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Air Force Heritage Park

People have been putting airplanes on pedestals since the turn of the century. Being able to closely examine aircraft held motionless in the air, has always attracted people and their memories or imaginations. The best, most attractive example of this in Canada is right here in Winnipeg at the Air Force Heritage Park. The aircraft are superbly restored to display condition. Being mounted on pedestals, they catch the eye and stir the imagination.

Instead of being uniformly displayed in a straight line down one side of a street, the aircraft are all mounted differently on three separate streets. Instead of all being one single paint scheme, each example of Canadian Air Force history is painted its own specific colours. Instead of just one type of aircraft, here in Winnipeg we have many different examples of military aviation history for people to see held permanently in flight or parked on its own little "flight line".

When the Air Force Heritage Park was first envisioned, it was to be an example of all branches of military aviation, not just one type such as fighter or transport. 17 Wing Air Force Heritage Park has achieved this with outstanding success. When



Harvard Mk IV

the two most recent additions, a Harvard Mk IV and a Snowbird Tutor, are eventually mounted on pedestals, we will have 15 aircraft on display. This represents a major accomplishment by the personnel at 17 Wing.

Even as work progressed on Heritage Park, changes in work styles changed. Initially, outside help was employed from civilian companies, reserve units and personnel from other bases. With the

current two aircraft, a handful of cross-trained technicians from 402 Sqn did the refurbishment of the aircraft with minimal help from other sections or off-base personnel. Administratively, this streamlined the Air Force Heritage Park operations much in tune with the downsized, modern day Air Force.

In order to keep costs down, off-base sponsors and volunteers have been solicited, scrap spare parts have been utilized, and retiring aircraft

have been used. The only real expense has been the pedestals and the cranes used to lift some of the aircraft onto them. Even these have been subsidized by sponsors and on-base sections.

At this time, the oldest aircraft on display is a B25 Mitchell which was manufactured in the summer of 1951. The youngest is the CX144 Challenger which was manufactured 17 March 1979.

When three aircraft were ground mounted to form

Stevenson Park in 1967, no one could imagine how they could become part of the great Air Force Heritage Park. Soon Harvard #20301 and Tutor #004 will join the CF-5 Freedom Fighter, three very different and very renowned aircraft, and create a very impressive eye catching display beside Ness Ave. As more aircraft become available, Air Force Heritage Park will grow to be even larger and more impressive.

A FRIENDLY REMINDER FOR THE WINTER DRIVING SEASON

The winter season is nearly upon us and although it may be unpleasant to think of what is to come, we must. The Heavy Equipment Flight of Wing Transportation is gearing up for another season and they have a few reminders for drivers. Please observe the signs on the back of our equipment and maintain a safe following distance. This precaution is for your safety. When you see that snow removal is in progress, if possible, use an alternate route. Finally, use extreme caution when approaching a snow blower, as it is the most dangerous piece of equipment. Ensure that the blower operator has visual contact with you and has the time to

shut down before you attempt to pass.

REMEMBER:
CO-OPERATION IS THE KEY TO A SAFE AND ENJOYABLE WINTER DRIVING SEASON.

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CX144 Challenger



ASK MR GREENTREE

Through the grapevine (a particularly appropriate term for Mr Greentree), I have heard there are some readers who are unaware of the purpose of the gravel path snaking around the North Site. Questions, such as "when is the new sidewalk going to be paved?" and "why are there two paths to Air Command?", have been passed along to me.

This gravel path is, at once, a simple 5km jogging and running trail and the anchor for a combined athletic and nature trail system proposed for the North Site. By 1997, it is hoped that the trail system will be about 10km long, go through the woods along Whytewold, the various small tall grass prairie areas and the main base, and will have points of interest with interpretative signs. A self-guiding brochure is also planned.

If enough interest is expressed, the trails may even be groomed as a cross-country ski-trail network. Let me know what you think about that idea!

As for the question about

two paths to Air Command, check with your career manager! He or she can probably suggest even more.

Question: Now that you've finished groaning and lamenting the quality of humour found in this column... The featured question addresses a perennial issue at Christmas - what is better for the environment, real or artificial Christmas trees?

Answer: In the time-honoured tradition of a fence-sitter, I must answer: it depends. The central problem in answering this question lies in figuring out how much energy is consumed in the production of the trees. Growing trees requires petroleum products to plant, maintain and harvest them. They are "natural" and, if chipped for mulch, recyclable but new ones are needed every year.

Artificial trees, on the other hand, consume considerable resources in their making but are reused from year to year. Since the average fake tree lasts between 7 and 10 years, the average energy used per year actually drops below that

of the real tree. However, they cannot, in most cases, be recycled and end up in landfills.

On an energy balance, the artificial tree is a slight winner. However, when one considers the relative costs of disposal and the land-resources trade-offs of treefarming vs. the petrochemical industry, the balance shifts to the natural tree. The choice of the consumer then becomes - do I want to save energy and the resources associated with its production or do I want to consider the land resources instead? So, it depends.

There is, at least, one solution to this dilemma. The consumer can use a potted tree. This has the advantages of being a living creature enjoyed year-round and, when it is too large (by whatever definition), the tree can be planted in a permanent location. It will then serve as a reminder of joyous occasions past and add something to the family's future.

Remember, if you have any questions or comments, give me a call at loc 6774.

PROTECT YOUR PROPERTY

In recent months, the 17 Wing Security and Military Police Squadron, (SAMP Sqn), has observed an increase in the number of Break and Enters into PMQ Garages and the contents of vehicles stolen in the PMQ area. The SAMP Sqn maintains vigilant patrols of the PMQs for your safety and protection; however, responsibility also rests with you, the occupants, to take reasonable safeguards to protect your possessions.

What are reasonable safeguards? In order to protect your vehicle, ensure that when it is left unattended the windows are rolled up and the doors locked. All attractive items which you normally leave outdoors, (e.g. bikes, canoes etc) should be locked and secured. Bike racks which are filled with sand are available at hardware or bicycle stores. Failure to take reasonable safeguards may also result in a refused claim from some Insurance Companies, if you try to recover your losses.

As an added precaution, we recommend attractive and valuable items (e.g. CDs, cassettes, money, military kit, etc), not be stored in your vehicle. For vehicles that have an automatic trunk release button which can be operated without starting the car, it is not a wise idea to store your valuables in the trunk. The addition of an auto car alarm is an expensive but extremely effective method of theft prevention.

