The VOXAIR

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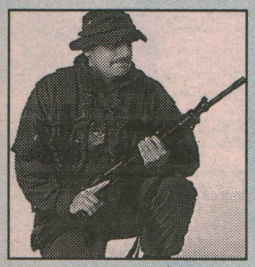

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Flight Plan For Life

Fm the WCWO

Firstly, I would like to take this opportunity to wish you all a happy, successful and healthy 98.

Secondly, a long overdue article on the Air Force's FLIGHT PLAN FOR LIFE (FPFL).

BACKGROUND - Over the past few years, the Air Force has experienced substantial political, organizational and social changes. Attempts to move rapidly toward the Air Force of the Future have included a 45 per cent reduction by 1999. This has resulted in turmoil and the degradation of morale for many. Visits to the field by the Chief of the Air Staff, General A.M. DeQuetteville have indicated much dissatisfaction with particular emphasis surrounding "people issues."

General DeQuetteville was concerned about these feelings surrounding quality of life and initiated a program called FLIGHT PLAN FOR LIFE (FPFL). The FPFL program will deal with this dissatisfaction under the direction of the Director of Air Personnel Management and Service (D Air PM&S). The ultimate mandate of FPFL is to provide all members of the air force team, civilian, Regular Force and Reserve, a better living and working environment. FPFL is a charter and an action plan.

It is a charter for quality of life issues that bonds National Defence objectives with the needs of Air Force personnel. This "bond" between the Air Force and its people is based on four major themes; Conditions of Service, Terms of Service, Personnel Support, Rewards and Compensations. It aims to provide air force personnel the respect, compassion and support they deserve in return for their dedication, professionalism and loyalty and to lessen the strains of the military environment on members and their families.

It is an action plan that will investigate and systematically address quality of life concerns that have been accumulating over the past few years. Seventy participants representing all air force units, attended a FPFL seminar specifically designed to identify issues of concern. Approximately 300 issues were identified & categorized into the four themes and have been compiled into a working document called "The Brick".

WCWO Lynda Ann Smith

The Brick will be used as a guide to determine what issues are given priority in communications. The Brick contains 20 ranked issues with 200 specific items, indicating the level of dissatisfaction and the need for immediate attention.

COMMUNICATION PLAN - The interim plan for the FPFL program has highlighted three communication objectives. The plan is to improve the dissemination of information by informing, educating and updating the Air Force team on the progress and action being taken by the FPFL program. In addition, it is to promote the Air Force environment as a good place to work and do business, and in the process, strengthening the air force team concept through active participation and by offering feedback mechanisms.

The Target Audience for this communication plan is internal. It is important for military members to receive timely, relevant and accurate information about changing polices and information as it

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Czech MIGs & Canadian HERCs

1 Air Movements Squadron

By MCpl Paul Raiche, 1 Air Mov Sqn

Sounds a little far-fetched, eh? After all, comparing a couple of Mach + jet fighters with a turboprop driven transport aircraft is like comparing apples to oranges...or is it? Yes, the headline above is true, although, with a bit of a twist...

The 'custom built' loading ramp receives one of the Czech Migs, that was stripped down in preparation for boarding the Canadian Herc.

Somewhere in the mid-Atlantic around 20,000 ft, the droning of the Herc's turboprops awakened me. I watched the LoadMaster carry on with his checks, and looked to see where my fellow traveler was. Cpl France Menard was awake, although to what degree was hard to tell, what with the kink in my neck!

The team leader, Sgt Les Oickle had left Canada 3 days prior to link up with the Canadian Forces Attache Assistant, Sgt Francois Leger in Prague. The two of them conducted a recce of the site in Ceske Budejovice, The Czech Republic, in order to confirm availability of the equipment and tools required for the job, which entailed shipping both a Mig-21 and Mig-23 to two museums back in Canada. The respective destinations.... Comox, BC and Bagotville, PQ.

On board with us was some of the required equipment including a Bulldog winch, a dozen 108" X 88" aircraft pallets, a dozen "skate wheel rollers", and of course our trusty MD-400 scales, graciously loaned to us by our counterparts at 2 Air Mov Sqn, 8 Wg Trenton! For the uninitiated, the skate wheel rollers resemble sections of a metal assembly line conveyor belt, the difference being

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VOXVIEWS

Y2K - The Millennium Problem

By Major CM Walton-Simm, Managing Editor

With the arrival of the year 1998, we moved ever closer to the Third Millennium of the Christian Era and a new century. It will be a birthday party celebrating the reign of Christ on earth. Who would have thought that such an event would also bring a great deal of uncertainty and cause for concern, much like entering the Twilight Zone or the Bermuda Triangle. But, for many computer and software systems, the year 2000 will bring a host of problems related to software programs that record the year using only the last 2 digits. It is as though we are being presented with an anonymous and vague product recall notice for almost everything that the electronics and information technology (IT) industry has ever produced. This problem elicits a question. The question is one that will impact business in a large variety of ways. Will our computer systems still function at 1201HRS on January 1, 2000?

Most software packages and in-house programming projects were developed, or stem from a legacy of the early electronic data processing era, when data storage space had to be distributed cautiously. At the time, century digits of '19' were typically assumed in the programs and only the last two digits were stored. With the coming of the millennium, processing algorithms, which calculate elapsed or projected time, will need to distinguish between [19]00 and [20]00. Most applications were not programmed to recognize the difference. Not only was the century assumed to be a constant '19' due to disk space and memory, but to save data entry (keypunch) strokes as well. This legacy is from the era when users sent their data to the Data Processing Department to have it key punched onto cards and processed in that way.

The year 2000 change can be broken into four problem areas, three are technical and one is a matter of liability:

1. The year 2000 has a lot of zeros in it:
The zeros have been called the 'odometer problem', because it's the hardware or the operating system. This is not the same as the millennium problem, where date arithmetic is invalid. In the 'odometer problem' different binary or machine representations of dates will 'roll over' like a car odometer that has reached its limit and leave a year that is assumed to be 1900 by the application program.

2. The year 2000 is a leap year:
The popular belief is that there are 365.25 days per year and that the accumulation of the fractional day creates a leap year every four years. The scientific fact is that there are actually 365.2422 days per year and every 400 years, the fraction of the fractional day that was left over from the leap years accumulates, too, into an additional day. February 29, 2000 is such a date. Many programs will not handle February 29, 2000 correctly, hence, will show the day after February 28, 2000 as March 1, 2000.

3. The year 2000 is a millennium year:
Technically, the millennium does not begin until the year 2001, however, the problem of the new millennium begins in the year 2000. Programs generally have been doing arithmetic and comparisons based on the 'year-in-century', not on the year itself. For example, an inventory product with a five year shelf life today will show an expiration date with a year of '02', which will be read by automatic stocking programs as '1902' and will start discarding good stock, thinking it is outdated.

4. Liability for inaction:
While it is tempting to dismiss much of the media hype, this hype signals the current levels of uncertainty. The problem needs to be approached as a potential crisis - an unknown amount of work, fenced in by an unchangeable deadline, if not completed on time has the ability to stop businesses, industries, communication services, electronics and products from all sources.

Although the problem doesn't sound spectacular, its global impact could be disastrous if the predicted risks are legitimate. The risks are endless, making it essential for all organizations to spend the necessary time and resources by the end of year 1999 to ensure that mission critical, customer focused applications work correctly in the year 2000. DND has recognized the potential risks and has established a Project Management Office (PMO) which is performing risk assessments for Y2K compliancy as well as determining solutions to be implemented. The Air Force has implemented a Y2K Staff Project Office and team members are actively involved in this evaluation process. The work involves identification and assessment of mission/safety critical systems within the organization, Y2K readiness and associated risks as well as planning, sizing and costing the problem. 17 Wing has been chosen as a "BETA" site for determining Wing systems that will be affected by the Year 2000 change over date. This means any system (i.e., computers, navigation, security, environmental, databases, communications, emergency response, etc.) that is or could be effected by the calendar date.

Letters to the Editor

We welcome your letters of comment or concerns and will feature them here, in our 'Letters to the Editor' column. Please forward your signed letter to the Voxair, 17 Wing Winnipeg, Box 17000 Stn Forces, Winnipeg, MB R3J 3Y5 or drop off at the Voxair office.

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Flight Plan for Life

Continued from page 1

is equally important that the Air Force recognize civilian members as key members of the Air Force team and understand the many policies that affect them. Also, the Air Force must make a concerted effort to reach the immediate family and the extended military community to maintain a timely and accurate flow of information.

COMMUNICATION MEANS - Messages will be used as the primary means to update personnel. Use of CANFORGENs will indicate significant changes for the CF as a whole, while CANAIRGENs will be used for Air Force policy updates. It is intended that an update message/ progress report, in the form of a CANAIRGEN, be sent after each Working Group meeting.

Printed publications are another means of disseminating information. The Roundel is a monthly Air Force newspaper that features the activities of the Air Force. FPFL has been guaranteed one page that is easily identified with the FPFL banner and logo. Topics will address as many issues as possible by highlighting policy changes and providing progress reports. Base newspapers are easily assessable by all members and widely read. FPFL articles are to be given high priority for inclusion.

