pretty good yield this year. Anyway, the weeds seem to be growing really good.

We were sorry to see Mel and Marge Bullock leave as she will be greatly missed for all the help she gave to anyone who asked for it. We do wish them the best in their new posting at Penhold.

Congratulations to Bev & Larry Bauer on the arrival of their son.

Visiting at the Charltons' over the long weekend were Rod, Mary and Roddie Embree of Beausejour.

People visiting relatives this month were the Beatties' who went to Fort Qu'apelle, the Stonehouse's to Darcy, the Melrose's & Lloyds to Edmonton. Shiela and Dave O'Byrne left on Sunday for B.C. and while they are away her sister is here taking care of their children.

The Protestant Chapel had their congregational meeting on May 16th and gifts were presented to the departing Sunday School teachers and to our organist, Dorothy Davies. Also the Protestant Sunday School are having their year end picnic this Sunday, May 30th at 1:00 P.M. Parents are asked to please come as this is a family picnic and the place is the Parish Hall.

If anyone has any talk, no matter how small, please call me at 2382. With the rodeo coming to Alsask soon, my ghost writer has this funny for you.

Scene at Alsask Rodeo

At the Alsask rodeo, my eyes wandered from the spectacle of bucking horses to the line of watchers on the fence and were caught by a tall lean chap in jeans and cowboy boots, who held a very young baby cradled in his arms. A baby's bottle stuck out of his hip pocket, and he was whooping and waving his hat at a performer in the ring. The rider looked so young and showed such reckless courage that several times I turned away shuddering. I edged closer to the man at the rail, "Your friend is very brave," I said. "Heck," said the cowboy, "that's my wife!"

That's all the small talk for now. See you next month.

The first day of school, little Suzie was asked what she knew about traffic lights. "Well," she answered, looking pensive, "Yellow is when Mommies stop and Daddies go!"

The Ladies Baseball Team tried their best against the Officers on Tuesday, didn't we girls!!-- Barb Hunt is now cheering the team on with her big thumb and moral support!!!

FAULTY FIRE ALARM SYSTEM

The present Fire Alarm System is unreliable. Personnel reporting fires should ring the nearest alarm box and follow this up by phoning 2277 or local 222.

CABLE TV CHANNELS

<u>STN</u>	<u>RECEIVED CHANNEL</u>	<u>CABLE CHANNEL</u>
CFCN Calgary	2	2
CHAT Medicine Hat	4	4
CKRD Red Deer	10	10
CFQC Saskatoon	3	7
CBRST Saskatoon	9	6

CATV PROBLEMS:

Call Mon - Fri - 0800 to 1630 hours
968-2401 local 245 and ask for CATV.

Manager - MCpl "Stoney" Stonehouse
Cpl Barry Stokes
MCpl "Newf" Hunt

After duty hours and week-ends call:
"Stoney" Stonehouse 2386
Barry Stokes 2345
"Newf" Hunt 2261

BABYSITTERS:

Leslie Acton	2320
Brenda Borshneck	2308
Janice Carr	2430
Sharon Cordick	2462
Cindy Erickson	2630
Danny Hill	2386
Terry Mainhood	2611
Graham Askeral	2672

Sheryl Ann Murray	2627
Michael Murray	2627
Debi Ramsay	2274
Malcolm Bailey	2641
Gloria Moskowec	2608
Rhonda Kidd	2438
Kathy Keats	2413

Anyone wishing to be included on this list please advise the "Tumbleweed" of your names and phone number.

FASHION - FLAIR - BEAUTY - SHOPPE



Janice Dick
Closed ALL DAY Monday

9:00 - 5:00 on Tuesdays, Wednesdays,
Thursdays and Fridays.

8:30 - 3:30 on Saturdays

Phone 968-2332 for appointments now.



Army barber: "Wanna keep your sideburns?"
Recruit: "Sure do."
Barber: "Catch."

Just a further reminder:

Pre-Registration and Orientation Classes for Kindergarden Students.

9th June - 1:00 - 2:00 Registration
2:00 - 3:00 Activities

10th & 11th June - 1:00 - 3:00 School Activities

For registration a child must be five years of age on or before 31 December 1976. As proof of age, a birth certificate is required.

Summer Vacation

School will close for the students at 3:30 June 23rd., 1976 and report cards may be picked up on Friday morning from 9:00 to 10:00 a.m.

Yes! There is an AA and AL-ANON in Alsask. Every Friday evening at 8:30 p.m. in the United Church Basement. Every third (3rd) Friday of each month is a Public Open Meeting. Anyone interested may attend.

For more information call 2691 or 2310.

Accuracy is to a newspaper what virtue is to a lady. But I would like to point out that a newspaper can always print out a retraction.