If you keep valuable or attractive items in your garage, installation of a deadbolt lock to the pedestrian door will go along way to prevent a Break and Enter. These locks sell for approximately \$20 - \$30 at a hardware store. Although you may be hesitant to buy a new lock, but remember, it is cheaper to buy a good lock than replace your child's bicycle. Covering your garage windows with a sheet or curtains will also prevent unauthorized persons from identifying the contents.

Installation of motion sensitive lighting on your home or garage is also an excellent deterrent. Anyone approaching your vehicle or garage will cause illumination of the area. These lights can also be sensitive enough, that when installed on the rear of the PMQs, they will be illuminated by a vehicle driving by in the back alley.

As a final deterrent we suggest that you report all suspicious activity, no matter how insignificant you think it is to the SAMP Sqn, and if we can be of some assistance in making recommendations to protect your possessions please do not hesitate and call us at 833-5204. We want to protect you and our community, but we need your assistance.

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AIR FORCE ASSOCIATION OF CANADA

The Air Force Association of Canada (AFAC) is a national organization whose members are serving and former members of the Air Forces of Canada and our allies and other people involved in aviation. All currently serving members of the Canadian Armed Forces air element (all ranks, regular or reserve force) are welcome to join the Association.

Members of the AFAC may participate as members-at-large without being affiliated with a local Wing, or may associate themselves with a local Wing such as 500 (City of Winnipeg) Wing. Annual membership dues are \$25 for a member-at-large or \$38 for a Wing member.

What do you get out of membership in the AFAC? Well, for starters, the annual membership fee includes a subscription to Airforce magazine worth \$20.00 a year. Airforce is a great source of information about current Canadian Air Force operations, and each issue contains articles about Air Force history and tradition. Other membership benefits include a Group Registered Savings Plan, group home and property insurance plans with competitive rates, and (in cooperation with the Bank of Montreal) an affinity MasterCard and Gold MasterCard with interest rates below those found elsewhere.

What is the AFAC all about? The AFAC serves as an advocacy voice to the Government of Canada to ensure that Air Force concerns are addressed at the political level. In the recent past the AFAC has made recommendations to the Special Joint Committee on Defence regarding the maintenance of military operational capabilities and on morale related issues such as pay and benefits for serving members. The Association is directly involved with Veterans Affairs Canada on behalf of air force veterans. The AFAC is active in community service, and sponsors youth groups such as Air Cadet squadrons. Many social activities also take place; these provide an excellent opportunity to stay in touch with other people with a strong interest in aviation in general and the Air Force in particular.

The aims of the AFAC are:

1. To promote and publicly encourage a well-equipped and professional Air Force in Canada.
2. To maintain unity of purpose and effort among serving and former participants in military aviation and their contemporaries in civil aviation.
3. To perpetuate the glorious traditions of the Royal Canadian Air Force (RCAF).
4. To participate in local civic and community programmes, especially those designed to develop the physical, mental, and moral well-being of our nation's youth, such as air cadets, and to undertake charitable projects at both the national and local levels.
5. To work with the RCAF Benevolent Fund and various veterans' organizations toward the attainment of their objectives.
6. To promote and encourage responsible citizenship among Canadians.

If you are interested in joining the Air Force Association of Canada you can obtain more information or a membership application by calling the 500 Wing Membership Secretary, Mr. Harry Adamson at 475-7254, or Major Dave Ross (17 Wing AFAC Contact Officer) at 833-2334 (Office) or 897-3962 (Home). The members of 500 (City of Winnipeg) Wing meet every month on the third Tuesday at 7:30 p.m. in the 17 Wing Officers Mess to conduct Association business. Visitors or newcomers of all ranks are welcome to attend.

Canadian Forces Community College Network

CFCCN Upcoming Events

By Linda Claggett, CFCCN Coordinator

Red River Community College (RRCC)/CFCCN

17 Wing Winter Semester

Registration & Information Days

By mid-November, the Red River Community College (RRCC) Winter Semester Continuing Education Calendars will be arriving at the homes of the 17 Wing and surrounding communities.

The Winter Semester starts in January, but registration begins the week of 14 November. If you have questions about RRCC courses and programs, or want to save yourself a trip to the College to register*, you are invited to attend the RRCC/CFCCN Registration & Information Days.

Northside: Wednesday, 22 November from 4:00 - 8:00 p.m. at the Westwin Community Centre (Bldg 33 on Whytewold).

Southside: Thursday, 23 November from 4:00 - 8:00 p.m. at Lipsett Hall.

RRCC representatives and the CFCCN Coordinator look forward to meeting you!

*Some courses will fill up right away (Internet, other computer courses, etc.) so please contact the RRCC Continuing Education office (694-1789) ASAP to avoid disappointment.

RRCC Internet Seminar: Cruising the Information Super-Highway

Running out of Christmas gift-giving ideas? Give the gift of knowledge!

RRCC invites members of the 17 Wing community to register for this 16 hour Internet seminar. It is designed to introduce students to the theories, tools and resources used in this particular technology. The Internet is the world's largest computer network, growing and changing daily. Students will be equipped with the basic knowledge and confidence needed to "surf the net" (manipulate the Internet environment). Upon completion of this seminar, students will have earned 1/3 of a credit in the RRCC Business Administration program.

When: 2 & 9 December (Saturdays, 9:00 a.m. - 5:00 p.m. or 5, 7, 12, & 14 December (Tuesdays & Thursdays, 6:00 - 10:00 p.m.)

Where: RRCC Computer Lab (E109)

Registration: Immediate (max: 15 seats per session)

Cost: \$105 (tax deductible)

For more information on either of these events, contact your CFCCN Coordinator, Linda Claggett (833-5115)

All CFCCN Courses and Events are open to CF members (active, Reserve, retired), DND Civilian Employees and family members of both groups.

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SAREX 95

By HCol Ben Van Ruiten

Five teams from Greenwood, Winnipeg, Trenton, Comox and Gander/Goose Bay/Bagotville competed in SAREX 95, hosted by 14 Wing Greenwood. I was indeed fortunate to observe the SAR Techs match and sharpen their rescue skills in this yearly event.

The SAREX competition consists of parachute jumping, hoisting (from a helicopter) and simulated medical emergencies. Judges evaluate the individual performances and the teams with the highest combined score are declared the winners.

