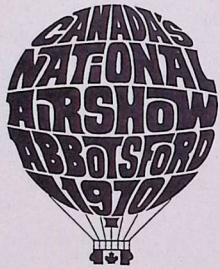


Our own Tutors performed flawlessly at Abbotsford and, by request, opened the Chilliwack Airport on Thursday.



THE PLAINSMAN

Saskatchewan's Military Newspaper

CFB Moose Jaw, Sask.

A SALUTE TO ABBOTSFORD

...CANADIAN AVIATION'S FINEST HOUR

VOL 2, NO. 19

AUGUST 13, 1970

C.F.B. MOOSE JAW

OUR NATIONAL AIRSHOW

Canada's First National Airshow is over. It was a fantastic success. 130,000 people passed by the gates to see the airshow that just nine years ago drew only 1400 people.

INDUSTRIAL DAY — A Beginning

Thursday was Industrial Day, a first for Abbotsford which up until now has never attempted to court the big industry that has the money to make a big airshow an even bigger success. Some of the giants were there, including Lockheed, Douglas, Boeing, Canadair and de Havilland. A giant step forward was the announcement that three major companies would use this year's show to introduce new aircraft.

FRIDAY — "I guess that means the show is open."

Friday the first flying day, dawned cloudy with the threat of rain, and the crowds stayed home. However, 17,000 did attend to witness Transport Minister Don Jamieson's opening speech and seven hours of sheer enjoyment. Unfortunately, the Minister was still rambling on at 1:00 pm when six screaming jets passed by, opening the show on their own. The Minister, still speaking on the 'great north', then officially opened the Airshow with the now famous statement, "I guess that means the show is open."

Going unmentioned was the cairn commemorating this year as Canada's first National Airshow. It had been made up of rocks from 27 countries (including the absent Russia) and a capsule with messages from the Prime Minister and Opposition Leader.

SATURDAY — A Sunny Spectacle

Saturday morning's rain must have influenced the prospective crowd nevertheless 47,000 turned out to see our own Armed Forces open the second day's flying. By early afternoon the skies had cleared and the crowd was treated to a flawless show including the sixty minute military show demonstrating the air element's every role. The crowd gasped and stood with their mouths open as over 30 Forces aircraft were flown to maximum performance. No one single act can be singled out as the best, there is as much merit in the first act as in the last. In one instance, there

may have been a lack of noise and speed, but it was more than made up in grace and agility. Other acts featured power and size, here the observer must have been impressed with the pilot's concentration and fast reactions. Borrowing from an article in last year's program, we must make one point very clear. The low level aerobatic pilots, demonstrating unerring precision are not 'daredevils'. They are true professionals who have spent countless hours of planning and practicing and to label them 'daredevils' is a libelous slight on their professionalism.

SUNDAY — 70,000 Saw Something Extra

Sunday's show was best of all. That is if you got in to see it. There were over 70,000 people in attendance with every parking lot filled to capacity. By 2:30 pm the RCMP reported that cars were lined up at a dead stop, for 21 miles back towards Vancouver. Those who did get in were treated as no other Abbotsford crowd has ever been. Every performer seemed to be putting on that little extra. Art Scholl for example, went through a display in his modified Chipmunk that just cannot be described. It was based on his sequence that won him the world's aerobatic championship, but that was not all. The extras that were thrown in (including two world's firsts, one an inside-outside vertical eight) left everyone speechless.

THEN THE MEMORIES

But then suddenly it was over. The Abbotsford Airshow, Canada's first National Airshow had come to an end. What a letdown. Everyone had been working for so long, planning and co-ordinating all the work that goes into a show of that calibre. . . and now it was suddenly over. it just did not seem right that it should end. Minutes earlier everyone had been going in high gear and now all that was left were a few lost children, tons of garbage, a few hundred uneaten hot dogs and many, many memories. Memories of unexcelled, polished flying; of loud howling jets; hasty lunches of a coke and a hamburger; and of some of the nicest people in the world. That was Abbotsford 1970.

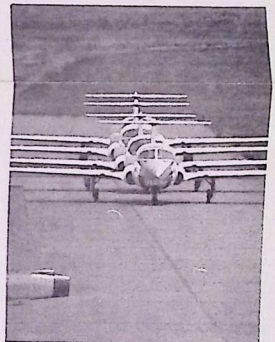
Dear Readers,

We would like to present Abbotsford '70, Canada's First National Airshow.

For those of you reading the Plainsman for the first time, and there should be many, (we have doubled our circulation for this special edition) this newspaper is the unofficial bi-weekly publication of Canadian Forces Base Moose Jaw.

Because this year's Abbotsford Airshow was Canada's First National Airshow we have tried to bring to you some of the sights and feelings behind the great effort that went into this magnificent show.

We hope that we have, in some small way, succeeded.



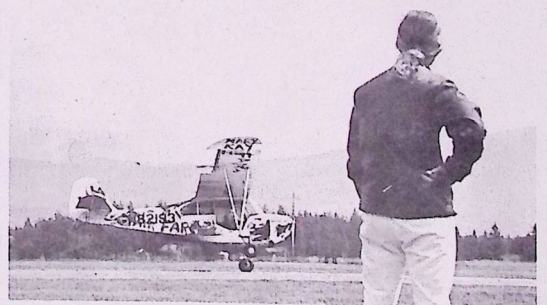
MOOSE JAW'S FEARLESS FOUR.

Maj. Peart leads the Moose Jaw Tutor formation back to the line at Abbotsford. The Tutors were a real hit, we can be very proud. Maj. J.B. Peart was lead, Lt. Doug Zebedee was No. 2, Capt. Bill Cowan was No. 3 and Capt. Fred McCague flew the box.

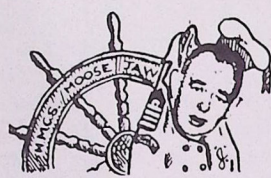


The screamers at Abbotsford. Real crowd pleasers.

\$600 Worth Of Junk



Diane Parsons of Seattle, a performer and aerobatic star herself, watches her husband, Chuck Driskell complete a normal landing. Chuck flies a pile of junk. (See story Page 14.)



The Skipper Says 'NOW HEAR THIS'

Very recently a teen-aged daughter of one of our MQ residents was accosted one evening on a street in Bushell Park by a group of unidentified youths. While she was not harmed in any way she nevertheless spent a lengthy period being harassed and embarrassed by these irresponsible individuals, who regrettably remain unidentified and may not even be members of our service community. Unfortunately no action, either at the time or later, was or could be taken by our MP staff because the incident was not reported to them.

This case emphasizes the need for Bushell Park residents to jealously guard against any intrusion on the good conduct and "tranquility" that exists in the MQ area. Simply because ours is a more protected type of environment than is normally found elsewhere we must never become so complacent that we start believing that "nasty things can't happen here" — they can and probably will if we don't take a very personal interest in our community.

Incidents such as this one should be reported to the Military Police immediately; in fact any circumstances which seem suspicious to you should be reported as quickly as possible. Don't be afraid of criticism; our Military Police and administrative staff will decide, after the investigation, whether or not it was worthwhile.

This year's Abbotsford Airshow was an unqualified success and I firmly believe that it was the military that helped make it so.

I attended the Airshow unofficially, however I was most proud to be recognized as the Base Commander of CFB Moose Jaw. While all the military personnel present acted in a most professional manner, and I congratulate them all, those of you who attended from Moose Jaw, whether as ground support crew, on static display or aircrew in our formation can be truly proud of the work you did.

I understand that our seven groundcrew were some of the earliest risers, the hardest working and the last to leave the grounds. Not only would I like to compliment them for a job well done but for the manner in which they helped to show the CFB Moose Jaw flag.

To the aircrew who manned the static display and who perhaps more than anyone, were our official representatives on the ground, I would like to congratulate you for your patience and professionalism.

Our four white Tutors stole the show. I received many compliments from people wanting to know if I had started our own white version of the Centennaires.

Once again I wish to congratulate you all.

BIG BRASS BAND

This Base has recently been authorized to organize a voluntary brass and reed band, the foremost requirement at this time, of course, is personnel.

We have an excellent selection of top grade instruments both brass and reed that are begging to be played.

Our preliminary nosing around tells us there are many former top musicians on the base. In fact one story has it that a certain Lieutenant Colonel is the next thing to Al

Hirt.

If you are interested in regaining your former skills, or possibly learning to play, we are very much interested in talking to you.

Practice sessions will be varied so as to meet the requirements of the majority of personnel. If you are interested in taking part, or even investigating what we have to offer, come out to the organizational meeting 1900 hrs., 19 Aug. in the Band Room, Bldg. 1. Refreshments will be served.

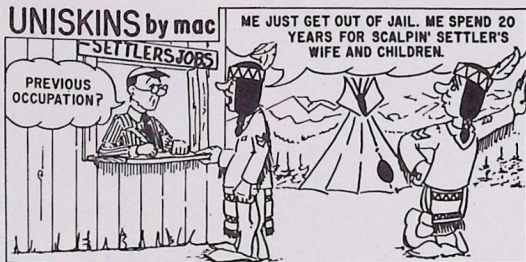
The Plainsman

Published every second Thursday, with the kind permission of Col. O.B. Philip D.F.C., C.D., Base Commander, CFB Moose Jaw.

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LETTERS TO THE EDITOR

The following letter was received by the Base Commander, and he expressed the wish to pass it on to you, the people whom it concerns.
Dear Col. Philip:

I noted with pleasure the news announcement of the outstanding success of Canadian Forces Base Moose Jaw in winning excellent recognition in the Transient Service Recognition Program.

Please accept my congratulations to you and your staff on this outstanding record.

Yours sincerely,
Louis H. Lewry,
Mayor.

Dear Editor:

I would appreciate using the medium of your fine newspaper to thank all and sundry at Moose Jaw for the varied and liquid send off which I received prior to my posting from the Base. I'm sure that the period from 14 May to 20 Jun (first party Jr. Ranks Club — last party Air Force Association) will be permanently etched in my memory.

I'm in Armstrong guarding our country with my trusty radar sets and Gladys and family are settled, so I hear anyway, in Caledonia, Ont.

Again Moose Jaw people, it was nice knowing you and I hope to see you again.

Yours,
George Johnson

It has been sometimes commented by certain disgruntled persons that "This base is for the birds". A story which came to us recently from Padre Farmer perhaps proves a case in point.

Recent work on the base Harvard disclosed a nest of sparrows and whereas the workmen were around the nest, the Mother Sparrow was instinctive to her; promptly deserted the clan. Cpl. Hodgson reported the incident to Padre Farmer whereupon his daughter, Dianne (13 years old) adopted the five baby sparrows. Using an eyedropper, she has fed them Pabulum and egg and at the time of writing this, all the "fledglings" were doing just fine. Thanks to the considerate people involved in this story; we are in a very good sense, "for the birds".

EARL NIGHTINGALE

OUR CHANGING WORLD

Copyright 1969, Nightingale-Conant Corporation, Chicago. The Earl Nightingale Program, "Our Changing World" is now broadcast daily on over 740 stations throughout the U.S., Canada and other countries.

Charm is an Inner Thing

Are you what they call a charming person? I used to wonder what they meant exactly when they referred to someone as being charming. But the other day I had a long talk with a very charming woman. Her name is Bess Rothman, and she's an expert on this business of charm. She's taught it at colleges and has travelled all over the country telling men and women how to be charming. She lives in Chicago now and devotes her time to helping people find the type of work they're best fitted for, and at the same time, to improving them as individuals.

She told me that any woman can be beautiful and, as a matter of fact, should be beautiful. She also told me that every man could look a whole lot better than he does, and make a very striking appearance wherever he goes.

So I asked Miss Rothman (actually, she's a wife and mother, but keeps her professional name), "What is charm?" She smiled, which gave me the feeling I wasn't the brightest person she'd ever talked to, and said, "Mr. Nightingale, charm is an inner thing." I then verified her first impression of me by asking, "What do you mean by that?" And, in essence, this is what she told me:

She said, as far as a woman is concerned charm has nothing to do with individual features. A woman can have a gib nose, or a long skinny neck, or practically no neck at all, or too many teeth, or be a mite too wide across what a woman calls her hips, or not have a movie star's legs, and still be a very attractive and charming person. It seems, according to Miss Rothman, that every woman on earth has some beautiful feature(s). It might be her eyes, her skin, her hands, or what have you, so what she should do is dress and make up as a composite, complete woman, making the best of her good features and minimizing and not worrying about the features she's not too proud of.

