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Inside this issue of

The VOXAIR

VOXBACK
THE RIGHT ANSWER
..... 2

CC-142 DASH-8'S
DEPART 4

CHINTHE BITS
..... 7

17 WING MEMBERS
COMPETE 12

SUMMER SWIM
LESSONS 13



**17 Wing Ops
Situation Report**

Operations

4 Jun 00 - 10 Jun

Calumet, Egypt	2
Echo, Italy	6
Danaca, Golan Heights	12
Kinetic, Kosovo	3
Palladium, Bosnia	7
CFS Alert, Nunavut	3
OP Reptile, Sierra Leone	26
CF Incremental Tasks	6
General Tasks	8
MAMS Tasks	0
Total Deployed	(73)
*1 CAD Indiv Tasks:	0
** CF Incremental Tasks:	
Ottawa	1
CFS Eureka	2
Borden	2
St-Jean	1
Gagetown	1
*** General Tasks:	
Maple Flag - Cold Lake	8
**** MAMS Tasks: Op	0

Everest wins...this time

By: Cheryl Gudzs, 17 Wing Public Affairs



Photos courtesy of La Presse, Montreal

Sgt Warden climbing the Khumbu Ice Fall on Mt Everest.

17 Wing's own, Sgt Jeff Warden, ran into an unexpected obstacle preventing him from scaling Mt. Everest last month. The 37-year old SAR Tec from 435 Transport and Rescue Sqn, had to retreat from his summit assault of Mt. Everest, not because of its difficult weather conditions or rough terrain, but due to an aggravated cold which developed into an upper respiratory tract infection, preventing him from climbing any higher. It's still very frustrating for him to think

about what could have been because, early on, he was looking like the strongest Canadian as he was acclimatizing a lot faster than the other Canadians were. It was quite possible that he could have been the first Canadian, maybe even the first person to summit in the millennium.

Since his return home on 31 May, Sgt Warden has had some time to mull over his recent adventure and had some insightful things to say about the whole experience. Although he's disappointed that he didn't summit, he knows that he made the right decision to turn around when he did.

"There was just no way - it wasn't meant to be. I would've died if I had gone on to Camp 4 (the last Camp before the summit) as dramatic as that sounds. It was like breathing through a straw and it was getting worse by altitude. If anything would've gone wrong at Camp 4 at night, there's no way I would've got down in time. You're in the Death zone - your body is shutting down."

What triggered the severe respiratory problem was his enthusiastic participation in a soccer game at Camp 1 on 7 May, after he had just gotten over food poisoning. He excoriated himself, and started to feel lousy the next morning. He knew that he had to take some time to rest and recover below Base Camp before he could continue any further. The infection led to one of the biggest scares he experienced on Everest. Dry mucus was lodged in his windpipe and he couldn't breathe for approximately five seconds. The incident thoroughly frightened him because he realized that had he needed assistance from someone, he would have run out of time, given that the closest person was forty feet away.

"That started working on my mind that this was crazy - I was too sick," says Warden, who lost 15 pounds over the course of his trip. He tried using oxygen to continue climbing, but it seemed to be drying out his throat even more. He tried again without, but still to no avail. He wasn't able to wait out his cold any longer because in order to summit, he would have had to leave base camp on 24 May. His last chance to reach the summit was on the 27th because his permit expired on 31 May.

"The dry air and altitude did me in. I don't like to promote it, but I had just never excoriated myself like I did at that soccer game. The infection closed off my windpipe, gave me a constant fever, made me cough up a lot of phlegm. And it just caught up with me." He went down to 12,000 ft. and stayed at his sherpa's parent's lodge for a week to recuperate.

Sgt Warden acknowledges that there were many frustrating elements to this expedition, but that there were positive points as well. He claims that his particular sherpa was one of the highlights of his entire experience. A very loyal and compassionate man, Pasang Shering wasn't interested in reaching the summit, but rather in the well-being of his new friend. Warden says that through thick and thin, Pasang Shering was the only one he could really count on.

"He wouldn't leave my side. He came down with me, despite my insistence that he carry on by himself because I wanted to see him get to the summit. He's been on that mountain three times now and every year it's one thing after another. He is more than capable of making it to the summit."

Continued
Please see Sgt Warden pg 5

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VOXVIEWS

Excited by the new challenge

By: Capt Kerry Monk, Managing Editor


Those of you with a discerning eye will note that this is the third issue in a row with a different managing editor. Last issue you were introduced to 2Lt Ben Doyon-Gosselin, and in this issue I would like to introduce myself. First though, a big thank-you to Maj Cheryl Walton-Simm for her many years as the managing editor of the Voxair. Together Ben and I will strive to meet the high standard that she has set.

My name is Kerry Monk and I have been at 17 Wing in one incarnation or another since May 93. I spent two years at the University of Manitoba where I completed my BA in psychology and cultural anthropology - skillsets and information that every Finance officer needs! I have been in the Wing Comptroller branch since '95, working mainly as the Financial Management and Review Services Officer, and on 19 Jun 00 I will take over as the Administration Officer at CFANS.

I am excited about the new challenges I will be facing both as part of the Voxair and in my new job at CFANS. After so many years working in one branch I will once again be the new kid on the block. As I write this article I am attending the Middle Management and Leadership Development Course at the CF

Management School in St Jean. We just completed an exercise, part of which entailed trading two members of our syndicate to another. The two guys from our group went off to their new assignment with a little bit of trepidation as well as curiosity about how another group would handle a problem. As for the two new people we got, did we welcome them with open arms and solicit their input to solving a problem? Not quite. We met them with some reservations. Who are you? Why are you here? Are you going to try to tell us how to do our job? These were the sorts of thoughts going through everyone's mind. And this from a group of people whom until a week ago had not even known each other! As part of the course we are encouraged to keep a journal of lessons learned and how those lessons can be applied back in the real world. Well, I think I know just how soon I'll be applying those lessons! And, you can be sure that I'll be passing on those lessons to the staff I leave behind (whose new boss, incidentally, is on course with me.)

The Voxair is your community newspaper and your contributions, whether in the form of an article, a photo or a letter to the editor are always welcome. I look forward to hearing from you.



VOX BACK

The right answer !

(24th May Issue's question) "Why is it that a Major-General is a lower rank than a Lieutenant-General, when a Major is a higher rank than Lieutenant?" found its answer.

Cpl Peter Cross of Wing Construction Engineering says he remembers the explanation after reading the answer about twenty years ago in a now out of print book entitled, "Customs and Traditions of the Canadian Armed Forces" written by E.C. Russell. He told me that the Army used to have a Sergeant-Major-General rank which was indeed a lower rank than a Lieutenant-General. Cpl Cross explained that for expediency, the Army dropped the Sgt prefix, and the rank simply became Major-General. A rank that is used today in both the Army and in the Airforce.

I had to check it out of course, and so I tracked down the book before mentioned thanks to the Heritage and History crew at 1CAD. Here is an excerpt under the title "major".

"In the period bridging the close of the sixteenth and the beginning of the seventeenth centuries, when the independent companies were being collected into regiments for more effective command in the field, the colonel commanded the regiment, but he also commanded the first company in the regiment. Similarly the second in command of the regiment, in addition to his regimental staff duties, commanded the second company of the regiment. He was called the sergeant major, that is, "greater sergeant," and in due course, the commission rank of sergeant major was shortened to major.

Later, when the rank of lieutenant-colonel was introduced, he was second-in-command of the regiment and also personally in command of the second company. The major once called the sergeant major, now commanded the third company" (Russell, 52).

Clearly this indicates the reasoning behind the ranking. Simply apply the rank structure of Major, Lieutenant-Colonel, and Colonel to the structure behind Brigadier-General, Major-General, Lieutenant-General, and General.

Thank you Cpl. Cross, you have helped satiate many inquiring minds.
Sincerely,
Cheryl Guduz, 17 WPAff

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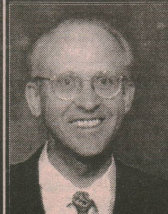
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Farewell and Best Wishes

By: Cheryl Gudz, 17 Wing Public Affairs

When six people leave a company, their absence will probably be felt; but when six people leave the Wing Executive within a month, including the Wing Commander and the Wing Chief Warrant Officer, then the direction in which the Wing is being run, will be greatly affected.