Having never been exposed to any exercise of this nature, I was amazed at the dedication, the intensity, the skill and fortitude these SAR Techs displayed during the operation. This competition enhances the skills of a group of outstanding and fully competent individuals, who are often the last line of assistance to those who require emergency treatment.

As a first time observer, the medical exercise really intrigued me, the "victims" fall under the category of "Critically Wounded" and the performance by the SAR Techs will be judged by a team of three judges, two of which are doctors.

This forty-five minute exercise convinced me that, if the occasion should arise, anybody due to receive this treatment in a rescue operation, will receive the utmost care.



434 Sqn SAR Techs, Cpl Dave Hughes (left) and MCpl Derek Curtis treat a simulated casualty during SAREX 95 at Greenwood, Nova Scotia. The SAR Techs were required to parachute into the "crash site" and treat the injured. The crew from 435 Sqn performed well during the exercise held in September. (Photos by HCol Ben Van Ruitten, 17 Wing)

Without being biased, the supporting team and SAR Techs, representing 17 Wing performed extremely well and came in third overall during this very, very close competition.

Since it takes forty-five minutes to pack a parachute, and with a total of five jumps having to be made and recorded, it is understandable that the flight crew and the maintenance crew, in support of the SAR Techs, was fully occupied during the four day operation.

The enthusiasm of the team and the bond which existed between the members - all had a hand in cleaning and washing the Hercules before take off from Winnipeg - resulted in a fine operation.

It was an honour for me to be part, as an observer and supporter, of a team which consists of the following members:

Col Joe Sharpe (Wing Commander), LCol Roger Lamothe (CO 435 Sqn), CWO John Kamperman (SWO 435 Sqn), Aircrew—Capt Mark Thomasgard (AC), Capt Glenn Oerzen (FO), Capt Greg Illchuk (Nav), Sgt Steve (Mac) MacDonald (FE), WO Fred Moore (LM), SAR Techs—WO Gord Brown (STL), MCpl Derek Curtis (TL), MCpl Mark Holoshka (TM), Cpl Dave Hughes (TM), Servicing—Sgt Joe Burns (Crew Chief), MCpl Nikki Laroche (IST), Cpl Drew Barnes (AFT), Cpl Darren McLeod (CRS), Cpl Les Stykel (IET), Cpl Ted Gibson (AET).

CFANS

I was strolling the halls at CFANS one day when I chanced upon Major Godwin grinding out some notes resembling the Air Command March Past on a well worn tuba. This peaked my curiosity so I asked him when he decided to try playing the tuba. "John, the CFANS intersection hockey team, of which I am a team member, lost 10 to 2 to the marauding, take no prisoners, Air Command Band. I mean they were relentless, even merciless! "Well Maj, I guess playing the obo all day will do that to a man", I responded. "Maybe your right John, but nevertheless I figure heck, if you can't beat them join them, hence the tuba". "OK fine Maj, but how do you explain the other four games you lost, ie. an 0 and 5 start to the season?" "Well let me put it this way, the City of Winnipeg Works and Operations Department had their scouts at the game and after watching our performance they offered myself and Steve Wilson jobs as pylons!" "Say no more Maj". "The good news is that Major Byam, our goalie, should make a complete recovery from the sunburn he sustained on the back of his neck from the red goal light. Now if he could only get rid of that funny shell-shock induced twitch when he walks...."

On another front, I am pleased to report that the OTU visit for course 9502 was a resounding success. The reasoning behind OTU visits is to give students a taste of operational flying in a real life environment. However 406 might have gone overboard, no pun intended, in supplying that realism to 2Lt's Boivin, Lentendre, and Rousseau. During their famil flight their Sea-King helicopter experienced a secondary hydraulic system failure and they were forced to carry out an emergency landing at scenic Peggy's Cove. Cool under fire, 2Lt Boivin reportedly snapped off a couple of tourist shots with his camera on the way down.

As per normal, the OTU visit allowed the pilots, yours truly and Spike Kavelanch from CFS the opportunity to carry out a maritime "Round Robin" to practice approaches, which for the record, met with only mixed success. However in fairness, Cheers was partially obscured in smoke while the Lower Deck was rife with non-standard procedures and while in Peddler's Spike experienced what can only be described as flow control problems. While all this was happening, Chester, Mitch Leenders and Luc Guilette were eating their way into the record books. In Greenwood Mitch ordered two large 16" pizza's for himself while we all stared in amazement, not knowing whether to applaud or run for cover.

Back at school, congratulations goes out to all the members of course 9503 who passed the Airplot checkride recently. Good Work! Congratulations goes out as well to Dale Harlos for winning the two Celebrations Dinner Theatre tickets.

Finally, I'm sure I speak for all of CFANS when I say congratulations to LCol Rawlings on his promotion and assignment as Commanding Officer at 402 Squadron. Until next time....



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9502 WINGS GRAD

On 22 September 1995, 9 students from the Advanced Flying Training Helicopter and Multi-Engine Courses completed their training and received their Canadian Forces pilot wings. Lieutenant-General Huddleston (Ret), former Commander Air Command, made the presentations during a ceremony held at the 3 Canadian Forces Flying Training School, located at the Southport Aerospace Centre in Manitoba.

Mayor Carlson presented the City of Portage la Prairie trophy awarded to the student with the highest overall flying results. Lieutenant Michael Rogers from the helicopter course and Lieutenant Bonny Blocka from the multi-engine course were the recipients. Lieutenant Anthony Ambrosini received the 17 Wing Commander's trophy for Officer Development.

Posted to 10 TAG helicopter units (Twin Huey or Griffon) are Lt Anthony Ambrosini in Petawawa, Lt Michael Rogers in Edmonton; on Aurora's - Lt Iain Huddleston in Greenwood, Lt Jason Major in Comox; on Sea King's - Lt Katherine Guy in Victoria; on Combat Support Squadrons - Lt Paul Gautron in Cold Lake; on Hercules - Lt Bonnie Blocka in Trenton; on Labrador's - Lt Matthew Parsons in Comox; on Buffalo's - Lt Trevor Hendricks in Comox.