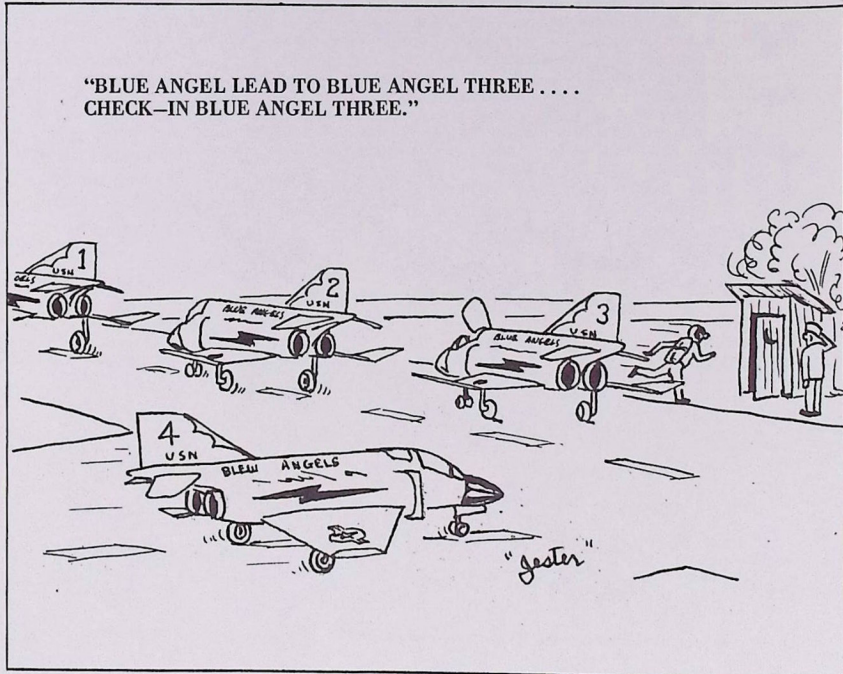
But this is only the beginning. It is what she is INSIDE...that she shows on the OUTSIDE. If she's calm, cheerful and loving on the inside, she radiates this terrific inner self like a hot stove on a cold morning. And this is something everyone can control, although it takes practice if it doesn't come naturally.

When she told me this, I remembered reading something by the great American educator, William Lyon Phelps of Yale. He said, "The most interesting people are those with the most interesting pictures in their minds." Realizing that we can only reflect on the outside what we've got on the inside, Dr. Phelps liked to point out that the inside of a person's mind was sort of like a picture gallery, each mind with a certain kind of pictures...if they're happy, interesting pictures on many subjects...well, you get the idea.

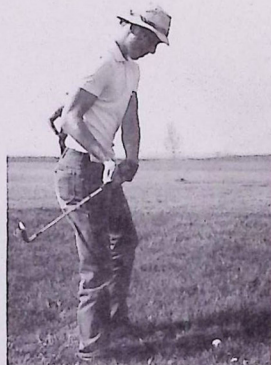
Miss Rothman then told me that the third most important point for a man or woman to be charming — and this is just as important as the first two — is the business of posture; the way we walk, stand, sit. You'd be surprised how quickly you can form the habit of walking straight and erect. It makes you feel better, you look better, and the world suddenly begins to think you are better. And when that happens...you are.

To be charming, then, takes at least three things. Accentuate your good features and don't worry about the ones that aren't so good. Remember that you have to be charming inside, before you can be charming on the outside. And posture, the way you look to the world.

It's really amazing — and of course the experts go along with this completely — how the way you act on the outside affects the way you feel on the inside. As Dorothea Brand put it in her fine book "Wake Up and Live", "Act as though it were impossible to fail."



SPORTS



GLEN PALMER

An excellent ambassador at large for CFB Moose Jaw is our own Glen Palmer. Glen successfully defended his Provincial Sand Greens Championship on the 1st and 2nd of Aug. at Meadow Lake Sask. with a convincing 5 stroke margin. Young Glen also was competing for the provincial grass greens junior title at Saskatoon and was narrowly defeated by one stroke on the 18th hole in the semi-final. The young man who defeated Glen went on to win the Junior Provincial title. The latest endeavour for Glen is a try for a slot in the 4 man junior team. These trails are now under way with events scheduled for Saskatoon, Prince Albert and Regina. Team members will represent the Province in Dominion Junior Championship play, held later this season in Dartmouth, N.S. Congratulations Glen, and the best of luck from all of us at BPCG.

SOCCER NEWS

CFB Moose Jaw's fledgling soccer team participated in their first tournament last weekend in Portage La Prairie. The tournament, billed as the Western Zone play-downs had no less than five teams competing for the Pearkes Trophy.

The Moose Jaw eleven participated in two games, losing the first one 4-3 to Winnipeg after two ten-minute periods of overtime. They dropped the second game 2-1 in straight time to CFB Shilo.

The recently organized team (three weeks) practices every evening at the new CFB soccer pitch and schedules exhibition games with Regina-based sides.

COME OUT AND

SUPPORT YOUR TEAM.

NEW MEMBERS WELCOME!

HUNTER SAFETY

with
BOB THOMSON



Sons, Guns and the Law

Today's big question is: How many parents realize that it is unlawful to allow children 15 years and under to go shooting by themselves or with others their own age?

When the government of Canada brought out the recent amendments to the Criminal Code in 1969, it affected all would-be hunters below the age of 16.

Here is how the law reads now:

Any person age 15 or under must have in his possession a form now known as a gun permit. This gun permit is available from the local RCMP and costs \$2.00. It is a must if that person is to carry a firearm. A firearm is now defined as any weapon that is capable of discharging a missile with a muzzle velocity of over 500 ft. per second. So, naturally this could even include air pistols or rifles if they exceed this muzzle velocity.

The \$2.00 gun permit is not required by a person 15 years and under accompanied by a parent or adult (18 years and over) who uses the gun of said adult under immediate supervision.

If you intend taking your children hunting, first teach proper gun safety by enrolling them in a Hunter Safety Course provided by local conservation or hunting clubs. Or write to me, c/o Box 137 Bushell Park and we'll arrange to enroll your child in the Bushell Park Safety Course.

Hits and Misses

Welcome to another edition of Golfer's Corner. Your Sports Reporter for this edition is 'Rip' Riopelle, covering for Bill Holland who is basking in the balmy breezes of B.C.

The match and medal play competitions for the Commander's and President's cups are well under way, moving into third round competition on 11 Aug. Many of our low handicappers have fallen by the wayside relegated to the "B" side of the board by intense, lucky (choose your own adjective) high handicappers. The designed aim of the two simultaneous tournaments was to promote activity and the members have certainly been out in force. Ardent golfers, being what they are, Fred Flett and Frank Hammond played their match in 100 degree heat on Friday, Aug. 7. Would you believe???

The most interesting match to date is being played as this article is being written, with our President Joe Dent and his son Jim, fighting for one slot on the "B" board of the match competition. It is this reporter's understanding that Mrs. Dent has taken out an option on a week's leave depending on whether father or son wins.

At long last the women's division is picking up with more ladies in evidence on the course. Starting Tuesday, Aug. 11 at 1300 hrs, Chuck Shimla will be giving lessons to all interested parties, the time slot is geared to those ladies who have expressed an interest in lessons to various committee members and we expect that the ladies will be out in force. Further information can be obtained by calling 326. The preceding is through the courtesy of the BAMEO section, (as usual) Maj. Sutherland presiding.

Sunday, Aug. 16 will see the first of what is hoped to be many novelty tournaments, a two ball, best ball team competition is to be played, members will please signify their intentions on the events board at the club house. This event will team up the lowest with the highest handicapper with selections from scratch with 36ers working inwards to 18 with 18. Should be a fine event, so let's all turn out. Half a buck a head.

A wind-up tourney and bash are in the planning stages - anyone having suggestions for this event may forward same to any committee member.

A fine array of talent was on display on the fastball diamond recently when the Geriatric nine from the WO's and Sgt's Mess engaged in combat with the local defenders of the realm (RCMP and Moose Jaw Police). A fast and tight game was enjoyed by players and fans (each 5) alike until a gross infringement on our civil rights was perpetrated when one of the fuzz hit the ball over Rip Riopelle's head. After which, retirement to the conference table and many hours of discussion on the pros and cons of this dastardly act took place. The problem was unresolved and has now gone to mediation.

I know we have two fastball teams on the base, I just know it. . . .

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As "Club Captain" of BPGC I would like to help golfers to win tournaments, beat their friends, and at the same time lower their handicaps. It has been noticed that many amateurs with a little bit of help could, with a bit of practice, become Pro's. With this in mind we will go from Tee to Green.

- ON THE TEE** - a) After a shot is made, be it good or bad, take another swipe ensuring that a fairly good length of turf is lifted. This will guarantee that the next player will have difficulty in finding a level spot to Tee from.
b) Don't talk out loud, just in a loud enough whisper so it distracts the player, better still if you can do this while moving around or practicing your own swing in the line of vision.

THE FAIRWAY - Oh what numerous opportunities -

- a) Just as the player is making a shot a loud yell to a friend on an adjoining fairway is not out of place or telling another one of the foursome that there goes "so and so".
b) Naturally moving in the line of vision helps immensely.
c) Throw your clubs, this will keep everyone on their toes.
d) On replacing divots, why not forget it, this will increase the chances of other persons balls landing in them and anyway the maintenance crew needs work. Unemployment is high you know.
e) The sand trap is a spot not to be overlooked. Why should you rake the trap after use, no rake in sight and there is no reason for you to use your own club to smooth out the foot prints. With a bit of luck the next person may have a tougher shot.
f) A clean miss does not have to be counted as a stroke if the other players are at a distance, just shuffle forward, swing again. A "duffed" shot always looks better than a clean miss and anyway the ball was laying in a hole.

THE GREEN - Here is where the true Pro comes into his own -

- a) When holding the flag, let the flag flap.
b) Stand so that your shadow is between the player and the hole, very slight movements are required here for the proper effect.
c) If possible, make a sincere mistake of stepping in the other player's line of putt, not at a right angle, 45 degrees is better, the ball should come off line without jumping. In case this was not noticed an apology is in order.
d) A slight cough or whisper just prior to the actual meeting of opponent's putter and ball will definitely improve his or her concentration on future holes.

THE ROUGH - This is where practice is really needed. On the fairway with winter rules, moving the ball with a club head is accepted procedure.

- a) To identify your ball, pick it up, make sure it is yours and try hard to remember exactly where it was laying so it can be placed back in the approximate place.
b) The "rough shuffle" is harder to learn so should be practiced at home until it is down pat. The trick here is to have both feet together with the feet in front of the toes and slowly slide the feet forward until the ball reaches an ideal spot. Walk away and then find your ball, never find the ball immediately, some people are suspicious for no reason at all.
c) Never know for sure what ball you were shooting, "I think" will reduce the number of lost balls but unfortunately also the score.

SCORING - Not as much effort is required here but a lot of people sure botch it up. Two methods are available here - first become score keeper, then:

- a) Say you shot a "8", yell "9" and mark "7". If your opponents are dishonest naturally they won't look or correct you.
b) Conveniently forget to mark the hole score if it was high for at least two holes, this is all scores, then have all players try to remember their scores. The second way is look back over the hole, not from the green naturally as you do not want to hold up other players approaching the green, but at the next tee, a lapse of memory occurs to all people at some time or another.

To conclude it should be pointed out that all points mentioned require practice. Any poorly planned action naturally does not sit well with some people, so the odd friend will be lost as a golfing buddy in the beginning. With perseverance and effort when you go to another golf course you should be a "PRO" in spotting the game for someone else.

C. Shimla

People We Meet



Whether you are arriving or leaving CFB Moose Jaw, or going on temporary duty...you will meet WO David Alexander Moore, NCO I/C of Claims. Dave is a native of Fort William, Ontario and after serving with the Land Element Forces in World War II, returned to the Pay Branch in 1949, enrolling at Winnipeg and taking new basic training at Shilo, Manitoba. His career has taken him to such far-flung places as Korea and Japan, and also tours at Edmonton, Winnipeg and to date Moose Jaw. Dave's family of three boys and one girl ranges in age from 13 to 20 years old.

For the past three and one half years at Moose Jaw, he has been very active in sports encompassing service dependants. As Treasurer of the Bushell Park Group Committee, for Cubs and Scouts, this alone becomes a year around job of channelling and controlling the funds to support the Park activities. Summer brings the various leagues for soft-ball and in this Dave is on the spot for general all around help; both in training and equipment purchasing. Keeping inventories of the ball equipment for the summer and the hockey equipment for the winter demands a great amount of off-duty hours, and heading up the "Tom Thumb" league as well fits into the overall pattern of the great interest Dave shows in organizing sports for all the younger ages.

But community interest does not end with organized sports, but as an Alderman on the PMQ Community Council, Dave works for the betterment of his PMQ Ward. But perhaps more than off duty activities, Dave is better known on Base Moose Jaw, for the skill and efficiency with which he carries out his work, helping one and all with the inevitable problems that occur on local and distant moves...an oft heard comment is... "If you have a problem with your claim, see WO Moore, he has the answers."

To Dave and his family, we wish them all "Good Luck" in the years ahead.

Miss Grey Cup Joins THE JET SET



Recruiting at the CAF booth at the Regina Exhibition took a sharp upswing last week after pretty Miss Grey Cup, 20 year old Laura Medland, of Regina joined the BIG 2.

Learn How To BECOME A HAM

OTTAWA (CFP) — A hobby that is catching on with Canadian servicemen stationed around the world is "Ham" radio.

How do you become a "Ham"? First, find a club or organize one yourself at your unit. Civilian clubs in your area will no doubt lend an enthusiastic hand to get you started.

Most radio clubs run short courses for new members, where the novice learns fundamental radio theory and operation, and Morse code. The candidate must pass a Department of Communications examination on basic theory and practice before he can operate his own set.

In a matter of a few months, the radio operator has the world at his fingertips. He can travel around the world in the comfort of his own club room.

One such club at CFB Gagetown has been in operation for nine years and boasts 16 members. Known to "Hams" as VELLJO, the club was originally formed to give New Brunswick soldiers serving in Egypt the chance to talk to their families in Gagetown. When the soldiers returned, it just kept going.

