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VOL. 44 ISSUE 11

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JUNE 5, 1996 / FREE

CDS VISITS CFB WINNIPEG

STRAIGHT TO THE POINT



Gen Boyle, the Chief of Defence Staff, briefs Senior NCMs in the Warrant Officers' and Sergeants' Mess during his visit to CFB Winnipeg on 7 May 96. He answered questions and surprised many with his direct, no-nonsense approach. (Photo by Cpl Misha Rothoehler, 17 Wing)

By Capt Neil Kinley

Direct and to the point, is a good way to describe the Chief of Defence, Gen Jean Boyle. He certainly made that clear on his visit to Canadian Forces Base Winnipeg on May 7, 1996.

He stopped in Winnipeg as part of planned visits to several bases, including CFB Shilo. While in Winnipeg he met with Commanding Officers and Branch Heads, visited 402 Squadron, and briefed and fielded questions from Junior Ranks, Senior NCMs, and Officers. The CDS also met with military spouses who had a chance to corral him and fire questions at him. This group was the least reluctant to ask questions, many of them very challenging.

He visited all three messes at 17 Wing and briefed personnel on what he expects of CF personnel, some of the changes coming, and some of his thoughts on how the military should change. In each of his briefings he surprised many with his directness and no nonsense approach. He answered questions in a refreshingly non-political way, and was not afraid to ruffle some feathers.

One of his main points was "an order" that COs work as a team with their unit Chief Warrant Officer or Master Warrant Officer, and include them in the decision making process. He stressed that this must happen and that Senior NCMs have been so briefed.

The CDS stressed that personnel issues were of prime importance. He discussed the NCM pay adjustment, a possible officer pay adjustment, the unfreezing of incentive pay, morale of personnel, media coverage of the CF, and a variety of other topics.

One point made by Gen Boyle was that appearances must be considered when making decisions. If actions look improper to our people, he suggested that they probably are, and that another course of action may be better.

After a busy day of meeting with personnel and answering questions Gen Boyle proceeded onto CFB Shilo to brief personnel that evening.

BULK LEASE HOUSING UNITS

By LCDr Naldrett

An issue which is fairly high profile at this time is that of the return of Bulk Lease Housing Units (BLHUs) to Metro Properties Limited. I would like to offer the following information as background regarding the BLHU situation in Winnipeg.

On 1 November 1957, the Department of National Defence entered into a forty year contractual agreement with Metro Properties Limited regarding the long term lease of 430 single family residences. In broad terms, the agreement called for exclusive departmental control over occupancy and rent ceilings/collection with Metro being responsible for appliances, maintenance and property taxes. Based upon annual Central Mortgage and Housing Corporation review and NDHQ Director of Compensation Benefits Administration direction, we have subsidized BLHU rents between \$109 to \$152 per

month (current dollars) depending on unit size. Though BLHUs were designed to augment departmental housing units at CFB Winnipeg they could not be classified as part of the "owned and maintained" inventory. Accordingly, BLHUs were never subject to DND's periodic maintenance or long term lifecycle retrofit programmes (such as insulation, bathroom renovations, windows etc). To provide some relief to BLHU occupants, DND has however, sponsored minor maintenance activities such as paint and duct cleaning which have been carried out on an "as required" basis similar to efforts mounted with DND owned units.

With the October 1997 lease termination date rapidly approaching, Base authorities decided during the summer of 1994 BLHU's would no longer be allocated and those units which were vacated would be returned to Metro. Considering an average turnover rate of

30% per year, it was expected the large majority of BLHUs would be returned to Metro prior to the October 1997 timeframe.

It has been projected that, at most, 100 BLHUs will remain occupied by summer 1997. Though Metro has consented to accommodate the transfer of DND occupants at any time to speed up the transition, this need not necessarily be the case. Accordingly the following transition plan was devised and distributed to all BLHU occupants, via Canada Post, this past January:

- as both single military and Reserve Force personnel were granted occupancy due to BLHUs being "surplus" at the time, these occupants have been requested to vacate their unit or become a Metro lessee by 30 June 1996;
- married and CF recognized common law residents have the option to become a Metro lessee or find alternate accommodation on the economy. This may be done at their convenience but

NLT 31 Oct 97; personnel who remain in their BLHU post 31 Oct 97 will automatically become an MPL lessee;

- Reg F married/recognized common law residents will be allowed to apply for an MQ with effect 1 May 1996 or 1 May 1997. (Only those residents with urgent requirements may apply through their Commanding Officer for consideration to be placed on the MQ list with effect 1 May 1996.) In all cases for the 1996 or 1997 applications, allocation of MQ is not guaranteed; residents must prepare and govern themselves accordingly; and;
- those BLHU residents who elect to become a Metro lessee will be required to sign the standard Metro lease and assume additional rent costs. Rents from that point on will be governed by provincial legislation/rent controls.

It is hoped that the above information provides the clarification and background to answer the concerns that have been addressed to me in the

past. Should you have further questions regarding this matter, do not hesitate to contact the Base Personnel Services Officer at 833-5863.

REMEMBER DAD



June 16

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RESTRUCTURING AIR FORCE COMMAND

By Capt C.M. Walton-Simm
Voxair Managing Editor

The decision on the future of Air Command, its location and its personnel was a long time coming and many waited anxiously, both within and outside DND, as the ramifications of change were grand. But once the announcement was made and the pieces of the puzzle started fitting together it was understandable why the decision took so long to deliberate.

The design of the new Air Force command and control structures involves the amalgamation of five Headquarters into two and the elimination of one layer of Headquarters. As announced in the Federal Budget, the Air Force operational level Headquarters will be located in Winnipeg. The Canadian NORAD Region (CANR) Headquarters will also be moving to Winnipeg as an integral part of the Headquarters operation. This combined Headquarters will be named 1 Canadian Air Division/Canadian NORAD Region Headquarters or 1 CAD/CANR HQ.

This new look Air Force Command will see the stand up of the Chief of the Air Staff (CAS) organization and the 1 CAD/CANR HQ take effect next year. In preparation for this, small "Shadow" organizations will be set up in Ottawa and Winnipeg this summer. The name "Shadows" refers to the fact

that these organizations will shadow their parent unit activities in order to make the transition run as smooth as possible. Much the same way an organization is automated and both the manual system and automated system run in tandem until the implementation is complete and all the bugs have been worked.

- These "Shadows" will have the tasks of:
- conducting the detailed re-engineering of each process/activity;
 - preparing Terms of Reference and outlining responsibilities for each position;
 - picking up tasks/responsibilities one at a time from the old organizations.

This should help ensure a smooth handover with some preliminary work, concepts, structure and knowledge already in place. The final size of the headquarters is still being fine tuned but it should be slightly smaller than the current Air Command. Many of the personnel who currently work at Air Command will be leaving, but those who remain will be a part of history as this is the first time the Air Force has made such a dynamic and comprehensive change in their command and control structures.

Coming together is a beginning; keeping together is progress; working together is success!

Effective Complaining

By Capt Amy Little, W Supply

Complaining seems to be a normal part of military life. I think we learn it right after polishing boots. If nothing else, it assures us of something to talk about.

Much of this complaint time is spent moaning about things we cannot change; the weather, cutbacks, Winnipeg drivers.... However, there are many problems out there that can be addressed, yet the effort is seldom made.

As a Supply Officer, I hear more than my share of complaints. Curiously enough, I hear them mostly in informal settings: the mess, coffee breaks. The actual number I hear as a supervisor is minimal. Why is that?

Many people without subordinates do not seem to realize that the best way to talk to the supervisor. If that supervisor is unable to solve the problem, go to the next level, and continue until the problem is resolved. Nine out of ten problems seem to be due to simple miscommunication and are easily remedied at a low level, and the feedback is invaluable for correcting the more complicated problems.

As an example, I once received a report that one of my subordinates had refused to issue a pair of gloves because "then we wouldn't have any more in stock." The customer was irate. Investigation revealed this information was partially true. There was one pair left in stock and the Cpl had refused to

issue it. The pair consisted of two left gloves. I hardly think the customer would have been satisfied with those! There was a failure in communication and as neither party realized it at the time, and no supervisor intervened, it was not immediately resolved. As well, I have received some complaints that were completely lacking in any useful information. "One of your Cpls was mean to me!" "Which one?" "I don't know. He was wearing a blue uniform." "What did he do?" "He was mean to me. He has an attitude problem." Well, you can guess how much time I spent worrying about that one.

