

Voxair



Free

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CFB/BFC Winnipeg

14 June 1989

2PPCLI Skill at Arms Camp

By Lt D.J. Anderson

From 3-14 April, 2PPCLI deployed to Camp Dundurn for a Skill at Arms Camp (SAAC). Intended as the last opportunity for the Battalion to prepare for RV89, the exercise was a great success, with many lessons learned and remembered.

The exercise was a split into 3 separate phases, with a dry fire platoon training phase, a platoon-level live fire range phase, and a company level air mobile operations phase.

The dry platoon training phase was a great opportunity for platoon commanders and their Senior NCO's to shake out their platoons, and to confirm dismounted operations. This was particularly handy, as there are a number of soldiers who are newly arrived from the PPCLI Battle School. As a rule, training was conducted during the day, ensuring that no hockey games were missed!

While the dry fire training was necessary and challenging, it couldn't possibly hold a candle to the live fire training phase. There were three ranges in total, with A Company conducting a platoon deliberate night attack, B Company conducting a platoon advance to contact range, and C Company conducting a platoon trench clearing range. Each of the seven rifle platoons in The Battalion were given the opportunity to go through each range and as there was no shortage of ammunition, everyone enjoyed themselves immensely. There is nothing quite like live rounds and realistic battle simulation to put some zip in



Trench Warfare in Dundurn

your step, and to reinforce all the myriad points of personal field craft. Of particular note on these ranges were the .50 Cal Heavy Machine Gun firing on a fixed line at the minimum safety distance during the night attack, being gassed during the consolidation after the advance to contact, and

firing the 84mm Carl Gustav in the close confines of the trench system while being counter-attacked.

It would normally be quite difficult to follow up exciting training like this, but thanks to 408 Sqn from Edmonton, that's exactly what we managed to do.

After a day of rehearsals, each company conducted an airmobile operation, with Band C Company destroying bridges and A Company destroying a battalion headquarters, all well behind enemy lines. There is nothing quite like going into an LZ (secured by Recce Platoon) with the doors

open, flying at 15 feet, with the strains of "Ride of The Valkyries" echoing in everyone's head.

All in all, SAAC Dundurn was a resounding success.

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Another snarling, hardened protector of democracy of the Second Battalion.



2 PPCLI loads up the helicopters to begin Air Mobile Operations.



C9 Gunner on Live Fire Range.



The Base Chief Said...

This week I would like to pass along a well done to the members of Base Transport. Why? Well, they are the ones who have to get me, and others, from point A to point B from time to time, and do a good job doing it. You see I don't have my DND 404s, as a matter of fact I haven't had 404s since 1976. That was the year that they introduced the Safe Backing Course. I suppose that the Safe Backing Course evolved from statistics. Someone obviously did an analysis on the major causes of accidents, and unsafe backing was apparently high on the list. So the solution was to create a course to overcome the problem. I'm not sure that it has worked. I was in CFB Borden at the time, and after receiving three threatening notices from the Base MSE Section as to what

would happen to me if I failed to take the course, I decided to turn in my DND license, and haven't had one since. I don't miss it at all! I didn't particularly like driving DND vehicles anyway, because one of the most frightening things about driving a DND vehicle was the nagging thought that I might have an accident. And if I did, would I ever get through all the paper work that would have to be created? Would I be charged with something, which I had done, or neglected to do, and would this oversight be contrary to some obscure order that I was not even aware of? Probably!!

There are some benefits of not having a 404, and one of those perks has included having a Colonel drive me to various events for the past three years. Normally I sit in the front seat with the Boss, however, if there

is another officer on board, then I get to sit in the right-rear seat, which is usually reserved for the Base Commander.

I shall never forget the CFB Portage La Prairie, Change of Command Parade in 1987. The Base Commander, his lovely wife Penny, and I had been invited, and Colonel Reynolds decided to drive to Portage using his staff car. So there we were, Colonel and Mrs Reynolds in the front seat, and yours truly in the right-rear seat. This did not seem out of the ordinary to me, until we hit the main gate at Portage. The poor MP looked totally confused when the staff car pulled up. He looked at the driver, who was wearing four rings, and I think that he fully expected to see at least a Field Marshal in the right-rear seat. I wish I could have had a picture when he realized that a mere CWO was occupying that place of honour.