Top row from left to right; Lt's Bonnie Blocka, Anthony Ambrosini, Michael Rogers, Matthew Parsons, Trevor Hendricks, Jason Majors, Paul Gautron, Iain Huddleston, Katherine Guy. Bottom row from left to right; Major Don McGuinness, Chief Multi-Engine Instructor; LCol Jim Hyatt, 3CFFTS Commandant; (Ret) LGen Dave Huddleston, Reviewing Officer; 3CFFTS Honourary Col Hal Whishart; Major Jerry Bohemier, Chief Standard Officer and Major Ross Wuerth, Chief Helicopter Instructor. Rang arrière de gauche à droite; les Lts Bonnie Blocka, Anthony Ambrosini, Michael Rogers, Matthew Parsons, Trevor Hendricks, Jason Majors, Paul Gautron, Iain Huddleston, Katherine Guy. Rang d'en avant de gauche à droite; Major Don McGuinness, chef instructeur sur multi-moteurs; LCol Jim Hyatt, commandant de la 3e EPFC; LGen (à la retraite) Dave Huddleston, officier de revue; Colonel honoraire de la 3e EPFC le Col Hal Whishart; Major Jerry Bohemier, chef de la Section des Normes et Major Ross Wuerth, chef instructeur sur hélicoptères.

CEREMONIE DE REMISE DES AILES DE PILOTE COURS 9502

Le 22 septembre 1995, 9 étudiants des écoles de vol avancé sur Hélicoptère et sur avion multi-moteur ont complétés leurs entraînement et ont reçu leurs ailes de pilote des Forces Canadiennes. Le Lieutenant-Général à la retraite Huddleston, ancien commandant du Groupe Aérien, a fait les présentations lors d'une cérémonie tenue à la 3ieme Ecole de Pilotage des Forces Canadiennes au Centre Aérospatiale de Southport au Manitoba.

Le trophée de la Ville de Portage la Prairie a été présenté par le maire de la ville, M. Carlson, aux étudiants ayant obtenu la plus haute performance en vol. Le Lieutenant Michael Rogers du cours avancé sur hélicoptère et le Lieutenant Bonny Blocka du cours avancé sur multi-moteur ont été les récipiendaires. Le Lieutenant Anthony Ambrosini a reçu le trophée du Commandant de la 17ieme Escadre pour le meilleur développement d'officier.

Les affectations sont les suivantes: sur des unités du 10e Groupe Aérien Tactique (Twin Huey ou Griffon) - Lt Anthony Ambrosini à Petawawa, Lt Michael Rogers

à Edmonto; sur Aurora - Lt Iain Huddleston à Greenwood, Lt Jason Major à Comox; sur Sea King - Lt Katherine Guy à Victoria; à une unité de support au

combat - Lt Paul Gautron à Cold Lake; sur Hercule - Lt Bonnie Blocka à Trenton; sur Labrador - Lt Matthew Parsons à Comox; et sur Buffalo - Lt Trevor Hendricks à Comox.

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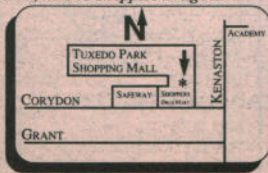
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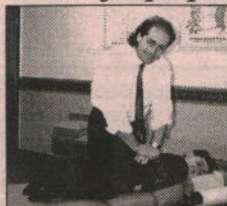
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MFRC ANNOUNCEMENTS

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Parenting/Child Care Programs

MOM'S MORNING OFF

For Children Up To Three

Speakers on toilet training, discipline with under two's and a craft demonstration are just one of the upcoming presentations arranged for this group. Your children will be cared for in the children's area while you are in the next room hearing these speakers. Bring a snack for your child.

Date: Wednesday mornings - 9:30 - 11:00 a.m.
Location: Lipsett Hall Nursery School
Cost: \$2.00 per week or \$20.00 for 10 weeks with the 11th week free

Date: Thursday morning - 9:30 - 11:00 a.m.
Location: Westwin Community Centre
Cost: \$2.00 per week or \$20.00 for 10 weeks with the 11th week free

CHILD HEALTH CLINIC

Cathy Lovatt, Public Health Nurse, will be available once a month to help you understand your child and learn more about parenting. Children are weighed and measured. Denver Developmental Screening Testing can be done to assess your child's growth and development. Immunization is also available.

Dates: Fourth Tuesday of every month
 (28 Nov 95, 23 Jan 96)

Time: 10:00 a.m. - 2:00 p.m.

Location: Westwin Community Centre

Registration: Cathy Lovatt at 945-0829. Registration is necessary to ensure your child's file is on hand.

NEW NURSERY SCHOOL PROGRAMS

After Christmas an afternoon nursery school program will start at the Westwin Children's Centre. It will be on Monday, Tuesday, and Thursday afternoons from 1:00 - 3:15 p.m. The cost will be \$67.00 per month. The annual registration fee is \$15.00. Please call 833-6846.

CHILD CARE CO-OP

The MFRC child care co-op allows parents to exchange care of children on an occasional, flexible basis. A military police check is done on co-op members. Basic guidelines and membership conditions keep the co-op running smoothly.

Meeting date: 2nd Tuesday of the month (12 Dec)

Location: Westwin Community Centre

Time: 1:30 - 3:00 p.m.

VOLUNTEER OPP

Volunteer Job Descriptions - Youth Programs

1. Co-facilitator

In order to run a group for young males (ages 11-14) — Should be a male, preferably a parent, with experience working with children in groups (ie scout leader, recreation or child care training). Good inter-personal skills: non-judgmental, non-labelling of children, awareness of developmental needs and issues, awareness of boundaries and limit setting. Group discussions and recreation activities. One evening a week for two hours. For about 12 weeks.

2. After school club facilitators

Adults or very mature older teens, both male and female to help facilitate the after school club for ages 7 to 12. Skills needed from a variety of volunteers:

- tutoring, homework help,
- playing board games, chess, etc
- computer, internet, video games
- sports, including swimming, basketball, etc

Should have good relationship skills with children, able to

encourage fun in safe setting. Time commitment: one afternoon or early evening a week for two hours (ie from 4-6 or 5.30-7.30). This program runs through the school year.

3. Teen centre facilitators

Adults or very mature older teens to help supervise and facilitate a teen centre. Skills needed: ability to monitor teen social interactions, relate in low-key, supportive manner to adolescents, to set limits when needed (ie assertiveness). Should have experience with teens, be aware of boundary issues. Both male and female facilitators are needed. Time commitment: one evening a week. An adult available until 11 pm would be most useful. This program runs through the school year.

All volunteer applicants will be subject to security checks, and be provided with training and supervision. All positions offer smoke-free working environments.

As soon as screening is complete, position will commence. Please contact Linda Belisle, Volunteer Coordinator at MFRC or Laurie Johnson, Youth Services Coordinator.