When you are dissatisfied with the service you receive, either in the military or civilian life, go to the supervisor. Make sure that you have all the facts: who, what, where, when, and how. Be calm and reasonable and above all, timely. A complaint about a problem six months in the past is unlikely to get much action; if it was important you would have brought it up without delay.

To sum up, the support sections on Base want to give you, the customer, good service. However, unless you pursue problems instead of stomping back to your office and fuming about them, service will never be improved. But much as I want all of our customers to go away happy, it you're not entitled to it, don't ask my staff and no, the general issue of blue berets is not yet scheduled.

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LOGEMENTS À BAIL COLLECTIF

Lcdr G. Naldrett

À l'heure actuelle, on s'intéresse beaucoup au retour des logements à bail collectif (LBC) entre les mains de la société Metro Properties Limited. Je vous propose donc un historique des LBC à Winnipeg pour jeter un peu de lumière sur cette question.

Le 1er novembre 1957, le ministère de la Défense nationale a signé un bail de quarante ans avec Metro Properties Limited pour la location à long terme de 430 maisons unifamiliales. En termes généraux, le bail prévoyait que le MDN exerce un contrôle exclusif sur la location des maisons aux particuliers, sur la collecte des loyers et sur les tarifs, tandis que Metro Properties devait s'occuper des appareils électroménagers, de l'entretien et des impôts fonciers. Selon les données fournies dans le rapport annuel de la Société canadienne d'hypothèque et de logement et par la Direction de la rémunération et des avantages sociaux (administration), les locataires des LBC ont bénéficié de subsides variant entre 109 et 152 dollars par mois (en dollars actuels), selon la grandeur de la maison occupée. Par ailleurs, bien que la location des LBC eût pour but d'augmenter le nombre de logements du MDN à la BFC Winnipeg, ces logements ne font pas partie des propriétés dont le MDN a l'entière responsabilité. Par conséquent, ils n'ont pas été soumis à l'entretien effectué par le MDN, c'est-à-dire l'entretien périodique et le programme à long terme de

renovations correspondant au cycle de vie des bâtiments (tels que l'isolation, la rénovation des salles de bain, le remplacement des fenêtres, etc.). Toutefois, afin d'aider les locataires des LBC, le MDN a contribué à certaines opérations mineures d'entretien, telles que la peinture et le nettoyage des conduits de ventilation, que l'on a effectuées selon les besoins, comme s'il s'agissait de logements appartenant au MDN.

À l'été 1994, alors qu'approchait la fin du bail, prévue pour octobre 1997, les autorités de la base ont décidé de ne plus attribuer de LBC au personnel des Forces armées et de remettre les maisons à Metro Properties, à mesure que les locataires s'en iraient. Compte tenu du taux annuel de départ de 30 p. 100, on prévoyait que la grande majorité des LBC serait remis à Metro Properties avant l'échéance d'octobre 1997.

On estime qu'au plus 100 LBC seront toujours occupés à l'été 1997. Bien que Metro Properties ait consenti à ce que les locataires du MDN soient déplacés à la première occasion, pour accélérer la transition, on n'est pas obligée de procéder ainsi dans toutes les circonstances. Par conséquent, le plan de transition suivant a été élaboré, et tous les locataires des LBC en ont été informés par le poste, en janvier dernier:

a. Les militaires célibataires et les réservistes qui ont pu obtenir un LBC en surplus doivent le libérer ou signer un bail avec Metro Properties d'ici le 30 juin 1996.

b. Les militaires mariés ou ayant un conjoint de fait reconnu par le MDN ont le choix de signer un bail avec Metro Properties pour continuer à occuper leur LBC ou de se trouver un autre logement hors de la base. Leur déménagement peut se faire n'importe quand avant le 31 octobre 1997. Après cette date, ils deviendront automatiquement des locataires de Metro Properties.

c. Les militaires mariés ou ayant un conjoint de fait reconnu par le MDN auront le droit de demander un logement familial pour remplacer leur LBC, en se faisant mettre sur la liste d'attente à compter du 1^{er} mai 1996 ou du 1^{er} mai 1997.

(Seuls les locataires ayant des besoins urgents pourront demander à être placés sur la liste d'attente en vigueur le 1^{er} mai 1996, par l'intermédiaire de leur commandant d'unité). Néanmoins, dans tous les cas, l'attribution d'un logement familial n'est pay garantie, et les locataires doivent se préparer en conséquence.

d. Les locataires des LBC qui décident de continuer à habiter leur logement devront signer un bail normal avec Metro Properties et payer tout le coût du loyer. Ce bail sera alors soumis aux lois et règles provinciales en la matière.

Ces éclaircissements devraient répondre aux questions semblables à celles qui m'ont été adressées dans le passé. Toutefois, si vous voulez obtenir de plus amples renseignements, veuillez communiquer avec l'officier des services au personnel de la base, au 833-5863.

CDS VISIT COFFEE AND QUESTIONS



During his visit to 17 Wing on 7 May 96, the Chief of Defence Staff, Gen Jean Boyle, spent some time at the Westwin Community Centre talking with spouses of base personnel. He was corralled by spouses who hit him with a lot of tough questions. (Photo by Sgt F.L. Price, 17 Wing)

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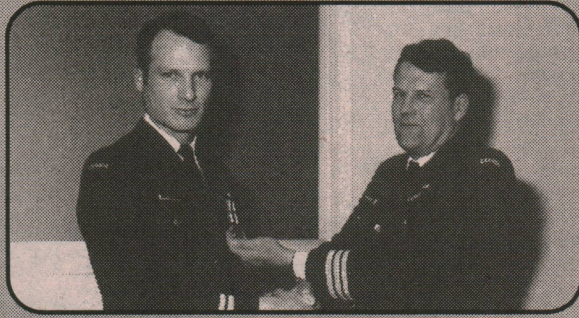
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CFSAS PRESENTATIONS

Special Services Medal



Captain Marc Ouellet is presented with his Special Services Medal with a Peacekeeping Bar. Presentation was made by LCol David McCoubrey, Commandant, Canadian Forces School of Aerospace Studies (CFSAS).

Certificate for OPDP



Captain Ron Vincent is presented with his certificate for completing the Officer Professional Development Program. Presentation was made by LCol David McCoubrey, Commandant, Canadian Forces School of Aerospace Studies (CFSAS).

CD



Captain Dave Sexstone is presented with his Canadian Forces Decoration. Presentation was made by LCol David McCoubrey, Commandant, Canadian Forces School of Aerospace Studies (CFSAS).

CFANS UPDATE

Hello again from CFANS! As usual the news from CFANS can be summarized with one line; the good, the bad and the ugly. With reference to the good, we congratulate Major Costello on his posting to San Antonio, Texas. We know he will do us proud down there and wish him the best of luck. Soon to be Major, Grant Hughes will be assuming the duties of "A" Flight Commander and we all welcome him aboard. As well, Major Sawatzky is heading to 406 Sqn to work at the Sea King OTU. So for you Sea King wannabees who worked so hard to survive his scrutiny in Standards, good news, he'll be waiting for you with open arms in Shearwater. Good luck Maj!

And now for the bad... Rumour has it that Darryl Chin has told his last bad joke around here as he is on the short list for a posting to Elmendorf, Alaska to work with AWACS. We'll keep you posted. We are also happy to report that Chris Roy will soon be on his way to 426 Sqn in Trenton to instruct at the Hercules OTU. The only thing bad about this is that now other staff will be forced to cover for Chris in his absence and go on all the cushy away trips that he so generously monopolized.

The Ops board has Michel Chauvette away on some generic management course. I thought that looked a little suspicious in view of the fact that as the AdminO, he is already quite proficient

at managing to get into everybody's hair. So I did a little research and my sources tell me that it may actually be a stress management course. Which I am pleased to report is showing remarkable results. The stress level around here has reduced considerably in Michel's absence.

Finally the ugly... The CFANS Ball Hockey team is having trouble keeping their opponents out of the double digits in their last few games. John (I might be a pylon but people like me) Andersen is rumored to be on the trading block but there are few takers. It must be his huge contract that teams are shying away from. As for our goaltending, they say that most goalies are happy if they stop the initial shot and the defense keeps the front of the net clean to avoid the second and third shot on rebounds. In that regard we are blessed, Nick Lisney, our valiant goaltender rarely if ever gives up a rebound and therefore the second and third shot is never a concern. Unfortunately, the reason that there are no rebounds is that the first shot normally ends up as a goal. This may end soon however, as Nick has reportedly signed himself up for the stress management course as well!