Of course there are some disadvantages to not having your 404s, and one of those is that you very often have to use your own car to do some of the jobs required from time to time. Some of you will remember that old 1976 Chevrolet Impala I drove for

awhile. The body was not in great shape, as a matter of fact it was quite rust covered. When we had guards to do at Air Command Headquarters, I would throw the flags and dais in the back of the Chev and drive over, parking in the VIP Staff Car spot until I got off loaded. Thank goodness Sgt Larry Adamson got used to seeing me there. However, I'm sure that when others looked out and saw that beater parked in front of that beautiful building, there must have been cause for concern.

That got to me after awhile, so I bought a small station wagon. It's in better shape than the Chevy, and looks better parked in front of Air Command Headquarters, besides it holds more gear.

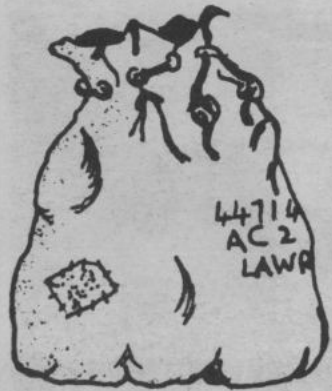
When Ann and I first moved to Winnipeg, I suggested to her that if we could survive our tour here without having, or being involved in an accident, we should consider it a major accomplishment. Knock on wood, so far, so good. I did have a bit of an accident. However, I was by myself, and there were no other cars involved. Just me and the median. I hit some black ice, spun out, and

flipped Ann's little Mazda on its side.

Winnipeg, with its drivers, must be a defensive drivers course delight. Think of all the examples they can use, covering all situations. I'm sure that when you drive from any point in the city, to your destination, you will see every kind of infraction imaginable. There is one thing you learn very quickly, and that is don't jump the green light. As a matter of fact it's not wise to proceed until the light is well into its green cycle. Signal lights are optional on Manitoba cars, but then I'm not telling you anything you don't already know.

Right turns from left lanes on Portage Avenue are not unusual, and always be prepared to be cut off. Ann observed a driver who stopped in the middle lane of the St James Bridge, because she wanted to turn off at the Viscount Gort. No one seems to pull over for emergency vehicles, instead they are ignored, or raced.

So, my hat is off to the MSE Ops of the Base, both military and civilian. Well done! Considering the miles (kilometers), you pile up, and the few accidents you do have, I'd say, "you do good".



THE KIT BAG II TERRY LAWRENCE

So I missed one! I was flat out on my back with a couple of broken bones, alternately cursing slippery floors and the fact that our bedroom is temporarily in the basement while renovations take place upstairs.

I thought Voxair had enough previously submitted items anyway, but perhaps they were considered too controversial. (Who me?)

I read with considerable interest The Base Chief Said, 17 May edition. To refresh memories, the column was about

leadership and discipline and included the reproduction of an article titled "CONSTRUCTIVE DISCIPLINE" which should be required reading on all military leadership courses, and for everyone in supervisory positions.

I had the opportunity to teach Leadership at Borden for four years and during that time I did my best to convince my students that tolerant, understanding, creative leadership was the most effective path to follow. (Obviously it worked as most of my former students now outrank me by at least one narrow gold stripe.)

Nothing makes me more angry than seeing a supervisor abusing the trust of authority and being supported in that abuse by an equally incompetent senior. Too often these abuses are not known to the organization as a whole and when exposed are met with first, surprise and then denial. The aggrieved parties often find themselves without support and with sullied records as a result of the supervisors vindictiveness. We sometimes lose good people when they "knuckle under" to these abuses. Often, thank goodness, they escape and

rebuild. The hope of course, is that the villains of the piece are found out and in time pay for their actions.

In many of my readings of management and leadership texts I found a common reference to openness in both personal relationships and physical work areas, especially at the junior management levels. A personal observation is that we allow far too many "mini offices" and "cubby Holes" to be built of room dividers and office furniture. It's much easier to get away with office abuse if it's kept in a small private area.

Thanks Chief, "Constructive Management" has been placed in the Kit Bag reference file.

* * * *

Some rumours resulting from the recent budget; sources shall remain unnamed.

1. In AIRCOM; DCOSMAINT Motto, "What comes down must go back up again." is changed to, "Whatever we have left to come

down will probably go back up to do three jobs, if we have any spare parts."