Currently an Intranet (DIN) is being set up for use across the forces. FPFL has a web site which outlines current policy changes, articles, progress reports and updates on FPFL activities. Any member with access to a computer will be able to access the Intranet whereas members who have Internet access can access the site through the Air Force home site (http://www.achq.dnd.ca). FPFL is also featured on the Air Force home page.

Supervisors at all levels must continue to develop efficient and effective means of communicating with their personnel. FPFL staff have been invited to speak at various meeting and this should be continued, encouraged and offered. This will allow FPFL staff to pass updates to keep people informed, since it has been proven time and time again that word of mouth is the best method for passing information.

FEEDBACK - Every good plan should have a means of feedback. The FPFL core staff will monitor the implementation of the plan through various means. The staff, in addition to other monitoring means, will coordinate and monitor annual Air Force quality of life surveys and/or focus groups to determine progress. Frequent use of town hall meetings at the various levels to ascertain levels of satisfaction should take place and CWOs are to note issues and concerns and pass on these issues and concerns to their perspective WCWOs. The WCWO will in turn pass on these concerns and issues to the Working Group of which they are members.

IN CLOSING - Hopefully this article has answered a few, if not many questions, on just what FPFL is and what the program is all about. I, your WCWO , am your champion of this program and am dedicated to pass on your concerns to the Working Group. Please use me as your communication means. Stay tuned for my next article as it will deal with FPFL funding and how monies have been expended to enhance quality of life within 17 Wing.

Until the next time - CWO Lynda Ann Smith sends

1 Air Movements Squadron

Continued from page 1

that the rubber conveyor belt has been replaced by a whole bunch of skate wheels!

The ever-present dark grey clouds, so common to a European winter marked our arrival at the Ceske Budejovice Air Base, situated south of Prague close to the Austrian border. As the aircraft rolled down the taxiway, we both looked for signs of Sgt Oickle. To our surprise, the sight of the first CF Hercules to touch down at the base had attracted quite a crowd, and it took a few seconds to seek out our Canadian welcoming committee of two.

After filling Sgt Leger's van with our kit, we drove to the hangar where the first aircraft, (the Mig-21) had been disassembled and prepared for shipping.

Although we were both a little time-lagged from the trip, we were impressed with the amount of preparation and work that our Czech hosts had undertaken in preparing both aircraft for shipping. Outlined on the hangar floor in chalk, were the dimensions of the Hercules cargo compartment! They had removed the tail assembly from the Mig-21 and placed the remainder of the fuselage, (minus the wings) in the optimal position within the "Herc." The tail assembly had then been placed in the remaining space, which entailed having it lean at a slight right angle as well as to the rear. This they accomplished by custom welding a frame for the whole assembly, for a perfect fit! The modest genius who coordinated this project was Capt. Milan Kase, one of the four technicians who would accompany us back to Canada to re-assemble his handiwork. The other three technicians were Lt. Josef Sokolik, Mr. Jan Hala, and Mr. Standa Hruda, all of who put forth an enormous effort to assure the project's success.

The following day we returned, accompanied by Sgt. Leger, his van and translating abilities, and set to work building up a pallet and determining weights for the individual pieces. Sgt. Oickle advised us around mid-day that he would check on the progress made on the loading dock. Unknown to both Cpl. Menard and myself, our Czech friends had immediately on our arrival, measured the distance from the top of the Hercs' ramp to the ground. They were in the process of "custom building" a loading ramp for us! The ramp was put together with the use of 5 piles of pre-cast concrete blocks, 3 blocks high. These in turn supported the weight of two approx. 5m long pre-cast concrete slabs about the width of a one-lane road. The ramp itself extended approx. 10m from end to end. It was an impressive, yet simple and effective solution!

The following day marked the arrival of the first Herc, and on our arrival at the C.B. Air Base, we found our hosts involved in non-stop activity, as they transported the fuselage of the Mig-21 to the ramp, as well as all the smaller ancillary equipment. The look of disbelief on the faces of the Herc crew as they taxied in and saw that they would have to back the Herc up to the ramp, in order to load the aircraft, cannot be described by words! Much to the credit of both pilot and crew, they did exactly that, and within minutes, a small army of workers helped us push the fuselage aboard.

The second Herc to land, ended up with the most awkward load of them all! Weighing in at just under 12 tons, the Mig-23 ML was both bulkier and heavier than the 21. Fully assembled, it had a length of 55ft and a wingspan of 46ft. As with the Mig-21, the tail assembly and wings were also removed and shipped separately.

The Mig-24's fuselage was so long and bulky, that it took two heavy cranes to load the aircraft onto a double pallet, as well as a lot of concentrated pushing and crossed fingers! At this point, it was decided to try and manually push the load into the Herc, and after a bit of coaxing, pallet adjusting, and some elbow grease, this was accomplished as well. After loading the remaining Mig parts that could fit, we bid the slightly cramped Herc, farewell!

Our last day consisted of jamming North American luggage into a European taxi and racing to the airfield only to be advised of a weather-related delay for our third Herc's arrival! Finally the ceiling lifted, and we loaded the Mig-21's wings and aircraft stands to help reassemble the Migs, and a host of other 'odds & sods', into our Herc's cargo compartment.

It is impossible to name all of those in Ceske Budejovice who contributed to the success of our tasking, but to all the personnel there, we extend a heartfelt "THANK YOU". Special thanks to Mr. Jiri Potucek, who presented us with prints of Ceske Budejovices' Town Square, as well as to Major Zdenek Ouda of the Czech Air Forces 41st Tiger Sqn for the Mig-23 print which will soon adorn our Sqn's wall.

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NCM Professional Development under review

By CWO L.W. Carlson

You may be 1 of 4,000 Canadian Forces Regular and Reserve Force NCMs to be selected as participants in the examination of the NCM Professional Development (PD) program.

What is the NCM PD? It is education you receive in your development as an apprentice, journeyman, supervisor or manager but is not related to the tasks, skills and knowledge you have received in your military occupation training. More specifically it is the education provided in Basic Recruit Training (BRT), Junior Leader Course (JLC), Senior Leader Course (SLC) and the Senior CWO/CPO1 Course. Recently included in NCM PD is the Middle Management Development Course in St Jean, previously only available to Officers and Civilians of Officer status. Additional NCM Professional Development education provided by the Chief of the Air Staff is the Basic Air Environmental Course (BAEC), Junior Leader Air Environmental Course (JLAEC), Sgts' Seminar and Senior Air Supervisor (SAS) Course.

Why is NCM PD being examined? The Minister of National Defence, in his Mar 97 report to the Prime Minister of Canada, stated this examination must take place to ensure NCMs are receiving the correct developmental education needed by today's Canadian Forces (CF). There are varied opinions throughout the CF on whether NCM PD is providing the necessary education at the right time within a person's career, to meet the needs of their rank and responsibilities. It must be determined if updating is necessary in order to address cultural changes in society, higher education of enrollees, the impact of devolution of authority to the lowest rank, business planning, peace keeping/making, Forces Reduction Program (FRP), D2000 etc.

How will NCMs be selected to participate in the examination of NCM PD? A computer generated random selection of personnel will be obtained from the Personnel Management Information System (PMIS) managed by NDHQ/ADM(Per). The random sample will represent the demographics of the NCM community throughout the CF. The distribution will be based upon the percentage of personnel serving in each of the environmental commands, plus the personnel employed outside the three environments. The breakdown will also reflect the percentage of male/female, anglophone/francophone and operational/support NCMs from Cpl to CWO.

How many RegF/Air Res will be selected from within Air Command NCM resources? (Air Command NCM resources also include personnel in helicopter units supporting the Chiefs of Maritime and Land Staffs.) According to recent statistics, Air Command NCM resources are 17% of the approximately 78,000 RegF/Res NCM population. Of the 4,000 NCMs to be surveyed, Air Command's 17% equates to approximately 680 personnel.

Why should you take a personal interest and hope to be selected to receive this survey? This is your opportunity to express your views on the effectiveness of the current NCM education and make recommendations on how NCM PD could be improved. The results of this survey, which will include your personal contribution, will assist in determining the education you will receive in the future and at what stage in your career the education should be received.

Who prepared this survey? The NCM PD Council, consisting of the Canadian Forces CWO, Command CWOs and the Canadian Forces Recruiting Education and Training (CFRETS) CWO, under the scrutiny of the Military PD Council, commissioned a NCM PD Working Group (NCM PD Wg Gp) to develop the survey. The survey was prepared by, and will be administered by NCMs. The Wg Gp is chaired by the ADM(Per) CWO, with a RegF and Res representative from each of the three environments, CFRETS, Communications Res and assisted by a Capt Trg Development Officer. Representing the NCMs of Air Command are CWO Carlson, 1 CAD HQ/A1 PD NCM (RegF) and MWO Cox, 1 CAD HQ/A1 PD NCM 2 (Air Res).