Well folks, that's all for now... and since I just found out that I've been canned as the VoxairO due no doubt to the questionable editorial quality of this latest edition...take care and BYE BYE.



THE PALMERS & VAL McEWAN

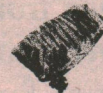
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EX PATRICIA STORM/PRAIRIE RAM

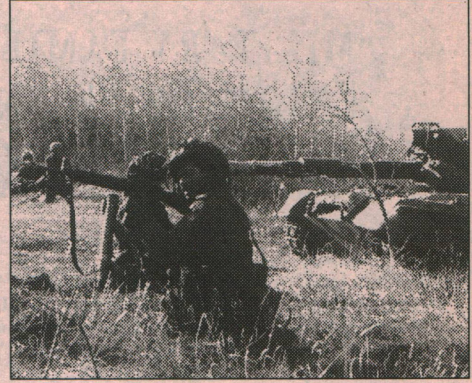
By Captain Tony Turco, 2 PPCLI

CC3.. THIS IS 39, WNG 0
 EN GRID 963 347, PL(+) dug in supported by at least
 2 X BMP
 1 XT72
 Minefield at GRID 965 345
 Mission: Destroy
 Execution: Right Flanking
 Attack Position: Reference AA, North 1.6 East 2.2
 RV For Orders: Reference AA, North .9 East 1.5
 H Hr not before 1305hrs
 WNG.O ends, T2 ACK

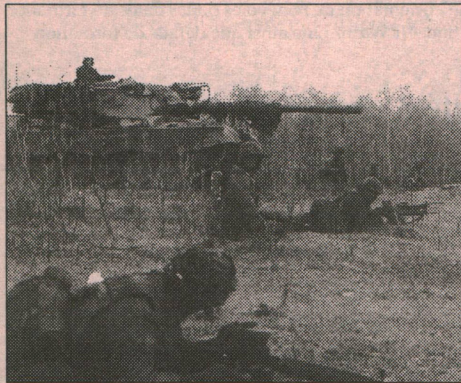
With receipt of the warning order, the soldiers of C Coy 2PPCLI and attachments would prepare for another combat team attack. This scene would be repeated often during EX PATRICIA STORM and PRAIRIE RAM which ran from 13 to 29 Apr 96 at CFB Wainwright.

The aim was to practice combat teams in offensive operations and, for the first time in recent memory, the Battalion's four rifle coys would be supported by the other arms. Infantry, Armour, Engineers and Arty FOO parties would work together, exploiting each other's strengths.

For most, it was an opportunity to see and work with a complete combat team against realistically prepared objectives which included minefields, wire obstacles and tank ditches. To add to the excitement, several fordings of the Battle River were added for good measure. In the end, C Coy returned on 29 Apr 96, tired, dirty but content with a job well done. For most, the exercise signalled the end of an organization that had been together a very long time. Since a photo is worth a thousand words the accompanying shots are a glimpse of a day in the life of C Coy during EX PATRICIA STORM



MCpl Ernie Penney, 8 Pl C Coy, "I hope he didn't take the photo when my mouth was open!"



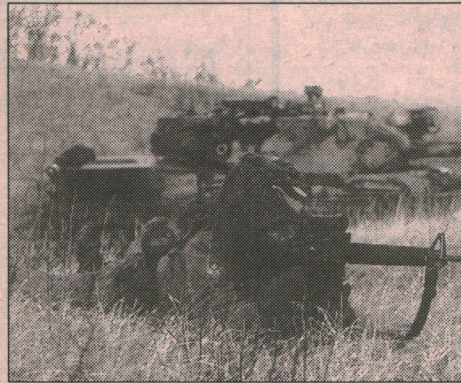
Armour and Infantry begin to consolidate on the objective.



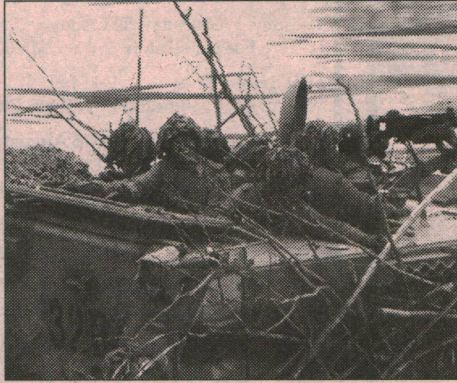
Sgt Terry Gingell, 7 Pl C Coy, "Can you slow down a little, you're stretching the telephone cord."



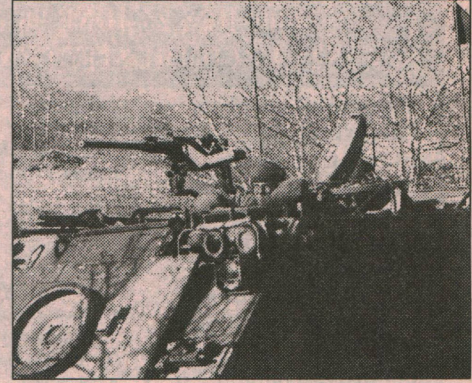
Pte Steve Kelly, 8 Pl C Coy "I know I can beat the tank to the other side of the woods!"



MCpl Ernie Penney, 8 Pl C Coy, "You fight me, you fight my whole combat team."



Pte Hudson, 8 Pl C Coy, the only cheerful face in a concerned crowd as they enter the water. Obviously, he thinks that the drain plugs are in.



Cpl Jerrot Weber, HQ C Coy, "Yeah, I'm really @#!...excited."

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MFRC ANNOUNCEMENTS

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MILITARY FAMILY RESOURCE CENTRE VOLUNTEER OPPORTUNITIES

Warm Line

The Warm Line provides regular telephone contact to partners of military members on extended TD's/Deployment. Discrete, empathic volunteers with great listening skills are needed to ensure the ongoing success of this popular service.

- * Both initial and on going training is provided.
- * Work at your convenience in the comfort of your own home.
- * Enjoy monthly team meetings, validating work and meeting people.

For volunteer orientation and training dates and times contact Linda at 489-7003. For Warm Line information or training details contact Rae or Beth 489-7003.

Welcome Committee

Posting season is upon us and our Outreach Department is looking for energetic volunteers. These people will visit newcomers to help familiarize them with community resources and activities and foster a sense of belonging.

Volunteers will also participate in the newcomer bus tour and luncheon 21 September. If you love meeting new people call Rae or Linda at 489-7003.

ANNUAL GENERAL MEETING MILITARY FAMILY RESOURCE CENTRE 1900 HRS 25 JUNE 96 WESTWIN COMMUNITY CENTRE

Open to all members of the Winnipeg Military Community. This is your opportunity to input into the programs and activities of the Military Family Resource Centre. Come out and join us. Lots of refreshments, food and door prizes available.

Agenda

1. Call to order
2. Chairperson's Report
3. Treasurer's/Auditor's Report
4. Executive Director's Report
5. Old Business
6. New Business
 - a. Election of New Board Members
 - b. Election of Auditor
7. Open Discussion
8. Adjournment



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Sat 10:00 - 4:00

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CENTRE DE RESSOURCES DES FAMILLES MILITAIRES À LA RECHERCHE DE BÉNÉVOLES

Warm Line

Warm Line est un contact téléphonique régulier pour appuyer l'épouse militaire et combler une période de solitude causée par l'absence prolongée du membre militaire. Nous avons besoins de bénévoles descrete, et sympathique ayant une bonne écoute pour assurer que le grand succès du programme continue.

- * formation sera donnée
- * travaillez chez vous
- * rencontres d'équipe mensuel
- * travail valorisant

Pour plus amples renseignements au sujet de l'orientation de bénévoles ou les dates de formation contactez Linda au 489-7003. Pour l'information sur Warm Line ainsi que détails de formation contactez Rae au 489-7003

Comité d'accueil

La saison de mutations s'approche et notre département des actions communautaires est à la recherche de bénévoles enthousiaste. Ces gens vont rendre visite aux nouveau venus pour les accueillir, leur donner de l'information sur la région ainsi que les mettre à l'aise dans leur nouvelle communauté.

Le comité d'accueil est aussi responsable d'organiser la visite guidée et buffet pour nouveaux-venus le 21 septembre.

Formation sera donnée. Si vous aimez rencontrer le monde n'hésitez pas à contacter Rae au 489-7003.