DONT FORGET DAD

ON FATHER'S DAY

JUNE 13th!



ADVERTISEMENTS

Advertisements are to be written in with the the number of times they are to run. If this information is not with the ad it will be run once only.

Persons placing ads and getting results from the same are asked to make arrangements to have their ads discontinued. Please phone local 232 or 2672 and ask for Dennis.

FOR SALE: Ten-Speed sprinter - 1 year old
Phone 2694

FOR SALE: 1962 Ford 1/2 ton (steers terrible-
uses oil) \$200.00. Good truck for
around town. Also 1971 Ford 1/2 ton
302 automatic - 60,000 miles - A 1
shape - \$2200.00. Phone Richard
Reichert - 2750 Marengo.

FOR SALE: Holiday 8 mm Movie Camera, light bar,
projector and screen; and 1/2 yd. lengths
of viscose velvet, assorted colors.
Phone Sibbald 676-2124.

FOR SALE: 1974 Ford Courier 1/2 Ton - yellow
with black accent strips. 55000
radio, mini-jet cap, roof rack,
service manual etc. Phone 968-2692
or Lloyd Martin at Power Plant
Local 269

FOR SALE: 1 Tent Trailer - soft Top-
phone 2678

FOR SALE: 8 Platex nursers with caps
one retainer ring and
approx 125 bags. Used one
month. Phone 2396

FOR SALE: Chesterfield & Chair:
chrome Dining Room Table,
4 chairs - 2645 After 5pm

FOR SALE: Girls Bike - 24" wheels
good shape \$15.00 - 2630

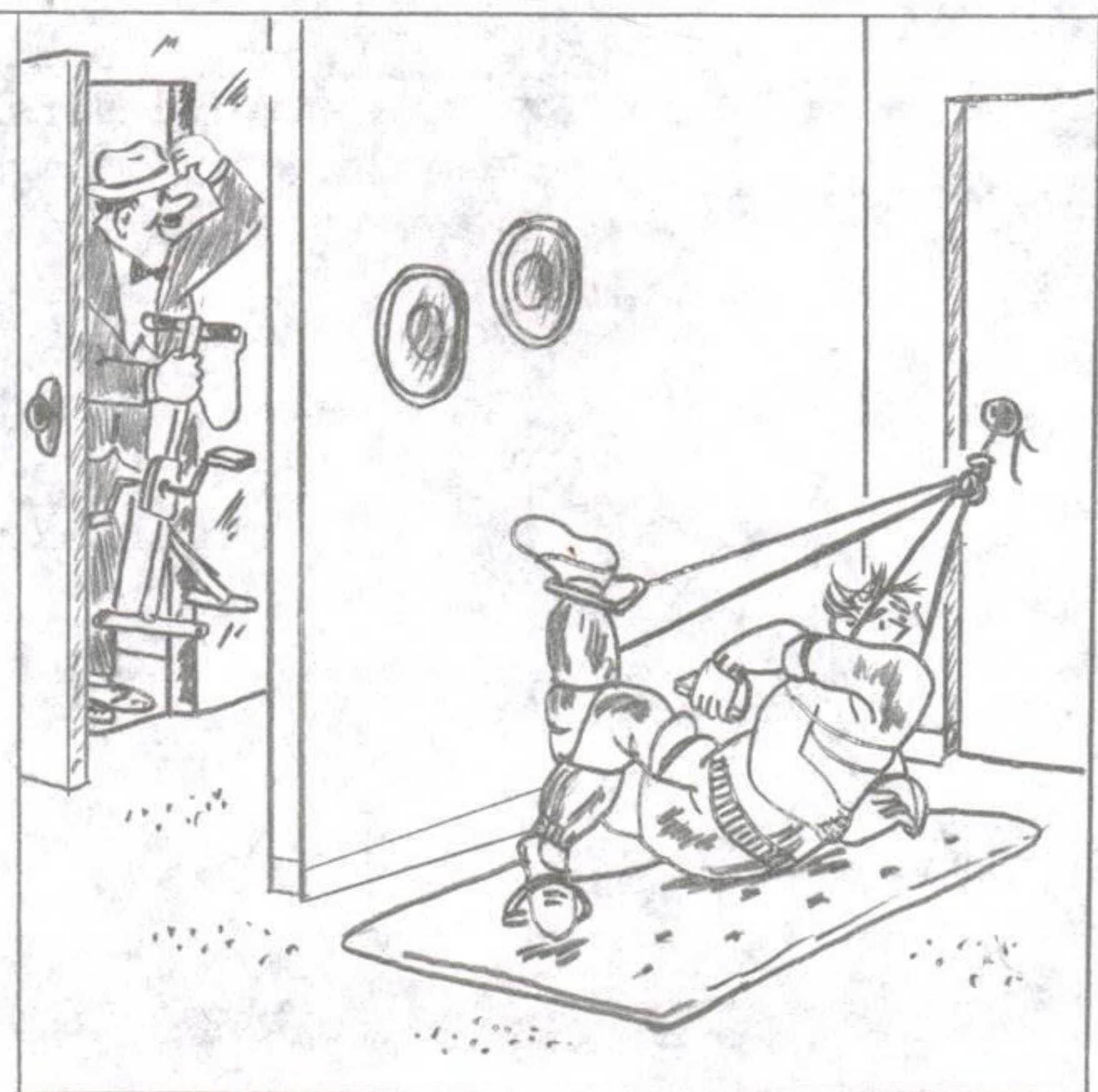
FOR SALE: 9 x 12 Outside Frame Tent
Used Once - 2340 \$75.00