2. ICP School amalgamating with a local Air Cadet squadron for gliding time.

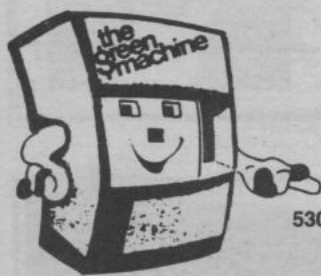
3. CANEX installing coin operated flight simulators in messes so pilots can maintain currency.

4. 402 Reserve Squadron dickering with CFB for use of 3 pedestal mounted aircraft.

5. RED RIVER EXHIBITION leasing Kapyong parade square where feature ride will be the McKnight Military Merry-Go Round.

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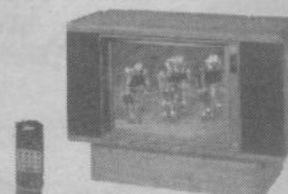
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Managing Editor/Directeur-Gérant	- Capt Tom Walls	- 895-6672
Production Editor/Production	- Capt Jane Grossman	- 895-6334
Assistant Editor	- Capt Wayne Joy	- 895-5136
Assistant Editor	- Pte Kevin Sytsma	- 895-5307
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Business Manager	- Sgt Rick Shantz	- 895-5115
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Office Manager/Chef de Bureau	- MWO/Adj(m) Louise Guenette	- 895-5764
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Happy Birthday Boss!

Happy Birthday Boss!

On the morning of Fri 19 May, the BComd, Col Reynolds was, to his surprise, escorted to two stalwart Military Policemen to Building 2L, where approximately 400 people were waiting to wish him a Happy Birthday. As Col Reynolds walked through the door, the Air Command Band struck up the Air Force March Past, then broke into Happy Birthday as the crowd of well-wishers applauded with delight. When the applause finally subsided, Col Reynolds was standing in front of an eight foot long birthday cake that was masterfully created by Base Foods. With his usual flair and obvious sincerity, the BComd thanked all in attendance, cut and served the cake. May you have many more Happy Birthdays, boss.



And he huffed and he puffed...and he blew out his candles.



The Base Chief, CWO Fred Smith and Mrs. Penny Reynolds look on with anticipation as Col Loren H. Reynolds cuts his cake.



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The Workshop's Reunion will be held the 21st and 22nd of Sept. 89, at CFB Trenton for all serving and former 561's, 562's and 563's.

There will be a Meet and Greet on the 21st at the North Side Warrant Officers and Sergeants Mess from 16:00 till closing, followed by a Golf Tournament on the 22nd at CFB Trenton Golf Club with presentations and steak BBQ back at the mess.

For further information all interested individuals are to contact MWO Drewlo at (613) 965-2853/ local 2853.

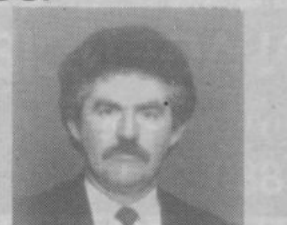
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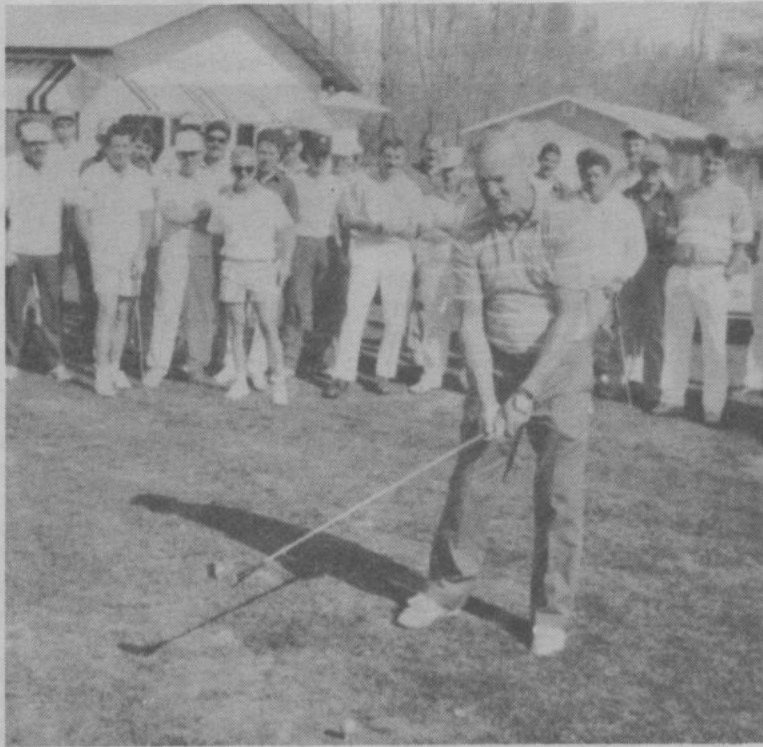
GLENN THOMAS (RETIRED)