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MILITARY FAMILIES WHO ARE STILL IN BULK LEASE HOUSING.

If you want continued delivery of the Military Family Resource Centre's Community Connections newsletter,
YOU MUST PHONE THE CENTRE BY 24 NOVEMBER 489-7003.
 This is the final notice.

WING LOTTO WINNERS

12 OCT

Cpl King, 2PPCLI
 Pte McNulty, 2PPCLI

26 OCT

Cpl Clarke, 2PPCLI
 Ow McKennelly, 2PPCLI

Keep Smiling



OPERATION SANTA CLAUS

HO! HO! HO!



By Rae Rankin

Christmas came early this year. While most people were busy basting Thanksgiving turkeys and preparing for Halloween ghosts and goblins, a handful of dedicated men and women were putting the finishing touches on a philanthropic endeavour of monumental stature.

Operation Santa Claus was born in Quebec two years ago where a small group of military spouses set forth to make Christmas 1993 a little merrier for their deployed partners. This entailed sending them a package filled with corporately donated "goodies" to provide a taste of Canada over the holidays.

The following year found infant "Op Santa" in the joint care of CFB Petawawa and the Pemico Military Family Resource Centre. Together the new guardians encouraged their little charge to grow, thereby expanding the Christmas packages from one specific group to include every Canadian peacekeeper serving on a United Nations mission abroad!

Because the child was so well received regardless which theatre of operation it found itself, a decision was made to involve extended family in its care and nurturing. On the move once again in 1995, "Op Santa" found itself nestled in

the bosom of Land Force Western Area with an MFRC nanny.

Beginning Aug 9, proud family members from Chilliwack to Winnipeg, and even far off Halifax began the task of rendering 1995 the best Christmas ever for young "Op Santa". Aunt and Uncle Winnipeg immediately began a marketing campaign like no other and won the endorsement of the Winnipeg Chamber of Commerce. Santa's helpers were aggressively solicited from all corners and handmade card and letters were requested from students. Businesses and individuals soon came forward with generous gifts of time, talents and treasure. The core cousins were pleased for their efforts had not been in vain.

It was not long before "goodies" to be counted, recorded, stored and eventually packed began arriving for the momentous packing celebration to herald "Op Santa's" third birthday.

Not unlike a Ukrainian wedding the celebration spanned three days! About 100 people from Winnipeg & Shilo joined in to pack Christmas bags assembly line fashion. It was truly noteworthy to see civilians, military families and both retired and serving military personnel gracing the guest list and working shoulder to shoulder. With the exception of location at the Kapyong Drill Hall one might have thought it was the North Pole!

300 cups of coffee, one case of pop, 4 flats of juice, 15 dozen donuts, 2 dozen muffins, 4 large pizzas, 30 foot long subs and untold bottles of iced tea fuelled the flurry of activity that culminated in the preparation of 1600 ready to ship care packages!

As with all undertakings of this nature, team commitment, co-operation and a few primal screams are imperative. In Winnipeg, we had it all! Merry Christmas, Joyeux Noël, Frohe Weinachten!

RECIPE OF FOOD SERVICES PERSONNEL CHANGES



By MCpl Simm

During the past year, 17 Wing Food Services has undergone a large number of personnel changes. The following is an easy-to-follow recipe of these changes:


Ingredients

- 1 Captain
- 1 PO2
- 5 Sgts
- 6 MCpls
- 6 Cpls

Method

To begin, heat the kitchen with a new Food Services Officer, Capt Duff (arrival 3 July 95 from 12 Wing Shearwater). Stir in a new ic Production, PO2 McLaughlin, (arrival 10 July 95 from HMCS Gatineau) and a new ic for the B10 Kitchen, Sgt Sherman, (arrival 10 July 95 from CFB Shilo). Meanwhile, combine three new cooks: Cpl McDonald (arrival 26 June 95 from LDSH (RC) Calgary) Cpl Tremblay (arrival 12 Jun

95 from BFC Valcartier) Cpl Peckford (arrival 7 Aug 35 from CFB Petawawa) Next, place 4 MCpls and 1 Cpl on attached postings: MCpl Smith (attached to Haiti) MCpl Bouchard (att. to Haiti) MCpl Boose (att. to Rwanda) MS Zimmerman (att. to Alert) Cpl Cornell (atta. to Alert) Finally, set aside 2 Sgts, 2 MCpls and 2 Cpls for posting out as indicated below: Sgt Oakley (posted to CFB Petawawa) Sgt Heidebrecht (posted to 2 Wing Toronto) MCpl Pitre (posted to 2E-BON-R22 ER Quebec) MCpl Element (posted to BFC Valcartier) Cpl Monger (posted to LDCH(RC) Calgary) Cpl Canon (posted to 408 Tac Hel Sqm Edmonton) After following the above recipe, toss ingredients gently to mix, for a new look to 17 Wing Food Services.



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C F S

PRESENTATIONS



Capt Craig Bessler of CFS Standards received the Air Command Instructor's Award for achieving the elite A-1 instructor's category on the BH-06 aircraft. The certificate was presented by LCol M. Spooner, Comdt CFS on 13 October 1995.



On 13 October 1995, LCol M. Spooner, Comdt CFS, presented Capt Eric Duguid of the ICP School with a certificate for completing the Officer Professional Development Program.



Capt Darryl Dash of CFS Standards received the Air Command Instructor's Award for achieving an A-2 instructor's category on the BH-06 aircraft. The certificate was presented by LCol M. Spooner, Comdt CFS on 13 October 1995.

Canadian Forces Recruiting Centre (CFRC) Goes Country!

On 20 Oct 95 CFRC Winnipeg donated to the United Way in country style. Donning cowboy hats and boots, we started the day off with a pancake and sausage breakfast followed by forcing everyone to listen to country and western music. Of course we made sure we pet the horse that galloped through the centre that you may just happen to see at a Base Halloween function as well. The past two Fridays at the Centre have been United Day themes as well and have consisted of dressing in white and dressing in our "best". Other events planned include a Halloween Costume Day and a Team Jersey Day. To date, Cpl Bonnie Lamoureux has done an exceptional job of organizing these events!



Cpl Lee Williams takes a minute to pet WO Pete Fortier's well groomed horse before it galloped through the centre.



L-R: Sgt Adrienne Miller, Sgt Mike Mullin and WO Pete Fortier heat up the grill for the rest of CFRC's staff.