We talk to people thousands of miles away as if they were sitting right beside us," said 3 Signals Squadron Sergeant Clair Bostwick. "We've talked to Norway, Africa, New Zealand, Egypt and even to Canadian warships near Gibraltar," he added.

Servicemen on duty in distant places can talk to their families by "phone patch". To do this the serviceman contacts a "Ham" near his location who in turn transmits to the Canada-side club. The club then telephones the serviceman's family — and presto! instant communication.

In time of national emergency, radio clubs can play a vital role. Amateur radio operators have established a radio network covering North America for use if other communication methods fail.

So, if there is a radio club on your base why don't you become a member. If there isn't why not organize one?

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DUNDURN VISITED



Damn, I could have sworn that I packed my swim trunks.

(BIO) — For the first time in four years, drill boots are crashing in unison on the parade square at Canadian Forces Camp Dundurn.

Virtually closed since 1966, this semi-isolated camp located some 24 miles south of Saskatoon has recently been reactivated to provide 6 weeks of military training for some 375 young Militiamen under the Federal Summer Employment Program.

Lieutenant-General G.A. Turcotte CD, Commander of the Canadian Forces Mobile Command, recently visited the camp and viewed the results of the first two weeks of intensive training. His inspection included practice weapons ranges, lecture areas and recreational facilities.

The age of the training range, from 17 to 21 years. Most of the boys are from points in Saskatchewan. Besides providing employment, the program is aimed at developing character and confidence among the trainees through exposure to new and challenging situations. Although many are away from home for the first time, morale is high and the drop out rate low. It is anticipated that many trainees will re-enlist in their home Militia units upon completion of the summer program.

Playground Pet Show



Pictured above are L-R, Kevin Rundle, Kirk Harman and Darrell Hardman comparing entries for the Oddest Pet Contest. Darrell was the winner.

Dogs and other pets of various sizes and shapes arrived at the playground along with dolls and hopeful freckle contest entrants. Confusion reigned supreme!!!!

Eventually dogs and dolls and kids sorted themselves into groups and here are the results:

LARGEST PET

Kimie Gray
Nadine Nobbs
Lloyd Suderman

SMALLEST PET

Gerry Prezeau
Susan Hladun
Mary Ludlow

CUTEST PET

John Peart
Roberta Drew
Dawn Melaine

ODDEST PET

Darrell Hardman
Kirk Harman
Kevin Rundle

BEST TRAINED PET

Celia McArthur
Lorie Rundle
Rosemary Clarke

BEST GROOMED PET

John Denis
Theresa Malmsten
Craig Hammond

BEST ALL AROUND PET

John Peart
Lou Rundle
Craig Hammond

The dolls were gorgeous but winners had to be chosen, the judge's final decisions were:

Largest Doll: Jessica McArthur
Smallest Doll: Susan McClusky
Prettiest Doll: Valerie Arsenault

Best Bride Doll: Sandy Suderman
Best Dressed Doll: Karen Boudreau
International Doll: Joanne Gill
Puppets: Peter Brazeau
Novelty: Donna Adams

This year the Freckle King and Queen are brother and sister, Carl and Rosemary Clarke. Running a close second for Prince and Princess were Arthur Hardman and Theresa Malmsten.

by Rosalie Perrin

Harwood Motor Hotel



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August 10 — 24

FIRE 333

A lot of words and paper have been used to give wide publicity to Fire Prevention on this Base. We, of the Fire Department, would like to get to this through the means of our Base Newspaper and not by FIRE.

The above picture shows some of the equipment that is used by our personnel when our Fire Prevention program has a break down and there is a fire. It is required for us to do three jobs and they are all important to maintain a well organized and efficient firefighting crew. Our personnel are required to work 56 hrs. a week and do a 9 hr. day and a 15 hr. night. Contrary to what some persons think, the men on night shift do not sleep until night flying is completed. Our crews consist of five men that are here 24 hrs. a day, 7 days a week to give full protection to the Base.

Fire Prevention is the highest and most important aspect of our trade. This is done through inspections, lectures, demonstrations and through the newspapers. Next we are here primarily for the protection of aircraft. This is called Crash Rescue and involves many hours of training and hard work. Our personnel must know the different types of aircraft and how to do a proper rescue plus they must be highly trained on the approach and attack if a fire is involved. The rescue of the occupants is the main object of the Crash Rescue operation. This takes a personnel highly trained in safetizing the ejection seats and removing the pilot from the seat harness. Flammable liquid fires are also involved in our Crash Rescue training.

The other part of our job is structural or building fires. This is where the Fire Truck is used and all personnel are trained in the operation of the vehicle and the characteristics of building fires that could be involved here on the base. We have to remember that not only do we have large Hangars and Barracks but also Married Quarters with small children. So the same procedure follows, rescue then fire fighting. Fire fighters are also trained in first aid and all have just completed the course and received their Senior Certificate.



As was previously mentioned, some of our equipment is shown above. On the far left is our Fire Truck which carries 500 gallons of water, ladders, hose, and breathing apparatus for entering into a smoke filled room. The center vehicle is on standby replacing our Major Foam Truck which will deliver 5,000 gallons of foam per minute. Foam is used on Flammable liquid fires and aircraft standby or crash. The right vehicle is a light rescue vehicle and Dry chemical truck used for quick knock down of fire and rescue in the event of a crash or flammable liquid fire.

We hope to give you more information on our personnel and our job in the next issue of the Plainsman.

SEE YOU THEN . . .

Here is a sad story of a fire which took place at CFB Greenwood, N.S. in the PMQs situated in the Annapolis Valley.

Five children, between the ages of 7 and 14, died recently in a fire which destroyed a one-family section of an attached apartment. This same type of building can be found here in the PMQs of CFB Moose Jaw. The children were all believed to be sleeping in the upstairs bedrooms.

Cpl. and Mrs. D.E. MacDonald, the children's parents, were not injured in the blaze.

Although the cause of the fire is not known as yet, this could happen to anyone of us. In order to protect your family, practice fire escape procedures until your children know them thoroughly and then periodically review them so the rules won't be forgotten.

Attractive Fragrant Killers!

Our homes play areas, fields and woods abound with potential killers - attractively clad, sweet smelling - and poisonous. Don't underestimate them just because they are familiar and seemingly harmless. Children are their most common victims. Of course, the best thing to do is to teach your children never to eat anything unfamiliar.

These plants are found throughout Canada. Were you aware of their danger?

The following listing give the name of the plant, the toxic parts, and symptoms.

Hyacinth and narcissus. Bulbs. Nausea, vomiting, diarrhoea. May be fatal.

Daffodil and poinsettia. Leaves. Fatal. One leaf can kill a child.

Castor bean. Seeds. One or two seeds are near the lethal dose for an adult.

Mistletoe. Berries. Fatal. Both children and adults have died from eating the berries.

Lily-of-the-Valley. Leaves, flowers. Irregular heart beat and pulse, often accompanied by digestive upset and mental confusion.

Bleeding heart. Foliage, roots. Large amounts may be poisonous. Has proved fatal to cattle.

Rhubarb. Leaf. Large amounts of raw or cooked leaves can cause convulsions, coma, followed rapidly by death.

Laurels, rhododendron and azaleas. All parts. Fatal. Produce nausea and vomiting, depression, difficult breathing, coma.

Wild and cultivated cherries. Twigs, foliage. Fatal. Contains a compound that releases cyanide when eaten. Gasping, excitement prostration are common, often appearing within minutes.

Elderberry. All parts except berry. Nausea and digestive upset. Children have been poisoned by using stems for blowguns.

Jack-in-the-pulpit. All parts... Contains crystals of calcium oxalate that cause intense irritation and burning of the mouth and tongue.

Buttercups. All parts. Juices may severely injure the digestive system.

Iris. Underground stems. Severe but not usually serious, digestive upset.

Wisteria. Seeds, pods. Mild to severe digestive upset. Many children are poisoned by this plant.

Daphne. Berries. Fatal. A few berries can kill a child.

Foxglove. Leaves. One of the sources of the drug digitalis, used to stimulate the heart. In large amounts the active principles cause dangerously irregular heartbeat and pulse, usually digestive upset and mental confusion. May be fatal.

MEDICAL MEMO

Let us continue our discussion regarding coronary artery disease by reviewing some of the chemical factors thought to be closely related to the rate of occurrence of heart attacks. You will remember that in an earlier discussion I pointed out that, in the same way that an auto radiator becomes plugged due to the laying down of chemicals, so our blood vessels can become plugged with the laying down of different kinds of chemicals. The materials or chemicals which appear to be related to this "plugging" process are the blood fats and uric acid. The blood fats are composed of three major groups identified as the free fatty acids, cholesterol and triglycerides. These materials will be the subject of future discussion.

Let us turn now to uric acid. This is a compound which is produced in the body as a product of metabolism. Like carbon dioxide it is a waste product which must be excreted. However, whereas carbon dioxide is largely excreted by the lungs, uric acid is largely excreted by the kidneys in the urine. In some people the level of blood uric becomes elevated. This can occur for one of two reasons. Either the body produces an excessive amount of uric acid or else the kidneys do not excrete uric acid in large enough quantities.

High blood uric acid levels are fairly common, especially among men, and this disorder is known, medically, as hyperuricemia. A common result of having high uric acid levels in the blood is the occurrence of the symptoms known as gout. Gout is one of the diseases which causes arthritis or pain in the joints. There are, however, other complications of having too much uric acid in the blood. Kidney stones are often caused by hyperuricemia also permanent damage to the filtering mechanisms of the kidney is sometimes associated with elevated blood uric acid levels.

In recent years research workers have noted a good correlation between elevated uric acid and the gradual plugging of arteries. Coronary artery disease occurs about twice as often in people with gout as opposed to the general population. The relationship between coronary artery disease and elevated uric acid is not well understood. Most people agree that the relationship exists but there is as yet no real agreement on precisely how or why increased uric acid produces changes in the arterial walls.

Although our detailed knowledge of the effects of elevated uric acid is inadequate and requires more research, doctors are universally agreed that too high a level of uric acid in the blood is undesirable. Several years ago medical researchers discovered a drug which reduces the production of uric acid. This drug, "Allopurinol" which is relatively free of side effects, is now used extensively in patients with hyperuricemia. There is no doubt that its use dramatically reduces the incidence of gout and uric acid kidney stones. More time and more research work is required to establish whether or not a simple reduction in levels of blood uric acid will reduce the incidence of coronary artery disease.

In the next issue we will discuss the blood fats and refer to those old favourites, cholesterol and triglycerides.

Major W.J. McArthur, M.D.

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Today's Woman

Woman's Editor

Rosalie Perrin

Camping is contagious, even more so than the summer cold. On a recent week-end camping trip we saw everything from pup tents to the ultimate in camping — the camper bus. We wonder with that much available cash why they're camping?

Most families go camping because it's a mobile and economical way to holiday. In many cases some families would simply stay home for lack of funds for motels and restaurants. Somewhere along the way it changes from an inexpensive holiday to an experience in the out-of-doors. In Saskatchewan it's possible to camp on flat prairie in the south or the more rugged bushland in the northern part of the province.

Campers are friendly, honest and usually very happy people. The effort we put forth is more than repaid by the new places and people we meet on our travels. It also makes us appreciate our homes when we arrive back sunburned and bitten — at least until the next long week-end.

Experience is the best teacher and some of the things we've learned on our camping trips are:

— Make lists; food list, clothing list, equipment list and keep them handy. They don't vary that much from trip to trip.

— Take your own drinking water unless you know for sure how the water tastes at the campsite. Gallon jugs (vinegar, bleach etc.) are the best. Try freezing them about half full of water in your freezer.

— Bring everything from home you possibly can, it always costs more in the small town or the concession at the beach IF they have it. Keep your meals simple. Use convenience foods and mixes; they more than pay for themselves in results when cooking facilities are limited.

— Take along your sense of humor, it comes in handy when you forget the frying pan, the insect spray and soap all in one trip.

The Food We Eat And Why

CALORIES — are a measure of heat or energy produced by food in the body and are needed for work and play. Foods high in calories: sugars, starches and fats.

PROTEIN — builds the body and repairs worn parts. Meat, fish, fowl, milk, eggs, nuts, peas, and beans are protein foods.

MINERALS — are vital to building and maintaining health.

CALCIUM — builds strong bones, builds sound teeth, regulates the body. Milk, cheese, green vegetables are rich sources.

PHOSPHOROUS — builds strong bones and teeth; builds other body parts; regulates the body. Foods rich in phosphorous are milk, cheese, meats, especially liver, kidney and heart, also whole grain cereals.

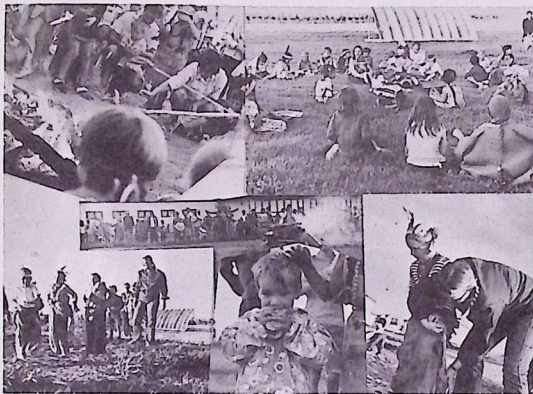
IRON — builds rich red blood. Is needed for carrying oxygen to all parts of the body. Glandular meats such as liver, heart and kidney, also eggs, green vegetables and cereals are good sources.