It is definitely not a new concept for the military to shift around its members. Staying in one place for more than four years is almost unimaginable in this line of work. What is unusual though, is the fact that six out of the eight Wing Executive are leaving roughly at the same time.

The summer of 2000 holds new prospects for this distinguished group. Some are being posted, retiring, even going back to school or leaving the country, but they are all moving on and making room for the new. Best of luck in your new ventures!

Executive Assistant to the WComd, Capt Cathy Priestman, has decided to move on from the Forces to further her education, although she says it wasn't an easy decision to make. She has truly enjoyed her years in the Airforce and hopes to continue in the Logistics field down the road.

Wing Public Affairs Officer, Capt Dany Laferriere, will be bringing his media-handling know-how to the East Coast, and back to the Army. He has received a promotion to Major, and another Public Affairs Officer position at the Land Force Atlantic Area Headquarters in Halifax. (Way to go, boss!)

Wing Comptroller and Managing Editor of the Voxair, Maj Cheryl Walton-Simm, will not have to go very far for her next posting, because she will be staying in Winnipeg to work at 1CAD. She will be taking on the significantly demanding position of Deputy Comptroller, and because of this, will regrettably be leaving the Voxair.

Deputy Wing Commander, LCol Dave McCoubrey, started his career in the airforce thirty-seven years ago, but last year when he could have retired, he agreed to have his contract extended. The reason for this was because his expertise was needed for the successful planning of the Pan Am Games Athlete's Village last summer - a project he had a very large role in. But he certainly didn't mind hanging around here for another year. "I've never disliked any job I've held in the Forces, and I can't imagine any other profession that I'd rather go into. It's been fun."

Wing Chief Warrant Officer, CWO Lynda Smith, is ready after 35 years to retire from her illustrious and groundbreaking career in the airforce. The first woman ever to be appointed as Wing Chief Warrant Officer, CWO Smith says the only concern she had when assuming the position four years ago was, "doing a good job so that another woman could do it again." She has accomplished that - and more. With a background in Communications, she pioneered her way up the ranks. But was it twice as hard for her? She conceded that this was not the case, but rather it was her work ethic that made her successful. "I've never had to prove anything. I just like to work, to work hard." She does acknowledge, however, that one person is hardly the sole reason for a successful term. "The support I've received has been incredible. You're not successful unless people support you." She's had a very fulfilling career in the military, and will be especially fond of her last position remembering most, "the camaraderie, the structure, and the ability to be myself and have my ideas heard."

So what's up next for "The Chief"? A Home Interior Decorating course at Red River Community College, and just maybe, the realization of her "dream job" - which Colonel Watt enjoys teasing her about - as a greeter at Home Depot.

Wing Commander, Colonel Tom Watt, will be leaving 17 Wing on 13 July to assume the position of Canadian Forces Air Attaché at the Canadian Embassy in Washington D.C. Remembering fondly the successes of the Wing in his three-year term as Wing Commander, he noted these particular events as some of the highlights

"I have nothing but kind things to say about the people that I've worked with over the last three years" Colonel Watt

of his experience at 17 Wing. "The cleaning up after the Flood of '97, 435 Sqn's involvement with Kuwait, the Pan Am Games Athlete's Village, Op Abacus, and SAR and Ops missions," reminisced Col Watt, "These accomplishments have improved the visibility for the military."

After three years as Wing Commander of 17 Wing, and head of about 1500 military personnel, Col Watt will be going to a section where he will work with only three other people; however, that's just fine with him. "I enjoy change, getting involved in a different milieu."

That's not to say that he's anxious to leave. In fact, Col Watt says leaving is going to be pretty tough. "I'm going to miss it a lot - particularly the people. Everyone worked really hard, and I always felt well-supported. It was a tremendous experience"

"I felt at home from the minute I walked in here."
CWO Smith reflects on her experience at 17 Wing.

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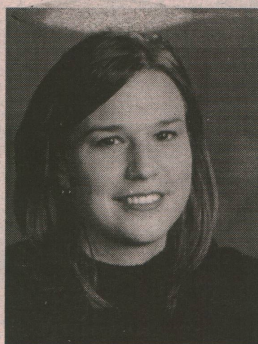
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CC-142 Dash-8's Depart

By: Cheryl Gudz, 17 Wing Public Affairs

In 1990, the esteemed DC-3 Dakota aircraft was replaced by the latest in aircraft technology: the DeHavilland CC 142 and CT 142 Dash-8. But only ten years later, the dependable CC aircraft (the only two of its kind in the entire CF) has got its wings clipped.

On 30 April 00, the DeHavilland CC-142 Dash-8's were grounded, as outlined in DPG 2000 released in August of 1999. Faced with budget constraints, DPG 2000 reviewed the role of the aircraft's utility and concluded that the passenger and transport aircraft would not be kept. Says LCol Bert Doyle, Commanding Officer at 402 Sqn on the DPG 2000 report, "They're not looking at cause and effect, they're looking at the things that affect the larger Air Force, if you will, and therefore they have to make very tough decisions."

Capt Réjean Douville, 402 Sqn Quality Assurance Manager, is the OPI responsible for writing a Master Implementation Plan for the Wing Commander. Capt Douville contacted section heads to find out if their units would be affected in any way by the loss of the two aircraft. If a section determined that there was indeed a resulting impact on them, they were required to write and submit a plan to Capt Douville by 31 May.

The CC-142 would regularly carry military personnel, and VIPs from all over the world. After speaking with LCol Doyle, the Squadron's new CO, it is clear that although the two Dash-8's may be missed, they are not essential to the evolution of the Canadian Forces.

"The core requirement for the aircraft is to provide flying training for the Air Navigation students," says LCol Doyle, "Any additional roles that were assumed by the aircraft, generally fall into the light transport role, with maybe some casualty evacuation, (which are) not core requirements of the Dash-8 fleet. The Airforce looks at what must be essentially done, and those particular things weren't considered to be of such prime importance."

In the case of an emergency evacuation in which the Squadron is called upon to provide assistance, an occurrence that happens frequently especially in north-

ern regions of the country, 402 Sqn would still be able to evacuate an area by using the CT Dash-8. Although the aircraft is not ideally designed to hold as many passengers as the CC's, it is still capable of providing adequate assistance.

402 Squadron will be affected by the loss in varying degrees. The biggest impact from the loss will be to their plans for attracting foreign students to their Navigator program. Explains LCol Doyle,

"We have no expansion capability with the loss of the two aircraft. Our international marketing efforts have been severely impacted."

There was a plan in the works to expand and market foreign training so that it would basically not cost any money to train Canadian Navigator students. 402 Squadron was actively trying to cut costs and keep the two CC's for the success of this program, but they were beaten by time.

"An opportunity to generate revenue to cover some of our ongoing costs, like Navigator training, has essentially been taken away from us. We would have offset all of our costs by generating revenue from foreign students. It was being actively pursued, but sometimes it takes a couple of years to confirm foreign students. There were possibilities to expand to several other nations, specifically in Europe."

Despite the impact, the role of 402 Squadron remains the same.

"The must-do job is providing aircraft and pilots for the Navigator Training, that hasn't changed, we're still



doing that. The "where do we go from here" really applies to the Air Force in general, because now these aircraft are not available for the light transport role, (or for) VIP's."

So what will happen to the passenger and light transport role that the aircraft provided? The responsibilities of the CC Dash-8 have been passed on to other military and civilian aircraft. LCol Doyle added that renting planes from civilian companies rather than operating our own, could be one way of keeping costs down.

"We ask ourselves, is it not cheaper to rent an aircraft from a private contractor? But what you lose is the military ethos and the military ethic," he considered.

Although it's true that no one is happy that the passenger Dash-8's are no longer in operation, most would agree that their utility is not an absolute necessity. States LCol Doyle about the aircraft, "No, it is not significant for our core requirements. One would start to talk from the heart instead of the head, to say that this is going to be a major impact in regards to the Air Force."