402 SQUADRON

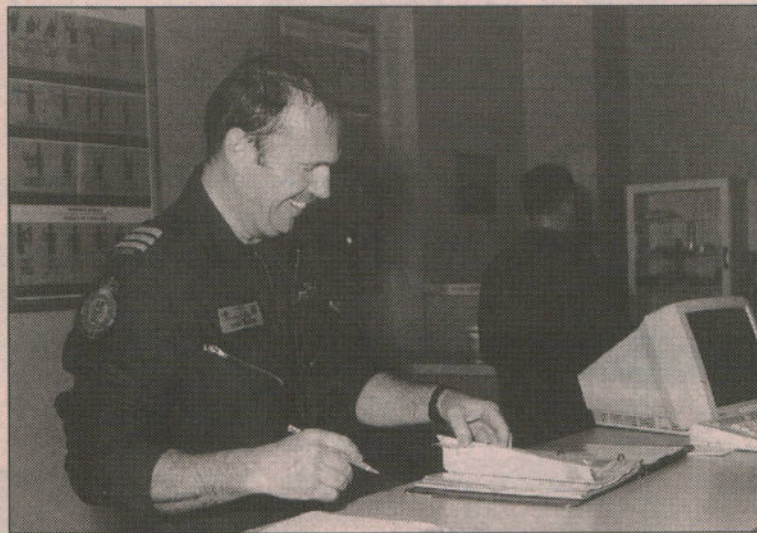


HOSE DOWN



Upon returning from his last Dash8 flight as CO of 402 Sqn, LCol Chuck MacIntyre is greeted by the DCO Major Bird and SCWO CWO MacAllister.

LCol MacIntyre is shown receiving his hose-down from Cpl (now PTE) Durdy.



And the job is not done until the paperwork is done! LCol MacIntyre signs his Dash8 log set at the servicing desk. (Not captured on film was a well positioned water-bombing squad perched strategically above the entry to 16 HGR ramp-side)

AIR COMMAND HEADQUARTERS

Presentation

CD 1



BGen R.R. Henault (COS Ops) presenting CIntO, LCol S.F. Beharriell with the CD 1 on 14 Sep 95.

The Airforce says goodbye to an accomplished and dedicated airman

By Capt Tony White

With 37 years of dedicated Service and more than 8,000 flying hours Lieutenant-General J. David O'Brien CMM, CD completes a legendary career in the RCAF and the CF, retiring as the Deputy Commander-in-Chief of NORAD (DCINC) on 8 August at a very memorable change of command ceremony held at Peterson Air Force Base Colorado Springs, Colorado.

In typical "O'B" fashion, he and his wife, Loreen, departed the parade and bid farewell to their Air Force family in a dashing 1965 Corvette to the applause of admiration from the assembled guests of Canadians and Americans who came to witness the change of command and the culmination of a great Air Force career.

Taking over from LGen O'Brien as DCINC NORAD is LGen Lou Cuppens, himself a dedicated and accomplished air force officer who was previously the Deputy Commander of Canada's Air

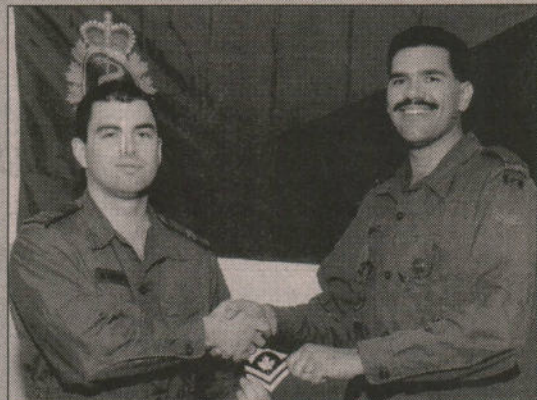
Force. LGen Cuppens hosted LGen O'Brien at a traditional and at times emotional retirement mess dinner the previous evening. At the dinner LGen Cuppens toasted Gen O'Brien and his many notable accomplishments, "few can boast of such an exceptional flying career, of so many exemplary command positions, or so many remarkable airforce achievements said LGen Cuppens. Indeed LGen O'Brien contributed greatly to the development and advancement of Canada's fighter force throughout his extraordinary career, especially as it pertains to North American Aerospace Defence.

LGen O'Brien joined the RCAF in 1958 and after serving as a navigator on the Argus anti-submarine aircraft, entered pilot training. Since then he has served as a flight instructor on the T-33 Silver Star aircraft. After an assignment as an instructor on the academic staff at the Royal Military College he returned to

flying this time in the CF-101 Voodoo with the 425 A11 Weather Fighter Squadron at Bagotville. Following staff college, he assumed command of the 410 All Weather Fighter Training Squadron, again in Bagotville. He commanded the squadron until it transitioned to the CF-18 Hornet in 1982.

Following a staff tour at Fighter Group Headquarters LGen O'Brien became Director of Air Requirements in 1983 serving three years at NDHQ. In 1986, he was appointed as a Command Director for NORAD at Cheyenne Mountain Air Force Base. A year later he became vice Director of the NORAD Headquarters Planning Staff. Upon his return to Canada in 1988, he was first appointed Deputy Commander and later Commander of Fighter Group/Canadian NORAD Region headquartered in the underground complex (never to be called the "Hole" according to O'Brien) at 22 Wing North Bay, Ontario. He returned to Colorado in 1992

MEDICAL SQUADRON



Cpl T. Dunstan, Medical Assistant at the Base Hospital, receiving his promotion to rank of Master Corporal from Capt Tim Peterson, A/WSurg on 20 October 1995.

as the Director of Combat Operations and later was promoted to the rank of LGen and appointed the prestigious assignment as DCINC NORAD.

As much as LGen O'Brien dedicated his time and effort to the Air Force he dedicated his

life to his family. Guests at the retirement dinner were treated to glimpses of the O'Brien family, his wife Loreen, sons Peter and Daniel as well as his parents and sister. In every photograph family solidarity and "joie de vie" was very evident, they enjoyed the variety and adventure of air force life to the fullest.

For those that knew him, he was an officer and commander who tackled air force challenges head-on. He was dubbed by some "The Rocket Man" which not only describes the speed at which he fought as a fighter pilot but also the pace at which he faced command issues and air force socials. He dedicated himself to ensure that Canada's fighter force remained viable and effective and in so doing contributed greatly to the development of Canada's Air Force as a whole.