In Appreciation

Sincere appreciation and thanks are extended to all personnel and units for their spontaneous contributions to the 435 Sqn Trust Fund established for the families of our late Squadron members MCpls Castonguay and Papineau-Couture.

Your donations resulted in the recent presentation of approximately twenty-one hundred dollars to each of the families. Such voluntary actions, from across Canada and Europe, reflect the spirit of our military family and the professional regard held for Cas and PC.

Base Commander's Golf Tournament



Official Opening Ceremonies saw Maj Bill MacInnis, the BPA dmO CFB Winnipeg, representing the Base Commander, display some great form while hitting the first official ball.

The Opening Golf Tournament was held 10 May 89 at Teulon Manitoba. Due to lovely weather there was an excellent turn out of 58 golfers.

The course at Teulon was in excellent condition for early spring and of course Stu Nauss also had his game in shape, shooting a great round of 74 to win the low gross. Low net went to Mel Marshe with a 75 while 2nd low gross G. Skidmore with a 82. 2nd low net M. Belzil 76, K. MacInnis

won the closest to the pin and Irma Piper showed her stuff out distancing the men in the long drive.

Thanks to all who participated to help make our opening tournament a very successful one. Our next tournament is at Carman, 14 Jun 89. Dates for the remaining tournaments are as follows: 12 Jul 89 Teulon, 16 Aug 89 Carman and 13 Sept 89 at Teulon.

Fitness Week '89



LCol Kenn Doerksen, Capt Greg Peet and some base personnel were active participants in Racquet Day during Fitness Week.

Slowpitch dominated Fitness Week at CFB Winnipeg, as the week hosted the BComd and Air Command tournaments as well as the start of intersection and the Base entrance into the city league. Soccer also got kicked off by both the men and ladies teams starting in city leagues. The weather kept playing tricks, but tennis, golf, cycling, jogging, and walking allowed members of our community a chance to get out and enjoy some activities they

prefer. The variety of activities held at Bldg 90, 21, and Lipsett Hall also provided some members the opportunity to see what is available at the Base Fitness Centers, and the chance to win some prizes.

Although Fitness Week ends June 4, the BPERO section does not. Leagues and tournaments will continue throughout the summer. The gyms and pools will be available daily for leisure ac-

tivities, working out, or perhaps some enjoyable competition with some friends. The summer months of July and August offer more for the dependants with weekly swimming lessons.

Yes, there is lots to do in Winnipeg and you can keep active right here in your own community. The BPERO staff looks forward to serving you this summer by providing you with the most in sports and fitness. PLAY BALL!

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Promotions, postings and potshots

Just when everyone thought that the Pandas were getting all the attention, someone dug out two pairs of Chief Warrant Officer badges, which will, effective 1 July, will be slapped on the sleeves of two old bears from the Air Traffic Control world. The Groupies extend sincere congratulations to MWO's Terry Camplin and Ray Elphick on their promotions. The price tags on the CWO badges include a posting to the Air Traffic Control Training Unit Cornwall for Terry and to Air Command HQ for Ray.

LCol Ostermann and the staff of Air Tech Training recently hosted their second annual noon-hour weenie roast, which was definitely worth standing in the rain for. The

event was also an opportunity to say goodbye to 2 Lt. Terry Wood who is now on OJT prior to attending the Aerospace Engineering course in September.

Major Chuck Verge, Staff Officer Nav Training has finally got the word to pack his camper and go directly to North Bay. That's EAST of Winnipeg, Major.

Major Rick Smith of Training Control is back in the driver's seat again, with a posting to 880 Sqn Summerside to fly the Tracker (at least for a little while longer).