That may be true, however, it is certainly not easy for anyone to accept that two more Canadian Air Force aircraft will fly no more.

435 SQUADRON REFUELS NATO AIRCRAFT IN GERMANY

By: Lt Richard Perreault, PAO for 433 ETAC Detachment Eggebek



Nordholz, Germany - Members of 435 Squadron are presently taking part in Exercise Clean Hunter 2000 as air-to-air refuelers for NATO aircraft.

The 36 personnel under the command of LCol Tom Whitburn, Detachment Commander, have been flying their two KC-130 aircraft here, in Nordholz, since June 1, 2000 and are scheduled to do so until 21 June, 2000.

The role of the Squadron is to provide air-to-air refueling forces during the exercise and to provide intra-theatre airlift for 3 Wing assets (mainly 433 ETAC) repositioning to Florennes, Belgium, after this exercise. "We will move people, servicing equipment, and spare parts for 433 ETAC," said Capt. Peter Jaeggi, air navi-

gator with the 435 Sqn Detachment.

Operations in Europe are nothing new to this Squadron which gets involved in some air-to-air refueling exercises every year in Great-Britain. "Last year, we also supported the CF-18 flying operations during OP Echo," added Capt. Jaeggi.

How much fuel can the crews of 435 Sqn in Germany deliver a day? As a maximum, each aircraft can give 40,000 lbs of fuel per mission, the average mission being about 20,000 lbs per mission. "The interesting thing to note is that when a KC-130 gives fuel to an aircraft, it gives away its own fuel. The use of an internal solid tank allows use to give more fuel," noted Capt Jaeggi.

Apart from being at the right place at the right time to meet the "customers", crews working on air-to-air refueling operations have other challenges to face; like deploying two large aircraft with all it means. "The Germans have been very cooperative with us, so it makes our life easier!", said Jaeggi. "There is also the fact that we did not have the chance of sending an advance party to get here ahead to sort out any details related to our operations," he added.

Although they mainly support CF-18 and German Tornados, crews are also qualified to refuel other NATO aircraft like the US Navy's F-14 Tomcat, the US Marine Corps' Harriers, the French Mirage F1 and 2000 just to name a few.

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Paving the Way

By: Koren Palmer, Journalism Student

Have you ever had a dream? The perfect job? But you didn't have the funds for the education required to meet the standards? Or are you just bored with your current position and are waiting for something more exciting to come your way?

"I never really thought that I would be a doctor," recalls Dr. Battad. Ten years ago, with no future plans or knowledge of the Canadian military, this recent graduate of Biochemistry with honours walked into a recruiting office and started down the path to a future that he enjoys and wouldn't trade for anything in the world. He had chosen the ARF (Air Reserve Flight) which, at the time, was a new concept.



After completing his two years of basic training with the regular force, he was placed in the 17 Wing Hospital as a medical assistant. He quickly became interested in the field of medicine and with the help of ARF he was able to afford the costs of medical school at the University of Manitoba. With the help of the experienced doctors at the base hospital he got a lot of hands on experience while his classmates had to read about it in a textbook.

Now he is working 90-100 hours a week at the St. Boniface hospital and the Health Sciences Centre training to be a specialist. But he hasn't forgotten his roots and the program that got him to where he is now. "I owe a lot to the military," Battad states, "they helped me work from the ground up." Which is why he is still here during whatever spare time he has doing sick parades, medicals, and helping to train the new generation of nurses and medical assistants.

Where he will go from here is uncertain but this lieutenant is sure of one thing, he will stay with the reserves as long as possible.

Being a medical reserve is only one of the several occupations/trades that exist at 17 Wing ARF for both officers and non-commissioned members. Voxair's own production manager Sgt. Simm has been a part of the ARF since the beginning of the year and is thoroughly enjoying it. If you have any questions about the ARF please contact the orderly room at ext. 5764/6968. Don't just settle for what you have now, anything is possible.

Sgt Warden

Continued from page 1



Sgt Warden says that many of the sherpas are hesitant to summit because of their spiritual beliefs. The mountain's name translated into English, means 'goddess mother of the earth'. "For them, to get to the summit would be to go to her soul - and they have no interest in doing that - it's very sacred to them." He speaks very fondly of the Nepalese, finding them to be a hospitable and peaceful people. "I don't think I've ever seen or heard an angry Nepalese person. They don't argue amongst each other, and they don't seem to show signs of jealousy. They have lots of compassion and are the nicest people going - anyone would tell you that. And as far as climbing, they are unrivalled in the world." Despite Sgt Warden's positive attitude, it's apparent that he is constantly thinking about his

fate on Everest, if not only by the remnants of his lingering cold.

"It's really sinking in now, at the time it didn't, because there was no choice. It was disappointing that I was sick, but I mentally prepared myself the previous week. I knew that I was fighting time."

Clearly displeased about the unfortunate events leading up to his sickness, he says that he had mixed feelings about his final descent.

"I was happy that it was over, and that I could go home; but there is also some somber feelings knowing that I've got to do it all over again." Nevertheless, Sgt Warden is certain he will definitely do it all over again.

"I know I can climb it now, whereas there was that element of doubt before. Who's to say that I'll get up next time, but at least I know that I can."

Before he can head back to the Himalayas, he will remain in Canada for a while, back to work at 435 Transport and Rescue Sqn. He eventually wants to start his own business in guided climbs, possibly with his friend Pasang Shering; but before he does that, he'll be right back at it again climbing Mt. Robson, located on the British Columbia and Alberta border, sometime this summer.

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Summer Philately

By: Alf Brooks

Traditionally stamp collecting is most active during the fall and winter; come spring most collectors put their stamps aside and get outside with everyone else. But collectors can still find things to during the summer, even though there are no meetings and the outdoors is inviting.

In Winnipeg summer brings an increase in humidity. For collectors who have a basement "office," this means a way must be found to protect their collection, particularly stamps that are mint and could suffer gum damage.

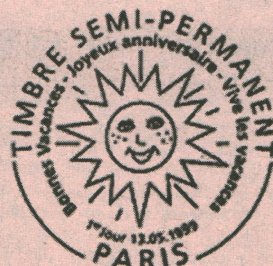


A move of the collection to an upper floor to escape basement humidity is one solution; another is to use a dehumidifier. We only have a few months each year when high humidity can be a problem, which makes one wonder what collectors on the BC coast or in the tropics must do year round.

Many collectors catch up on reading, do philatelic research. Summer is a good time to plan for the future, perhaps read up on a new area or topic, perhaps sort through some of the accumulation all of us have. The Winnipeg Philatelic Society will hold an auction in October, and members can prepare their lots for sale or prepare

material to be sold in the circuits that are available at meetings.

As well, members can adopt a topic to the season. Many countries have recently issued stamps that celebrate vacations and summer festivals. For instance, in the last few years France has issued stamps celebrating "Les vacances." The illustrations here show one of these stamps and the cancellation used on First Day Covers.



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CHANGE OF COMMAND DATES

Date	Unit	Leaving	Replacing
18 May 00	402 Sqn	LCol Lamb	LCol Doyle
18 May 00	CFS	LCol Doyle	LCol Young
23 Jun 00	2PPCLI	LCol Overton	LCol Makulowich
28 Jun 00	1 Air Mov Sqn	Maj Boucher	Maj Bangsboll
06 Jul 00	CFSAS	LCol Haines	LCol MacFarlane
13 Jul 00	17 Wing	Col Watt	Col McLennan
		CWO Smith	CWO Emond
14 Jul 00	CFANS	LCol Kummel	LCol Reid

APS 2000 Change of Command Extravaganza

By: Cheryl Gudz, 17 Wing Public Affairs

Active Posting Season 2000 will bring many changes at the top for 17 Wing. COs and Comdts from CFSAS, 402 Sqn, 1 Air Mov Sqn, CFANS, CFS, and the WOpsO, are all moving on to new and exciting positions after their time at 17 Wing and lodger units.