VITAMINS — are necessary for growth. Regulate the body. Protect health. Found in cereals, milk, fruits, vegetables and meat.

Shining Glassware

If you want to make your glassware shine, wash it in hot soapy water to which has been added a few drops of ammonia.

INDIAN DAYS AT BUSHELL PARK



The Bushell Park Indian Pow Wow was led to the lighting of the Council Fire by Chief John Austin, climaxing a week of preparation by the tribe making headdresses, headbands and assorted regalia including teepees.

Heap Big Boss Linda had several scouts in the crowd and they found 11 year old Theresa Malmsten had the most original girl's costume fashioned from bits and scraps and lots of war paint and a papoose. John Wilkie, 9 years old, found two potato sacks and a ball of string

make a great costume if you follow Dad's advice and add some war paint for good measure; his was the best boy's costume. Kimmie Gray, 3 years old, was chosen as Indian Princess (being 3 is a handicap when designing a costume so Mom helped out a little); her costume was red and white with matching headband and shoes.

The Council Fire served to cook Weiner and marshmallows for all the playground regulars along with many of the parents who came out to enjoy the Pow Wow.

SOFT HEAT???

In this age of Permanent Pressed fabrics, it's difficult to realize that just six years ago, the Permanent Press process was just being introduced — and at premium prices! To-day, the "no-iron" feature is accepted as yet another time-saving benefit — particularly in regard to children's wear.

Because the fabric is literally "baked" as part of the manufacturing procedure, it is important when washing and drying Permanent Pressed clothing to avoid "setting" wrinkles by subjecting them to heat AFTER excess moisture has been removed from them.

To prevent overdrying and scorching, a special process known as "Soft Heat" has been developed, which AUTOMATICALLY senses the amount of moisture remaining in the clothes, and reduces the amount of heat accordingly. When the garments reach the correct moisture level, the dryer continues to tumble the clothes in a gentle breeze of warm air that prevents them from settling and forming wrinkles.

The "Soft Heat" process is available ONLY on "Kenmore" dryers, and is being offered at an exceptional price for four days only this weekend. The model 82000 "Soft Heat" dryer is in our current general catalogue at \$174.98, and is also offered in our "P.C." SALE catalogue at \$169.98, which is normally the lowest price at which it is sold — however, until Monday, August 17th, you can purchase this feature-packed machine for only \$159.98!

In addition to "Soft Heat", this model features built-in lint screen that traps lint and fuzz, door safety switch, and PORCELAIN top to resist marring.

This special sale price is available ONLY at Simpsons-Sears' store, 361 Main Street North, Moose Jaw. Remember, there's NO DOWN PAYMENT on your All Purpose Account.

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POWDER ROOM

by LOIS

Absence Does Make The Heart Grow Fonder. . . .

Hello again, I'm back and happy to be able to visit with you through the medium of "The Plainsman".

Nowadays when a person takes a trip to the "old country" it doesn't cause too much interest. Everybody is doing it! However, when it's your first time and you have the opportunity of travelling with an entourage of 105 people, it's an exciting experience.

I could tell you lots about the warm hearted Scots; the hospitable and courteous Englishmen; or perhaps the modern and industrious Dutch folk because there's lots to tell but I'll just say we had a marvellous time and I'm happy and satisfied to be home in Canada, in Saskatchewan, and in Moose Jaw.

As you know, my husband, Gordon, and I made our trip overseas with the Moose Jaw Lions Junior Band on a five week tour of Scotland, England and Holland where they presented about 30 concerts and 20 parades. The children ranged in age from 12 to 19, with the youngest being Cheryl Langille from CFB Moose Jaw.

The trip was a huge success! The band played to packed audiences; enthusiastic and appreciative not only because of the good music, but because they were impressed by the discipline, and deportment of the young band. Newspaper reports throughout the country reflected the good impression these young Canadians made as they travelled extensively on a very heavy schedule of engagements. You know, and I have learned, that any venture of this magnitude is not all gravy; there were headaches, obstacles to overcome in scheduling, transportation, meals and accommodation. After one engagement "High Tea" turned out to be "Low Tea" and everybody was hungry. After considerable searching about we managed to find a 12 x 12 fish and chip shop that produced 105 servings of the most delicious "fish 'n chips in a paper" that I've ever tasted. It was hard work for everyone involved. In fact one band member summed it all up when he said he was going to write a book on the trip which would be entitled "Ecstasy and Anguish".

So I'd like to say on behalf of the band, thank you everyone for your support. Anyone of you that contributed in any way to make this trip possible is to be complimented on your good judgment. Your efforts were rewarded, not only because the band brought home a prize, but because you made an investment in Canada's youth that has already started earning interest.

GOURMET FARE. . . .

My sweet tooth and seven extra pounds can vouch for the fact that the sweets in Scotland and England have to be the best I've tasted. The all time favourite had to be "Trifle". There are numerous recipes for making this delicious concoction and the cook can vary the ingredients to suit her family's taste. Here's one basic recipe you can use. I got this from the only "Lois" I met on the entire trip, I guess it's an uncommon name overseas.

Lois' English Trifle

1 layer of sponge cake (homemade or purchased)

Sherry or *Diluted jelly

1 can sliced peaches, drained — (peras, apricots, cherries, fruit cocktail — suit yourself)

Cream custard, cooked or instant vanilla pudding will do

1 cup cream, whipped, sweetened and flavoured with ½ tsp vanilla

*If using jelly instead of sherry, make up in advance in following manner. Prepare small jelly in usual way choosing a flavour that will complement the fruit you choose. Remove ½ cup of jelly and add ¼ cup of liquid from fruit (water can be added), allow to cool and set slightly. A thin jelly is required. Remainder of jelly can be used for salad or allowed to set for dessert for another meal.

Preparation: Place layer of sponge cake in dessert bowl. Spoon sherry over cake to thoroughly moisten same; or pour thin jelly over cake. Place drained fruit on moistened cake, spoon layer of custard over the fruit and top with a layer of whipped cream. Decorate with fruit and refrigerate for at least one hour.

It sounds like a bit of fussing but your efforts will be rewarded by cries for more!



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Spotlight on FURNITURE by DICK SPRINGETT



Furniture is a family affair and your home should reveal a true picture of everyone living in it. Many people try to create a home that outsiders will consider pleasant and comfortable. Everyone will be happier if you plan the home first for the "insiders" rather than for the outsiders.

The home should be easy to live in and must never be one the family must "live up to" if you want to have the relaxed atmosphere and warmth which is the very essence of a comfortable interior.

No matter if you are just beginning housekeeping or giving your home a lift after a few years of marriage, remember that you are planning a background for people. Your family members are more than just props for your stage set.

Today, decorating — like marriage — is a partnership. Respecting one another's ideas is bound to result in a pleasant decoration scheme which will happily reflect the personality of the entire family group.

Parents should include the children in decisions on decorating main rooms; keep them posted so they will feel a part of the over-all plan for the home. Allowing them to apply their "far-out" decorating ideas to their own rooms will give them real satisfaction.

OUTLINES FOR ENLARGING ON THE TOPIC "GUIDE TO FURNITURE BUYING."

- Planning:
- determine use of room; — living, dining, family room, or three.
 - this sets the mood for selection of styles and colors.

DO YOU KNOW WHAT YOU'RE BUYING IN . . .

CANNED GOODS

Canned fruits and vegetables are also graded according to quality, color, size and other factors. The most common grades seen on the grocery store shelves are:

- CANADA FANCY — highest grade, clean, good color, uniform size.
- CANADA CHOICE — slight variation in size and color, but are clean and free from blemishes. Good taste and flavour.
- CANADA STANDARD — good

quality product but not of uniform size.

Many chain stores have "house brands" (their own name); they are still required to pass government inspection and the above grades will be shown on the labels. These "house brands" often run a few cents less per can than nationally known brands. We suggest you try a can with your next food order and start to establish your likes and dislikes in this particular area.

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THE MEAT WE EAT

The department of Agriculture and Fisheries are mainly responsible for the grading of food in Canada. Grades have been established by the government to assure the consumer of high standards and consistent quality. It is compulsory for all packing plants shipping between provinces to have their meats inspected. Grading and inspection of food that is processed and distributed only in one province comes under provincial and municipal regulations.

"Canada approved" or "Canada" is stamped on all fresh meat by a government inspector after he has ascertained that it has been dressed under sanitary conditions. It is not a grade mark.

Grade is determined by a government grader, the most common are "Red, Blue or Commercial". Here's what to look for:

Canada Choice — stamped with a red brand. Comes from young steers and heifers and has a high proportion of meat to bone. It usually has a good covering of fat.

Canada Good — stamped with a blue brand. Again it comes from young steers and heifers but it has a lower proportion of meat to bone and usually has less fat.

Canada Standard — brown brand; from young steers and heifers but has a lower proportion of fat to lean meat.

Canada Commercial — black brand; poorer quality steers and heifers.

Canada Utility — black brand; poor quality steer, heifer, cows, bulls. Usually processed into wieners, bologna, canned meats and so on.

When buying meats for your freezer buy from a reputable dealer; they will usually guarantee satisfaction on top quality meats (red or blue).

Preserve Choice Children

Take one large grassy field
 ½ dozen children
 2 or 3 small dogs

Pinch of brooks and some pebbles.
 Mix children and dogs well together and put them in the field, stirring constantly. Pour the brook over the pebbles; sprinkle the field with flowers; spread over all a deep blue sky and bake in the hot sun. When thoroughly brown, remove and set away to cool in a bathtub.

—joyce ingleby

'BRING 'EM BACK ALIVE'

by joyce ingleby
 of the Saskatchewan Motor Club.

Have you travelled on the Trans-Canada highway lately? Going west, it is absolutely full; I can't remember when I have seen so many cars logging their homes behind them. If this isn't the peak year ever for camping and trailering, then I think I should get out of the travel business. People who can well afford motel and hotel accommodation seem to be enjoying holidays at Campsites in the Provincial and National Parks.

Travellers come to our office for information on travel to the American Southwest, ideal for winter holidays, but in summer it can be hotter than hot. I wonder why, when we put extras on the car so few of us install air conditioning, which to my way of thinking is an absolute must for travel in this area during summer months.

Motorists exploring the American southwest and its great desert regions, will find it easier going than their counterparts of a few years ago.

The idea it is hazardous to cross the Western deserts by car has little basis in fact the AAA reports. New highways, air conditioned cars and a greater number of air conditioned accommodations have made desert travel much more comfortable, safe and no less fascinating.

All desert country is not flat or devoid of vegetation. Much of it is mountainous and though extremely dry, supports a great variety of vegetation found nowhere else in North America. Most major roads through the desert area now offer conveniently spaced filling stations, numerous "oasis" cafes.

There are a few precautions sensible desert travellers take and we would like to pass on some to you:

- † Have automobile checked out for general good operating condition.
- † In the morning check tires for normal driving pressure. Some pressure build-up can be expected from the heat during the drive but it is artificial "Heat pressure". If the tires are riding noticeably "hard" stop somewhere along the road for several minutes. Do NOT let air out of tires. They should cool quickly.
- † Check water and oil whenever buying gas. Carry extra water in the car, but unless the car has a leaky radiator, it is not likely to need water if moderate driving speed is maintained.
- † Avoid temptation to increase speed. A constant moderate speed is best for safe operation of the automobile. Watch the water, temperature gauge, especially on long upgrades.
- An old desert driving hand adds one other rule: Always tell someone where you're going, especially if plans are to leave the main route for a visit to a ghost town or other attraction.
- When checking out of a motel or hotel, mention to the desk clerk your destination and routes to be taken. If making advance reservations, tell the hotel or motel at what time and what route you can be expected.
- When exploration off the main route is to be extensive, inform state highway patrol offices or local police stations in advance.

A Fabricated Report

YOU ASKED ME . . .

Fabrics are big news this fall; one of the fabrics that appears year around is knits. There is an endless variety of color, texture and designs in plain and print.

Basically there are four types of knitted fabrics: Single, Double, Warp and Novelty. All have different draping qualities and characteristics. Single knits, like jersey, drape softly. Double knits, or those with texture, like cabling or ribbing, are best for tailored or simple basic styles. Warp knits, like raschel, have an airy, lacey look. The Novelty knits, like lace and stretch terry, drape well and cling like crazy.

Knitted fabrics require a different approach than woven fabrics and according to a well known pattern manufacturer these are the things you should check for before choosing a pattern or buying material:

PATTERN SELECTION: Choose a simple pattern with as few seams as possible. There are patterns designed especially for knits that include special instruction.

PREPARATION: Alter your pattern before cutting to eliminate adjustments and assure better fit.

CUTTING: Care should be taken when folding knitted fabrics. Lay the pattern pieces along a straight lengthwise rib. If the fabric is knitted in tubular form there will be creases at both sides of the tube but this crease isn't necessarily on the straight rib. Mark a straight lengthwise rib with hand basting and fold on this line if fabric is to be cut double. If pattern is to be laid on single thickness, cut on this line. Then press out original creases.