How, Where and When is this going to take place? A team of NCMs from the NCM PD Wg Gp will travel to specific bases across Canada to provide a face-to-face on-site administering of the survey, not a mail-in survey. It is projected that Air Command bases of 4 Wg Cold Lake, 8 Wg Trenton, 3 Ere Bagotville, 14 Wg Greenwood, 19 Wg Comox and 17 Wg Winnipeg will be visited. WComds/COs of any selected Aircom NCMs serving at locations other than bases previously mentioned, may choose to send their pers to the nearest participating base of any environment or authorize reallocation to one of the named bases in Air Command. Reallocation will have the individual's same demographic criteria applied. The survey will likely commence around the end of Feb/early Mar 98.

Will you be informed of the results of the survey? Unlike many previous surveys where you feed the requesting agency with the information requested but never seem to hear anything back on the outcome, it is the intent of the NCM PD Wg Gp to provide units with an overall summary of results after completion of data collection.

Should anyone have questions, speak to your Unit CWO/WCWO. If further discussion or clarification is required, WCWO/Unit CWOs are requested to contact CWO Carlson 1 CAD HQ/A1 PD NCM telephone 257-6621, Fax 257-2522 or e-mail.

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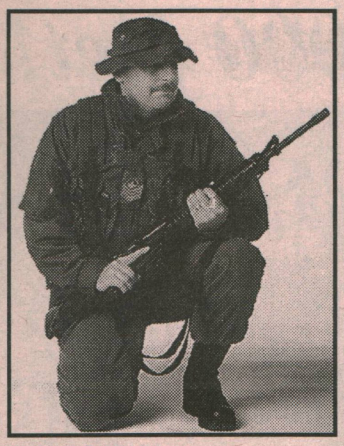
Clothe the Soldier Project



By Sgt G.E. Middleton

Once upon a time in a Battalion far away, I was your typical Infantry Sgt soldiering away, when the phone rang. It was my Career Manager calling to advise me of a posting. I would be posted to Ottawa to a project called Clothe the Soldier, a project mandated to procure various items of new kit for the Army. I jumped at the chance, since new kit appeals to all soldiers in the Infantry, but I must admit that I had reservations about my impending posting. First, I had not cleared it with my Regimental Sgt Major (RSM). Second, we were talking Fort Fumble or The Puzzle Palace, as we in the field affectionately referred to NDHQ. Third, I would be entering an Officer's world with little NCO support.

Well, my RSM supported the posting, imparting some sage words of advice. My arrival at NDHQ, after twelve years in a battalion, was definitely a culture shock. There were more acronyms to learn than during an AFV test! In terms of my reservations about working in an Officer's world, well, I was pleasantly surprised. My job description had one very important task. I was to be the voice of the soldier within the Project Director's team. Basically I was entrusted to ensure that the soldier's point of view was heard and I soon realized that the PD team really took this to heart. The project staff were motivated to get the equipment right and this meant listening to soldiers, including going to the field to solicit input from the private soldier.

The Clothe the Soldier project is responsible to expeditiously introduce into service, 24 individual items of kit. I soon learned that 'expeditiously', in terms of procurement, means three or four years, rather than the 10 or more years that it typically takes to procure kit for the CF.

As I stated, we depend upon the field soldier to articulate the requirements, to tell us what they need and how it should be designed. The kit is then prototyped or procured off-the-shelf in sufficient quantity for field soldiers to compare, evaluate and test. When feedback from the troops indicates that we've attained at least an 80% solution, we procure and issue the kit. It sounds deceptively simple, but the reality is that there are many challenges to overcome. We must consult with all the technical and human factor experts and we must leave a paper trail to justify all decisions. It takes time for reports to be produced, translated, reread, rewritten, approved, actioned and answered. It takes time for manufacturers to produce kit in trial quantities. It's a challenge to schedule trials into the busy schedules of field units and if there is any slippage due to late deliveries, changes in training schedules or operational commitments, trials for a piece of kit, which is seasonal in nature, might need to be delayed for a year. Once it is confirmed that the piece of kit meets the requirement, the government procurement system seems excessively bureaucratic. But it has evolved to ensure that industrial and

Continued on Page 6

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435 Sqn (T&R)

By Lt M.D. Anderson

In the early morning hours of 17 November 1997, while the Winnipeg Airport tarmac was covered with a light dusting of snow, 14 members of 435 (T & R) Sqn along with an NDHQ appointed most-deserving serviceperson departed by CC-130 Hercules on yet another Long Range Trainer (LRT). This particular LRT took them to spots including Ireland, Ascension Island, South America, Caribbean, and the USA.

Despite the exotic sound of the trip, many that have had the opportunity to partake of a LRT seldom wish to do so again and this one was no exception. Each day of the trip involved long hours of flying and/or flight planning, discussing various route options, or dealing with the normal administration of the trip. Any down time was well spent relaxing after a long flight and getting prepared for the next day's flying.

The crew of fifteen total was smaller than previous trainers and was composed of two aircrew that rotated turns flying to gain the maximum amount of experience from the trip. The Hercules aircraft itself ran flawlessly and this eliminated some of the potential annoying problems that would otherwise interfere with the training purpose of the trip. It was also a great relief for the crew, particularly when it came time to depart Manaus, Brazil…but that's another story.

LRTs allow aircrew to plan routes and deal with flying problems that could arise "for real". By being pretrained to plan and fly long-range missions, aircrew are at an obvious advantage. To cite a quote "Train in peacetime as you would for war".

Visiting such exotic spots of course meant that the trip was also not without some interesting events. For instance, it was with some concern that in the late afternoon of 21 November, after heading south from the Canary Islands, that the aircraft was "boarded" at 28,000 feet over the equator by King Neptune himself. The eight crew who had never before passed over the equator were allowed to be introduced to his majesty and to share a meal with him before he departed as quickly as he arrived. I also happened to notice that King Neptune is FE qualified. It was also after some time of being required to listen to his rules of the ocean that I noticed my head starting to spin (but in the other direction). This was also the day the author made a mental note that aircrew should not be allowed to eat chili prior to a long flight leg.

Being a training flight I also feel a need to comment on some particular learning experiences. The first occurred during our two-day stopover in Brasilia when one of the pilots learned some "ground rules". He wished to determine whether, by placing his dirty laundry in a small garbage bag behind the seat of the hotel van, it would actually be construed as being garbage and not his dirty laundry. Sure enough, the keen "loadies" determined it was garbage. However, the pilot had never briefed the loadies on his plan and it took nearly 15 minutes to find the van and the garbage bag of laundry again back at the airport. The interesting part was that two-days later the pilot admitted he never did do his laundry.

The Air Navigators too had to learn that when a sign on a beach behind a runway reads that you could be subjected to back blast from departing aircraft that does not mean that you stand beside the sign to watch the rear end of a Boeing 747 as it takes off. Otherwise you could get blown into the ocean and lose your hats.

The last training event I will comment on occurred near the end of the trip and involved a flight engineer (FE) performing a "spec check" of the onboard toilet using a large aerosol spray can. From what I could determine of this highly technical procedure it involves first dropping the spray can down the hole of the onboard toilet until you hear it splash. Next, the FE is required to grimace and mutter some obscenities. This is followed by the FE embarrassingly asking someone to find some rubber gloves. Lastly, the FE retrieves the spray by inserting his/her arm down the hole whilst the remainder of the crew chuckle and hold their noses. I guess it was an important procedure otherwise why would he do it?

Sgt Tom Furlotte (FE) disguised as King Neptune.

All in all it was a very successful trip and a lot of very useful training and knowledge was gained by all who participated on the flight. 435 (T&R) Sqn endeavors to remain one of the best military transport squadrons in the world and these training flights help to enforce that.

Clothe the Soldier

Continued from page 5

regional benefits are considered and that all prospective contractors have an opportunity to compete.

I must emphasize that the project is proceeding in leaps and bounds by the standards of DND procurement. The project is the number one priority project within the army and enjoys the full support of the chain of command and senior leadership. The various agencies we depend upon outside of the army have also been fully supportive; we're pushing the system to the max.

During the eighteen months I've been with the project, the Multi-tool has been issued, the IECS has progressed to the bid-evaluation stage and the Cold Wet Weather Glove will not be far behind. We have trialed the Cbt Hat, Thermal and Temperate Underwear and the Tactical Assault Vest. Requirements definition for the Wet Weather Boot, Temperate Cbt Glove, sock system and Ballistic Eyewear are also progressing smoothly. All these 'Phase Two' items will enter service in 1998/1999. I must caution you however that for major items of kit it will take time to produce and issue all the kit. For example, it will take two years to produce and issue all the IECS. Thus some of you will be issued the kit before others. Requirements definition (getting input from the troops) is underway for 'Phase 3' items such as the Rucksack & Patrol Pack, Thermal Head Gear, Mortar Glove and Mitt Liner.

I have found Ottawa to be quite an 'eye-opener' as to how the procurement system works. Although I wish we could procure all of this kit 'tomorrow', I'm now aware of the challenges of requirements definition and procurement. As an Infantry Sgt, I've found the job to be challenging and I'm looking forward to the reward of seeing soldiers' receiving new items of personal clothing during the next couple of years. We within the Project Team are dedicated to meeting the requirements of the soldier and are committed to focusing on the soldier in defining the requirement. It's your project! Remember the need to concentrate on the 80% solution to accelerate procurement and the fact that in many cases it will take some time to issue all the kit once it is introduced into service. I'm eager to use this kit myself in a year or so when I'm back in a battalion!