These six distinguished gentlemen have openly reflected on their military careers, their experiences at 17 Wing, and have contemplated about what awaits them in the upcoming years. To the departing senior officers, all the best in your future endeavors!

LCol Murray J. Haines, Comdt CFSAS, is moving on to Ottawa, and moving into a staff position, which he doesn't mind in the least. "Some people might say, tough luck on Ottawa, but for me, I got the job and the location I always wanted. This has been what I've worked for for thirty years." He has been appointed to the Defence Research and Development Branch at NDHQ in Ottawa. When asked if Ottawa might be his last posting he says that he has at least seven years until Compulsory Retirement Age (CRA) hits. "It won't be my last appointment...not as long as I have that feeling that I'm making a difference. If I can't anymore, then it's probably time to go." His replacement is LCol Curtis MacFarlane from 1CAD HQ - A1 Training Division.

LCol Dave G. Lamb, CO 402 Sqn, as of 18 May, is now occupying a staff position with the Special Projects Team of A1 Reserve, 1CAD. The changeover took place recently but he has not yet forgotten about his old squadron, having only good things to say about his three and a half year stint as CO. "Working at 402 Sqn has probably been the highlight of my career... no, has been the highlight of my military career." When asked why that is, he said simply, "because of the people. They are extremely competent and committed to what they do. It's been challenging, rewarding, and basically a wonderful experience."

Maj J. Randy Boucher, CO 1 Air Mov Sqn, will be leaving the squadron and Winnipeg at the end of June, and moving to the luscious state of Florida. But Major Boucher isn't there to retire; he's there to take on a Logistics Planning staff position at 1 Airforce Defence/Continental NORAD Region. He'll join 32 other Canadians at 1 Airforce HQ in Panama City, FL., who represent Canada at one of three NORAD centres in the US. Reflecting on his three years in a Command position at 1 Air Movement Squadron, he says, "I've been very lucky to be somewhere where there's non-stop action, where it's go, go, go the whole time."

LCol Bert M. Doyle, Comdt CFS, assumed his duties as Commandant of Central Flying School, 1 Canadian Air Division in July 1997. Since 18 May, he has assumed command of 402 Sqn as a member of the Primary Reserve after being released from the Regular Force after 35 years of service. "The highlight of my military career," says LCol Doyle, "has been an individual one. The greatest thrill for me was in October 1996 when I got to put the Wings on my oldest son's chest and fly with him in a F-18."

LCol Stephan J. Kummel, Comdt CFANS, is somewhat reluctant to leave his three-year Commandant role. "Everyone give's up a command position reluctantly," he says, "it's tough to let go, but others have to have the chance, and you have to move on." Still, he is not reluctant to take on his upcoming position. "To be a Deputy Wing Commander is another step up. Your influence is greatly broadened, you're partially responsible for every section, even outside the Wing and the province (lodger units)."

Originally from Dryden, Ontario, LCol Kummel has been in the military for over twenty years, and has spent a lot of that time in Winnipeg, which he now considers home. He speaks very fondly of his time at CFANS, and is quite proud of their recent accomplishments, including the implementation of a new Air Navigation course, which has received kudos from the RAF and the Americans.

"The caliber of people are what makes it happen. We're truly blessed at the school. The brain power of our group has brought about our success." LCol Gord Reid of A7 Force Development and Doctrine at 1CAD, will replace him.

Major Ronald J. Cooney, Wing Ops O, will be returning to flying when he assumes his position as an ESM Operator on an AWACS aircraft in Geilenkirchen, Germany. He says the only time he's been posted out of the country was when he was in Colorado Springs for four years. Replacing him on 10 July is Major Mick Conway, formerly at Staff College. Maj Cooney says his time at W Ops has been, "Very busy. I've enjoyed it, but it's been hectic." As ALCE Commander for the bi-annual Op Boxtop, and with many important events in the last year like Pan Am Games, Y2K preparations, and most recently Op Reptile, he will appreciate the change of pace. He claims his family will too, as they are ecstatic about Germany, "I'd have to wipe the smiles off their faces with a club."

FTX 2000

Steele Barracks, Edmonton Alberta, Held 19, 20, and 21 May 2000

By: WO Lindberg, RCARMYCC



On Friday the 19th, I went to FTX 2000 with a team of cadets. I was team leader and Lt. B. Fulford was the adult leader. Once we got there, we were issued our kit and got ready for the weekend.

Saturday morning rolled around early! We got up and had the last cooked meal of the day. From there we headed out to the runway to complete our stands.

The first stand was physical fitness and (one of our cadets came out with a Gold

Fitness badge) we ended with a tired troop.

We continued on to our next stand. The stand of choice on the first day was the Moch Tower, which our team did rather well on. Every cadet jumped out of it and went to jump again and again.

Both lunch and supper were IMP's (individual meal packs).

Once we were done the stands for the day, we went to our biwwac site and bedded down for the night.

Once again, morning came early! We packed up camp and made breakfast and

were on our way by 0700. We started out for our stands. The stand of choice for Sunday was the C7's.

Later that night we got another cooked meal of hotdogs, a social time and well needed sleep.

The next morning, we returned our kit and cleaned up our accommodations.

It was then time for the award ceremonies. Our team received a gold fitness, silver fitness and 2 cross-rifles and crown. The weekend was over and we headed home with six very tired cadets.

Chinthe Bits!

Par le Capitaine Véronique Briand

J'étais à la maison en train d'arroser mes pauvres plantes lorsque la sonnerie du téléphone est venue interrompre mes quelques minutes de paisibilité hebdomadaires. "Hey Véro, it's Major Bound calling... How are you?" Deux minutes plus tard, j'apprenais mon départ pour Yellowknife prévu pour le lendemain matin jusqu'à une date indéterminée! Encore une fois, on prépare la valise qu'on a à peine eu le temps de défaire depuis sa dernière mission! Certains d'entre vous ont peut-être eu vent de ce fameux déploiement en soutien de l'Opération *Fabric Brave* à Inuvik, d'autres pas. Ce petit compte-rendu de mon séjour dans le Nord canadien s'adresse à ceux qui veulent en savoir un peu plus sur les expériences du personnel navigant en recherche et sauvetage (RES) à bord du Hercules.

Chaque jour de l'année, 24 heures sur 24, l'escadron 435 tient un équipage prêt à être déployé en cas de besoin en RES... et ce, d'un bout à l'autre d'une vaste région couvrant les Prairies ainsi que la majeure partie du Nord canadien. Ainsi, lorsqu'au mois de février dernier des chasseurs des Forces canadiennes étaient en exercice à Inuvik (à l'embouchure du fleuve MacKenzie dans les Territoires-du-Nord-Ouest), a-t-on décidé de faire suivre un contingent de RES... là où on serait en mesure d'intervenir plus rapidement au cas où un incident malheureux devait survenir à l'un de nos précieux avions de combat. Voici donc comment, parmi la flotte aérienne de l'escadron, un Hercules ainsi qu'une trentaine d'entre nous, aviateurs et mécaniciens, se sont retrouvés dans l'Arctique à l'aube du printemps de l'an 2000.