Pre-School Summer Camp

(children ages 3-5 years)

Tuesday, Wednesday, Thursday from 9:00 - 11:30 p.m.
Fee per session \$15.00 per 3 day week

First Session: 9-11 July
Location: Westwin Children's Centre

Second Session: 13-15 August
Location: Lipsett Hall Nursery School

- * Must bring snack, bathing suit, hat, and sunscreen each day.
- * Please register for camps as soon as possible

Call 833-6846

ATTENTION ALL 17 WING/CFB WINNIPEG LOTTERY (LOTTERY) MEMBERS

Earlier this year, all Lottery members were sent a letter explaining the changes the Manitoba Lotteries Corporation (MLC) had made to the way the



Lottery was to be conducted. Attached to this letter was a Lottery Verification Form. This Verification Form was to be completed by the member and returned to the Military Family Resource Center (MFRC). To date, many of these forms have not been returned. If for any reason you did not receive a Verification Form, or have misplaced the original, please contact the MFRC. We would like to have the forms returned by 5 June 1996. If you have any questions or concerns, please contact Sandra Henneberry or Linda Belisle at the MFRC at 489-7003.

The Winnipeg Kite Festival



**Assiniboine Park
Sunday
June 16, 1996
10 a.m. - 4 p.m.**

Volunteers are needed for family events. Short shifts are available throughout the day. Requirements:

- 12 years and older
- likes to have fun
- available for at least two hours.

Training is provided. If you can spare some time contact Linda at the Military Family Resource Centre 489-7003.

Sponsored by the Independent Living Resource Centre.

**WINNIPEG MILITARY COMMUNITY COUNCIL
ANNUAL FAMILY DAY -LIPSETT HALL
SATURDAY 15 JUN 10 A.M. - 3 P.M.
AND
THE AIR COMMAND BAND CONCERT
IN ASSINIBOINE PARK 7:30 P.M. - 9:30 P.M.**

Shuttle Bus Schedule, 15 Jun 96 - Family Day & Air Command Band Concert in Assiniboine Park.

Family Day (from PMQs to Lipsett Hall) depart Westwin Community Centre at 1030, 1130, 1230 and 1330 hrs; and depart corner of Air Force Way and Ness (north site PMQs) at 1045, 1145, 1245, and 1345 hrs.

Family Day (from Lipsett Hall to PMQ pick-up points): depart Lipsett Hall at 1100, 1200, 1300, 1400, and 1500 hrs.

Concert in Assiniboine Park (from PMQs to Assiniboine Park Pavilion): depart Westwin Community Centre and Lipsett Hall at 1845 hrs (one bus for each location).

Concert in Assiniboine Park (from Assiniboine Park Pavilion to PMQ drop off areas): depart pavilion for PMQ drop off areas at 2140 hrs (one bus for each drop off area).

**Pré-maternelle Française
au CRFM!**

Etes-vous à la recherche d'une pré-maternelle française? Est-ce que ça rendra la vie moins compliqué si cette pré-maternelle se passe au centre communautaire Westwin ou au Lipsett Hall? Le CRFM veut savoir combien parmi vous s'intéresse à s'inscrire. Appelez Rae au 489-7003.

**OPPORTUNITÉ
BÉNÉVOLAT**

RENCONTRE D'ECOLIERS
FRANCOPHONE
16 AOUT 1996
CO-ANIMATRICE
D'ACTIVITÉ POUR JEUNES
PRÉPARATION DE
RAFFRAICHISSEMENTS
POUR PLUS AMPLES
RENSEIGNEMENTS
CONTACTEZ RAE RANKIN
AU 489-7003

**DROP OFF CHILD CARE
(for children 18 months to 6 years)**

This program will continue to be offered during the summer months for your convenience. Run your errands knowing your child will be receiving quality care. All children must be pre-registered. Reservations must be made 24 hours in advance.

**May/June
Schedule**

Location: Westwin Children's Centre
Time: Tuesday mornings from 9:00 a.m. - 12:00 p.m.

Location: Lipsett Hall
Time: Tuesday afternoon from 1:00 - 4:00 p.m.
Friday mornings from 9:00 a.m. to 12:00 p.m.

Summer Schedule (July/August)

Location: Westwin Children's Centre
Time: Tuesday afternoons from 1:00 - 4:00 p.m.

Location: Lipsett Hall Nursery School
Time: Friday mornings from 9:00 a.m. - 12:00 p.m.

Fee: The fee is \$1.50 per hour for the first child and .50 cents more for a second child in the same family.
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Nursery School

LIPSETT HALL/ WESTWIN CHILDREN'S CENTRE

The MFRC offers nursery school programs at two locations for your convenience. Programs are offered at Lipsett Hall and at the Westwin Children Centre. We offer the pre-school child the chance to socialize in a happy friendly environment. Nursery school offers the child an opportunity to learn to solve life's little problems in a stimulating environment through play and interaction with their peers. Activities include learning centres, stories, songs, free play, arts and crafts, games, drama and large muscle play. Registration for Fall programs is on-going. In order to get the time and location that you prefer register now. Call 833-6846 for more information. (Children must turn three by Dec '96 to start nursery school).

LIPSETT HALL NURSERY SCHOOL

Time: Monday, Tuesday, Thursday (mornings)
9:00 - 11:15 a.m.
Fee: \$67.00 per month

WESTWIN CHILDREN'S CENTRE

Time: Monday, Wednesday, Friday (mornings)
9:00 - 11:15 a.m.
Fee: \$67.00 per month

WESTWIN CHILDREN'S CENTRE

Time: Monday, Tuesday, Thursday (afternoons)
1:00 - 3:15 p.m.
Fee: \$67.00 per month

Spaces are available in all programs.
Times and days may change in September
depending on registration.

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Cpl Fletcher, 2PPCLI
23 May
WO Cooper, WCE
Pte Haggett, 2PPCLI

17 WING CONS

Socio Tech Redesign

By 2Lt Colin Richardson

Business planning? Customer satisfaction? Steering committees? These terms have replaced much of the conversation at 17 Wing CE Sqn that typically centred on 2X4s, U-joints and air conditioning units. For years, CE had lived with constant budgets, secure employment and procedures that had been set in stone. The fiscal and political climate of recent years has shaken up these accepted facts of the CE world. Nowhere has the phrase 'adapt or die' had a greater relevance or impact than at 17 Wing CE. Shrinking budgets and resources coupled with a strong push towards contracting out and privatization in the CF has resulted in the squadron having to re-invent itself in order to not only survive, but to thrive in the new working environment. Therefore, in 1993 a process was put in motion to ensure 17 Wing CE's future survival.

The process of re-engineering the squadron began with the formation of the Wing CE Socio-Technical Systems (STS) Steering Committee. This committee in turn selected a Design Team, which consisted of a cross section of members from the squadron. After conducting several surveys, the committee came to the realization that the major problems involved in productivity were the result of bureaucratic processes and out of date procedures rather than an inability among employees. After several consultation sessions with all members of 17 Wing CE, the team sat down to prepare a report. The recommendations presented by this team were many and far-reaching. The most significant of these included: an emphasis on customer satisfaction; the consolidation of all personnel in one location; greater automation of administrative functions; the elimination of levels of supervision; and new methods of dealing with transport, supply and tool problems. This report was accepted by the Steering Committee on 5 May 1995. The task of turning the theoretical into reality was now thrust upon the STS Implementation Team.

A radical new approach to doing business is bound to produce skeptics. Convincing some people of the merits of change was especially difficult when dealing with such touchy subjects as the consolidation of the South base CE shops with those on the North. While their location of work would change, the number of employees would remain the same. This had been achieved through the cooperation of management and union members. However, as a result of the ever changing economic and political situation, events overtook the implementation of the report and CE was required to reduce its manpower. While the STS report had been designed to retain all employees, the project was flexible enough to take into account this unforeseen reduction without severe disruption to the services provided by CE. Although they lost many valuable members, CE soldiered on through this reorganization.

So have the changes been a success? Many of the new processes will take several years for complete implementation and fine tuning. Most, however, are showing early signs of meeting the project's goals.

One of the earliest changes made was a trial effort to reduce the amount of time PMQs remained vacant between occupants during the Active Posting Season (APS—a period of 92 days). As the PMQ sat empty, 17 Wing would be responsible for paying Storage in Transit and Interim Lodging and Meals for those awaiting to move into the house, and CE would pay for any hydro and gas charges assessed. Also, no rent would be collected during this vacancy. The cost of these vacancies was high not only in dollar terms for 17 Wing and CE, but also in terms of morale for the waiting member. During APS 1993, the average length of time that a PMQ sat empty while being prepared for its new occupants was 34 days. With changes coming into effect for APS 94, the average

vacancy period dropped to 23 days, resulting in substantial savings per PMQ. Fine tuning has decreased this number of days required even further to 10 for APS 95, with more considerable savings per PMQ being realized. This reduction in turnaround time can be attributed to several of the new changes.