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Chinthe Bits

By Lt Rob Jones, 435 Sqn

I returned from my Christmas break with feelings of hope and the promise of a new year, only to have those feelings dashed with the appearance of a Voxair article submission form in my mailbox. Perhaps there had been a mistake. Perhaps this form was meant for someone else, someone with better journalistic skills. Perhaps I could white-out my name on the form, give it to someone else, and it would no longer be my problem.

When the CO returned the form, with the white-out scratched off my name, I knew the plan wouldn't work and I would have to accept the responsibility and write the article.

I was beginning to worry about what I could write in this article. Luckily for me Mother Nature came through to help me out (but more about that later).

First off, there was the Christmas season and all the events that go along with it. This includes the Squadron Christmas party which was held at the Officer's Mess this year and consisted of a fantastic turkey dinner followed by socializing and dancing into the wee hours of the morning. This was followed up shortly after by the Sticky Floor party.

One of the most popular events of the party was the Loadmaster's Glass Turkey draw. In this event, those who purchased tickets for the draw sit around a podium in hushed expectation, hoping their name will be drawn for either a glass turkey, or a monetary prize. However, not everyone can be a winner (such as your's truly). It is those people whose names are followed by the jovial call of Fred Moores "You're a loser." In fact I was fortunate enough to hear this not once, but twice. This makes me wonder why this is such a popular event and why anyone would pay money to be called a loser by Fred Moores (especially since he'll call you one for free.)

There were very few losers among the Flight Engineers and it looked as though none of them would be in jeopardy of dying of thirst.

Following the Christmas and New Year break came the first challenge of the new year for the Squadron. Quebec and the East coast of Canada was hit by five days of freezing rain causing an estimated one billion dollars damage. It was the nation's worst ice storm on record and it left approximately one million people without electricity or heat for anywhere from one to three weeks.

Air Force personnel from 17 Wing Winnipeg help load an Iltis vehicle into a CC-130 Hercules prior to departing for Mirabel. In the background is a chartered Boeing 747 which was loading troops bound for Mirabel from Winnipeg.

Canadian Forces photo by Sgt Dennis Mah

The Government called in the military to help restore power and provide aid for those left without power. OPERATION RECUPERATION was born.

This was an opportunity for the Squadron to repay those who had helped Winnipeg during the Red River Flood of 1997.

OP RECUPERATION became a top priority. As a result, crews that were on the road were diverted and numerous other lower priority missions were cancelled or postponed. A crew that was in Cold Lake doing an air to air refueling mission was diverted into Edmonton to pick up electrical generators and army cots as was another crew doing the weekly pax/freight mission to Cold Lake and Comox.

The Squadron was required to have a crew on two hour standby to fly supplies to Montreal and this number was later temporarily increased to two standby crews.

Many of the first crews to be launched did so around one o'clock in the morning, returning at around ten o'clock the same morning.

Hercs from Winnipeg and Trenton were used to transport army vehicles such as LSVWs (Light Service Vehicle Wheeled) and Iltises, as well as army personnel, Military Police, electrical generators, cots, and even a portable kitchen into Mirabel airport.

This alert status lasted for 1 week during which 435 launched 12 chalks for a total of 91.9 hours of flying, moving 95 personnel and 231,100 pounds of freight.

Lastly, we bid farewell to two of our flight engineers this month. Nick Ignatenko is off to the CAD and Pete Dooks is off to Geilenkirchen, on an exchange posting.

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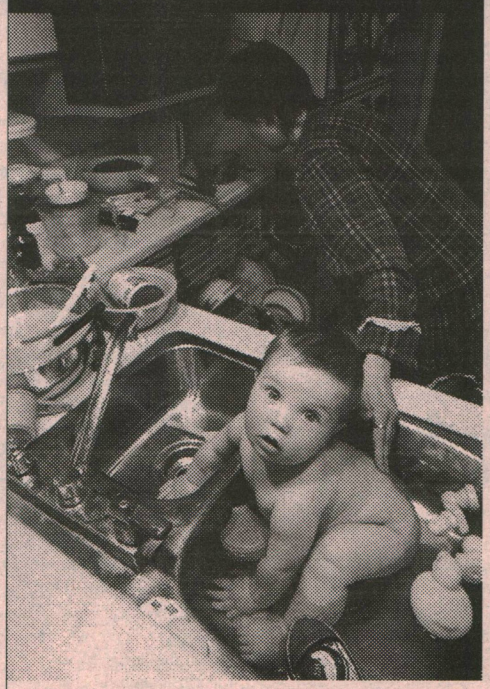

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First Flight of the AUP Aircraft

Article courtesy of 8 Wing Trenton CONTACT

On Friday, 19 September, the long awaited first flight of the prototype avionics update program (AUP) aircraft took place. Years of planning and work finally paid off as the aircraft taxied at 1230. The aircrew were a little apprehensive because the aircraft had not flown for a year and a half. The aircraft was crewed by aircraft commander Major Terry Kirkoski, qualified test pilot (QTP) from the Transport Operational Test and Evaluation Facility (TOTEF), first officer Captain Darcey Granley, QTP from the Aerospace Engineering Test Establishment (AETE), navigator Captain James Bound, TOTEF, team leader and system evaluator Mr Larry Dublenko, AETE, flight engineer Warrant Officer Wayne Williams, 426 Sqn, second flight engineer Master Warrant Officer Dennis Dove, 426 Sqn, and loadmaster Sergeant Kevin Ward, 426 Sqn.

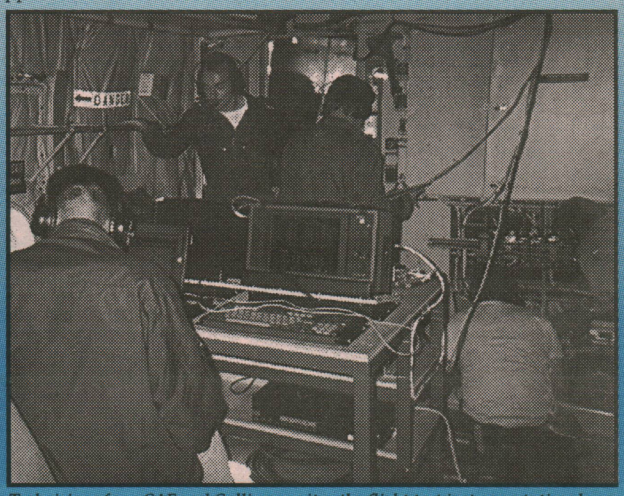
Following training that took place over several months, the crew was confident that they could handle any emergency that the prototype equipment might present. The flight took place under ideal weather conditions - clear and a million as we say in the business. Following an extensive engine ground run and a high speed taxi test, the mighty Herc roared into the sky to a cheer from spectators at CAE Aviation. During the four-hour flight, all the aircraft systems that are normally operated during a maintenance test flight were exercised. As well, almost all of the new avionics were functioning. The new equipment consists of electronic flight instruments at the pilot, co-pilot and navigator stations, a global positioning system (GPS), two inertial navigation units (INU), a flight management system (FMS), a digital autopilot, and an annunciator panel.

During the test flight, in the airspace to the northeast of Edmonton, events were proceeding smoothly until an intentional electrical power transfer caused an INU to go off-line (fail). Since the pilot was using INU as the source of info for his flight instruments, they immediately went blank. A quick flip of a switch and he was back in business. The next step, an air alignment of the INU, was a major concern for the navigator. To his surprise, the INU aligned rapidly and accurately.

The landing was uneventful and the aircraft taxied back to CAE to a crowd of one (the aircraft marshaller). Could this have had something to do with landing after working hours on a Friday night? This was the end of the beginning or the beginning of the end for the prototype testing. All phases of testing are expected to take approximately 10 months. While testing is proceeding, additional aircraft will be modified and interim training of two crews per modified aircraft will take place at CAE in Edmonton.

The first flight is over and the AUP project has passed from the stage of wondering if it would ever get off the ground to becoming a reality. We will keep you informed of the status of the program as testing progresses and more planes are equipped.

Test Crew from left to right: Maj Terry Kirkoski, MWO Dennis Dove, Sgt Kevin Ward, WO Wayne Williams, Capt James Bound, Mr. Larry Dublenko and Capt Darcey Granley



Technicians from CAE and Collins monitor the flight test instrumentation during the flight.

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You may deliver your completed entry form to the Voxair office or e-mail us with the above information at voxair@vulcan.achq.dnd.ca GOOD LUCK!

Day of Caring

Submitted by Maj Wendy Rickards

During the week of 1 Dec 97 - 5 Dec 97, members of the 171 Airfield Engineering Flight of 17 Wing participated in a Day of Caring Project at Andrews Street Family Center. A Day of Caring is an event in which the employees of a workplace partner with a United Way agency to plan and complete a project, activity or social event. Days of Caring help employees better understand what United Way agencies do, who and how agencies help and the value in supporting these agencies.