En position tout près des Rocheuses, nous devons en profiter pour remettre à jour nos qualifications de vol en relief montagneux. Parmi celles-ci:

apprendre à contourner les montagnes à basse altitude afin de pouvoir repérer différents objets au sol. Ceux qui sont familiers avec le Hercules savent que ce n'est pas là une sinécure! La faible manoeuvrabilité de cet avion (si l'on compare avec l'hélicoptère), la turbulence et les conditions météorologiques changeantes, etc. sont autant de facteurs qui rendent les tâches du personnel navigant difficiles. Pourtant, ces tâches ne m'ont semblé qu'une bien mince partie de notre expérience à Yellowknife. En effet, si tous n'étaient pas nécessairement ravis de passer les premières semaines du printemps dans la région boréale, chacun d'entre nous a pu témoigner de ses splendeurs vues d'en haut. Bien que de la cabine de l'avion on puisse facilement admirer les coins de pays les moins explorés, c'est encore de la rampe ouverte du ventre du Hercules (d'où il faut constamment se rappeler qu'on est là pour effectuer son boulot!) qu'on a droit aux paysages les plus prenants. Dommage que cette dernière était fermée lorsque nous avons survolé les chutes Virginia, dans le parc national Nahanni! Après la journée de travail, la capitale des Territoires-du-Nord-Ouest comptait son lot d'activités pour intéresser bon nombre de personnes parmi notre groupe (à part peut-être le moins enthousiaste touriste du contingent). Durant la soirée, on pouvait admirer les oeuvres d'artistes locaux, en vente malheureusement à des prix exorbitants, chez les boutiques d'artisanat, galeries d'art et cafés "internet". Les amateurs de la nature pouvaient d'autre part se promener parmi les sentiers... ou encore, taquiner la truite et le brochet sur l'un ou l'autre des nombreux lacs aux abords de la petite ville principalement minière. C'est donc à Yellowknife que j'ai eu ma première expérience de pêche sur la glace! Tandis qu'un poisson de trois à quatre livres mordait à mon

hameçon, j'ai attrapé joyeusement mon premier coup de soleil du millénaire...

Vers la mi-avril, certains d'entre nous s'apprétaient enfin à retourner à Winnipeg pour effectuer un changement d'équipage. Or, juste avant que les roues du Hercules ne s'activent sur les voies pavées de l'aéroport, un appel venait retarder notre décollage et amener notre itinéraire. Aussi vite que possible, le contingent en entier devait quitter l'hôtel et nous rejoindre à l'aéroport. En route pour Lethbridge, en Alberta, à la recherche d'un petit avion blanc probablement camouflé parmi les parois enneigées des Rocheuses! Comme l'Opération du Nord allait par la suite être annulée, c'était tout le monde qui devait suivre. Au détrimment de ses proches ou de ses plantes, nul ne savait exactement lorsqu'il rentrerait chez soi. Chose certaine en ce qui me concerne, ce séjour dans le Nord m'a permis de découvrir encore une fois l'immensité des richesses que recelle notre pays. Voilà, c'était ma contribution en français à cette rubrique de la 435... intitulée "Chinthe Bites", parce que s'il n'est pas donné à tous d'être faits pour le style de vie du personnel navigant de notre escadron, celui-ci ne manque assurément pas de mordant!



More than \$300 000 Goes Unclaimed

By: Mitch Gillet, D-News

A free phone call to the CF pay and pension department might be just the ticket some retired military personnel need to collect their share of \$310 500 in unclaimed pay and pensions.

An Access to Information request that prompted DND to search the pay records of thousands of former military members found \$283 800 in unclaimed pay and benefits and \$26 700 in unclaimed pensions.

Acting Director of Accounts Processing, Pay and Pensions, Commander Ian Duncan of Ottawa, said DND personnel have searched inactive computerized pay records from 1989 to 1997 for outstanding amounts.

"There are about 50 (names) on a page and there are about 25 pages of people who are owed \$2 or less," Duncan said. "We are sort of applying Revenue Canada's standard for income tax. If you owe Revenue Canada \$2, or if Revenue Canada owes you \$2 or

less, forget it - we are not going to pay you and you don't need to pay us."

The global search of inactive pay records - accounts from 1998 to present considered active - turned up slightly more than 3 000 former CF members who are owed money.

One former military member is owed \$24 400 in pay, 34 are owed between \$1 000 and \$7 000 and about 400 are each owed \$100 to \$500. The rest are owed \$100 or less.

Any member who retired in 1989 or later and who thinks he or she is owed money can call 1-800-267-0325. Callers should select "pay" and then "T4."

The CF has not put a time limit on when people can make a claim. A person in the pay and pension branch will take all the necessary information for a claim and do a search. Once the search has been completed, the person will be told if they are entitled to a cheque.

Dr Wright Leaves 17 Wing

By: Capt Hyatt

Well it is the posting season but we did not think that we would have to say good-bye to one our beloved civilians. It is with regret that Dr Elizabeth Wright (our civilian doctor extraordinaire) announces her leaving. As of 31 July Dr Wright will no longer see patients. Liz joined the staff at 17 Medical Squadron in 1996. In her time here she has devoted herself to looking after us all and endeared herself to many patients. She has taught us much about being a vegetarian and a free spirit and suffered through many hours of learning our acronyms and slowly grew to understand why the answer to her repeated question of "Why can't I do it that way?" or "I want this medication" was always no. We just do things differently in the military, don't we Liz? Although she is leaving the relaxed ways of the AIR-FORCE and heading with her husband to Halifax, rumour has it she will once again work with her old buddy Maj Lorenzen "in the Navy". Dr Wright would like everyone to know that she has extremely enjoyed her time with us and finds it hard to say good bye. We wish you well Liz and know you should have no problem getting through those hearts of oak.



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Awards presentation



CWO R Goch of WTISS is presented his Chief Warrant Officer Scrole. CWO Goch was promoted in August 1999.



Mr. Cecil Chase of WTISS proudly receives his 35 Year Service Award. Cecil's 35 years of service has been to both the CF and the Civil Services. Well done Cecil and may you enjoy another 35 with us.



Maj D.M. Ross, formerly of 435 Sqn, receives his Certificate of Service.



LS M. Farrell and Cpl I. Wilson of WSamp along with Mr. J. Follette of the Wing's Personnel Support Services Branch and Capt G. Sansterre of 1 CAD HQ receive the Air Command Commendation in recognition for the 1998 Defender Challenge Team's outstanding performance. The 1998 Team was awarded a gold medal in the Sadler Cup event at the United States Air Force Defender Challenge Competition. This event tests navigation, combat patrolling, innovative tactics and leadership skills of all team members. Their attitude, dedication, professionalism and leadership coupled with exceptional physical fitness were the main pillars in building this gold medal team. Their actions brought credit to the Canadian Forces and the Air Force.

Other team members included: Capt J. Pumphrey, Capt R. Delaney, Sgt C. Blake, Cpl P. Kostiw, Cpl E. Niclaes, Cpl F. Perry, Cpl G. Repesse, and LS D. Stevens.



The Joint Forces Air Component Commander's Commendation is awarded to Cpl R.J. Myette of WTISS for his outstanding performance throughout the Op ABACUS training and employment period. From December 1998 to January 2000, Cpl Myette was instrumental in engineering, implementing and maintaining several information management systems to the highest standard. Through his extraordinary effort, highly reliable command, control and communications infrastructure was maintained through three training exercises and Op ABACUS itself. Cpl Myette has truly embodied the Canadian Air Force core values of professionalism, excellence and teamwork and has gained the collective recognition and appreciation of all JFAC HQ personnel. Signed Col J.J.C Bouchard, Joint Force Air Component Commander.



MWO D Speakman, on behalf of the entire 17 Wing Military Police Squadron, is presented the Wing Commander's Commendation for outstanding support provided the CFB Athletes Village during Pan American Games held in Winnipeg 23 July to 8 August 1999. Under the leadership of MWO Diane Speakman, the squadron worked in close cooperation with the Winnipeg Police Services, thereby guaranteeing a safe and reassuring environment for visiting athletes. Despite having one third of the unit deployed on Op Kinetic, the squadron continued to maintain its normal level of support of 17 Wing as well as oversee the security of personnel who were temporarily displaced to the Blake Street housing complex. The overwhelming display of dedication, patience and teamwork exhibited by all the members of this unit have brought significant credit to both themselves and 17 Wing.



Capt L Winggert of WTN is presented the Canadian Forces Diploma of Excellence for her successful completion of the Officer Professional Development Training Plan.



Col T.F. Watt, WComd, presents MS Blois of WSamp the US Army Achievement Certificate for outstanding meritorious achievement during the period from 12 June 1999 through 22 June 1999. MS Blois' total dedication to duty and outstanding technical ability significantly contributed to the overall success of a joint American and Canadian Exercise during annual training 1999. Her outstanding performance of duty and superior leadership ability were in keeping with the highest traditions of both military services: bringing the utmost credit upon herself, her unit and the Canadian Armed Forces.



Sgt S.J. Shane, formerly of WOps, receives her Certificate of Service.