Anyone in the building with carpentry skills might want to drop into Capt Bill Michael's office to offer him advice. After his recent show of marksmanship at the pistol range,

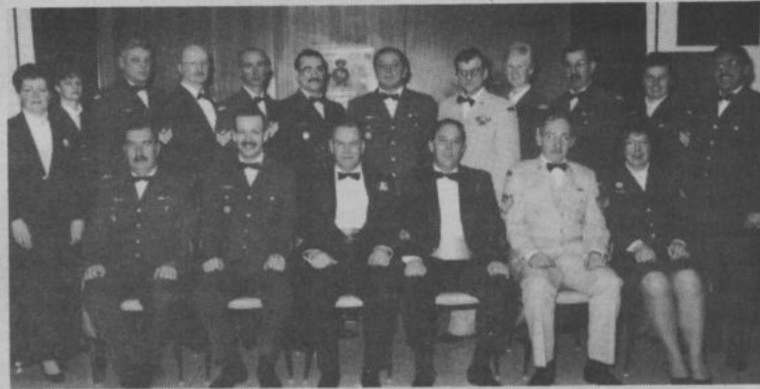
Capt. Michael plans to buy a load of lumber and build some barn doors to practice on.

Speaking of advice, Lt. Len Baspaly, who for a whole week held the position of Acting Pretending Assuming Senior Staff Officer Aerospace Engineering Technical Training advises that he cannot resume the position, should the requirement exist in the future.

Apparently, when he requested a reserved parking spot for his motorcycle commensurate with his lofty title, the CE section turned him down, stating the cost of labour and materials to make the sign would drive the national deficit further into the red.

Submitted by
14 Trg Group HQ

Base Supply's Mess Dinner



All SNCO's of Base Supply were in attendance at the annual Base Supply All Ranks Mess Dinner. One of the guests of honor was the Base Chief CWO F. Smith.

Back Row — Sgt Chalk G.M., Sgt Bradshaw C.R., WO Stoddard T.J., Sgt Kaposvary F.R., Sgt Trotter V. (Thunder Bay), PO2 Woytowich J.W., Sgt Feltham G.C., WO Cottenoir J.P.A.A., Sgt Smith F.A., WO Langille G.F., Sgt Fontaine D.L., Sgt Boulay M.S.

First Row — MWO Young B.E., MWO Fleming D., CWO Smith F., CWO Munroe E.W., Sgt Nauss S.D., Sgt Smith N.L.S.M.

Scouting season winds down

The 51st Winnipeg Boy Scout Group brought to a close another successful season on Sunday June 4 with a presentation ceremony and family barbeque.

Following opening remarks by the president of the Group Committee LCol Bob Pirson and a few games involving the boys and their families, Padre Venice Guntley was officially invested as the Group's Chaplain.

Presentations were also made to Beavers, Cubs and Scouts for various achievements and participations throughout a busy year. Of particular note was the presenting of a parting gift to Linda and Larry Grant, who over the past 5 years have devoted so much time and effort to the 51st Winnipeg Group. Their talents as leaders and organizers will be sorely missed by the Westwin community as a whole. Linda, Larry and their sons Nick and

David are moving to Shearwater this summer.

Some of the highlights of the 1988-89 Scouting season included: reactivation of the Scout Troop with leaders Don Hoffart, Larry Grant and 5 boys; participation by the Cub Pack in Wolfree '88 at Bird's Hill Park last September; 3 successful weekend camps during the fall, winter and spring; a trip to the Legislative Buildings.

The Scouts were involved in several winter camping trips and took part in the Bannatyne District Klondike Derby, which involved hauling a loaded sled through deep snow over a circuit course. At various stations along the course, the boys were re-

quired to perform winter Scouting skills using the equipment on the sled.

In April, the Cubs and Scouts participated in the Manitoba Scout Show '89 at Minto Armouries. This is an annual event which is very well attended and included displays by visiting Scout groups from Minnesota and North Dakota.

The 1989-90 season will get under way in September with registration at Bldg 21 on Sept 7 for Beavers, Cubs and Scouts. Registration is open to boys living in the Westwin community (north side PMQ's). Further details will be published in the August edition of the Voxair.

Catch the Scouting Spirit!