Andrews's Street Family Center provides a safe and positive alternative to the streets for disadvantaged, vulnerable children and youth in the inner city. Services include cooking classes, sharing circles, sports and recreation and independent living. It also runs a Moms Helping Moms program, which provides outreach and support to adolescent parents.

Earlier this year, Andrews Street received a generous gift of $2000 worth of new vinyl flooring from McMahon Industries. Unfortunately, they did not have the expertise to lay it nor the funds to hire someone. Maj Wendy Rickards, Coordinator of the annual 17 Wing/CFB Winnipeg, Govt of Canada Charitable Campaign, heard about Andrews Street's dilemma and called upon 17 Wg CE for help. Lt Conrad Westerson of the 171 AEF, along with WO Hamm, MCpl Ward Hewitt and MCpl Craig Ferchuk, surveyed the center and determined they had the expertise to help out Andrews Street - a match was made. Old carpeting was removed, the floor scraped and levelled, and the new floor and baseboards were laid. Dilly Knol, a director at Andrews Street couldn't have been more pleased with the way the job was done and the outcome - it was a contribution that could never have been matched by a cheque. To celebrate, Andrews Street held a small reception for the volunteers from 17 Wg and presented them with t-shirts along with a very warm thank you.

Many, many thanks to 17 Wg CE for supporting this project and to MCpl Hewitt, MCpl Steckley, MCpl Ferchuk, Cpl Savage, and Cpl Wiseman for doing a great job.

Back row (L to R): MCpl Steckley, Cpl Savage, MCpl Ferchuk, MCpl Hewitt.
Front Row: Ms Jill Cooper, Ms Dilly Knol.

Transportation Sqn presentations

By Cpl Corena Letandre

17 Wing Transportation Squadron presented numerous awards at a recent Squadron function. Congratulation to all these members, past and present, on their awards, presented by Major J.H.D. Labrie, 17 Wing Transportation Officer.

Mr. Bill Lougheed receives his medallion for 35 years of public service.

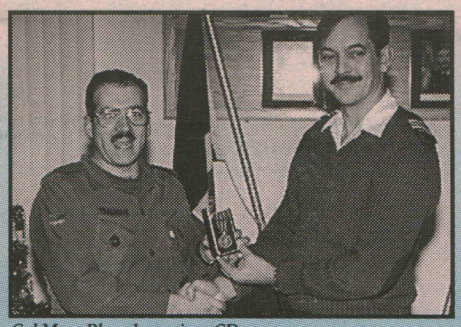
Mr. Wilf Jones receives his medallion for 35 years of public service.

MWO (retired) Nathan Lehr receives 2nd clasp to his CD.

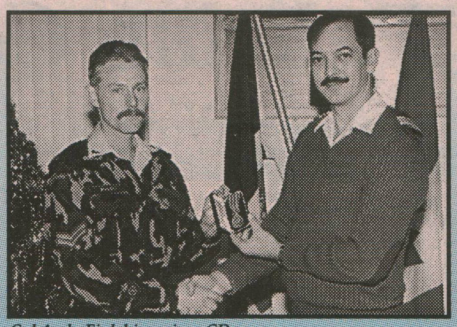
MCpl (retired) Peter Kay receives his certificate for 22 years of service to the Logistics Branch. His wife Maxine receives a certificate of appreciation for her support.

Darlene Woroschuk receives her retirement certificate after a 13 year career in the Public Service.

Cpl Kellie Smith receives her 935.05 "Airfield Special Purpose Vehicle" Certificate.



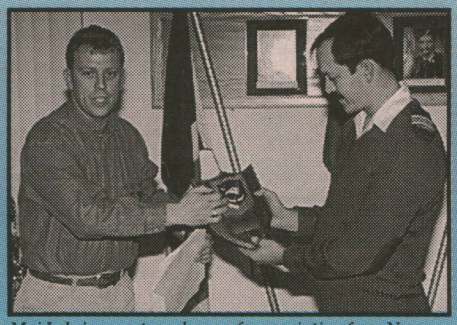
Cpl Marc Plourde receives CD.



Cpl Andy Fialski receives CD.

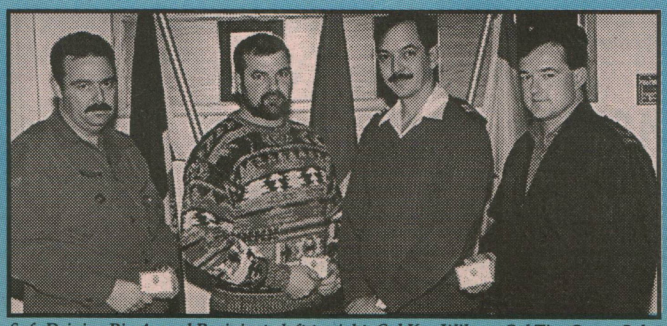
Cpl Brenda Fougere receives CD.

Cpl Michel Tremblay receives his 935.05 "Airfield Special Purpose Vehicle" Certificate.

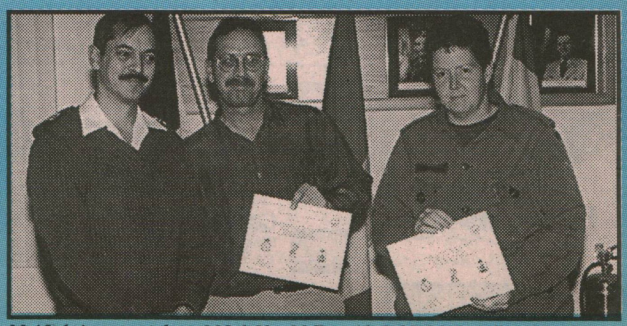


Maj Labrie accepts a plaque of appreciation from New Zealand Air Force exchange Sgt Graham Bowler, who worked with Transport from September to November 97.

Sgt Graham Bowler presents his sponsor, Sgt Dave Jordan, with a few souvenirs from his homeland for all that Sgt Jordan has done to make him feel welcomed in Winnipeg.



Safe Driving Pin Award Recipients left to right: Cpl Ken Wilson, Cpl Tim Gapp, Cpl Jim Jackson. Each received a pin for 10 years of safe driving.



Maj Labrie congratulates MCpl Glen McDermid, Cpl B.J. Wiswell and Pte Dawn Lustig (absent) in recognition of their outstanding contribution to SAREX 97.

Feeling SAD?

By SLt Donna Dynes

SAD, or Seasonal Affective Disorder, is a problem for many people, particularly at our northern latitude where we get relatively few hours of sunlight in the winter. Have you been feeling any of the following symptoms: fatigue; increased need for sleep; mild depression; irritability; carbohydrate craving; weight gain; withdrawal from people?

You are not alone. Many of us are experiencing at least some of the symptoms. SAD more frequently affects women over 30, but it can affect anyone. The combination of these symptoms is thought to be related to a lack of natural light exposure, i.e. sun. (Yes, the sun is good for you, just not too much, or apparently, too little.) The same symptoms have been found during the summer in people who work in offices without natural light, rush to and from work covered head to toe, and spend their off-work time inside their houses with the shades drawn. Because we live in the north, our sunshine is of short duration during the winter and many of us commute in the dark then work in areas with no windows. The lack of natural light can cause the symptoms of SAD.

What can you do? First, maintain a healthy lifestyle year round. Eating, sleeping and exercising sufficiently and properly will help you resist all forms of illness. As well, make a point of getting some sunshine exposure. 15 or 20 minutes a day can make a big difference. Go for a walk, or just sit outside at lunchtime or on a break. Just as smokers plan breaks, make a healthy habit of taking a "sun break". On your time off, try to schedule some outdoor activities. Get sufficient, but not too much, sleep. Most people need 7-8 hours every 24 hours. Something to try: Pick up a timer, and set it so that a lamp near your bed comes on and brightly lights up the room 30-60 minutes before your alarm goes off. Waking up to full light will simulate waking after sunrise, and may improve your morning mood.

Depression or chronic fatigue should be addressed at a doctor's appointment. Do not try to treat serious problems without help. Do help yourself with mild SAD symptoms.

Good luck, and remember - less than two months 'til spring!

WDEC

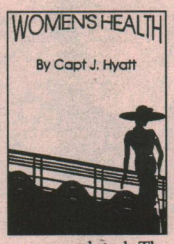
by Capt J Hyatt

That's one big bottle of Beer!

For those of you who read this article - I am about to disappoint you. Last issue reported a standard bottle of beer as being 72 ounces. Guess what-TYPO. Sorry to all you folks who thought you could really sit down and have a tall cool one. That was just too tall! The correct amount is 12 ounces.

Speaking of the law here are the stats from December 1997:

- Three persons involved in impaired driving offenses;
- One person involved in narcotic possession;
- Four persons involved in violent incidents where alcohol was involved; and
- Two persons were intoxicated in other non-violent incidents.



Manitoba F.A.S. News

The Committee on Alcohol and Pregnancy (CAP) was established by the Manitoba Medical Association in 1993 to develop Manitoba FAS/FAE Network and to promote FAS/FAE initiatives in Manitoba. CAP's members represents a diverse cross-section of individuals, groups and communities. They participate on behalf of parents (including birth, adoptive and foster) & professionals in the health, education, social service and correctional sectors.