CF School of Meteorology

Met Tech QL 5

Serial 9902 Graduaton & Certificate of Achievement



L to R Back row: Sgt Arsenault, Cpl Wroblewski, Cpl Stevenson, Cpl Cleary, Sgt MacPhail.
 L to R Centre Row: MCpl McLellan, Cpl Prost, Cpl Smith, Cpl Raper, Cpl Cummings, Cpl George, Cpl Fontaine.
 L to R Front Row: MWO Van Acker (A/SWO), Mr Richard (Comdt), LCol Kummel, WO Beaudoin, Sgt Vivian.



Cpl Smith, a recent graduate of the Meteorological Technician QL5 Course 9902, receives the Certificate of Achievement from LCol Kummel. The Certificate of Achievement is presented to the student who has attained the highest academic standing while on course.

News from CFANS

It's been a few months since our last report and there have been major happenings at the Nav School. Our first congratulations must be extended to BANC 9902, who graduated on May 17th. A big welcome to our newest Navigators, Lt Brian Wall, Lt Kris Boyd, 2Lt Jean Leroux, 2Lt Pat Hollock, and Lt Eric Germain. As a special graduation bonus CFANS sent our newest grads on their first staff course, the Basic Air Operations Course, here in Winnipeg. Judging by their zombie-like state and constant drooling, they appear to be enjoying the course immensely. Our next congratulatory diatribe goes out to the newly promoted CFANS AdminO, Capt Jen Lee. Jen has said that her first purchase with her new-found wealth will be some type of fish shaped ornament for her Volkswagon. CFANS fielded a team of ringers for the WCWO's slo-pitch tournament



held a few weeks back, and lambasted every team that crossed their path. We humbled the Base Hospital 17-2, despite the suspicious purple juice they kept giving us that made us so light-headed. The next team that crossed our path suffered a similar fate, falling 25-1, a team that

remained anonymous as of this writing. The last team to come to the plate was CE, and they were summarily dispatched 25-8. CFANS was rewarded for its slo-pitch prowess by winning the most sportmanlike team award, rather ironic considering the abuse we heaped on ourselves throughout the day, good play or not. Perhaps we were so busy abusing each other that we didn't have time to abuse our opponents. Speaking of abusing one another, CFANS held its annual golf day on June 9th. The finest collection of hackers and smack-

ers in the Canadian Forces descended upon the Player's golf course on the windiest day of the year for a day of hooks, slices, and mosquito bites. Without getting specific as to individual performances, suffice it to say that Tiger Woods has little to concern himself with. The day culminated with unit mugouts, as we gathered to say farewell to our comrades departing this summer. Leaving CFANS this year are LCol Kummel, taking over as 17 Wing Deputy Comd; Maj Halpin, posted to Colorado Springs; Capt Hunter, walking over to 435 Sqn; Capt (creepy) Crawley, on his way to the 1 CAD Ops Centre, Capt Lee, posted to Halifax; and Sgt Kaczmarek, on her way to the PSO's office. Best of luck to all the departees, and we didn't mean any of those things we said during the speeches. Our last bit of news comes as a warning order for our next article, ie news from this year's adventure training. 10 bold travellers are on their way to the Manigotogan River for a week of paddling, portaging, and being eaten alive by every species of bug in the free world. This week's constant thundershowers are causing some consternation (look it up Roberts) among the canoeists, but they vow to fight on. I wish I were going with you lads (and ladies), unless of course it pours rain. In that case, good luck. More to follow on this year's expedition in our next report. Given the fact that Capt Forest is not organizing another death march like last year, this year's trip is already one step ahead. The final pat on the back goes to Capt Dave Proteau, winner of this year's playoff hockey pool. We're all sure it is pure coincidence that Dave was the only person who had access to the encrypted excel file that tracked the stats, and the fact that his players seemed to change weekly must have been the result of a virus. More next month.





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 Club 833-2500 Loc 2496

Congratulations to the new executive:

Jan Haggart - President
 Cindy Gapp - Vice President & Treasurer
 June Egdell - Secretary

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The Manitoba Government supports and facilitates quality childcare through strict operating regulations and licensing. The DEC program ensures quality service and support to our members through referral and promotion of licensed ECE professionals & regulated services.

Together in Church



CATHOLIC

CHAPLAIN: Father Paul Gaudet 833-2500 ext. 5272
PASTORAL ASSOCIATE: Padre Tess Drabick 833-2500 ext. 5349
SECRETARY: Carol Cochrane 833-2500 ext. 5087
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 Sun 9 AM, North Chapel & Sun 11 AM South Chapel

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BAPTISMS: We recommend that you contact the Chaplain's office for an appointment prior to the birth of your child.

WEDDINGS-MARRIAGES: Contact the Chaplain at least six months in advance. A Marriage Preparation Course is a requirement.

CATHOLIC WOMEN'S LEAGUE: Meets the second Tuesday of the month at 1900 hrs alternating between the North and South Chapel Annexes.

PROTESTANT

CHAPLAINS

Padre Doug Ohs (ACC) - Office 833-2500 ext. 5417
 Padre Brad Busch (Evangelical Luth) - Office 833-2500 ext. 5785
 Padre Kevin Klein (Luth) - Office 833-2500 ext. 6022
 Padre Bob Sparks (Presbyterian) - Office 833-2500 ext. 2267
SECRETARY: Carol Cochrane - Office 833-2500 ext. 5087

SUNDAY SERVICES: 0900 hrs South Chapel & 1100 hrs North Chapel
 ACC Eucharist is sometimes offered at 1015 at the North Chapel. Check the weekly bulletin for dates.

SUNDAY SCHOOL: Sunday School is held during the service for children ages 3 to 12. Childcare is provided on a required basis for children under 3 years of age.

MARRIAGES: Six months notice is required for marriages as counselling is necessary to prepare couples for Christian marriage. A Marriage Preparation Course is also required.

BAPTISMS: The Sacrament of Holy Baptism is available by contacting a chaplain. Time is required to give sufficient instruction about the meaning of baptism.

PROTESTANT LADIES GUILD: The Guild meets the first Monday of the month at 7:00 PM in the North Chapel Annex. All women are welcome.

FOOD BANK: The Food Bank is a joint under-taking by both Catholic and Protestant congregations. Please help by giving any food you can spare. The donation box is located at the rear of the chapel.

DUTY CHAPLAIN: After normal working hours, the Duty Chaplain can be reached at 227-4751.

OTHER PHONE NUMBERS: For your convenience, a phone number has been set up to provide callers with information on service times and contact with the Chaplain of your choice. Phone 833-2500 ext. 6800 and follow the prompts.

Vacation Bible School

Once again this year the 17 Wing Chapel Communities are sponsoring a Vacation Bible School (VBS) for dependent children between the ages of 2 and 11 years old. VBS will be held in the North Side Chapel on Silver Ave from 09h00 to 12h00 from 14 to 18 Aug 2000. Bus transportation will be available from the South Side Chapel on Kenaston Blvd to the North Side Chapel and back.

The theme for this years VBS is "ROAD RALLY 2000 - In the Race with Jesus." Get ready to burn some rubber and race for the crown of life. During this week, children will be occupied with constructive, supervised activities in a Christian environment. Through songs, crafts and stories, children will learn to understand the teachings of Jesus, to build friendships with other children and joy of God's love. Classes are divided according to age.

A fee of \$3.00 per child or \$7.00 for three or more children from the same family, will be collected to cover the cost of a daily snack. As usual, there is no charge for the Vacation Bible School.

Interested parents are urged to register early, as space is limited and children will be accepted on a "first-come, first-served" basis. The last day to register is 4 Aug 00.

Registration forms are available at the WChap office, Bldg 62, Rm 237, or at either Chapel. For further information or to request a registration form, please contact the WChap secretary at 833-2500 ext 5087.

Come out and join us as we race the crown for life with Jesus.

MFRC ANNOUNCEMENTS

MILITARY FAMILY RESOURCE CENTRE, 350 Doncaster Street, Winnipeg MB, R3N 1W8 489-7003

Volunteer Positions Available

The MFRC has many exciting and rewarding volunteer opportunities available. Volunteers can contribute to many programs that the centre offers.