MARKING: Use tailor's tacks.
SEWING: Single knits, use a medium balanced tension and a fine needle, 10-12 stitches per inch or a small zig zag stitch. Double knits, use a loose, balanced tension, light pressure, 11 or 14 needle depending on weight of fabric and 12-15 stitches per inch or small zig zag stitch. Warp and Novelty knits, the technique depends on weight of the fabric.

STAY STITCHING: Stay stitch ALL edges before sewing to help prevent stretching.

UNDERSTITCHING: Use a row of machine stitching parallel to the seamline on the right side of the facings for sharper edges to prevent stretching.

TOP STITCHING: Will prevent stretching in areas of stress; neck, armholes and pockets.

SEAM FINISHES: Knits stretch more in width than length; stitch and pink machine zig zag or overcast by hand. Seam binding should be sewn into the underarm seams, shoulder seams and waistline.

HEMS: Tailor's hems.
BUTTONHOLES: Stabilize area with iron-on interfacing. Buttonholes may be machine made or bound.

LINING: Lining a knitted fabric is optional. If one is desired choose a non-cling fabric. Lining should be "free-hanging" like a slip.

INTERFACING: Use a non-woven, all polyester interfacing at all faced areas.

PRESSING: Use a medium hot iron and a damp cloth or steam iron and dry press cloth. Press on lengthwise grain, do not stretch fabric.

CLEANING: Check label for washing or dry cleaning instructions. Color co-ordination seems to be the key to a successful wardrobe, and one of the newest items are buttons in the same colors as the materials. Also available, are stretch laces and seam bindings which are a must with most synthetics. Have a look around, you'll be surprised just what there is offered for the do-it-yourself wardrobe builders.

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GOING CAMPING??

A man walks into a camping goods dealer carrying in his arms a rolled up tent and wearing a sheepish expression on his face.

"Can you fix this?", he asks the clerk, unrolling a corner of the tent and revealing a jagged hole just above the seam that joins the tent wall to the floor.

"Zipped the dog in, huh?", the clerk asks, and as the customers face opens wide in amazement, the clerk continues, "Oh, this happens all the time. People come in here ever so often with tents damaged like this. It happens when they want their dog to stay in camp while they go somewhere else. They zip him in the tent. The dog almost always gets out — usually by making his own hole.

Here's just a few tips that may help campers have more fun and possibly avoid unnecessary trips to the dealer for repairs.

- Check the ground carefully on the spot you plan to pitch your tent. Go over it inch by inch. Sharp objects such as glass or rocks or cut-off sprouts will puncture even the heaviest floor when stepped on, and they can puncture bare feet too.
- Check the trees overhead. Rotten branches, called "widow-makers" by lumbermen, can smash a tent and even injure or kill its occupants if shaken down in a wind.
- When preparing to stake out a tent in advance of actually putting it up, close the zipper first. If you stake it with the zipper open you may stake it too wide and the tent could be torn or the zipper wrecked when you try to zip it up.
- Open the zipper when the tent is to be folded or rolled. Folding or creasing may pop the heavy zipper and ruin it.

The following tips make up Wenzel's list of things to look for when you're driving through a campground looking for a site.

- Don't try to get too close to service facilities, water source, beach etc. People will drive you nuts with their noise and coming and going. It's best to have to walk a little ways to get water or use the restrooms then to be awakened at all hours of the night.
- Look at how your prospective site drains. Some nice looking spots turn into small rivers when it rains. High spots are better than low spots, as a rule, because they carry less runoff. Most commercial or public campgrounds won't let you dig trenches, and, anyhow, the ground at most campgrounds is often too hard for much digging.
- Try to find a place that some breeze can reach. A breeze keeps mosquitoes away.
- Pick a spot where the ground will let you drive stakes. Obviously you can't drive stakes in extremely rocky soil or into bedrock. And you can drive stakes until they disappear in sand or loose gravel and they won't hold. Some tents can be erected without stakes but they should be weighted around the inside perimeter for stability in wind.
- If roads in the campground are dusty, try to pick a site upwind from them.
- Pick a campsite out of view from a public road or highway, if possible. Campers as a rule are honest folks who wouldn't think of stealing any of the gear most campers leave around. All the people who drive public roads aren't necessarily that honest.
- Be sure that you put your tent in a designated spot in a public campground. Getting too close to another camp is rude and, besides, the camp operator will probably make you pull up stakes and move when he discovers it.

And when you break camp, pack all of your gear and family in the car, drive away from the site about 50 feet, then stop and get out of the car so you can go back and take one last look around. You never know how often this trick will save you a lost piece of equipment.

Classified

Need extra cash? Got something worth selling? Use a Plainsman classified ad. Notices and babysitting advertisements are free, all others 50¢ per issue for thirty words or less or three (3) issues for \$1.00. Send cash with your ad please.

FOR SALE

Two bedroom bungalow fully modern with gas heat, basement, landscaped, on South Hill. Selling price is \$3000.00 with low down payment. Phone — 693-1373 Cpl. Farn /19

Foreign Stamps in 10¢, 20¢, 25¢, 75¢, \$1.00 & \$2.00 Packets. \$1.00 or over return any you have for replacement (S.A.E., please). Cannon Stamps Box 160, Macrorie, Sask. /3/19

Fender Duo Sonic electric guitar with case and Fender Princeton Amplifier. In excellent condition. New price—\$470. Asking \$275.00. Phone 692-9805. /3/19

Raleigh 10-speed racing bicycle, new tires and extras. Asking \$35. Phone 692-9927 or PMQ 17. /19

FOR RENT

TWO BEDROOM FULLY MODERN five room ground floor suite. Large double windows — hardwood floors — built in cupboards and clothes closets. Close to school and bus. Available now. Phone 692-5050. /3/17

Three room unfurnished suite. Refrigerator, stove, curtains. Close to city center at 214 High Street West. Phone: 692-6043. Garage also for rent at same address. /3/18

WILL RENT OUT FAIRLY NEW Large mobile home at \$120/month. Phone 692-6863 for appointment to see it. /3/17

NOTICE

Alcoholics Anonymous: If drink is your problem we may be able to help. Call Grant B. at 693-3781.

BABYSITTING

Experienced 15 year old girl available for weekend babysitting. Phone Louise Perrin at 692-0015.

Top graduate of recent babysitting course wants work! Call Deborah Chilvers (13 yrs old) at 693-4828, PMQ 221.

Reliable twelve year old girl would like babysitting job evenings and after school. Contact Donna Gaff, PMQ 274 or phone 693-4924.

WANTED

The Harvard Credit Union has need of a teller. Experience in handling and balancing cash essential. Knowledge in use of calculators and posting machine an asset. Apply to the Manager. /19

The Harvard Credit Union has need for a part time teller. Approximately 10 days a month. Experience in handling cash necessary. Apply to the Manager. /19

Approaching Retirement?

OTTAWA (CFP) —Interested in occupational training? Many servicemen approaching retirement are — since entry to civilian jobs depends on having both recent and marketable skills. This can be troublesome when military skills and experience do not fit easily the needs of the outside world.

One answer is provided by the Department of Manpower and Immigration. This department is responsible for Bill C278 "The Adult Occupation Training Act". Under this plan they do not run courses themselves but purchase student positions at community colleges, institutes of technology, commercial business colleges and vocational institutes.

What are the ground rules for seeking this kind of training? Briefly:

- the course must be no longer than fifty-two weeks.
- it must be occupation orientated and meet the needs of the employment market.
- it cannot be academic training beyond the high school level. However if schooling is needed before occupational training can begin up to fifty-two weeks is available. This is in addition to the basic course.

In 1969 over 10,000 different courses were available. Do you want to fill one of these student places? You have to sell your interest, ability and potential to a Manpower counsellor. This is decided during a face to face interview at the Canada Manpower Center nearest your base.

A 10,000 hour watch repair course? A twelve-week course in cabinet making? Office procedures refresher training? These are but a few of the training opportunities seized by servicemen after their retirement, as a worthwhile entry to the outside world. Are you interested?

Servicemen approaching retirement are invited to participate in the Civilian Employment Assistance Programme as outlined in CFAO 56-20. Consult your Base Personnel Selection Officer or Base Personnel Education Officer for further details.

HORTON HOLIDAY COVERAGES

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The Road Runner Beeps

The "ROAD RUNNER" would like to say "Bon Voyage" to WO 'Al' Pigeon and family who will be leaving the M.T. Section Safety shortly for La Belle Province. How did you wangle that posting to Longue Pointe Al? The M.T. Section is also losing Pte. Russ Blackwell and Pte. Lou Jodoin shortly. Russ is trying his luck on civvy street, and Lou is on posting to CFHQ Ottawa. Good luck boys. Sure hope we get more bodies in soon after losing some 10 people on posting.

The M.T. Section was awarded one of the Training Command Servicing Awards recently. M/Cpl. Dave Wilkie accepted the award on behalf of the section.

DEFENSIVE DRIVING HINT—PARKING LOTS VEHICLE MOVEMENT

With the advent of shopping centres and supermarkets, large parking lots have been constructed in most urban communities. The movement of vehicles on parking lots was not previously controlled by law and it was necessary from a safety standpoint to introduce new legislation governing certain practices on parking lots.

Briefly, the following violations, if committed on a parking lot could result in a prosecution in the same manner as if committed on a public highway:

- Driving too fast for conditions.
- Driving with undue care and attention.
- Following too close.
- Racing.
- Driving on the wrong side of the road.
- Improper turn.
- Failing to yield right-of-way.
- Disobedience of signs or lights.

FAMOUS LAST WORDS — You look tired Harry, have another drink before you go. It'll perk you up.

DEFENSIVE DRIVING COURSES

Attention Dependants, Young Adults, DND Civilian Employees.

DATE: 17-18-19 AUG. 70

TIME: 1900 HRS

PLACE: GTS BUILDING, ROOM 10

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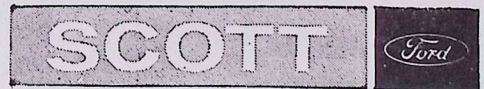
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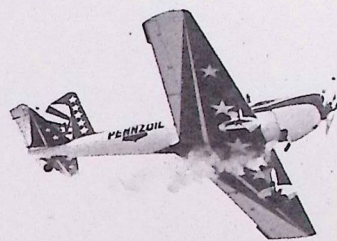
W. J. MOFFAT Earle Fysh

"The Florist Shop With a Flair"

632 Main St. N.

Moose Jaw, Sask.





Skip Volk and Art Scholl fly by during their canopy to canopy precision formation show. Those two together must be the best team in the world.

FROM A
HUMBLE BEGINNING

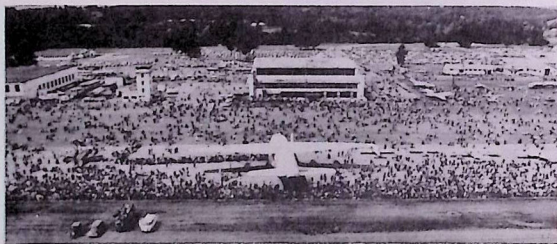
Abbotsford '70

BIGGEST IN
NORTH AMERICA



Canada's CL215 water bomber drops 6 tons of water. (That's a lot of water — just ask our photographer Bill Holland.)

If Canadair and the ten provincial premiers have their way the CAF could be flying 25 of these water bombers from the Yukon to South America. See story page 11.



Each day's opening featured 6 CAF jets. Later two, a CF-5 and a 104 flew 500 knot photo reconnaissance passes, taking pictures of the crowd. The pictures taken were on display in less than two hours.



Capt. R.H. Koehn, Editor of CFB Comox's favourite garbage wrapper, tries to give away a copy to Miss Sharron Wood, Miss Abbotsford 1970. Had he not spent so much time trying to give away copies he wouldn't have had to ask us for so much help.

THE Saskatchewan's Military Newspaper
CFB Moose Jaw, Sask.

PLAINSMAN

Abbotsford's First Military Newspaper
SECOND SECTION



Transport Minister Don Jamieson told the Plainsman, in an exclusive interview, that he was "very proud of our Armed Forces at Abbotsford, there is definitely a requirement for just such a contribution at every show of this type."

The Minister had just opened the ninth annual Airshow at Abbotsford, officially declaring it Canada's National Airshow.

The Honourable Don Jamieson, Minister of Transport officially opened Canada's First National Airshow at Abbotsford on Friday, August 7th. And he opened it in a hurry. Caught in mid sentence by two screaming 104's, the Minister had to shout to be heard, "I now declare the Airshow open.

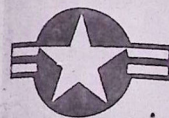
Earlier the Minister had praised the Airshow Committee for their efforts in making the Abbotsford Airshow the largest in North America and for gaining the reputation which now makes it Canada's National Airshow.

With the Minister on the official platform, were the presidents of three of the world's largest airlines: Mr. Najeeb Halaby of Pan American, Mr. Yves Pratte from Air Canada, and Mr. John Gilmer, president of Canadian Pacific Airlines. Other dignitaries were present. However, as the master of ceremonies said, the platform just was not built large enough to accommodate them all. Included were the presidents of Lockheed & Douglas, Eastern, Pacific Western, Wardair, Norcanair and Trans Air Mid West Airlines, also Vice Presidents of United Airlines & BOEING Aircraft Company, Major General M. Lipton, Commander Air Defence Command, Admiral R. Lear, Commander Maritime Command (Pacific) and the Trade Commissioners of India and Great Britain.