Family support booklets are being developed and the first 2 (in a series of 5) are completed. These are for use by families and are available at no charge. To order, remit the following form to: Association for Community Living MB, 210-500 Portage Ave., MB R3C 3X1 or fax to 204-789-9850. More info can be obtained from Nadine at 786-1607

Name: _____ Address: _____

City: _____ Prov: _____ Postal Code: _____

Phone: _____ Fax: _____

- ☐ Identifying FAS/FAE: The Health Problems of Children Affected by FAS/E
- ☐ Parenting Children (0-12 Years) Affected by FAS/FAE: A Guide for Daily Living
- ☐ Parenting Adolescents Affected by FAS/E: A Guide for Daily Living
- ☐ Educational Approaches for Children with FAS/E: A Guide for Caregivers
- ☐ Working with FAS/E Adults

Please state quantity requested.

Community Policing Corner

By Cpl Dan Menard
Community Policing Representative, SAMP Sqn

We are back into the thick of yet another Winnipeg winter. As such, things like driving habits become a major concern. Not only to you, as the operator of a vehicle, but to other persons sharing the road with you.

The roads become slippery with snow and intersections turn into skating rinks. This is primarily caused by people spinning their tires as they accelerate in an attempt to pull away when the light turns green. Now multiply this by several hundred vehicles performing this same manoeuvre. It is no wonder that as you approach an intersection, the light turns amber, and you start breaking to stop, that your vehicle continues to slide. This is when it becomes apparent that you are only along for the ride. The best remedy to counter this is to drive to both the road and weather conditions. If in doubt, slow down. Like my driving instructor told me: "look ahead". This means looking at the approaching intersection and noticing if the walk/no-walk sign is indicating a "walking man" or a flashing "red hand". If you see the flashing red hand, then that is a good indicator that the green light will soon be changing to amber. You should be removing your foot off the accelerator, and contemplating bringing your vehicle to a stop.

Also learn to allow extra stopping distance between you and the vehicle in front of you. Do not always rely on the fact that the brake lights of the vehicle in front of you will light up to give you a warning that it is slowing down. The brake lights may be covered by snow, burned out, or the vehicle is a standard transmission, and the operator is "gearing down" rather than braking.

One further tidbit of advice in surviving winter driving is to ensure that all your windows are not only clear of snow, but of fog, frost and ice. Take the time to allow your vehicle to warm up, and while doing so, perform a walk-around and clean the windows off. It is a lot easier to look through your entire windshield than a cigarette sized hole that you scraped just before pulling out of your driveway.

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17 WING SPORTS SECTION

Official's Corner

First of all we would like to take this opportunity to wish you all a splendid 1998.

What we would like to do with this corner is to give you some case study i.e.: some situations that actually occurred in games and what was the proper call. The answer to the case study can be found at the bottom of this article, upside-down.

If you have a question you would like to ask us, do so in the Voxair and we will try to answer it.

First case study:

Question: During a broomball game an attacking player enters the goal crease while the ball is loose in the crease. The ball is shot, goes up in the air above the net and comes down to the attacking player, still standing in the crease, who shoots the ball into the net.

GOAL or NOT?

ANSWER: NO GOAL. When the ball goes over the net it is deemed to be out of the crease area. Player was in the crease area before the ball so, NO GOAL.
See article 9 (C) & 59 (b3) Canadian Broomball Federation Rule Book.

Basic First Aid

By Don Mills, Fitness Instructor

With the large number of participants in various sports and activities, there is bound to be an injury encountered at some point, especially in sports that involve contact. This is why athletes, coaches, parents, and officials, should have a basic understanding of First Aid.

If the injury is a minor ligament/joint sprain or muscle strain, and the person is able to remove themselves from the field of play, there are some simple things that can be done to take proper care of the injury.

Any recent injury should be treated with ICE and COMPRESSION. Lucky for us Winnipeggers, the months of November through April usually provide a great supply of ice outside on the ground. SNOW. Ice should be applied to the injured site immediately for a period of 15-20 minutes, and held in place with a compression bandage or Tenser, and if possible, the injured limb should be ELEVATED without causing more pain or damage. The purpose for icing and compression is to reduce any internal bleeding that may come from the injured ligaments or muscle, reduce swelling, and reduce pain and muscle spasms. Elevating the injured limb also assists in reducing swelling in the area. If the extent of the injury is not yet known, then the combination of ICE, COMPRESSION, and ELEVATION should be repeated several times per day for at least 3 days. REST is also vital for the healing process to proceed properly. This basic procedure on the treatment of injuries is best remembered using the acronym: R.I.C.E.

How well you treat your injury will dictate how soon you will be back participating in your sport or activity. This is why it is important to be examined by a Physician as soon as possible so diagnostic procedures such as x-rays can be ordered if needed. As well, getting advice on how to further proceed with treatment and reconditioning the injured limb by a Physiotherapist or Athletic Therapist, to get you back to your activity as safely and as fast as possible, is also important.

There is a common saying used by medical personnel which is appropriate when attending to an injury, "...first, do no harm." If at any time you feel that the injury is serious enough, or beyond your capabilities to handle safely and competently, call for an ambulance and have an expert handle the scene. Do not move the person if they are unable to do so on their own, especially if it involves an injury to the head, neck or spine.

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Water vs. Sports Drink

By Don Mills, Fitness Instructor

Hydration tends to be one of the most under-rated factors in performing to your potential each time you go out to compete, or train. People tend to concern themselves more with "carbo-loading", or nutritional supplements, etc, which do have their place in performance enhancement, but they should not over shadow the importance of keeping the body hydrated.

Having the body well hydrated before, during, and after exercise has several different physiological functions. One, is to keep the blood volume at it's maximum so it's easier for the body to get rid of the heat generated by the working muscles therefore keeping the internal body temperature lower. Two, the higher blood volume will make it easier for the body to carry nutrients to the working muscles, and remove waste products that the muscles produce during exercise. Three, there is also good reason to believe that dehydration is also the main contributor to muscle cramps.

So the question is, 'what is better for you, water, or sport drinks such as Gatorade, Powerade, or All-Sport'?

If you are exercising hard for a period of less than one hour, there is no need for a sport drink, and water will be sufficient. If you are exercising at a high intensity for a period exceeding one hour, then a sport drink definitely has its place. During intense continuous exercise, lasting longer than one hour, the body uses up a large amount of its carbohydrates (muscle glycogen, and blood glucose) and must be replenished to help reduce fatigue. Sport drinks also contain electrolytes (sodium, potassium, and chloride), but these aren't really needed until you have exercised for periods exceeding 3 or 4 hours.

Water remains the best and cheapest way of keeping the body hydrated, but if you prefer the taste of your favorite sport drink, and this will encourage you to drink more before, during, or after exercising, go with a Gatorade, Powerade, or All-Sport. Just make sure that the drink you buy doesn't have more than 10% sugar content because this just causes you to become more dehydrated and thirsty.

To make your own sport drink, simply dilute 1 litre of your favorite fruit juice with 1 litre of water, and add 1 ml of salt.

INTERESTING FACT

Gatorade was first developed by the University of Florida for their sports teams called the University of Florida Gators.

First Aid for Shinsplints

Taken from Everyday Health Tips, by the Editors of "Prevention" Magazine.

Shinsplints. They're something everyone who exercises gets at one time or another and it's usually the result of just too much exercise or too much too soon. Its symptom is pretty obvious: a burning pain up and down the sides of your shins.

The word "shinsplints" is actually a catchall phrase that encompasses a variety of aches and pains in the general area of the shin. There are two myths concerning shinsplints. First of all, inflammation is what causes the pain, not disease. Secondly, shinsplints are not associated with the bone of the lower leg (i.e.: the tibia) but with the muscles and tendons surrounding it.

How do you prevent shinsplints? Warming up and stretching before exercise and NOT overdoing it are probably the best advice, but more importantly wearing good shoes is your best defense against developing them. Shop around for a shoe that cushions your foot well & don't forget to run properly - roll from heel to toe in order to distribute your weight over your entire foot.

As far as treating this type of injury goes, rest is the best treatment. Take at least a week off, following the R.I.C.E. principle (Rest, Ice, Compression, and Elevation). With proper rest and recovery you will be right back into your exercise program.

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Clothing Stores catch up

By Sgt S. Graham

On 27 October 1997, Clothing Stores came out of the dark ages of manual records and entered what we have all come to know and love as the computer world.

Our new system is called Clothing Stores Automation (CSA). Its capabilities are expansive, automating almost 100 percent of what was previously a time consuming, manual process. We are still in the process of loading everyone's clothing docs into the CSA system and forecast another six months to complete that job.

Some jobs that CSA does are permanent kit issues, as well as automatically creating scales of issue and filling the issues to each individual. CSA will now handle all cash sales, manage inventory and create demands on customers' behalf. One of the major improvements this system brings is the convenience during postings. All docs will be placed on a 3.5 floppy disk which individuals will carry with them to their new unit. This will give the unit immediate access to clothing docs as opposed to the previous waiting period. For instance Winnipeg, which has more than one Clothing Store, will allow personnel access to their clothing docs from all locations.