In the past, a painfully slow bureaucratic process had to be endured before any repairs could even begin to take place. After initially inspecting a house, work orders had to be typed out, checked, double checked and then sent out by base mail to the Service Centre to take care of the necessary repairs. Up to a week could pass before the work orders would appear at the Service Centre. The whole process has since been rebuilt from the ground up and greatly streamlined. This has been accomplished by the use of computerized forms and a fax machine. The number of people who now handle an order before it reaches the Service Centre has been greatly reduced. When the work finally began, the Service Centre could not get contractors and CE workers in the PMQ at the same time, as each would blame the other if a mess was left behind when work was completed. To resolve this problem, the Design Team suggested that the ultimate responsibility for the cleanliness of the site should lie with the Service Centre. The shifting of responsibility allowed both CE and contractors to work on the same site if practical. In terms of the types of work being conducted when a PMQ was vacated, all maintenance, whether required immediately or as a preventative measure, would be performed. In an effort to improve customer satisfaction and save on expenses, PMQS were now assessed by which repairs were absolutely necessary prior to occupation of the house, and which repairs could be conducted once the new tenants are in place.

Two areas any military unit cannot operate without are administration and supply. Many times, however, they appear to hinder rather than help the accomplishment of tasks. Due to years of stagnation, sweeping changes were in store for these areas at 17 Wing CE. In the past, mountains of paperwork were created through the requirement for various work orders and time sheets that had to be checked and re-checked. Forms had to be filled out to order each individual part or piece of materiel, even if they were required to complete the same job. Large amounts of CE's budget was taken up by the stocking of parts on a 'just in case' basis. An eye opening look at the inefficiency of this process came when supply shut down for two months for an inventory check. During this period, work carried as normal with the parts CE had on hand!

To eliminate these problems, an aggressive computer automation plan was undertaken. Acquiring new software and logging into the Local Area Network allowed for the elimination of several layers of supervisory checking (a time sheet, for example, used to have to go through 5 people—now it is only handled by 3) and provided an easier cataloguing of parts and work orders. All CE's supply has also been centralized in Bldg 100, and this is now being stocked on a 'Just in Time' basis, thereby eliminating large amounts of money previously tied up in unnecessary stock. Co-location of supply with the tool crib has also reduced unnecessary travel and paperwork.

One area in which substantial savings are also expected is in the area of tool requirements. In the past, a lack of communication between different sections within CE has frequently resulted in the rental of the same piece of equipment, or a reluctance to loan a tool to others. The centralization of tool control will prevent the duplication of the rental or the purchase of tools. An initially large outlay of funds to purchase a large selection of power tools will not only save time by increasing the efficiency of workers, but also, over the long term, save money when compared to the cost

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- SATISFY CUSTOMERS •
- EMPOWERED WORKFORCE •
- MAINTAIN INTEGRATED WORKFORCE •
- PROVIDE AN EFFECTIVE HEALTH & SAFETY PROGRAM •
- MAINTAIN A STRONG AEF CAPABILITY •
- PROVIDE NECESSARY TRAINING OPPORTUNITIES •
- PROVIDE FOR PERSONAL DEVELOPMENT •
- PROVIDE CONTINUOUS IMPROVEMENT •

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"Quality is never an accident; it is always the result of high intention, sincere effort, intelligent direction and skillful execution; it represents the wise choice of many alternatives."

Awards and Promotions

By 2Lt Colin Richardson

On Thursday May 9, several important awards and promotions were made by LCol A.L. Smith, the W Log O, during the morning coffee break. After many years of dedicated service, Cpl JA Breton was promoted to MCpl. MCpl Breton, a draftsman by trade, has become a familiar face around the drafting department since his arrival in 1992. Another promotion was that of MCpl B Gallant, who works in the Service Centre, to Sgt. A veteran of three years with 17 Wing CE, Sgt Gallant is a Construction Technician by trade.



Mr. Scott Edwards, the Wing Environmental Officer, receives two awards from LCol A.L. Smith, the W Log O. The first award was accepted on behalf of the Wing for efforts in sustainable development from the Manitoba Round Table and the second award was from the Wing Ideas Program.

Mr Scott Edwards, 17 Wing's 'Mr Greentree' (also known as the Wing Environmental Officer), was the recipient of two awards. Accepted on behalf of the Wing, the first award was from the Manitoba Round Table on the Environment for efforts in sustainable development. This award recognized the efforts of the Wing in environmental management, an effort spearheaded by CE. The second award Mr Edwards received was from the Wing Ideas Program. Frustrated by the waste and bureaucratic procedures required to order publications from Supply, Mr Edwards forwarded some ideas on how to reduce the red tape. He was presented with a certificate to show the Ideas Program's appreciation for his efforts.

LCol Smith also made a special presentation on behalf of the Air Command Suggestion Award Committee to Mr Craig Oversby, a Water Fuel and Environment Technician and Mr Robert Haines, the Water, Fuel and Environment Supervisor. Mr Oversby and Mr Haines made a suggestion as to how bulk fuel storage containers should be maintained. When these tanks have to be inspected or cleaned, they must be drained of all fuel. However, the main supply pumps would only drain down to the last 12-18 inches of fuel. In the past, contractors were brought in to drain this remaining fuel, at which point it would be disposed of as hazardous waste. The suggestion was made that small transfer pumps could be purchased and used to recover the majority of fuel left over from the original transfer. The idea was accepted and put into service at Comox, Moose Jaw, Winnipeg and Shearwater in 1994. Hundreds of thousands of litres of aviation fuel have since been saved. Money wise, this has resulted in savings in 1994-1995 over \$380,000. Not bad for a project that cost only \$5,418.33 to implement! As a consequence of their excellent suggestion, Mr Oversby and Mr Haines each received a certificate, and, as part of the Air Command Awards Program, a cheque for \$3,660 (the size of the award is based on a percentage of the amount of money Air Command saves).

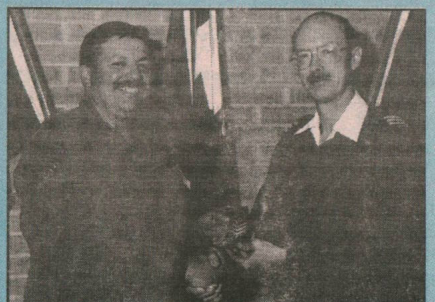
Congratulations to all those who received promotions and awards. Keep up the good work!



The W Log O, LCol A.L. Smith presents Cpl J.A. Breton of WCE with his new rank of MCpl.

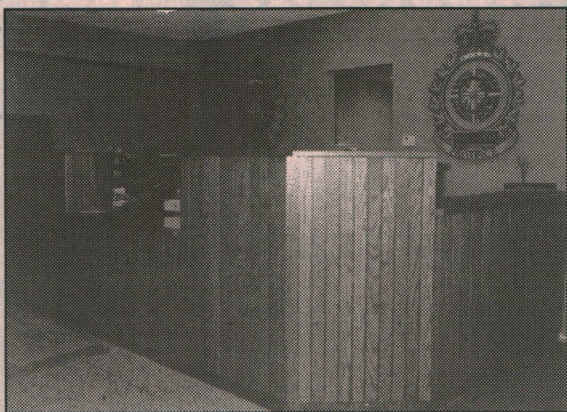


Special presentations were made on behalf of the Air Command Suggestion Award Committee to Mr. Craig Oversby and Mr. Robert Haines, both of WCE, for their suggestion on how bulk fuel storage containers should be maintained. LCol A.L. Smith, the W Log O made the presentation.



The W Log O, LCol A.L. Smith presents MCpl B. Gallant of WCE with his new rank of Sgt.

WING SQUADRON



New reception area.



New vehicle and work dress.

of renting. The cost of renting a tool would frequently cover the cost of the item within two years (a good example of this occurred with the rental of Bobcats at approximately \$15,000/year, whereas purchase price would be \$28,000).

This reorganization of policies regarding the distribution of tools will result in savings of up to \$50,000/year after the initial investment into equipment.

Another initially large investment that is expected to produce a large dividend in terms of both money saved and increased productivity is in the area of transport. Vast amounts of time and money were wasted annually because of a lack of vehicles. A vehicle would be tied up while an initial inspection of a problem was made, and the worker would have to return to gather the necessary tools and parts to perform the task. Then, one driver would take several workers and drop them off at different work sites. Those who finished first tended to wait for the others to finish before they could be picked up and taken back to the base to be given their next job. If additional parts or tools were required to finish the initial job, a trip back to the tool crib or to one or more of the various supply locations was required. In an attempt to improve the situation, vehicles were regularly rented and mileage was paid to those who were authorized to use their own automobiles, but these arrangements did not solve the problems. The STS Design Team recognized the deficiencies of this situation and looked at several solutions.