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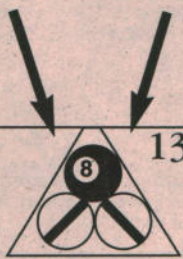

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OPEN LETTER

Wednesday, November 1, 1995

An open letter to the "Driver of a Black Jeep 4-door" whom today, at approximately 1250 hrs, at the crosswalk at Whyte and Ness proceeded to very nearly mow down myself and the four small children that were with me.

You, the male driver, in full uniform heading north on Whyte and failed to even slow down (yes, you were speeding as well) let alone STOP at the crosswalk... Whereas the traffic heading south to Ness was already at a full stop.

I, teaching the children to always look both ways and to hold hands whilst crossing the street, nodded my thanks to the already stopped driver. I looked to my left and the lane was clear. We proceeded to step down off the curb, two of the children were a half step in front of me, when from nowhere you came barreling through... If I had not flung the children behind me, one of them, a little girl five years old with big blue eyes, long blonde hair and an infectious smile, whose Daddy is away on a UN Peacekeeping mission, would most probably be dead. A little boy, five years old with the biggest blue eyes you have ever seen, whose mother left this morning to attend the funeral of her sister, would most probably come home to a seriously injured child.

These children did not walk away unscathed... When we were finally calmed down enough to walk the rest of the way to school, all four children, the other two aged two and five were crying uncontrollably.

Myself, hurting and very angry as well as extremely frightened, placed calls to the Military Police and while they have no jurisdiction on Whyte and Ness, they did direct me to the City Police Traffic Division.

Lucky for you, I was unable to get your plate number, for my first concern was the safety of the children... but your vehicle description and uniform is clearly imbedded in my memory, and you know who you are...

To the considerate drivers that did yield and allow us to safely cross Whyte and Ness Rd., I thank you... your patience and understanding, especially to the young women who stopped to make sure we were all right, still allows me a glimmer of hope that all people are not like you.

So to the Driver of the Black Jeep, think about how you would have felt if it had been your wife, your children or even close friends of yours, that were nearly mowed down by a "driver" such as yourself.

KerriLeigh Sherington

RWANDAN POSTCARD: DO YOU KNOW HOW UNAMIR HELPS THE PEOPLE OF RWANDA?

By Lt(N) Kent Page

Did you know that during this World Week of Peace and the United Nations 50th Anniversary, there are currently 110 Canadian Forces men and women who are serving on six and twelve month tours with UNAMIR. They come from all the provinces in Canada and represent both the regular and reserve force.

Did you also know that in the past year, the United Nations Assistance Mission in Rwanda (UNAMIR), under the command of Canadian Forces Major General Guy Tousignant, has helped the Rwandan people through its dedication to the following activities:

GENDARMERIE TRAINING:
trained hundreds of gendarmes (police) for the national gendarmerie.

MEDICAL:
immunized thousands of Rwandans against disease; medically treated thousands of Rwandans; distributed life-saving medicines to local dispensaries; and, assisted in the training of hospital medical staff.

MINE SAFETY:
safely cleared and defused several thousand land mines and explosives; and conducted mine awareness training programs in communes.

TRANSPORTATION ASSISTANCE:
assisted in the transportation and safe return of refugees back to their home communes; provided vehicles for and escorted hundreds of humanitarian relief convoys; and, assisted in the transport of school children, food, textbooks, RPA soldiers, government and commune officials, construction material, seeds and critically injured people.

ENGINEERING:
assisted in the construction of refugee transit camps and detention centres; and, repaired roads, bridges, schools, orphanages, electrical lines, telecommunications and water services.

ORPHANAGES:
provided electrical and plumbing repairs as well as medical and humanitarian assistance to orphanages throughout the country.

DONATIONS:
donated seeds, blankets, shoes, mattresses, food, and stationary to orphanages and communes throughout Rwanda.

FIREFIGHTING:
assisted in firefighting operations in Kigali

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On 10 December 1995 at 7 p.m., 17 Wing, Canadian Forces Base Winnipeg proudly presents the Air Command Band, the Second Battalion Princess Patricia's Canadian Light Infantry's Drum Line, and 402 Squadron's Pipe Band (Winnipeg's Squadron).

All Winnipeggers are invited to attend the concert and are requested to enter the base via the Sharpe Blvd entrance. The Commissionaire on duty will give directions to the concert venue, which is Building 21. It is recommended that you arrive early, as seats fill in a hurry. Doors open at 6 p.m.

The Air Command Band, the Second Battalion Princess Patricia's Canadian Light Infantry's Drum Line, and 402 Squadron's Pipe Band will perform traditional Christmas favourites. Santa Clause will also be making an appearance.

Entrance to the concert is free, however, donations of non-perishable food stuffs destined for the Military Food Bank are encouraged and will be greatly appreciated at this time of the year.



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A WORD FROM THE CHAPLAIN

By Padre G. Kling, (P) Chap

There's an ancient Hindu parable about Mud Pie and Dry Leaf. They were very good friends. As they approached old age together, they decided to make a religious pilgrimage to Banaras, the Hindu holy city on the banks of the Ganges River. They believed that if they washed in that sacred river, all the sins of their lifetime would be erased. They were well aware of the distance and the danger of the trip. They knew that strong and heavy winds were the two greatest hazards they would face. So they decided on a clever strategy. When the heavy rains poured down Dry Leaf would shield Mud Pie until the rainstorm was over. When the strong winds blew, Mud Pie would sit on Dry Leaf until the windstorm was over. So one bright sunny morning Dry Leaf and Mud Pie set out on the long, difficult pilgrimage to the holy city of Banaras. They had travelled just a short distance when the sky clouded over and the rain began to pour down. Dry Leaf shielded Mud Pie until the rain was over. Their strategy worked perfectly, and they were very happy. Then they set out again. This time they went a little farther before the sky clouded over and the wind began to blow violently. Mud Pie quickly sat on Dry Leaf until the wind stopped. Again their strategy worked perfectly and they very happy. Then the two friends set out again. This time they were almost at the holy city before the sky clouded over. Then something terrible happened. The rain poured down and the wind blew at the same time. Although the two friends tried their best to help each other, it was of no use. Dry Leaf blew away and was never seen again. Mud Pie was washed away never to be seen again. I like this parable because it illustrates a very important point.