The USAF's Minuteman Missile and wingless, high-altitude aerofoil were two very popular attractions.

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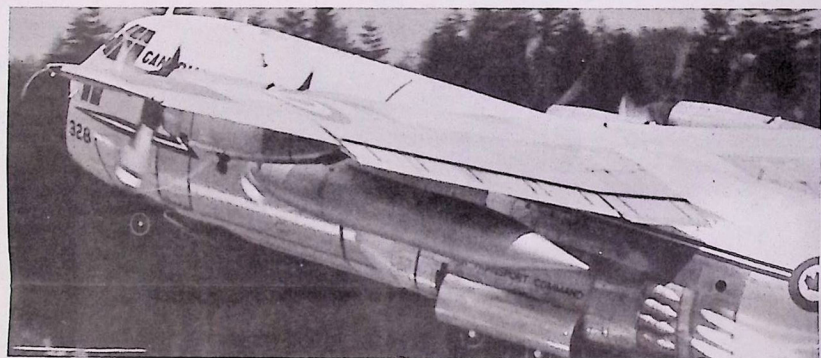
ABBOTSFORD '71

Even BIGGER and BETTER

AUGUST 12 - 16 1971

Saluting B.C.'S Centennial Year

Canadian Forces at Abbotsford



The Hercules short field take-off from the grass astounded many and caught the firemen at Abbotsford off guard on practice day when the grass caught fire.

This year's military participation in the Abbotsford Airshow was the biggest ever, more than twice the size of last year's.

Each of the three days of flying were opened by six screamers: two 101's, two 104's and two CF-5s, all doing high speed, low level passes, followed by a single CF-5 and 104 making photographic runs. In less than two hours these photos were developed, printed and distributed.

Overall Military coordinator for this year's show was LCol Charles Steacy from CFB Comox. Back again this year as coordinator for ground handling and ground display was Maj. Phil Perry, 434 Squadron, CFB Cold Lake.

The military flying display began at 3:00 pm, ran for an hour and in six parts demonstrated the roles and capabilities of various Commands and aircraft.

It was a real winner. Precision formation and landing patterns were performed by Tutor's from Moose Jaw and T-33's from Gimli showing the type of training received by new pilots in Canadian Forces Training Command.

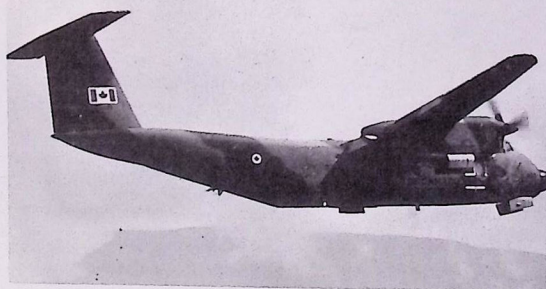
Buffalo and Hercules aircraft and Voyageur helicopters demonstrated the long range, medium range and short range air supply capabilities of Air Transport and Mobile Commands.

An Argus aircraft from 407 Sqn, CFB Comox demonstrated typical patrol and attack maneuvers carried out by Maritime Command.

Four CF-101 Voodoo's from 409 Nighthawk Sqn, CFB Comox represented Canada's manned interceptor contribution to NORAD. Precision flypasts and after burner climbs highlighted their crowd pleasing performance.

The vital role of Search and Rescue units across Canada was ably demonstrated by a Labrador helicopter from 442 Search and Rescue Sqn at CFB Comox.

The grand finale and a Canadian Armed Forces aerial salute to the Abbotsford International Air Show was provided by five CF-104s from



The Buffalo did good work however without a nose wheel the landings were a little rough.

417 Sqn and five CF-5s from 434 Sqn, CFB Cold Lake when they displayed typical weapons delivery maneuvers and precision flypasts.

Over 30 aircraft in all, flying such a tight schedule that announcer, Capt. Joe Houlden, didn't even have to look over his shoulder when he introduced a new act. It was a most professional display. When you have two aircraft travelling at a closing speed of over 1,000 miles per hour and they can cross from opposite directions within a few hundred feet of the same spot three days in a row, that is split second timing.

There was the same kind of split second timing on the ground as well. The ground crews who kept the aircraft up in the air were the hardest working group there. Their's was a long day, it unfortunately had to be.

The military were the first to arrive at Abbotsford and it was the

85 ground support people who arrived before anybody else. The first Hercules support flight arrived on Tuesday bringing men and equipment from Gimli, Moose Jaw and Cold Lake. And it was the following Monday afternoon, long after everyone else had gone that these same ground crew departed.

There were six aircraft on static display, manned by their crews from Comox, Cold Lake, Gimli, Moose Jaw, and a Falcon from Ottawa. Of the Tutors, one question that was asked repeatedly was "how do you rescue people through that little hole there?", referring to the rescue sign pointing to the external emergency canopy jettison handle.

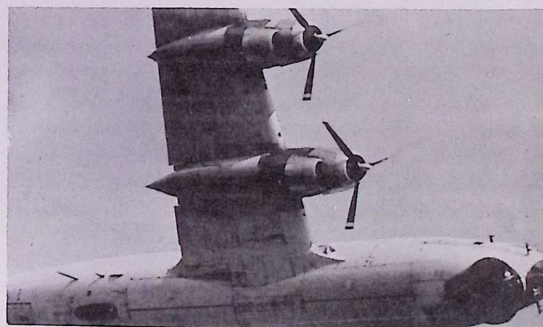
Whether in the air, on static or on the servicing line the Canadian Armed Forces put on a show that was professional in every sense of the word and a tribute to everyone that took part.



Part of the military line-up at Abbotsford. Twice the size of last year's contingent, the CAF came in and went over big.



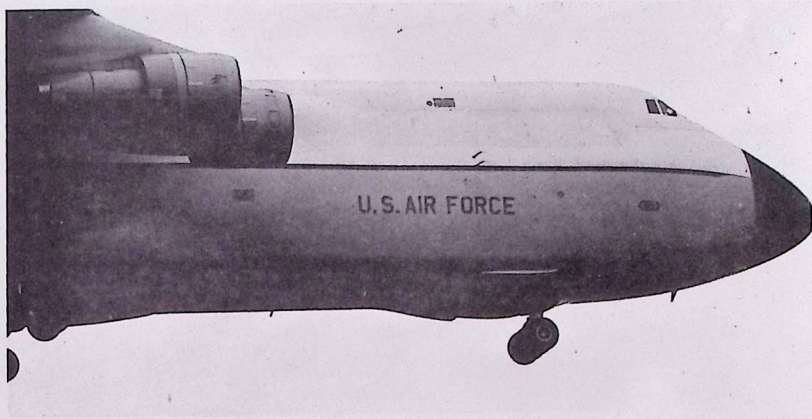
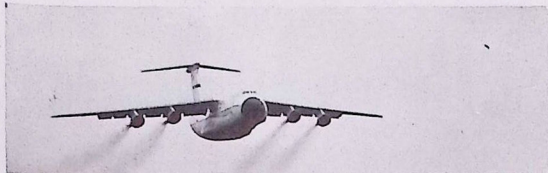
Two Voyageurs meet head to head during the Mobile Command demonstration.



That's the 4 engine Argus doing a twin engine pass. Old Maritime Command will do anything for a laugh.



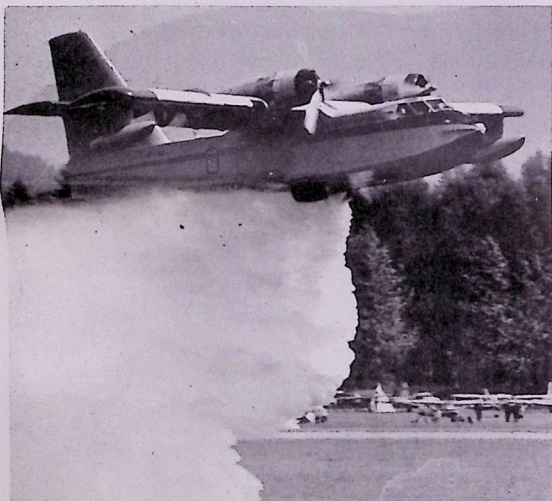
Ex- Moose Jaw instructor CAPT. BARRY KRALL turns his CF-5 to taxi with the 104's.



Called the "Aluminum Overcast", the Lockheed C-5A Galaxy thrilled over 17,000 paid visitors on opening day at Abbotsford. The gigantic aircraft made two passes, the second showing it's 28 wheels in a landing configuration pass before returning, non stop to Texas. The largest aircraft in the world, the C-5 has taken off at a gross weight of almost 800,000 pounds (an unofficial world record), and has landed at a weight of 600,000 pounds on bare soil; has offloaded 257,000 pounds of cargo in less than 15 minutes using its drive through unloading capability which sees both front and back open for easy access. The giant is 222.8 feet long, (that is longer than the first flight of the Wright Brothers) and carries enough fuel to drive the average American car one and a half million miles.

NEW ROLE???

Proposed CAF Water Bomber



The Canadair CL 215 dropping its 6 ton load. Also capable of crop spraying, the 215 could, at some future date, be flown by the Armed Forces.

The ten provincial premiers want a 25 plane water bombing fleet, operated and manned by the Canadian Armed Forces, flying in both Canada and in Latin America.

The proposal is originally a Canadair one. It would involve their own, Canadian designed and built CL 215, capable of dropping 1200 gallons, (6 tons) of water. Earlier this year the aircraft was used in BC so effectively that Premier Bennett's government attempted to purchase 12 of the bombers, however funds were not available and the proposal was turned over to the federal government.

Mr. Ron Pickler, Sales Manager for Canadair, expressed confidence in the federal government's acceptance of the proposal. This confidence is based partly on an April statement by the Prime Minister at which time he stated that he wanted the Department of National Defence to become more involved in civil duties in Canada.

Should the federal government accept the proposal, the Canadian International Development Agency (which provides aid to overseas countries,) would acquire the aircraft and they would be flown by crews from the Canadian Armed Forces. During the summer months the aircraft would be used to protect Canadian forests and during the winter months would be transferred to Latin American or South American countries either as Canadian aid or paid for by the recipient country.

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Trying to get through summer with worn brake linings is about as safe as sky diving without a parachute. So drive into Firestone now. Our Riding System Service Specialists will install top quality linings at a special price. Just \$24.88. That includes linings on all four wheels. And a 30,000 mile guarantee. You'd have to do the installation yourself to get a better deal than that. So phone us now for an appointment.

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President Dave Paterson Sec.-Manager BOB DILLON

Abbotsford's Secretary Extraordinaire



Displaying the well-known "invitation to the dance" routine, Voyager helicopters from Mobile Command demonstrated their versatility to the Abbotsford thousands.



The automobiles in this lot are symbolic of the cramped parking conditions at Abbotsford airport. Four other lots of equal size were also filled to the limit.



MRS. DORIS MATTHEWS

300,000 visitors arriving in 25,000 cars and 1500 aircraft. Doris has been working on the plans for the 1970 show for over a year; lining up participants, exhibitors, and guests, keeping committee members and the public informed, arranging accommodation and handling all correspondence, however she admits the biggest problem — the weather, is not solved until the show starts. Never in it's history has the show been cancelled on account of weather and 1970 does not look like an exception.

Golden Centennaires

We asked Doris for a highlight from the past; she gave us two: the first was the Abbotsford Centennial Airshow of 1967 which featured the Centennaires (led by Col. Philp) and the second was last year's show when she met Prime Minister Trudeau.

In her spare time Doris flies light aircraft (the list was too long to give here) and up until last year she was actually rebuilding a Sorrell Biplane. Her flying enthusiasm is shared by the whole Matthews family including her two boys, both pilots themselves.

Special Thanks To CAF

By this time our interview had been interrupted by so many phone calls and people coming into the office with problems that I felt it only fair to retire to the sidelines. However, as I was leaving, Doris stopped me and asked very sincerely to "Please make sure that you emphasize my own appreciation for all the effort that the Canadian Armed Forces have put into this, and all the other Airshows here at Abbotsford."

It's our pleasure Doris.

A woman runs the Abbotsford Airshow!

Young and lively Mrs. Doris Matthews is an accomplished pilot, an airplane builder, a mother and housewife, and the fulltime secretary of the Abbotsford Airshow.

One of the two fulltime employees of the Airshow, Doris is one of the few originals left having been involved in all nine Airshows. As secretary, she becomes involved in all aspects of the show and finds herself dealing with problems involving everything from VIP's to biffies.

1962—Attendance of 1400

It is a most demanding job. Back in 1962, the Airshow was only a one day event drawing a mere 1400 people. The 1970 show will be a four day extravaganza with a planned attendance of more than

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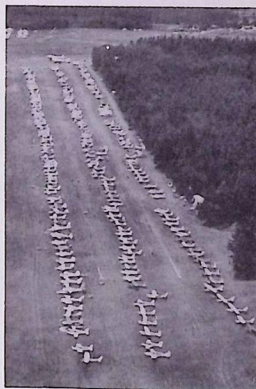
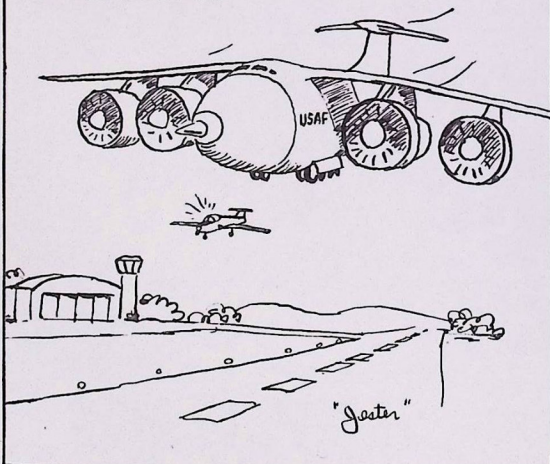
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SATURDAY CANTEN DANCES

President
W. T. WARD

Sec. Treas. and Manager
O. M. GRASLEY

ROG TOWER, WE CHECK OUR TRAFFIC IS AN INSECT BELOW US.