One solution would have been to greatly increase the number of vehicles in the CE fleet. The Design Team determined that a few more vehicles could be squeezed out of the existing budget. After comparing the price of renting, leasing, or purchasing vehicles, the team determined that CE could eliminate the rental portion of its fleet and gain an additional four vehicles through a purchasing plan. The initial output of money could be recovered within 2.22 years if rentals were eliminated and mileage paid out for use of personal automobiles was drastically reduced, after which savings could be realized.

The team realized that the increase of

four vehicles would not greatly increase the efficiency of CE workers and eliminate the amount of time they spent waiting for rides or commuting to various work sites. The team decided to approach the problem from another angle. Instead of concentrating on the number, they decided to concentrate on how the vehicles were utilized. The team concluded that the vehicles should be spending more time at or going to jobs than shuttling back and forth to various sites and supply and/or the tool crib. The recommendation was made that certain vehicles be made available for certain trades. In this manner, the vehicles would now be stocked with the most commonly required tools and supplies of each trade. This allocation would allow for crews to arrive at a job, make an assessment and then conduct the repair at the same time (and if additional tool/supplies were required, the several supply locations had now been consolidated with the tool crib as previously mentioned, thereby eliminating excess travel). Workers in these vehicles would now carry cell phones so that they could be contacted and sent to a new work site without having to either wait to be picked up or having to return to base. After studying the amount of time previously wasted in the area of transport, the team concluded that a possible saving (or increase in productivity) of 20,435 man hours/year (or 9.83 person years). All of these improvements will end up saving money in the long term, while improving overall customer service and response time.

There are no elements of 17 Wing CE Sqn that have been left untouched by the Socio-Tech Systems project. Some of the changes have had an immediate effect on both performance and budget for the better, while others will take longer to show their benefits. To ensure that customer satisfaction and the willingness to perform more efficiently will not fall to the side, the Continuous Improvement Council will be monitoring feedback from both employees and customers, and making suggestions for improvements. There is no doubt that 17 Wing CE will not only survive, but thrive in this new working environment.

17 WING SUPPLY ANNUAL MESS DINNER THE TRADITION CONTINUES

By Sgt D Germain/
Sgt C McGann

Fellow Logicians across Canada may find that an annual All Ranks Mess Dinner can sometimes be the talk of the Squadron and the social event of the year. For many years now Supply Techs at 17 Wing anxiously await this event. Why you might ask? Well read on.

It all started in the late 1980's when a curious Supply Officer, on a shopping trip to Grand Forks, USA, decided to check out our fellow American counterparts at 419 Supply Squadron Grand Forks Air Force Base. After a very impressive visit and a few suds, he returned to Winnipeg, approached the Commanding Officer of Supply, and suggested they be invited to our annual event. Hence a new twist to an age-old tradition was formed.

Each year approximately fifteen personnel, including their Commanding Officer and Chief Master Sergeant, arrive with mess kit in hand. We discuss similarities in our operations, tour Wing Supply, and follow with a very informal Meet and Greet luncheon. It is at this time that old friends are reunited and new friendships formed. Later that evening we all gather in

the usual manner for cocktail hour, as we welcome our American comrades into the Mess. Formal introductions are made, conversation takes on a business-like atmosphere, and finally the awkward "getting to know you" phase is behind us.

Soon the bag pipes bellow to announce the assembly into the main dining area. Throughout the course of the evening, as wine is poured and good food eaten to the sounds of the Air Command Band, our conversation becomes relaxed. We share war stories, compare the medals we so proudly display on our uniforms and the slightly exaggerated events of how we got them "LIKE THE FISH THAT GOT AWAY"—you know what I mean—those amusing stories of places we've been to and things we've done. Soon laughter fills the air.

Once the meal is consumed and our tunics slightly tighter, we listen intently to our guest speaker who enlightens us on those ever-changing logistical matters that concern us all. The final portion of the Mess Dinner is of course the element marches, toasts to Queen and President and our national anthems. It is at this point that sentiments run deep.

All formalities now



Col L.M. Lashkevich, Director of Supply, and Maj W.J. Collins, Wing Supply Officer, salute the 2 PPCLI Drum Line

complete, we come to the "Piece de Resistance". With lights dimmed low, in march the 2nd Battalion Princess Patricia's Canadian Light Infantry (2 PPCLI) Drum Line dressed in scarlet tunics with white and gold accoutrements, their silver drums played by the most disciplined musicians. Precision movements of fluorescent drumsticks are made with such lightening speed it creates a cascading picturesque

display which could only be compared to the beauty of the northern lights. The drums are hit with equal force as to emanate the rhythmic sound of rolling thunder. What a show! The festivities continue with a DJ and dance that lasts well into the night (morning).

As I gaze at our American friends in Arms I am acutely aware that although we wear different uniforms and come

from different countries, we share a common bond that no one can compare to. There are no strangers here tonight, only friends we hadn't met yet.

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<p>GRADE A New York</p>	<p>SPORTS TRIVIA</p>	<p>11 CHUCK says chips &</p>	<p>12 TRIVIA STYLE</p>	<p>13 The Patio is</p>	<p>Country & Western Night</p>	<p>Club 90 & NTN</p>
<p>16 Steak Dinner for only \$6.99</p>	<p>All Day Monday 11:00 - Close</p>	<p>18 bottled beer ... yours on Tuesdays for \$2.75 + tax</p>	<p>ASK FOR YOUR NTN PLAYMAKER AND GET IN ON THE GAME</p>	<p>20 now open for 27 your pleasure</p>	<p>21 KARAOKE <small>BY RISING STAR</small></p>	<p>22 Join us 1500 - 0100 for a cold one & A hot game</p>
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ANNOUNCEMENTS



The Air Command Band of Canada presents a series of concerts in Assiniboine Park in June

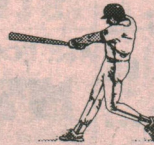
In conjunction with CFB Winnipeg's Community Family Day a concert will be held in front of the main Pavilion in Assiniboine Park on Saturday, June 15, 1996 from 7:30 - 9:00 p.m. Air Command Band and 402 "City of Winnipeg" Squadron Pipes & Drums performing. Bring lawn chairs or blankets.

At the Leo Mol Sculpture Gardens in Assiniboine Park, the following concerts will take place:

Sunday, June 16, 1996 1-2 p.m. Air Command Band's Brass Quintet
Sunday, June 23, 1996 1-2 p.m. Air Command Band's Jazz Combo

For all military personnel who have children attending Taché School

A group of parents are interested in a project to organize a baseball/softball team for francophone children, so that they can continue to enjoy each others company after school is over during the months of July and August. At this time, we would like to know if there would be sufficient interest in the project or if there are volunteers who would like to get involved, please contact after 17:00 hrs, Marc Sills at 831-0614 or Marc Coté, Lucie Lapierre at 896-6499.



Pour les Parents ayant des enfants fréquentant l'école Taché

Un groupe de parents veulent organiser une équipe de base-ball/soft-ball francophone pour que les enfants puissent continuer de se rencontrer après l'année scolaire, durant les mois de juillet et août. Pour l'instant nous voudrions savoir s'il y aurait suffisamment de participants ou si des personnes seraient désireuses de s'impliquer dans un tel projet, s'il vous plaît, contacter après 17:00, Marc Sills au 831-0614 ou Marc Coté, Lucie Lapierre au 896-6499.

OLD FRIENDS, NEW FRIENDS

Past and present Traffic Technicians and Loadmasters, come out to meet old friends and make new ones. A Traffic Technician Reunion will be held in Winnipeg, Manitoba, 20 - 21 Sept 96. Contact CWO Al Cox (retd) (204) 888-5659, WO Hank Snow home: (204) 895-3691 work: (204) 833-6779 WO Fred Moores home: (204) 896-1246 work: (204) 833-2441 or Cpl David Burrill home: (204) 885-6852 work: (204) 833-2354.

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PROJECT GENESIS UPDATE

CHANGING THE WAY WE DO BUSINESS

By Lieutenant Richard E. Gower

Project Genesis, one of the key initiatives of Flight Plan 97, is now a little more than a year into its mission. According to Colonel Roy Mould who heads up Genesis, the Fighter Force is "on track-on target" toward achieving the directed cost reductions outlined in Budget 95 and the Air Force as a whole is on course as well.

