## Intrepid Snowmobiler

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Therefore it contains few air bubbles which are a prime weakening factor. Generally, the longer an ice surface is subject to constant sub zero temperatures without snow

cover, the better, stronger, and longer lasting the ice will be. Except that when arctic air temperatures meet 0 degree temperatures just below ice surfaces, fractures result that

can become dangerous pressure cracks and ridges.

Alternately, white ice, only half as strong as black, is formed above the ice surface when the weight of snow pushes that surface down, forcing water up through cracks and fissures.

Where water and the insulating snow layer meet is called slush, the snowmobiler's nightmare.

Until this slush freezes to become granular, opaque, bubble-filled, white ice, crossing sledders court disaster in the form of bogging the back end of the machine down so heavily that only super human effort can move it. There are two rules for riding across a snow-covered lake: don't let off the throttle, and don't follow in the same track as a sled that is cutting slush.

Actually, there's a third rule, too: if you get stuck, get the sled out before nightfall or it may be there until spring when you fish for it. Generally, white ice and slush tend to be more prominent nearer to shore.

The weakest ices are frazil: tiny crystals that form in icy, speedy, rivers and narrows; and candle: disintegrating black ice which under the sun and warm rain becomes crys-

talline and grainy.

Neither of these forms have any safe bearing capacity.

So how much ice is enough?
That depends on what kind of ice it is and how much you (and your sled) weigh. No less than 7"

for slow cruising. Less if you're really moving. If you're anything like me, it's throttle to the bar until solid ground, trying not to touch anything along the way. And remember that track you're following may lead to someone else's hole.

If all else fails including the ice, your suit should keep you buoyant for a short time, so try to exit the water in the same direction you came

rules for riding across a snowcovered lake: don't let off the throttle, and don't follow in the same track as a sled that is cutting slush.

Actually, there's a third rule, too: if you get stuck, get the from since you know that the ice supported you up to that break point. Attempt to kick up with your legs to bring them more horizontal and propel yourself onto the ice surface with continual kicking.

When you get out, roll away from the hole and get to warmth fast. Everyone should carry a length of rope, water proof matches and a little block of fire starter for this eventuality

Whatever way we cut it, water crossing is risky, so the least we can do is tip the odds in our favour.



## Tell her again why it's "ok" that daddy's not paying his family support.

A lot of fathers\* in Ontario who are supposed to be paying family support, aren't. And it's time we got mad about it. Because they're hurting their kids — our kids — and they're hurting you and me.

It's not "ok" that over 80,000 kids are going without more than \$400 million in support payments.

It's not "ok" that three-quarters of all family support isn't being paid the way it should be.

It's not "ok" that over \$140 million of our tax dollars have gone to families who were forced to turn to social assistance because their support payments were not being made.

The Ontario Government's new Family Support Plan will introduce automatic wage deduction of sup-

port payments, and specify to whom and when they apply.

Because children shouldn't have to be told that daddy's not paying family support.

Plan Act.	ction in the new Family Suppo
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Name:	
Address:	n in mis sangaistans la a
Town/City:	the production of the last state of the last sta
Province:	Postal Code:
Mail to: Ministry	of the Attorney General
Family S	Support Plan
c/o P.O.	Box 490, Station "A"
Santa	ough, Ontario M1K 5C3





Pay your family support. There's no excuse not to.

\*97% of parents ordered to pay family support are fathers.



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Gilles Pouliot, MPP Lake Nipigon

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