The point is this:

There comes a time in life when no matter how many self help books we read, no matter

how much we are loved, no matter how many times we seek help from the chain of command, the social workers, crisis counsellors or even the chaplains; it is all of no avail. It all acts as a bandage but there comes a time in life when we need God's help. There comes a time when only God alone can provide us with the kind of help we need. "Blessed are the poor in spirit, for theirs is the kingdom of heaven." To be "poor in spirit" means to realize the point that the Hindu parable makes in such a graphic way. It means to realize that without God in our lives, we are nothing. In other words, to be "poor in spirit" means to understand in a deeply personal way these memorable words of Jesus:

"I am the vine, you are the branches.... Without me you can do nothing. Anyone who does not remain in me will be thrown out like a branch and wither." John 15:5-6

It is this eternal truth that all great men and women have understood well. It is this great truth that is the secret of living a truly blessed life. Without Jesus we are spiritually poor, we are spiritually bankrupt. So I say to myself and to you that we must make it our number one priority to stay united with Jesus. For Jesus also said that those who remain united to him will bear much fruit- and at the end of this earthly life they will enter into eternal life.

This is the Good News that we must take to heart for nothing else will preserve us when life throws us a nasty curve. One evening, I arrived

at the chapel to prepare for an evening service only to find out that a power failure had left us without lights. Groping my way to the office, I was able to find a single candle. As I sat in it's feeble glow about to give up hope of having a service that night, someone entered the darkened chapel. Soon another came, then another, until a congregation had slowly gathered. Now, the light from my single candle seemed even more inadequate, as the faceless forms sat in the shadows.

After a short time of silence, a figure came silently out of the dark, followed by others. As they approached, I could see that they were holding candles of their own. They lit their candles from the one in my hand and returned to their places. We soon had a blaze of cheery light illuminating the entire chapel. We had witnessed the Light of Christ: One small light, igniting others, until the world knows that the darkness can no longer prevail. Clearly, it is only the light of Christ that can preserve us when all else fails.

QUESTION FOR TODAY:
Where in my life do I need the help of God?

PRAYER FOR THE DAY:
Give us courage Almighty God, to let the light of Christ shine where it is needed most. In Jesus' name. Amen

THOUGHT FOR THE DAY:
God Almighty will not let anything come into our lives, which with his help we cannot handle. Because of Christ, darkness can no longer prevail.



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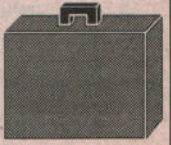
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Snowbirds Celebrate 25 Years



Members of the 1989 team pose for their picture at the snowbirds 25th anniversary reunion.

By Ron Lapp

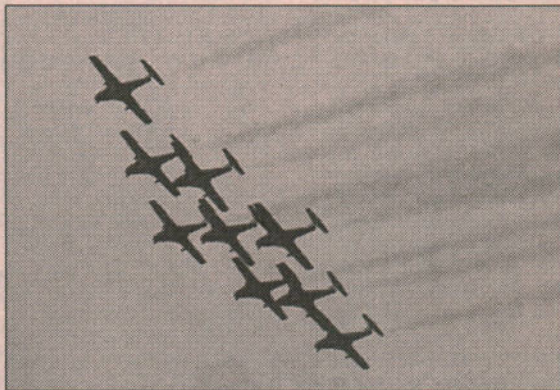
A significant milestone in Canadian military aviation was attained in Moose Jaw, Saskatchewan, on the weekend of October 13 - 15, 1995, when 431 Air Demonstration Squadron - The Snowbirds, celebrated the twenty-fifth anniversary of the formation of the team. Approximately 500

Snowbird alumni and special guests from as far away as Hong Kong and Italy joined the current team in a gala celebration of twenty-five years of air demonstration teamwork and excellence.

The anniversary celebration began Friday evening at the Snowbird Hangar at 15 Wing Moose Jaw where Snowbird alumni and guests had the

opportunity to visit and get reacquainted. Alumni wore their flight suits from their respective years and photographers were on hand to take pictures of attendees from each year's team. An excellent barbecue and dance hosted by Much Music added to the festive atmosphere.

On Saturday morning, a breakfast buffet was held at the Western Development Museum in Moose Jaw. The Western Development Museum has created a special Snowbird display and have created a replica of the Snowbird Lounge in Building 56. The display is very well done and is complemented by the continuous running of the movie "Fly with the Snowbirds" on 180 degree film. The display is well worth visiting when in Moose Jaw. Presentations to the Snowbirds by various sponsors and the



The Snowbirds perform their final manoeuvre of the 1995 airshow season - The Big Diamond in landing configuration.

Smart Risk Foundation were also included in the morning's activities.

On Saturday afternoon, the 1995 Snowbirds performed their final show of the season before a select crowd of alumni and special guests. Mother nature cooperated with moderate temperatures and a high overcast and allowed the team to perform flawlessly before an appreciative and attentive audience. All Snowbird groundcrew flew with the pilots for the final show. It was a fitting end to a tremendous 25th airshow season. Following the show, a reception was held in the Snowbird Lounge in Building 56 where team members, alumni, and guests could warm up, socialize, and view the wealth of memorabilia from previous Snowbird teams.

The highlight of the weekend was the formal banquet and dance which was held Saturday night. Guest speakers at the banquet included Major General (retd) Glen Younghusband, who was the first Leader of the Snowbirds Formation Team in 1971 and 1972, and Lieutenant-General (retd) Fred Sutherland, Honourary Colonel of the Snowbirds, who

presented a toast to the memory of Colonel O.B. Philp, the founder of the Snowbirds. Other highlights of the evening included the appointment of individuals to the Society of Honourary Snowbirds, an outstanding 25th anniversary slideshow by longtime Snowbird photographers Ed and Alice Drader, and a special musical performance by Steven Vitali and Darryl Shyik. It truly was an evening not to forget.

On Sunday morning, a champagne brunch was held prior to everyone going their separate ways. It had been an outstanding weekend and those who were involved in organizing and overseeing the 25th Anniversary Reunion deserve the highest of praise. Though not a Snowbird, I was fortunate enough to have had the opportunity to fly with the team on a media ride in 1990 at Moose Jaw. It was a fantastic experience that I will never forget, and would do it again in a second. It was an honour to be invited to attend the 25th Anniversary Reunion of the finest aerobatic team in the world, and I hope I will be fortunate enough to attend the 30th Anniversary. Keep up the fantastic work Snowbirds - you make all of Canada proud!

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