"We began the project with the Fighter Force and then we rolled in the other Groups," said Colonel Mould. "MAG, 10 TAG, Air Transport Group and Training. Now Genesis has expanded to include all Air Force units, and their respective Group commanders sit on the Project Genesis steering group."

Project Genesis was chartered in February 1995 by the Commander Air Command and Senior ADM (Mat) to reduce enterprise costs by 25% across the full spectrum of organizations, beginning with the Fighter Force. The vision, was to reduce costs while preserving the core combat capabilities of the Air Force by changing the way the Air Force does business. The mission, was to effect the savings from the 1993/94 fiscal year baseline costs and have the reductions in place by fiscal year 1997/98.

If there was no Project Genesis, there can be no doubt that it would have been necessary to invent one. The decisions to launch the initiative were shaped by financial absolutes. Since 1989, shrinking DND budgets have mandated change. While operational requirements for the Air Force have been reduced minimally, their resources have been reduced by 45% from 1989 levels.

In the recent past, budget reductions to DND were absorbed in a variety of ways. Defence commitments were revised, personnel levels cut back, operations and maintenance budgets shrunk, defence infrastructure reduced and capital programs cancelled or delayed. The 1994 Defence White Paper which preceded Budget 95 indicated that the cuts of previous years would get deeper.

A Project Genesis 1995 year-end executive summary states that the Air Force had little alternative but to focus on reengineering and cultural renewal as solutions for getting rid of unaffordable processes while maintaining operating excellence. To paraphrase one of the messages in a current television commercial: under

Genesis, the Air Force is working "To Get The Most-For The Least".

In order to achieve savings, it was necessary to create a mechanism to measure savings. With the help of the Director of Costing Services, Genesis established cost baselines for the Fighter Force and for the Air Force as a whole, based on 1993/94 actual expenditures. These baselines permitted the identification of the savings target in dollars, and provide a benchmark against which actual savings can be measured as they are achieved. In addition to the baselines, a savings initiatives database was developed which tracks savings initiatives and enables Commanders at all levels to assess their progress towards their targets. An executable file in FoxPro, which has been distributed to Groups and Wings throughout the Air Force, will provide a record of cost savings initiatives over the next several years. This information on predicted savings will supplement the regular updates from D Cost S on actual savings achieved.

The year end summary states that just under half of the Project Genesis challenging cost reduction goal has been achieved. It also advises that the remainder is either "in process" or in the planning stages and will be implemented within the next two years and adds the proviso that these "in process" and "planned" initiatives will require continued attention to ensure they generate the tangible results predicted.

"To date, the progress is very impressive," said Colonel Mould. "But despite the good progress, we've got to stay focused to make sure we all cross the goal line with our arms linked by the 1997/98 time frame."

If one looks across the Air Force, many of the effects of the cuts mandated by the budget reductions are immediately evident. Wings and units have been closed. Officers' and Sr. NCM Messes have been closed and the hours restricted. Parallel runways have been left snow covered for the winter and aerodrome hours of operation have been significantly restricted. And there is much more.

"The Air Force is making significant sacrifices to meet their obligations," said Colonel Mould. "There are more than 400 projects in play now, all with the intent of reducing or eliminating excess process

costs, the costs of how we do business."

The executive summary states that everything from amalgamating battery shops to disbanding Group and Command Headquarters will soon render an Air Force substantially different than it was a short year ago. This however, is according to plan.

"By design, the cost reduction activity is being done so as to minimize its effect on our ability to preserve operations primacy," said Colonel Mould.

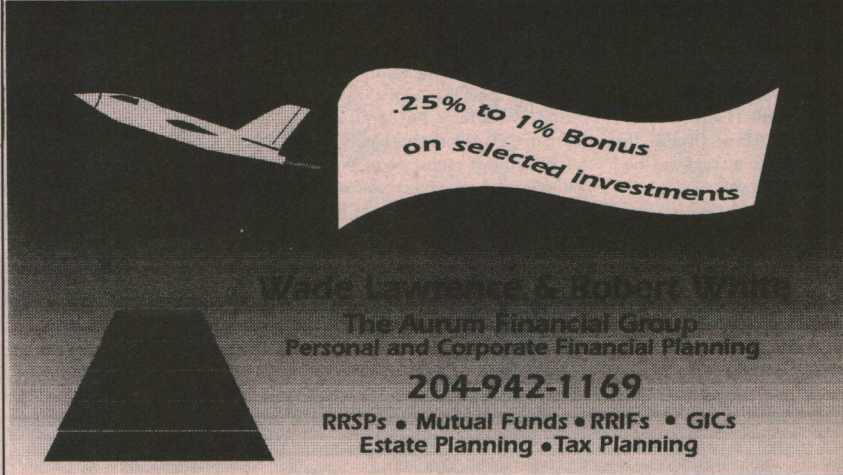
In any organization, one of the potential hazards of any radical change policy in general, is the 'throwing the baby out with the bath water'

syndrome, a situation that occurs when otherwise sound aspects of an operation are considered to be expedient because they don't appear to fit into the immediate plan for change. When Project Genesis was conceived, considerable thought was given to this. The Canadian Forces Command and Staff College course has been commissioned to review a number of Air Force topics including, Lessons From our Past, The Impacts of Heritage, and Air Force Doctrine-What's Right for the Future; with the results and recommendations forming the basis for future Genesis action.

When asked to sum up what he thought were the high points of Project Genesis so far, Colonel Mould was optimistic

about the long term success of the program and gave full marks to everyone who has been involved with the change process.

"These accomplishments, after only one year of focused activity, are significant and say a great deal about the professionalism and ethics of our Air Force," he said. "It has taken great courage at all levels to set the example and make the sometimes unpopular and difficult decisions necessary to meet our professional obligations. Nonetheless the obligations are being met. The careful planning with which they are being contemplated will result in the best Air Force capability for Canada our shrinking budget can afford."



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Canadian Combined Services Rugby Wants You



1995 Combined Services Team

Back row (L to R): PO Lorne Baird, LS G. Dale, Cpl Dave Pusch, Capt Mike DeGroot, Sgt Jim Davis, Capt Eric Leibert, Capt Mike Annis, Cpl Greg Clarke, Capt Kyle Easton, Capt (UK) Vic Gysin, Rosanne Prinsew (Physio), Capt Bob Parent. Front row (L to R): MCpl K. Lewitt, Pte Todd Lamb, 2nd Lt Dave Proctor, MCpl Randy Brooks, Capt W. Radcliffe, Cpl Paul Haskins, Pte Chris Chisolm, Capt Dave Duncan, Cpl Al Lewis.

By Captain Bob Parent, PPCLI

The Canadian Combined Services Rugby programme exists to promote and support rugby within the Armed Forces and provide Canadian servicemen the opportunity to play rugby at the representative level.

It is hoped that a decision to formally adopt rugby as the official summer sport of the Canadian Army will be made this summer, and that it will serve to develop the programme by establishing rugby at the unit level and convince the entire military establishment that rugby is a sport worthy of their time, effort and support. In this way, Canadian Combined Services Rugby can continue to grow and make matches like the one against the U.S. Combined Services team (played last year), the norm instead of the exception.

Canadian Forces Rugby is

going strong. All across the CF, there are individuals who play for civilian rugby clubs, or who are part of a Base or Wing team. The important thing is to capitalize on the talent available. PO Lorne Baird of CFS Aldergrove has taken on the awesome job of gathering information on soldiers, sailors and airmen who are active players and who would be interested in playing for the Combined Services Side. Those who are interested should contact PO Lorne Baird, Box 4000, CFS Aldergrove, Aldergrove, B.C., or call AUTOVON 252-9268, with the following information: Last Name, First Name, Initials, Rank, Unit, SIN, DOB, Height, Weight, Position Played, Work Phone, Home Phone, and Rep or Club played for.

Lorne Baird is also working on forming a Combined Services Rugby Side selected from teams who play in a summer

tournament in Kingston (July 26-August 6, 1996). He is hoping to have a Navy team (probably from the West Coast), an Air Force team from across Canada, and two Army teams, one from the West and one from the East. More details will follow once this becomes more clear. If anyone knows of other rugby players, advise them of this exciting development in Services rugby.

It is hoped that an Edmonton Garrison Rugby side will be formed to play in the Alberta Rugby Union. Any active or aspiring players should call Lieutenant-Colonel David Burke, Area Engineer at LFWAHQ, at 457-6046, to discuss how we can make a useful contribution to rugby here in Edmonton.