Base Supply held their Annual All Ranks Mess Dinner at HMCS Chipawa on 20 Apr 89. The guest of honor RAdm J.B. Tucker (retired) is presented with a gift from all members of Base Supply by the BSupO Major B.W. Westbrook.

CFB Winnipeg Base Golf Team Play-Offs

Selecting Team For Prairie Regional Championships 19 and 20 July Teulon Manitoba.

Contact MCpl Bud Burgess PERI Staff Bldg 90 loc 5514. Team Make Up — 3 Open Golfers — 2 Senior Golfers — 1 Lady Golfer

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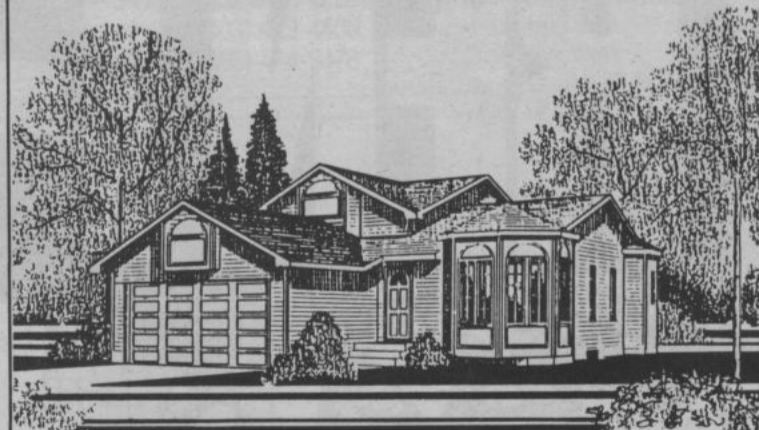
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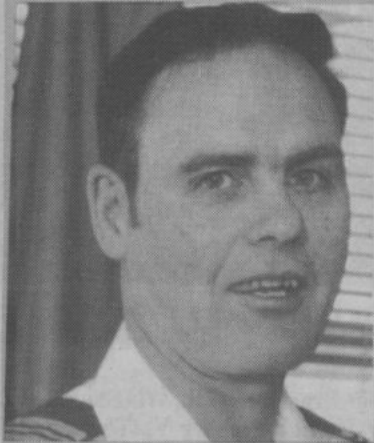
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Aircom HQ Promotions



Maj F.E. Truman was promoted to that rank effective January 1st, 1989.



Maj J.E.R. Tessier was promoted to that rank effective February 1st, 1989.



Cpl T.L. Avey of Air Command Headquarters is shown receiving her accelerated promotion to Corporal effective 24 Apr 89, from LCpl S.A. Browarski, Headquarters Commanding Officer.

Base Transport SVPO Certificates



Base Transportation drivers were presented with their 935.05 (Airfield Special Purpose Vehicle Operator) certificates by Col Loren H. Reynolds.

From Left to Right, Cpl Dean Goulding, Cpl Tony Peddle, & MCpl Mike Devarenes.

The 935.05 qualification is a result of 13 months of OJT in the Refuelling and Heavy Equipment sections of Base Transport.



Cpl Tony Peddle



MCpl Mike Devarenes

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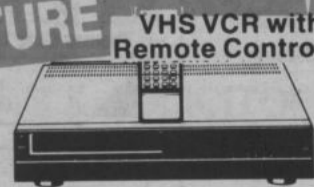
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Base Transport Driver of the Month March '89



Mr Gordon Nesbitt has been working at the Base Transportation Section since 1982. In recognition for his safe and good performance as an aircraft refueller tender operator, he was nominated Driver of the Month for March 89.

Last flight of the Dakota



The MND, The Honourable Bill McKnight, is seen disembarking from the last C-47/Dakota to fly with the Canadian Armed Forces just before it was ferried out to Comox for its final resting place. This aircraft 12944 was painted in European colours circa 1944/45 for the C-47/Dakota Close-Out Ceremonies.

Mr. McKnight was escorted by LGen Larry Shley, Commander Air Command and Col Loren Reynolds, the Base Commander of CFB Winnipeg.

The tour guides for the visit were LCol Jerry Elias, Comdt CFS and LCol Bob Patrick, CO 402 Sqn.



ATTENTION!! ALL EX-MEMBERS OF THE CANADIAN PROVOST CORPS!!