? Services like our newcomer program rely heavily on volunteers to make visits to new families to Winnipeg.

? Volunteers are also needed to provide telephone support for families coping with deployment. This warm line program lets you have the flexibility to work from your own home.

? Do you like to hang out and play? Why not consider becoming a Youth Centre volunteer. You will be providing a valuable support to our community youth.

? Volunteers are also required for our main office. Duties include reception and basic office tasks. This is a great way to brush up on your administration skills.



These are just a few of the opportunities that the MFRC has to offer. If you would like more information of the Volunteer Program please contact Céline at 489-7003.

Volunteer Opportunities at the MFRC

New Comer Program- Help us welcome new families to Winnipeg. This program is a wonderful way to help new military families to our city. Time commitment for this program is 2 to 3 hours per week for June to September. Mileage and childcare is reimbursed for volunteers.



Warm Line Program- Do you enjoy talking on the phone? Why not consider becoming a warm line volunteer. You will help provide much needed telephone support to families coping with deployment. This volunteer opportunity lets you work from your own home. Training is required and upon completion volunteers receive a certificate in peer counselling.



For more information on the volunteer program at your MFRC please contact Céline at 489-7003.

COMMUNITY CONNECTIONS

For more information on any of the following children's programs, please call Wendy Richardson at 833-2500 ext. 6846(Lipsett) or ext. 2491(Westwin)

The Military Family Resource Centre offers children's programs at two locations; Lipsett Hall Children's Centre is located on the south site and the Westwin Children's Centre is on the north site. Both centres are nursery schools, licensed through the provincial government. We have recently added a full time childcare centre to our children's services. The MFRC Childcare Centre provides care for children from 6 months to 12 years and is also licensed through the provincial government. The Manitoba government is a strong supporter of childcare and facilitates quality childcare with strict regulations and follow up inspections. Our centres are subject to regular health and fire inspections. The staff is trained in early childhood education and certified in first aid and CPR. Please remember that our centres are peanut free when you provide snacks for any of our programs.

NURSERY SCHOOL PROGRAMS

Our nursery school offers the preschool child the opportunity to develop emotionally, socially, physically, and intellectually in a happy stimulating environment. Our centres are set up to create a safe, secure and healthy environment where children can develop and learn through play. Children are free to choose from various activities including learning centres, stories, music and movement, arts and crafts, games, drama and free play. Children must be three by the end of December to start nursery school in the fall.

Lipsett Hall- (English)
Monday, Tuesday, and Thursday mornings
9:00 am to 11:15 am

Westwin - (English)
Monday, Wednesday, and Friday mornings
9:00 am to 11:15 am

FRENCH IMMERSION NURSERY PROGRAM

This program will offer your pre-school child the unique opportunity to be exposed to a French atmosphere during our nursery school program.

Westwin Children's Centre
Monday, Tuesday, and Thursday afternoons
1:00 pm to 3:15 pm

COST: All nursery school programs are \$72.00 per month. The annual registration fee is \$15.00.(non refundable)

We are now taking registrations for fall 2000.

MFRC CHILDCARE CENTRE

630 Whytewold Road
17 Wing, PO Box 17000
Station Forces Winnipeg, Manitoba
R3J 3Y5
(204) 837-3626 Lois Johnson, Director
(204) 837-3653 Centre
(204) 837-3671 Fax

Hours of operation:
6:30a.m. to 5:00p.m.

Registration fee - \$30.00 per child
(non-refundable)

Licensed for children 6 months to 12 years
Rates: Infant/toddler program
(6 months to 2 years) full days only
Full day - \$27.45 per day

Pre-school program
(2 - 5 years)
Full day(more than 4 hours)
\$18.40
Part day(less than 4hours)\$9.20

School age
One slot per day
i.e. before or after school
\$5.85
Two slots per day
i.e. before and after school
\$9.60
Inservice/vacation
\$18.40/day

The centre is a non-profit, licensed childcare facility under the auspices of the MFRC. First priority is given to children of military families, DND employees and Reservists. School age children attending Strathmillan, Bannatyne, Golden Gate or Tache schools may be bussed to our centre through the school division.

Philosophies and Goals

Every child has the right to be treated with respect in a safe, secure and stimulating environment where they have the opportunity to develop physically, mentally, socially and emotionally through high quality and inclusive programming. The needs of the families are recognized and supported through the availability of full or part time care as well as care for children with special challenges. The centre must function not only as a care facility for children but also as a cooperative resource and support system for children, staff and parent members. Through ongoing communication, the MFRC Child Care Centre will become a viable and valued service of the community it serves.

POSITIONS AVAILABLE AT MFRC CHILDCARE CENTRE

- 1 ECE aid to start in August working with infants. Hours of employment will be M-F 11:30 - 5:00 p.m.
- 1 EME aid to start in September working pre-school room ages, 2-5. Hours of employment 9 - 5 p.m.

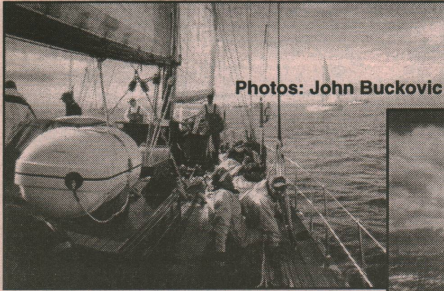
Fax resumes to 837-3671



17 WING SPORTS

17 Wing members compete at sailing event in Victoria

By: Cheryl Guduz, 17 Wing Public Affairs



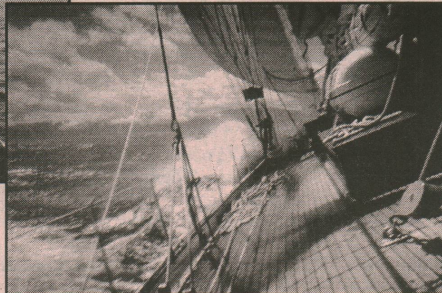
Photos: John Buckovic

The Oriole and her teammates enjoy a more tranquil moment.

Picture yourself standing on a dock at the Victoria Inner Harbor on the beautiful coast of British Columbia. It's the end of May, there's a warm breeze and all you can see in front of you is the ocean speckled with over 100 grandiose ships and Yachts. It's the annual Swiftsure Race, and for only the second year, a group from 17 Wing competed in the exclusive race aboard the navy's oldest commissioned vessel, Her Majesty's Canadian Ship Oriole. The sailing competition ran from May 27-29, and was hosted by the Royal Victoria Yacht Club.

Ten 17 Wing members left for Victoria on Saturday, May 20, arriving a few days

early to enjoy the pre-competitive festivities and to train before the start of the race. Dry training on the



HMCS Oriole on rough water

docks is necessary for everyone, but especially for those prairie folk who have never been on a ship, let alone sail one. They are taught what they need to know by experienced crew members, most of whom were posted from CFB Esquimalt this year, and are then assigned station jobs or a "certain rope". Twelve experienced sailors made up the rest of the squad for a team of twenty-two in total. Cpl John Buckovic, noticed that there was a lot less dry training this year compared to last which can lead to mistakes

being made - especially for the crew members who had no previous experience sailing a ship - however, the team worked well together and put out a good effort even without extensive training.

Cpl Buckovic, of 17 Wing TIS Line Shop is the only returning member from '99. Last year, he says the Oriole didn't fare too well at the competition because of light winds. In fact, the Oriole didn't quite make it to the halfway point of the course in time, and had to turn back. In this year's competition, the Oriole had a similar outcome although the winds were anything but light. Strong winds brought down six masts of surrounding ships, while the Oriole herself and her shipmates were having difficulties. Cpl Buckovic says that about seven out of the ten crew members from 17 Wing were seasick throughout most of the competition. The Oriole stayed on course for approximately 27 hours before turning back and recording a DNF (Did Not Finish). The crew ate and slept on the ship and showered at the marina - roughing it if you compare their experience to

their rich, hotel-renting counterparts. In fact, Cpl Buckovic said that they were verbally harassed by some of those competitors who failed to recognize the Oriole's stature and history, thinking that its participation was a joke.