The CF Combined Services Rugby team had the opportunity to compete against the U.S. Combined Services Rugby team last April, which proved to be a significant milestone for the young Canadian team.

For the first time the team was brought together to prepare for and play a representative match against another military combined services side and travel outside of Canada to do it. While this posed several logistical challenges to the Union executive it was felt that such an opportunity could not be ignored and it was agreed that every effort should be made to take the field against the American Combined Services in St Louis, Missouri on the appointed date of Friday, 21 April. Undeterred by the logistical challenge of bringing together a group of soldiers, airmen and sailors from all across the country, training them and then invading a foreign country (usually this takes a lot of paperwork) the call went out for players to report to Edmonton, Alberta for training camp. Unfortunately this is where the plan began to get a bit "unstuck". Traditionally, the Spring period is a very busy time in the Forces as

everyone gears up for the end of the training year. This was compounded by our UN operational commitments in Bosnia and the need to monitor the Grand Banks during the Great Turbot Crisis. This meant that player availability began to get a little dicey. It had been hoped to invite the 25 short-listed players to train but circumstances forced this list to be expanded to almost 50 with still only 19 players being able to commit themselves for the week. This was unfortunate as the training camp included some demanding fixtures and this left little scope for flexibility or injury.

The players arrived on Good Friday and the first fixture was on Sunday against Edmonton Clansmen RFC. This did not leave a lot of time for "shaking things out" but timings were tight with a planned departure scheduled for Wednesday via the USAF (our own Air Force kindly declined the opportunity to travel to the American Midwest). The match was designed as a selection game and everyone saw the pitch. The Clan put out an experienced and motivated side and won going away although the score was close at the half. This one sided result did not bode well for our next fixture which was slated for the next day against Alberta; however, the players rose to the occasion and provided some spirited opposition to the provincial side. Combined Services put their first try on the board and was close at the half again before experience, fitness and injury began to tell the tale with Alberta well to the good at full time. It was a sore, and sorry group of players which gathered the next day after some spirited hosting of both the Clan and Alberta sides. Unfortunately the news was not good. The USAF was not going to be able to provide airlift to the USA. This left the side with only two choices, cancellation or submitting to a 35 hour road move from Edmonton to St Louis. Fortunately democratic choice was not an option and servicemen have a lot of experience being uncomfortable. The decision was therefore made to travel by vehicle (car, van and truck) to St Louis. The trip itself can be summarized as long, boring and never to be repeated, but like all things military - good or bad - it eventually ended and the side arrived in St Louis on late Thursday night.

The match was on Friday evening which gave everyone a chance to sleep and then work the kinks out so it was with a fair degree of confidence that Canadian Combined Services took the field. The Americans started off the game playing a driving, mauling game and feeding trailing forwards running in from depth. This was a surprise as it was not expected that the Americans would play such a

tight, forward oriented style. This was probably due to the American's experience on tour in Australia and the skill level of their scrumhalf (an ex-Eagle). These tactics rewarded the American side with an early penalty goal and consistent pressure for the first twenty minutes. The tide began to change with some strong defense, solid set piece scrummaging and tactical kicking into the American end taking advantage of the wind. This resulted in some kicking opportunities as the Americans gave up penalties but not in points as the kicking eye was not in. This meant the score was 3-0 at the interval with the Canadian side now being forced to play into both the sun and the wind. The restart proved to be disastrous as the US side immediately broke through the defense from the kick-off, linked backs in with the forwards and rumbled in for a decisive score. As the half proceeded they continued to pressure and score as the Canadians sought to regain the initiative. However, injury and the complete dominance of the lineout by the Americans made this difficult (abetted by some blatant lifting). The Canadian side was also not helped by two controversial decisions which resulted in tries from set piece play. A US backrow play - clearly both offside and obstructive - was allowed to stand on two occasions. While not the difference on the day they were points Canadian Services could ill afford to give up and further tipped the issue in favour of the Americans. The Canadian side came alive for the last 15 minutes running the ball and threatening the US goalline but lost possession on a tap penalty at the 5 metre line once again cause the side to come away empty. Full time found the American side full value for a 30-0 victory.

The team stayed in the St Louis area the next day enjoying some old fashioned hospitality and watching the American Services annual unit club side championship tournament (very robust and physical) with some individuals taking part in the open division as part of the President's XV. Unfortunately the open road, and the rental lease was calling us home and the interstate/transCanada highway system saw our small convoy to the frontier and eventually back to Edmonton. The passage home provided plenty of opportunity for reflection (the battles of Saratoga, New Orleans and Fort Ticonderoga all came to mind) but there were few excuses to offer. However, seeing that this was our first experience at this level it is nice to know there is room for improvement.



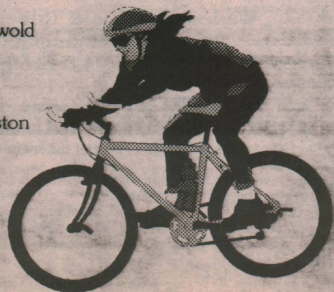
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MISC. FOR SALE

Shed, 8x8, wood construction, 4 yrs old. Asking \$300.00. Call 885-6969 after 4 p.m.

Chain link fence - 90 ft w/ gate, \$250.00. Antique bedroom suite consisting of vanity, gentleman dresser & double bed w/ 5 ft high headboard, \$1500.00 OBO. Fridge, \$150.00 OBO. Single bed w/ pine head & foot board, \$75.00 OBO. Brass headboard, \$20.00 OBO. Mega Flex exercise machine (bands), \$75.00 OBO. Colour TV - 20" (before remote), \$70.00 OBO. Rattan sofa (fixer upper), \$100.00 OBO. Jog a cycle, \$40.00 OBO. Please call 895-1447 after 5 pm.

SEALED BID AUCTION

17 Wing Woodworking Club has three items for disposal by sealed bid.

1. 10" Delta table saw contractor style complete with fence, two table extensions, 10 amp direct-drive motor, very good working order.

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MISC. FOR SALE

2. 10" Makita mitre saw, 12 amp motor, very good working order.
3. 18" Craftsman cast iron scroll saw by Henry Power Tools, 1/4 HP belt drive motor and stand, requires a spring. All items are available for viewing at the club in building 33 through the executive or members. Bids are to be submitted to W Pers Svcs, attention Lt(N) Power. The deadline for bid submissions is 10 June 1996.

Le Club de menuiserie de la 17e Escadre desire vendre 3 articles par voie de soumission scellée.
1. Scie à table de 10 pouces, complète avec deux extensions, moteur direct de 10 ampères.
2. Scie à onglets électrique de 10 pouces Makita, moteur de 12 ampères, en très bonne condition.
3. Scie arabesque de 18 pouces en fonte Henry Power Tools, moteur 1/4 HP à courroie, a besoin d'un nouveau ressort. Tous les articles sont disponibles pour observation au bâtiment 33 par l'entremise des membres au comité exécutif ou tout autre membre du club. Les offres doivent être soumises aux Serv Pers Ere, attention Lt(m) power. La date limite pour les soumissions est le 10 juin 1996.

White birch bunk bed, twin on top, double mate bed on bottom, \$400.00 firm. Decorator rug, approx 7'10" x 11'2", white & rose, asking \$75.00. Call anytime after 6 pm 489-3801.

Windsurfer for sale - Alpha 190 with 5.4 m2 sail. Bright colours, foot straps. Excellent condition. \$800.00 OBO. Call 832-8158.

Men's roller skates, size 9, excellent condition, asking \$35.00. Call Peter at 334-7274.

Large dog kennel, \$75.00 OBO. Antique organ, offers. Call 895-8191.



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Window Air Conditioner - 8000 BTU, \$150.00. Wooden picnic table, \$40.00. Entertainment Centre (oak) with glass door/shelves/cupboards at bottom, fits most 25/26" TVs, \$75.00. Panasonic full-size microwave oven with turntable, meat probe, clock, stand timer - \$100.00 (or will trade for small microwave). All items in great condition. Please phone 897-0702 (leave message).

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For sale - Baby peached faced Love Birds, hand fed, hand raised, \$65.00. Phone Lori 487-2933.

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1984 Riviera, Buick, minty - one owner car, showroom condition, 119,000 km - original mileage, fully loaded, mechanically - perfectly sound, new tires, history file available on repairs & upkeep, must be seen, asking \$8,000.00. Serious buyers only. Phone Peter at 334-7274.

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