Sometime in the near future, electronic signatures will be introduced to CSA. This will probably be installed either by a card that will be swiped or an electronic pen allowing people to sign for their issues directly on the computer. This will bring us even closer to a paper-free system.

As some of you have already noticed, we are experiencing the learning curve and this, unfortunately, causes delays when processing customer requirements. However, I am happy to say the process is speeding up and once all the bugs are out we will be able to fill your requirements faster and with a higher rate of efficiency.

Woodworking Club Draw Winners

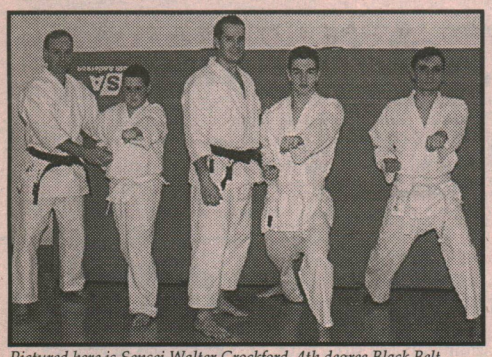
Recent winners of the 17 Wing Woodworking Club draw were: 2Lt Walter Friesen, blanket chest; WO Greg Speakman, Java table; Maj Bill Seymour, clock.

Pictured with the prizes, from left to right are: Capt S. Wilson, club president, WCWO L. Smith and Col T. Watt W Comd.

MFRC ANNOUNCEMENTS

350 Doncaster Street, Winnipeg MB R3N 1W8 489-7003

SHOTOKAN KARATE CLUB



Pictured here is Sensei Walter Crockford, 4th degree Black Belt, Chief Instructor (center) with (from left to right) Sensei Alain LeBlanc, 2nd degree Black Belt and new students Guillaume Vallée, Mike Purdy and Justin Avery.

Our first Karate class was held on 27 January 98. We have a membership of 28 students, both children and adults, who currently train in the same class together.

If you or your family is interested in Karate, please feel free to stop by and have a look. Classes are held in the multi-purpose room at the Westwin Community Centre, Tues & Wed, 7:00 - 8:30 p.m. and Fri, 5:30 - 7:00 p.m.

Cost: Adults $25/month; Children $20/month and family discounts are available.

For more information call Sgt Alain LeBlanc at ext. 5266 or 889-3484 (res.). Students must have a 17 Wing Rec Card.

SINGLE MILITARY PARENTS

Looking for something to do? Just kidding!

We know that it can be a huge challenge to maintain suitable child care arrangements which can cope with the demands of military work requirements. A new group is forming to provide a support network to single parents within the military. The purpose of this group will be to assist with the unique needs of single military parents with regards to child care in the event of deployment/taskings.

Please feel free to contact Capt Sherman at ext. 5116 if you are interested in joining this group, which will operate under the guidance of the Military Family Resource Centre.

NOW ACCEPTING FALL REGISTRATION

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For more info: Call 897-GRIN (4746)

Youth Centre

The Youth Centre is operated by the Winnipeg Military Family Resource Centre. The center is located at 347 Doncaster Street. The phone number is 488-4821. Please register for all programs by contacting 489-7003.

ECO-KIDS has been cancelled. In its place is a drop-in for elementary school aged children during the same time period.

CALLING ALL TEENS! Did you know that the Youth Centre offers two drop-in times especially for teens? You need to be a least in grade 7. Stop by the centre on Monday and Thursday evenings from 6:30-9 p.m. and check us out. You might even have fun.

DROP-IN FEES: 50¢ per visit, or become a member for $10. Contact Diane Brine, 489-7003 for more information.

CHILDREN & YOUTH PROGRAMS

For information on any of the following program contact Wendy Richardson at 833-2500 ext. 6846 (Lipsett Hall) or ext. 2491 (Westwin Children's Centre)

BABYSITTING COURSE

This course offers basic instruction in first aid, fire safety & childcare. Participants must be 12 years old to attend. Westwin Children's Centre - Thursdays, March 5 & 12, 6 - 8 p.m. and Saturday, March 14, 10 a.m. - 3 p.m.

PLAYGROUPS

Come and meet some neighbors and give your pre-school child the opportunity to play with other young children. Parent participation is required. Please bring a snack for your child.
Lipsett Hall, Tuesdays from 6:00-7:30 p.m., and Saturdays from 9:30-11:00 a.m., $2 per family.

DROP-OFF CHILD CARE

This program provides casual childcare for children 18 months to 6 years. The fee is $1.50 per hour for the first child and .50¢ more for the second child in the same family. All children must be pre-registered 24 hours in advance. Call 833-2500 ext. 2491 (Westwin) or ext. 6846 (Lipsett) to reserve a spot.
Westwin - Tuesday and Thursday Mornings - 9 a.m. - Noon
Lipsett - Tuesday Afternoons - 1 - 4 p.m. & Friday Mornings 9 a.m. - Noon

ADULT PROGRAMS

GRAPEVINE WREATHS

Create a natural and easy wreath. Hand made vine wreaths will be your base. Assorted sizes are available. Adorn your treasure with moss, ribbons, raffia and any other items you may like. A wonderful gift for loved ones or to keep for yourself. Learn how easy it is to master this art form. All materials will be supplied. If you have a special item or colored ribbon to add, you are welcome to bring it along.
9 February 1998, Southside Chapel Annex, 7:00 p.m. Cost is $8.00
To register call the MFRC at 489-7003.

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CANADIAN FORCES Community College Network

The CFCCN needs your HELP!

Have you received advanced standing credits from any Canadian Community College based on your Military Training?

In order to better serve the needs of our clients, the CFCCN is assisting in the development of an Advanced Standing (AS) manual outlining the Credits available for a full range of CF MOCs. Your assistance will ensure that accreditation achievements are recorded, setting precedence for AS applications for years to come.

Please call and leave a detailed message at ext. 5115.

'98 LEARNING PROSPECTS
ON BASE - 17 WING WINNIPEG

Report Writing (20 hrs) Feb/Mar 98 - dates to be announced.

Seneca College's Management Development Program:
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Management for Results 13 - 15 Mar 1998
Labour Relations 24 - 26 April 1998

Taught on-base in one weekend, these practical courses allow the student to learn the basics of management in a time effective and enjoyable format. Earn your Certificate from Canada's largest Community College by completing 6 courses; you may however, be eligible to receive up to two credits automatically based on your previous learning or military training. Tuition is a reasonable $120.00 (plus materials - approx. $30)

Call your CFCCN Co-ordinator for more information and to register!

YOUR CFCCN CO-ORDINATOR IS CATHERINE MAYOR
Office hours are Thursdays 8:30 a.m. - 4:30 p.m. Phone 833-2500 ext. 5115

Education Brightens Your Future!

Ice Storm Relief Fund

As you are well award, the recent ice storm affected thousands of people in Ontario, Quebec and Atlantic Canada.

Resources in all areas to support the basic needs of individuals and families have been stretched to their limits. In some of the most affected regions, full services will not be restored for weeks.

The Chaplain General has established a relief fund in order to appropriately respond to the various and real needs in all regions affected.

To initiate this appeal, the Chaplain General has directed, after due consultation, that $10,000 be immediately deposited into this fund. Further, the Chaplain General invites Canadian Forces congregations and other concerned individuals and groups at Base and Wing levels to participate in this appeal for relief funds.

In order to facilitate the collection of relief fund money, cheques payable to 'The Chaplain General' may be forwarded to the Chaplain General, Attention Sgt John Crate. Individuals who require receipts for income tax purposes must provide their name and address for follow on administrative support. Group donations must include individual names, addresses and amounts for similar administrative action.

These monies should not be forwarded, repeat - NOT - be forwarded through NPF channels. Congregations who wish to support this appeal should raise cheques locally for onward transmission to the Chaplain General or ensure that money earmarked for this appeal be forwarded by individual cheque as indicated previously. Queries in this regard can be directed to Sgt Crate at 1-613-992-5233.

As in the past floods of Saguenay and Manitoba, the compassion and generosity of military communities, families and Chapels played a significant role in responding to the immediate needs of their fellow Canadians.

DINING & ENTERTAINMENT

OFFICERS' MESS 17 Wing Winnipeg

WCOMD'S COFFEE BREAK
EVERY WEDNESDAY 1000-1030 HRS

FRIDAY, FEBRUARY 6, 1998 ..... MTGIF - HAWAIIAN LUAU
• Time: 1900 hrs • Dress: Casual

FRIDAY, FEBRUARY 13, 1998 ..... TGIF - PIZZA
• You must be signed in by 1730 hrs to be eligible for the 80/20 draw.

SATURDAY, FEBRUARY 14, 1998 ..... VALENTINES' CANDLELIGHT DINNER
• Time: 1900 hrs • Dress: Casual • Reservations Close 11 Feb 98.
• Cost: $45 per member couple; $55 per guest couple

FRIDAY, FEBRUARY 20, 1998 ..... TGIF - HAMBURGERS & FRIES
• You must be signed in by 1730 hrs to be eligible for the 80/20 draw.