The Canadian Provost Corps will celebrate its 50th (Golden) Anniversary in Ottawa, 15-17 June 1990. All ex-members of the Canadian Provost Corps, widows of ex-members, members of other Corps who served with any element of the Canadian Provost Corps, families and friends are invited to attend. Please write:

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Promotions



Congratulations go to Pte Patrick Scantland on the receipt of his first hook. Pte Scantland is adjusting a UHF transceiver in the BAMEO communications and radar labs where he is employed.



Officer Cadet Sue Trevena receives her new rank from LtCol Gidley. Sue will spend the summer doing BOTC in Chilliwack, followed by several years study at the College of Emmanuel & St. Chad in Saskatoon. Maybe one day Sue will be back to CFB Winnipeg as a Chaplain. Good Luck Sue!

Bameo

Cpl Ian Oakley is the Master Technical Librarian for the Base Aircraft Maintenance Organization. He maintains approximately 240 ft. (72m!) of technical manuals for 5 aircraft types, numerous miscellaneous subjects, and he oversees about 20 sub-libraries.

Since taking over the library, Ian and his assistants have integrated the Dash 8 books and upgraded the overall standard. The Air Maintenance Inspection Team recently through, commented on the high standards in the library from Ian's efforts.

By trade Cpl Oakley is an Airframe technician who yearns to get back "on the floor". He lists the odd combination of his two kids and guns as his hobbies.

Airman of the month June 1989



Cpl Oakley accepts the reservation for the AMSO's spot outside 16 Hgr from Maj Tudor. As he bikes to work, he is open to bids on the spot.

CDI's presented



MCpl Royer receives his CDI from Col Reynolds, BComd. Dan joined the RCD's in Aug 1966. After 11 years he remustered to Aero Engine Tech, spent 4 years working on Voodoos in Bagotville, and has been in Winnipeg since 1982. Dan is presently employed at 2 i/c of AMSE. Good luck in the future, Dan!



Congratulations are extended to WO Leo Fraser, who recently received the first clasp to his CD medal. WO Fraser is the WO General Purpose Vehicles at Base Transport.

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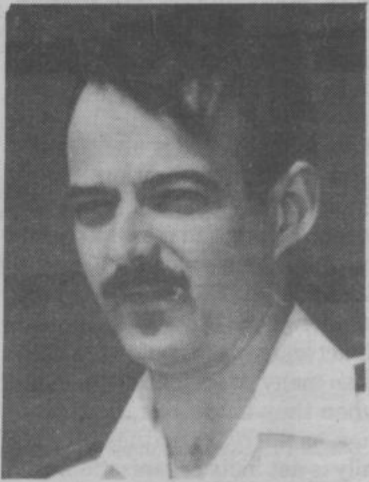
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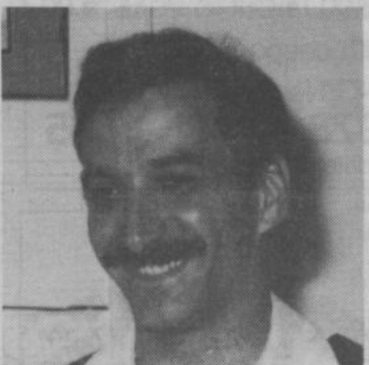
BAMEO Promotions



MCpl Barry Fremont was promoted to the rank of Sgt effective June 1st, 1989. Barry is an LE. Tech currently employed with ASO-TTT. Having been posted to CFB Winnipeg since July 1988, it is expected that his expertise will be felt within the organization for some time to come. Congratulations Barry!



"Bernie" Lebel, an Integral Systems Technician, shown upon his appointment to Master Corporal (1 Jun 89). Unfortunately because his career plans differ from the CF's, MCpl Lebel will be monsieur Label in July. We at BAMEO wish this pleasant young man all the best in his new undertakings.



"Yves" Rivet accepts his Sergeant's hooks effective 1 Jun 89. With the promotion for this fine Communications and Radar Systems Technician comes a move 40 southwest into the Technical Assistant position for Aircraft Servicing — Hercs and Dash 8's.

73 Comm Group Change of Command

73 Communication Group underwent a change of command on Saturday 6 May 89 at Stevenson Park Square, CFB Winnipeg (North). The parade, commanded by Maj Rick Wright, CO 731 Communications Squadron, Shilo; was reviewed by BGen W. Batt, Commander Communications Command.