FOR SALE: 1 set Bunk Beds, good
condition. 1 dresser with mirror
and 3 drawers. 3 sets of Drapes
white, linen, sizes 120" x 76",
75" x 76", 50" x 76". 2 Brass
coloured decorater rods. Call
2274 after 5:00 p.m.

FOR SALE: Tri-ang HO Guage Train
Outfit. 16 cars, engines, assorted
size track, 14 remote switches,
turntable and buildings, 2 power
packs. Contact Bill Noland - 2239.

FOR SALE: House in Alsask, two bed-
room on 50' x 150 Lot full serviced.
Call Paul - 9682600

FOR SALE: 1 Tent, Laurentian, 9 x 12
sleeps six. In excellent condition,
\$100.00. Also 1 trunk \$5.00.
5 Air Mattresses, \$4.00 ea. Phone
968-2280 after 5 p.m.



"HELLO? ANYBODY HOME?
AND WOULD YOU BE INTERESTED IN A
REVOLUTIONARY NEW TYPE
OF EXERCISING DEVICE?"

ADVERTISEMENTS (con't)

FOR SALE: 1 20" girls bike - 1 yr old - \$25.00 - 2280

FOR SALE: Coleman model 200 gasoline lantern c/w case. One two burner coleman gasoline stove. phone 2357

HORSE FOR SALE:

Registered Thoroughbred Stallion. Complete Western Riding Gear, grooming and hoop care kit included. For further information, contact Cp. Rick Cournoyer at Loc. 245 during week days, and at 968-2670 after hours.

HOUSE FOR RENT

7 miles south on 44 Farmyard
Contact 967-2630 for information.

GUIDE & BROWNIE INFO: Call Sheila O'Byrne at 2610

AMWAY PRODUCTS: Call Jean Finley - 964-4440

TRI-CHEM SUPPLIES: Call Jean - 2353

VANDA BEAUTY COUNSELOR: For information on home demonstration on make-up, beauty aids etc. contact Ferne Wilkie at 2296 (town)

CFS ALSASK AVON REPS: Barb Hunt at 2261 or Alexis Stokes at 2345

ARTEX SUPPLIES: Anyone interested in holding an Artex Class Party or needs Artex supplies, call Sheryl Cote - 2368

STANLEY HOME PRODUCTS: Call Debbie - 2383

REGAL SUPPLIES: Call Nancy - 2668



FOUND: Child's Red & Blue Poncho, also Ladies Watch. Owners may claim by identifying - Marge - 2235.

SUN LIFE ASSURANCE CO. OF CANADA

Ken Winter rep at Rec Centre 1st & 3rd Thursday each month 7 - 9 p.m. phone 2433

BOTTLES: Don't throw them away!!!! donate them to the 1st Alsask Boy Scouts. For pick-up call 2274

MUTUAL LIFE OF CANADA: For all your

insurance needs, registered retirement savings, contact: Quincy Von Kuster - 463-3060 Kindersley

STAR-PHOENIX: Town Delivery call Mike 2672. Base Delivery Steve Lawrence 2314 and Dan Martin - 2260
Please advise boys if you are going to be away.

BARBER SHOP: Tues. & Thurs. 9:00 a.m. to 11:30 a.m. 1:00 p.m. to 6:00 p.m.

T O P S: (Take Off Pounds Sensibly)
Meetings: 7:30 Monday evenings in Alsask School

LLOYD'S LOCKSMITHING SERVICE -- phone Alsask 2692

ALSASK SEW 'N SAVE: Contact Marge-2258

RADIO SHACK: Equipment is now being sold at the Kindersley Hobbe Shoppe Main Street, Kindersley.

ATTENTION !!

Would anybody who purchased an unsatisfactory C-F thermometer from an Air Cadet, please contact Mrs. Acton, at 968-2320 for a replacement or refund.