SATURDAY, FEBRUARY 21, 1998 ..... NO-TELL MOTEL
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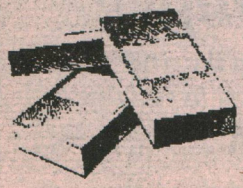

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Poignant reminder

Maj Ray Wong G4 38 CBG

I recently received a thank you booklet in the mail from Laidlaw Elementary School in Winnipeg. The booklet contained over a dozen letters from the school children thanking WO Steve Quilty for giving them a presentation on the history behind Remembrance Day and his peacekeeping experiences in Rwanda. There were too many individual letters to have them reprinted here, however one particular letter immediately drew my attention (shown at right).

WO Steve Quilty is currently the G4 Transport and Maintenance in 38 Canadian Brigade Group Headquarters. He served in Rwanda Jul 95-Feb 96 as the NCO I/C Maint of 95 Composite Mission Support Group where his duties included the first and second line repair and recovery of all Canadian equipment in theatre. From a personal perspective one of his most rewarding experiences centered on his involvement as 2I/C of a committee whose aim was to support 20 orphanages in the area. In this capacity, he devoted enormous energy into assisting the rebuilding of orphanages, including playground equipment. Furthermore, the committee coordinated the distribution of materiels provided by families in Canada and other military organizations. This included clothes, food, beds, and equipment such as generators and water pumps.

Dear Officer Steve Quilty

I think you showed me how good we have it and to respect the people that went to war.

My Grandad fought in the Second World War. My Grandparents were in the War. My Grandmom was in a concentration camp, but she was lucky to get out alive. They are both alive and healthy. I could go on and on.

Thank you again for speaking to us.

Yours truly
Daniel Gumprich

ANNOUNCEMENTS

Military Community Council Family

THRIFT SHOP

RE-OPENING

Saturday, 14 February 1998, 10:00 a.m. - 3:00 p.m.

Under the New Management of Diane Brine

New Location: Bldg. P12, 347 Doncaster Street, (directly across from MFRC)

Hours of Operation: Tues. 6 - 8 p.m. • Thurs. 1 - 3 p.m. • Sat. 10 a.m. - 3 p.m.

Volunteers Needed • Open an Account • Material donations accepted

QUESTIONS? CALL 888-5283

See you there! Bring a Friend!

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Contact Capt Eric Fortin at avn 257-2347.

17 WING CERAMIC CLUB

Winter Blues got you down? Why not come out to the Ceramic Club & learn a new hobby or renew an old one. Special hand made gifts for Christmas, Birthdays, Anniversaries and Weddings. We will be happy to help you, please give at least 30 days notice.

Adult & Children's Classes will be starting soon; contact June at 888-6059 for more information.

For more information on the Club, please call Michelle at 831-0113 or contact the Club at 833-2500 ext 2496.

A little of your time can make a world of difference

to the elderly residents of Deer Lodge Centre in St. James.

A wide range of interesting volunteer opportunities are available, daytime, evenings and weekends.

For more information call Wayne Elliott at 831-2500

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17 WING WOODWORKING CLUB

Located:	Building 33 (Family Resource Centre)
Hours:	24 hours a day seven days a week
Cost:	$50 + GST per year individually or $75 + GST family (dependents over eighteen).
Equipment:	full complement of stationary and hand tools
Sales:	limited supply of hardwoods
Discounts:	hardware store discount cards and access to wholesale lumber
Contacts:	Pres. Capt Steve Wilson ext 5145 Vice Pres. WO Robin Desjarlais ext 5825 Sec. Maj Bill Seymour ext 5206 Treas. WO Greg Speakman ext 5047 Equip. Cpl Guy Jabusch ext 5404

VOLUNTEERS WANTED

Camp Manitou Inc, a charitable organization, exists to provide a self-sustaining recreational/outdoor education and camping facility for Winnipeg youth, particularly youth who would not otherwise have access. The camp is located near the Perimeter Highway on the Assiniboine River.

Due to funding source changes, Camp Manitou is looking for alternate ways of maintaining the facility so the camp can still be enjoyed by over 1600 children this summer. The facilities are in urgent need of repair and there are not ample funds. It is hoped volunteers will come forward to lend a hand with painting, installing drywall, plumbing and other carpentry work.

If you would like to offer your skills and volunteer some time, please contact Mr. Faveri, Lion's Manor at 832-4013.

Armed Forces Night at the Moose

Friday, 20 Feb 98, 19h30 • Moose vs. Quebec Rafales

Tickets: Green Section $7.50; Purple Section $10.00

Buy any four tickets - get Moose Foam Antlers for the kids!!

The staff will toss Moose T-shirts in your sections during the game.
Bonus Draw: A Team Autographed Moose Jersey & hockey stick.

Tickets available at Westwin Community Center, Bldg 33

For more info please call the Community Rec Director at ext. 2059 or Mrs. Elaine Parent at ext. 5976.

Newcomers' Club of Winnipeg

Are you new to the city?
Are you feeling a need to socialize?

If so, please join us for a monthly coffee party and/or general meeting. The Newcomers' Club of Winnipeg meets on the third Wednesday of each month.

The many monthly activities, including bridge, 'Bon Appetite', potluck lunch, crafts, book club, provide an opportunity to make friends in the city.

For more information, call 992-2999 and leave a message. Someone from our Hospitality Committee will return your call.

Plan to join us and remember "You are not alone."

Potential Risk of Creutzfeldt Jakob

The Canadian Red Cross has notified DGHS that a previous blood donor may pose a potential risk for Creutzfeldt Jakob disease, a degenerative neurologic disorder.

The blood donated was used to produce immune serum globulin Lot C7W0ZA which was distributed for use in the CF between Jan 92 and 18 Jun 94.

ISG has been utilized by the CF to protect deploying troops against Hepatitis. It is emphasized that there is currently no evidence of transmission of CJD through blood products and expert opinion internationally defines the risk as theoretical to extremely low. There is no test available to test for exposure to CJD.

Members concerned about possible exposure to CJD may obtain additional information from the Base Hospital/Wing Surgeon or her delegates.

Eat Well - Live Well

By SLt Dynes

Following your fitness program is an excellent way to optimize your health. Boost your benefits by fine tuning your eating patterns! Short seminars will be presented on site at buildings 90 and 21, covering the following topics:

1. General Nutrition
2. Weight Loss
3. Lower Your Cholesterol and/or Blood Pressure

The seminars will be held between 1100 and 1300 - it will be chosen by majority preference, as will be the topics. Please see Lori Ann Mundt, Fitness Coordinator or call her at 2056, or call SLt Dynes, Community Health Nurse at 5780, to sign up. As well, SLt Dynes is available for individual teaching or small groups. Call 5780 for more information.

Future topics will include Diabetes: Information for Everyone; Women's Nutrition; and Men's Nutrition. Also, any suggestions for topics will be considered.

Sign Up Today!

PERSONAL CLASSIFIEDS

EVERYBODY'S MARKETPLACE

HELP WANTED

Minto Armouries NPF Committee is seeking a Manager to supervise the operation of 3 Messes in the building. This is a part time position requiring approximately 20 hrs per week. The Manager will have flexible hours to perform duties but ensures messes are open from 2100 hrs to 2400 hrs Tuesdays and Wednesdays. Some weekend work will be required as well as Remembrance Day and New Years. The successful candidate will be an energetic, outgoing individual with excellent interpersonal skills. The successful applicant will have a proven track record as a supervisor in the restaurant/catering service sector. Demonstrated skill in coordinating simultaneous functions is essential. Experience in military messes and familiarity with CF NPF policies would be an asset. The Manager has to work with 3 Mess Presidents with varying expectations and therefore a great deal of flexibility is required. The position has a salary range of $1000 to $1300 per month. Only those selected for an interview will be contacted. Applications should be sent to Major Ramey, Garrison NPF Administration Officer, Room 104 Minto Armouries, 969 St. Matthews St., Winnipeg, MB R3G 0J7 post marked no later than 14 Feb 98.

CHILD CARE

Cowpatch Daycare has now moved to St. James. Call Laura at 888-9516.

Nurse, mother of one will babysit in my SPMQ. Ages 6 months - 4 years. Qualified LPN, ECEI, ASL, CPR, First Aid. Call Jodi 487-1624.

MISC. WANTED

Wanted - Recherche gardienne. Horaires très variés. Jours, soirs, fin de semaines. Nombres d'heures très différentes chaques semaines. Surtout pour les mois de mai à novembre. Deux enfants 4 & 8 ans. Chez vous le jour si désiré mais chez moi le soir. S.V.P. Contactez Céline au 487-0887.

Wanted - Northside daycare. Phone 837-9700.

MISC. FOR SALE

For Sale - Motorola cellular flip phone with charger, leather case and car plug, $50. Call Mark at 488-0501.

MISC. FOR SALE

For Sale - Two piece sectional sofa, pastel colours, asking $150. Call 487-0237.

For Sale - Wedding Dress, size 9, mermaid style, must be seen to be appreciated. Make me a reasonable offer. Call Kendra 831-0031.

For Sale - Medium size dog kennel, $20. Call 487-1372.

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- 1958 Chrysler New Yorker, 4 door, H/T, 392 Hemi engine, $4000.
- 1961 Chrysler Windsor, 2 door, H/T, $4000.

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