Some 300 (or so — anyone with an accurate count can call us) of the close to 800 civilian aircraft that flew in for the Airshow.

FIRST TO SIMPSONS-SEARS... THEN BACK TO SCHOOL

CLIFF HOWARD'S

DOUBLE RIBBON CUT



Cliff Howard, in his home-built T-Minus-2, put on the most hair-raising display of the entire three day show. Daily he inverted his aircraft and cut a suspended ribbon, at times from less than 12 feet off the deck.



Howard has thrilled virtually millions of air show spectators throughout the western US and Canada for over eight years and has been at this show since its inception.

Abbotsford Ramblings

The name of the game is . . . SUPPORT. And that is exactly what the seven members of the Tutor team under the direction of Sgt. Robbie Robinson accomplished at the Abbotsford Air Show. More than one member of the team expressed sheer delight at being chosen to accompany the five plane Tutor formation for a "seven day holiday in the sunny Fraser Valley". But within a few hours after the arrival at Abbotsford, the ground crew personnel discovered that the holiday was going to turn into a lot of work and very little play.

Take for instance the slight chore of starting the four birds for the formation fly-past four days in a row. Here at Moose Jaw it is a simple procedure of hooking the energizer to a mule "and away we go". Not at Abbotsford. In the beautiful Fraser Valley, the one and only energizer had to be pushed to each aircraft by hand, and only after assistance had been given to the Gimli crew in starting their own T-Birds! (Age before beauty.)

The week long stay at the show was full of anecdotes which will be remembered for some time by the support team. Cpl. Joe McClusky, for instance, had to travel into Vancouver by stake truck to pick up a supply of oxygen. The round trip took 11 hours! And to top it off, the truck was forced off the road by the RCMP on the return trip so that they could turn the access highway to the airport into a one-way lane handling Vancouver bound traffic. Joe and his truck sat for nearly two hours waiting for the traffic to subside before he was able to drive the remaining 1½ miles to the Abbotsford Airport. One of the thousands of cars which passed him sitting in the ditch carried the rest of his crew back to the motel for an evenings' rest after a long

day in the hot sun. McClusky himself finally returned to the motel many hours later under cover of darkness. Recalling the day's events he said, "I sure was some choked up that day."

The motel where the ground crew were billeted was on the outskirts of Chilliwack, 25 miles east of Abbotsford on the Trans-Canada highway. Transportation to and from the airport was in the form of a CFB Chilliwack bus which had been "placed at the disposal of the crew" for the entire week. The bus arrived at the motel at 0600 to pick the boys up for breakfast at a downtown Chilliwack restaurant. With breakfast completed, it was back into the bus for another drive past the motel and on to Abbotsford to be on the field for 0900. After a day of coke and sandwiches, it was then back into the bus after the crowds had left for the return trip to the motel. A quick dip in the motel pool to wash the dust off and then again back into the bus for a trip to the restaurant for dinner, usually at 2000.

Crowds at the three day show totalled 129,000 with Sunday's 65,000 being the largest single day in its' eight-year history. And it was mainly because of these crowds that the bus had such a difficult time returning to Chilliwack.

Each and every member of the crew returned to Moose Jaw bearing fond memories of the Abbotsford tour. Crew chief Robinson stayed in Vancouver overnight, for six straight days, visiting with relatives and friends. On the seventh day, Sunday, he fell totally exhausted on his bed in the motel too tired to even go into Chilliwack for dinner. He awoke at 0600 Monday morning looking like a new man. . . living proof that a good night's sleep can be a wonderful thing.

Cpl. Gregg White could often be found sitting under the shaded wing of his Tutor, reading a pocketbook and trying to ignore the deafening noise of the aircraft constantly roaring overhead. As he commented later, "When you see an airshow like this for the first time it is really impressive, but after the second and third day of the same aerial routines they turn out to be just a lot of aircraft making a heck of a lot of noise".

For his efforts throughout the long hot week, Cpl. Al McKenzie was rewarded with a chance visit to his aging Grandmother in nearby Haney. The two had not seen one another for a number of years and spent many minutes reminiscing through the cool summer evening. Like the rest of the crew, McKenzie was captivated by the beauty of the west coast, and is now talking of making a visit next year.

Cpls. Bill McMenemy and Jack Whittle took daily turns at charming the natives and according to eyewitness reports did an excellent job. McMenemy spent a great deal of time each day explaining performance features of the Tutor aircraft to female members of the local populace. According to Cpl. George Armstrong, McMenemy excels at this type of public relations . . . a real charmer.

On the final day of the show, Major Peart's groundcrew were polled to find out what single attraction at the Abbotsford Air Show impressed them the most. They all agreed that they had witnessed some fabulous flying, especially by the civilian performers, such as Bob Hoover of North American-Rockwell and Art Scholl in his ribbon cutting act. But the most impressive attraction was the thousands of beautiful mini-clad females on hand for the four day performance.

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THE RUSSIANS AT ABBOTSFORD



Chuck Driskell attempts to start his flying pile of junk; that is his partner Bob Parks rushing to tell him to "forget it." Diane, vainly tries to attach the left aileron — she never makes it and Chuck does fly the thing. Billed as "Diane Parsons, girl acrobatic star", Diane with only three years of flying experience joined the pro ranks at Abbotsford this year. Flying her Champion Citabria she completes a roll-off-the-top immediately after take-off followed by a hammerhead stall and on into her five minute act. Though a pro in her own right, Diane gave the nod to Skip Volk and Art Skoll as this year's highlight.

One aileron, one elevator and the rudder! The second aileron fell off on take-off and the elevator is non-existent. What is it? It is \$600 worth of junk, flying in loose formation and it is a clown act put on by two great guys.

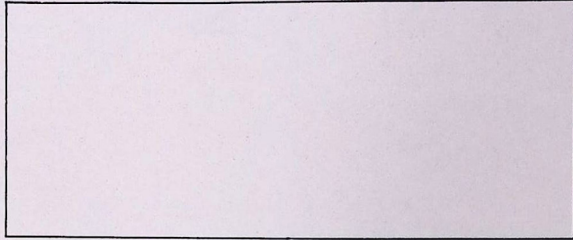
Chuck Driskell and Bob Parks fly for the fun of it. But they fly well. What really worries people is what they fly.

The act started off with this "thing" being towed out in front of the crowd. The left landing gear was collapsed, one elevator, an aileron and the rudder were missing, the whole fabric surface was shredded and patched and the entire wreck was covered with dirt and sagebrush. The groundcrew work feverishly to get the thing ready in time for the show however, it would take a year for the disaster to be really ready for the disaster to be really ready for the air. So despite the warnings of his groundcrew, Chuck, in the true "the show must go on regardless" attitude, climbs in and to the horror of the crowd somehow defies gravity and get airborne.

Once airborne, with the engine "sort of running" Chuck does his thing an acrobatic show despite the lack of controls. And it is good. This year the team put on an aviation first when Chuck scooped up on the tail of his contraption a clothesline complete with wash hung out in the world's first Aviation Laundry Pick-up.

Chuck with five years of flying and a background as an electrical engineer with the Boeing Aircraft Company, has piloted the (very, very basic) Aeronca Champ from Anchorage, Alaska to Bakersfield, Calif. (It has a C. of A..... as an experimental aircraft.)

We asked Chuck for a personal highlight of this year's show, and he replied that the Tutor formation was the real show stopper.



Pictured above is the Russian YAK-40 as it appeared at Abbotsford.



"No — I can't see it up there."



"Gee Dad — I can't see it anywhere."



"No — it's not in here."

"It took five years to get them here and then they (the Russians) back out once again," said Ron Thornber, Abbotsford Airshow manager, summing up the feeling of disappointment after word had been received that the Russian YAK-40 was not going to be attending this year's Airshow.

The 33 passenger aircraft is designed to be able to operate from grass runways and will replace the Russian version (the Li 2) of the DC-3.

The presence of the Russian aircraft would have been a first for North America and would have certainly lent an international air to the show. It is the aircraft that is being offered for sale to compete with other medium range jet transport in the North American market.

The reason given by the Russian Embassy was the sickness of three of the aircrew of the two aircrew ship. Apparently an offer was made to bring the crew by BC government ferry, however, the offer was declined as a Russian freighter was reported in the area.

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Assistant Superintendent

Western Region

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Representative

Armed Services Division

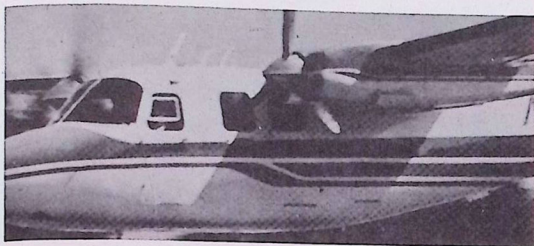
Maritime Life Assurance Co.

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MR. CRAIG WALKER

Bob Hoover AEROBATIC ACE



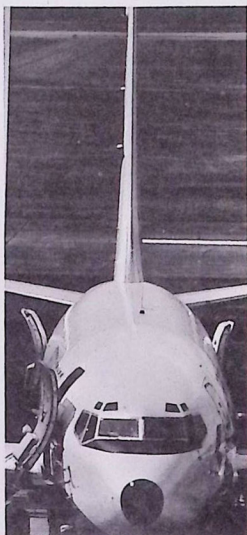
That's Bob Hoover flying by the Press Room window at Abbotsford with one engine feathered (as usual the engine on the side of the audience).

Bob Hoover flies aeroplanes as well as, or even better than, anyone in the world. Anyone who would wish to argue with that statement did not see this year's Abbotsford spectacular.

Billed as a "precision Flight Demonstration", Bob presents a show in the Shrike Commander, a stock business aircraft with absolutely no special modifications. Were it done in a souped up fighter aircraft it would be billed as spectacular. Done in the Shrike it is unbelievable. Try this one on for size, (but don't try it, you will never make it.) After an already flawless demonstration putting the Shrike through a series of gruelling aerobatics with both engines, and then with one shut off, Bob shuts down both engines for a silent finale. Starting a few hundred feet above the ground, flying in the direction of the runway in use, Bob pulls up for a deadstick loop, followed by a magnificent four point roll, turns downwind, sideslips around final turn positioning himself for first a touch and go on one wheel, then one on the other wheel and then a third touchdown before taxiing to a stop in front of the crowd. Bob calls it "real energy management."

Bob started flying in 1938, in one of the first Taylor Cubs and has since accumulated over 10,000 hrs in the air. A graduate of both Air Force and Navy test pilot schools, Hoover first started testing aircraft as an Army Air Corps pilot in North Africa during World War II. After being assigned to demonstrate maximum performance capabilities of American aircraft to fighter pilots throughout the European-Middle East-Africa theatre, he had a combat tour flying Spitfires with the 52nd Fighter Group in Sicily and

PWA's 737



Pacific Western Airlines was well represented with a static display featuring their popular Boeing 737 aircraft. Thousands toured through the spacious liner daily.

Corsica. He was shot down on his 59th mission and imprisoned for a year in Stalag Luft I.

A true professional, Bob is president of the Society of Experimental Test Pilots, and is the executive assistant to the Vice-President of North American Rockwell, the company manufacturing the Shrike Commander.

We asked Bob, a veteran of almost every major airshow in the world, what was the best airshow in the world. He qualified his answer: in terms of numbers of people and money invested, Bob gave the nod to the Paris Airshow, with the Hanover (Germany) Show second. From a flying viewpoint, Bob placed Paris first and then put Abbotsford Airshow second, ahead of all the rest. He did so by comparing the routines that he has seen at all of the large airshows and placed Abbotsford second because of the skill shown at this year's show.

Bob was one of the real crowd pleasers this year and it is no wonder. Flying the whole show in a business suit, Bob manages his performance so that when one prop is feathered it is always on the side of the audience.

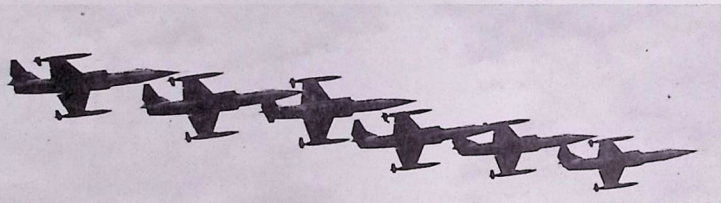
We got to talking about Aerobatic teams and Bob asked to be quoted. "The Golden Centennaires have no peers. I was present in Las Vegas when O.B. announced that they were to be disbanded, and that was a very bad day. The Golden Centennaires have no competition."

There are many who feel the same way about Bob Hoover.