The change of command ceremony was to hand over command of 73 Communication Group to LCol Geoff Hodgson, recently of NDHQ as Project Manager SAR-SAT (Search and Rescue Satellite Aided Tracking System). The outgoing Commander, Maj Frank Sauntry, was appointed Acting Commander in mid January due to the unexpected retirement of LCol Eric Sim who took up civilian employment with UNISYS corporation here in Winnipeg. Maj Sauntry will revert to his previous position as Chief of Staff at Group Headquarters.

The parade consisted of approximately 80 officers and NCMs from 73 Communication Group units in Regina, Shilo, Winnipeg and Thunder Bay. There was an equal representation of reserve and regular force personnel in attendance.

Following the parade a reception was held for all parade personnel and guests in the lower lounge of the Junior Ranks Mess.



BGen W. Batt, Commander Communication Command signs the change of command certificates for 73 Communication Group during the change of command ceremony held at CFB Winnipeg on 6 May. The outgoing Commander, Maj F.R. Sauntry, and the incoming Commander, LCol G.W. Hodgson watch nervously.



73 Comm Gp on parade.



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CHAPLAINS CORNER



Greetings from the Chapels Museum or old house?

We all have heard that story of a well-read non Christian man who was talking with a Christian colleague. As he was holding in his hands a copy of the New Testament, he said: "How can so big and intricate organizations have come out of so simple and limp a Book?" Many of us would certainly understand and share that impression: at a time in our life, we all had the occasion to see how heavily human history can weigh on what should be pure, simple, as the active presence of God in our world. Man accumulates as centuries go by; he renovates, but not always very wisely. Any effort to remain true to the original inspiration of a group always costs and often-times brings deception. We can easily see a Church as a museum, preserving what time can no more keep alive. We can also think that some forms of renewal were too hasty and show confusion between what is valuable and what has no future for itself. It seems to me that this is precisely the risk of the Church, as of

any human society. If we accept the Christian revelation as the expression of God's will, we can say that the role of the Church is, in its basic aspect, different and yet open to human weakness. God's purpose is presented very briefly in the Gospel according to John, when the Gospel writer comments on the words of Caiphas and says that Jesus had to die not only to save the Jewish nation, but "to gather into one all the dispersed children of God" (John XI, 52). This remains the only purpose of the Church: it is the beginning of that gathering of all the members of God's family throughout the centuries and the continents. God has created the human family to find its fulfillment in unity: there is a common spirit shared, and yet every member is different. What we call the Church is this unity that builds up slowly, through many difficulties and with many very obvious limits. It is precisely because God's family is so deeply rooted in our human world that it remains vulnerable, always

threatened by those constant and secondary accretions which time brings with itself. In the same time, Church remains, in what it really is, that house where everyone brings her or his own contribution. Church is that family of all those who answer daily God's call with a sincere heart, more than the institutional aspects that at times are so striking. For a Christian, the Church is the answer of those who believe in God's will as shown by the actions and teachings of Christ. We could have had another form of salvation offered to us: we could have, as some would describe it, a "direct line with God". But life does not appear in our human world in that individuals come to life and live strictly by themselves: we normally receive life through a family. It is also where this life grows to make each of us a fully human being. God's life follows the same path: we are born to His life by being made the members of a large family. There are times when this belonging to a large religious group brings

more disadvantages. We all have to cope with all that human clumsiness in a Church as in any human group. The most interesting aspect of Christian experience is though that there is always this light of faith, dedication, peace shining in the hearts and lives of so many Christian men and women. This alone gives the Church its real character. The real wonder of the Church is not in its structural aspects, but in the lives of so many of its members, even when they have their shortcomings, as the real greatness of a family is not in its organization, but in the deep spirit which is shown in daily activities. This aspect of our Christian call has to be honoured now more than ever. Everyone and all of those who were baptized should feel at home. What they do not contribute to God's family will be for ever missing. What family can afford to have isolated members? What member of a family can say that he gets more living by himself than by being really and deeply part of his family? To many Christians, the price to pay for being a member of a Church seems to be very high. Many sad experiences can certainly give grounds to their reaction. On the other hand, what this family brings to its members is priceless: there are still more Christians who can witness to that, through the quality of the life and the peace which they receive and share.

Father J. Marcoux

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