IT SURE BEATS WALKING



Most spectators relied on their aching feet to tour the many static exhibits. More than a few people, however, had their own special brand of transport.



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The Man Behind It All



RON THORNER

The Abbotsford Airshow is the direct result of a successful partnership between the founding organization and the aviation industry. This statement from Ron Thornber, secretary-manager of North America's largest aerial display, probably explains most clearly why the show is a success.

Thornber himself is no small part of that success and demonstrates how all members, big or small, of the local flying community work for the success of the show. His background shows that he has a keen sense of knowledge of the aviation and also a vivid awareness of the value of good public relations. The latter was developed through a long association with the newspaper world (Sun and Province) while the former came through a "tour of duty" with Okanagan Helicopters, another widely known organization.

Ron always looks to the future, and for next year (another Centennial year for B.C.) he already sees a bigger and better airshow for Abbotsford. "This year we had over 800 light aircraft visiting our show. For Centennial year we are striving to accommodate up to 5000 aircraft."

The People Pleaser!



Sgt. Toby Trowbridge (L) of the PPCLI is the voice of the Abbotsford Air Show. A most unusual occupation for a "flute" player based with a Calgary land element band.

The logical question for the reader to ask is just how did Sgt. Toby wind up in this enviable and most popular position? He has been charming the thousands of guests at the annual Abbotsford show since 1962 continuously with the exception of 1967. Centennial year. For this period our clarinet player was on duty with the Centennial Tattoo band touring the length and breadth of Canada.

Toby is a former radio announcer and while attending an airshow in Chilliwack (25 miles distant) in 1962 he met MLA Jerry Pringle and was asked to commentate for the ensuing aerial display. Since then it has been a labour of love. Besides describing the aerobatics and aircraft at Abbotsford, Sgt. Trowbridge has also commentated many air shows in the US, including such places as Pendleton, Ore.; Denver, Col.; and Bakersfield, Calif.

His impressions of the National Air Show on Canada's west coast are, of course, quite flattering...and justified. Toby admits to receiving many personal thrills while commentating. The most rewarding sight in his recollections was that of watching the RCAF Red Knight perform. He denies that military background has prejudiced his feelings in this regard and states that "the Red Devil always put on a bloody good show".

Toby's career at the Abbotsford show has not been uncontroversial. He has been accused by many spectators as being "not dignified enough" and inaccurate while "calling the play" during aircraft manoeuvres. (Trowbridge has quite a sense of humour and quite frequently may make off-colour or offensive comments, which during the heat of the show are quite unrehearsed and off the cuff.)

While a few of the spectators may take offense to his commentary, the directors of this, the largest air show in North America, think that he is just great. As Glenn Mathews, in charge of program production exclaimed, "He is indeed the voice of the Abbotsford Air Show."



Bill and "Corky" Fornoff, the only father and son high performance aerobic team in the world today, displayed their own special brand of skill before the Fraser Valley crowds. They put their twin Grumman Bearcats to the ultimate test before the largest number of spectators to ever witness an aerial display in North America.



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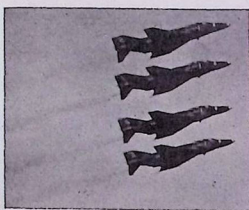
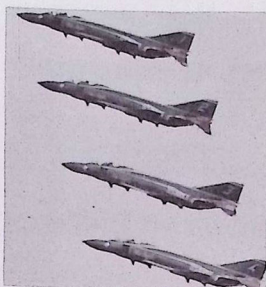
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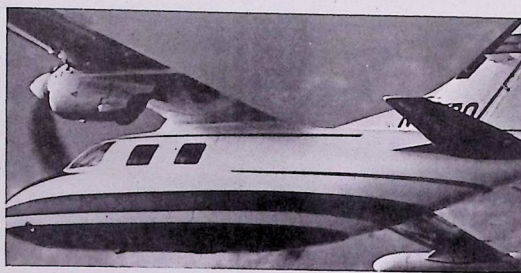


FOUR DIRTY BLUES

The Blue Angels, the official aerobatic team of the United States Navy, came to Abbotsford this year thrilling the thousands of visitors with their precision formation flying. "In true military fashion" they put on a great show despite their announcer who seemed to be describing a "patriotic happening" rather than an airshow. The verbal flow ran from the pilot's walk-around until the aircrew walked away from their aircraft taking away valuable minutes from the Airshow's very tight schedule.



AIR SHOW PRESIDENT



One of the many medium sized executive aircraft at Abbotsford was the 325 knot, Japanese built MU-2 turbo-prop.

Praises CAF Participation

In a Plainsman "exclusive interview" with Mr. Percy Lotzer, President of the Abbotsford Airshow Society he said that he was "very pleased with the military participation, not only in this year's show, but in the early years when it was the military who helped us out more than anyone else. Of course this year's military show is the best ever."

Mr. Lotzer was most pleased with the naming of this year's show as Canada's First National Airshow. It is indeed a credit to a group of volunteers who had an idea nine years ago, when 1400 people attended the first Abbotsford Airshow. Since that time highlights have included the 1967 Centennial Airshow which featured the Golden Centennaires and the 1969 show, opened by Prime Minister Trudeau.

Next year's show is already on the drawing board and Mr. Lotzer was able to tell us that the show is expected to bring as many as 3500 private aircraft in a mammoth fly-in for the BC Centennial Year. Once again next year there will be an Industrial Day. This year's, the first, brought such giants as Canadair, Lockheed, McDonald Douglas, Cp Air, Air Canada, PWA, Boeing, de Havilland, and Cessna. Already the Abbotsford Airshow has been described as one of the world's best Airshows and now the aim of the Society is to bring the industry which will make the event the complete show that some of the big ones are. (Bob Hoover describes the show here as the second best flying airshow in the world, second only to the Paris Airshow.)

Percy is the President of a Society, which includes many members of the Abbotsford Flying Club. That Club was the founding body of the Airshow, and to give you an idea of the work that so few do, the Club owns only one aircraft, yet nevertheless they and the rest of the Society manage to put on a self supporting Airshow, drawing as many as 300,000 visitors, requiring over 1500 volunteers working the three days.

In closing, Percy once again wished to thank the Armed Forces very, very much. He and all the workers at the Airshow seem to love the Armed Forces in a very special way.....



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EX-RED KNIGHT

HAS NEW SHOW

Ex Red Knight Jake Reilly led a fly-in of six of North America's hottest fully aerobatic, light aircraft through a dazzling display of precision flying at Abbotsford this year. Flying the Citabria aircraft, Jake's sequence included almost every single aerobatic manoeuvre flown by our own jets with a few more thrown in — all done in an aircraft that costs about \$9,000. (Other company's aerobatic aircraft are priced at \$15,000 plus.)

Jake, who flies CPA's DC-B's, is the Citacro Aviation Aerobatic expert. He describes the Citabria as being aimed at the private individual, so as to expand his flying beyond the straight and level into aerobatics, and ski and float flying.

While posted here at Moose Jaw, Jake Reilly, then F/L Reilly, moved quickly from T-33 standards to Red Knight in the early part of the 1966 program. He has many fond memories of that year and regretted very much not being able to continue as the 1967 Red Knight.

To all his old Air Force Buddies, Jake asked us to say hello and to wish them well. We in return wish him the best of luck and good flying... and thanks for the show.

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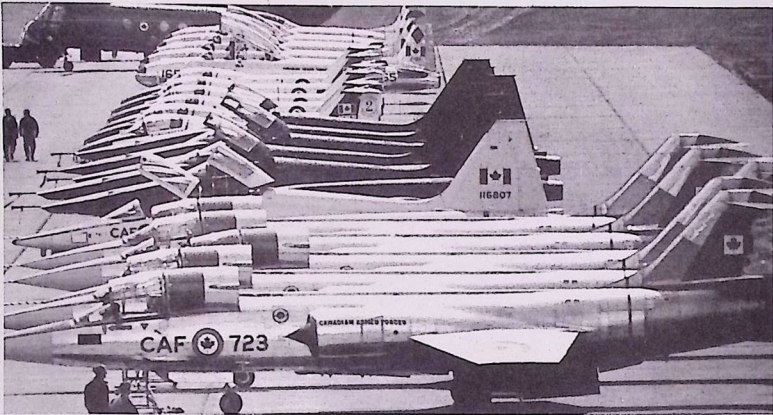
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The Armed Forces Line-up



104s, CF-5s, Tutors, T-33s, 101s, Voyageurs, Hercules, Labradors, Buffalos, Falcons, Argus, Caribou. . . . the whole damned Air Force was there.

There is nothing like an airshow! Today is practice day. Aircraft of every conceivable description have been arriving throughout the day and at this moment our Armed Forces are running through their first rehearsal. In the air the scene is like a beehive. On the ground, above the whine of the 104's, CF-5s and 101s, there is a feeling, a tension that is impossible to describe. Only just yesterday the airfield was barren and empty. Anyone driving by would have no indication of the preparation and planning that would bring an estimated 300,000 visitors to North America's largest airshow.

No one doubts that the show is going to be a success, however, everybody connected with the show seems determined that they know their part perfectly. Fired by this determination, each participant is asking, 'Who do I follow?': How much time do I have?; What time do I start?'. Out on the line the 'Red Caps' of the Moose Jaw ground crew are everywhere. They started at 6:00 am this morning and should still be working at 9:00 tonight preparing the 30 flying and 6 static Forces aircraft for the Thursday opening.

At this moment five 104s are running through a low pass practice, the piercing whine of the Lockheed engines demanding the attention of all those on the ground. There are perhaps 20 Forces aircraft airborne at this time, working a split second programme that just saw a CF5 pass by at 200 knots while a 104 flew by at 450 knots plus. They passed each other directly in front of the centrally located tower. . . . that is timing down to a fraction of a second.

Later this afternoon our own Tutor formation will practice their

four plane formation show. It promises to be a show stealer, there is no other team at the show which can put on such a demonstration within the bounds of the airfield.

As the practice comes to an end, the many pre-show spectators will depart unaware of the work which will only just be starting. A debriefing for all participants will then take place - going over the program second by second making changes and cutting times, all for a more professional, crowd pleasing performance. On the ground side, the 85 support crew will just be beginning their work servicing, repairing snags and preparing the aircraft for the next day's show.

Activity everywhere; all aimed in the same direction - to show the general public the professionalism of the Canadian Armed Forces.

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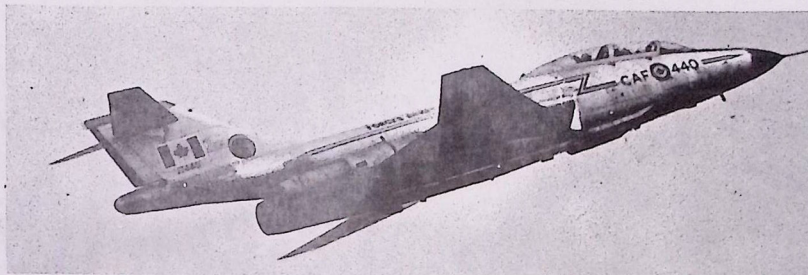
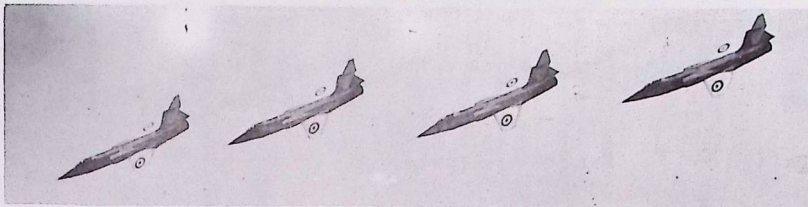
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CAF ANNOUNCER.

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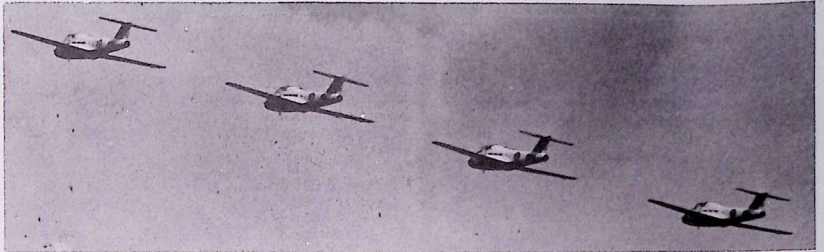
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5 for 89c

Facial Tissue

TRULY FINE
200 - 2 PLY

3 for \$1.00

FREEZER BEEF SALE

Gov't Inspected and Graded Red or Blue Brand Beef

FRONTS	115-130 lbs.	45c lb.
SIDES	225-250 lbs.	57c lb.
HINDS	115-130 lbs.	69c lb.

Peaches

B.C. RED HAVEN

3 lbs. \$1.00

Cantaloupe

CALIFORNIA JUMBO SIZE 36's

3 for \$1.00

Pears

WASHINGTON BARTLETT

3 lbs. 99c

Potatoes

ALBERTA CANADA No. 1
RED WASHED - BULK

10 lbs. 69c

Corn on the Cob

ONTARIO FRESH

12 for 99c

Oranges

CALIFORNIA VALENCIAS
5 LB. POLY BAG

79c



SAFEWAY



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VALUES EFFECTIVE UNTIL AUGUST 15

SHOP YOUR MOOSE JAW SAFEWAY
STORES WHERE SAVING YOU
MONEY IS THEIR BUSINESS