The Oriole's place in Swiftsure is anything but a joke. She first competed in the Swiftsure in 1955, and has gone on to race 37 more times since then, with two notable performances. In 1976, the crew on the Oriole marked the best performance to date, finishing in 10th place in a corrected time of 26 hours, 16 minutes, and 44 seconds, while in 1983, the ship finished in 27 hours, 48 minutes, and 11 seconds (best elapsed time). The Oriole competes in the heaviest class at Swiftsure. At 92 tons, she often does not do well in calm, "drifter" conditions, but regardless, remains the sentimental favorite of many Victorians. According to the Swiftsure 2000 Official Website, "Whenever the wind pipes up in late May, local sailors start to wonder if, perhaps this year, the Oriole might win a Swiftsure." It's not a coincidence that the ship's best times in 1976 and '83 came under stormy conditions.

Perhaps next year if the weather is just stormy enough, the Oriole will place in the top ten again and show her "naysayers" exactly what she is capable of.

17 Wing Community Recreation Summer Sports Camps

JULY 2000

Non-Competitive, "everyone plays" sports camps/activities/clinics for 17 Wing Rec Card Holders. All camps are free of charge. Must register with Com Rec Dept at loc 2059.

Soccer Camp 4-7 Jul 00

0930-1015 hrs Ages 4-6
1030-1130 hrs Ages 7-9
Lipsett Hall (max 30 per camp)

Volleyball Camp 4-7 Jul 00

1000-1100 hrs Ages 10-16
Lipsett Hall (max 20)

Soccer Camp 10-14 Jul 00

0930-1015 hrs Ages 4-6
1030-1130 hrs Ages 7-9
Lipsett Hall (max 30 per camp)

Ball Hockey Camp 10-13 Jul 00

1000-1115 hrs Ages 10-16
Lipsett Hall (max 16)

Soccer Camp 17-21 Jul 00

0930-1015 hrs Ages 8-10
1030-1130 hrs Ages 11-16
Lipsett Hall (max 30 per camp)

Baseball Camp 24-26 Jul 00

0930-1030 hrs Ages 6-8 (T-Ball)
1030-1130 hrs Ages 9-16
Lipsett Hall (max 20 per camp)

Mini Putt Golf 27 Jul 00

1000 hrs All Ages
Golf Dome (max 40) 1205 Wilkes
Register at loc 2059

Glow Bowling 28 Jul 00

1300-1430 hrs All Ages
30 lanes at Academy lanes
Registration required at loc 2059

To register for all events, for more info or to volunteer to assist with the camps, please contact Carla, Com Rec Dir at loc 2059. Note: MFRC & Chapel have additional camps.

SWIM LESSONS - SUMMER 2000

(must have a 17 Wing Recreation card to Register)

This summer there will be 5 sessions of swimming lessons (day & night sessions). All lessons will be at Lipsett Hall Pool.

Registration Sessions 1,2 and 3: Lipsett Hall 0900 - 1200 hrs 24 Jun 00

Registration Sessions 4 and 5: Lipsett Hall 0900 - 1200hrs 29 Jul 00

Session 1: (DAY)

Date: 4-8 Jul and 10-14 Jul (Tues-Sat and Mon - Fri)

(4,5,6,7,8,10,11,12,13,14,Jul 00)

Time: 0845 - 1130 hrs (class/level timings attached)

Cost: \$25 per child, \$15 per child for aqua-tots, pre-school and stroke correction

Session 2: (NIGHT)

Date: 4 Jul-28 Jul every Tue & Thurs Night

(4,6,11,14,18,20,25,27 Jul 00)

Time: 1800-2030 hrs (class/level timings attached)

Cost: \$65 per person for Bronze Cross/Medallion, \$25 per person (beginner adult classes available), \$15 per child for aqua-tots and pre-school

Session 3: (DAY)

Date: 17-21 Jul and 24-28 Jul (Mon-Fri and Mon-Fri), (17,18,19,20,21,24,25,26,27,28 Jul 00)

Time: 0845-1130 hrs (class/level timings attached)

Cost: \$25 per child, \$15 per child for aqua-tots, pre-school and stroke correction

Session 4: (NIGHT)

Date: 1 Aug-31 Aug 00 every Tues & Thurs Night (1,3,8,10,15,17,22,24,29,31, Aug 00)

Time: 1800-2030hrs (class/level timings attached)

Cost: \$65 per person for Bronze Medallion, \$25 per person (beginner adult classes available), \$15 per child for aqua-tots and pre-school

Session 5: (DAY)

Date: 14-18 Aug and 21-25 Aug 00 (Mon -Fri and Mon - Fri)

(14,15,16,17,18,21,22,23,24,25, Aug 00)

Time: 0845-1130hrs (class/level timings attached)

Cost: \$25 per child, \$15 per child for aqua-tots, pre-school and stroke correction

For more info contact Carla at loc 2059.

See page 13 for attached schedules

Effective 1 Jul 00, the 17 Wing Sports Coordinator, Chris Merrithew will be located at Bldg 21 Gymnasium. All information regarding any amendments to the 17 Wing Sports program can be found on the DIN site. If you have any concerns or require further information, contact the Sports Coordinator at local 5511.

LIPSETT HALL CASUAL SWIM - SUMMER 2000

(1 JUL 00 - 31 AUG 00)

MONDAY	1300 - 1500hrs & 1830 - 2030 hrs
TUESDAY	1300 - 1500 hrs
WEDNESDAY	1300 - 1500 hrs & 1830 - 2030 hrs
THURSDAY	1300 - 1500 hrs
FRIDAY	1300 - 1500 hrs & 1830 - 2030 hrs
SATURDAY	1300 - 1500 hrs
SUNDAY	1300 - 1500 hrs
HOLIDAYS	1300 - 1500 hrs



For more information on Casual Swim contact Lipsett Hall at 6185 or 6183

SUMMER SWIM LESSONS 2000 LIPSETT HALL POOL (DAY)

REGISTRATION DATE FOR SESSIONS 1&3: LIPSETT HALL POOL 0900-1200 HRS ON 24 JUN 00
REGISTRATION DATE FOR SESSION 5: LIPSETT HALL POOL 0900-1200HRS ON 29 JUL 00

SESSION 1	4-8 JUL AND 10-14 JUL 00	(TUE-SAT AND MON-FRI)
SESSION 3	17-21 JUL AND 24-28 JUL 00	(MON-FRI AND MON-FRI)
SESSION 5	14-18 AUG AND 21-25 AUG 00	(MON-FRI AND MON-FRI)

AQUA 7 0845 - 0930 HRS	AQUA 11 - 12 0845- 0925 HRS	*OVERFLOW 0845- 0915HRS
AQUA 5 0930 - 1000 HRS	AQUA 3 0925- 0955 HRS	AQUA 9-10 0915- 1000 HRS
AQUA 4 1000 - 1030 HRS	AQUA 8 0955- 1035 HRS	STROKE CORRECTION 1000- 1020HRS
AQUA 6 1030 - 1100 HRS	AQUA 2 1035- 1105HRS	AQUA 1 1020- 1050HRS
*OVERFLOW 1100 - 1130 HRS	PRE SCHOOL 1105 - 1125 HRS	*OVERFLOW 1050 - 1120HRS

*Overflow classes are based on need when other classes are filled.
COST: \$25 per child/ \$15 per child for aqua-tots, pre-school and stroke correction (must have a 17 Wing Recreational Card)

SUMMER SWIM LESSONS 2000 LIPSETT HALL POOL (NIGHT)

REGISTRATION DATE FOR SESSIONS 2: LIPSETT HALL POOL 0900-1200 HRS ON 24 JUN 00
REGISTRATION DATE FOR SESSION 4: LIPSETT HALL POOL 0900-1200HRS ON 29 JUL 00

SESSION 1	4-8 JUL AND 10-14 JUL 00	(TUE-SAT AND MON-FRI)
SESSION 3	17-21 JUL AND 24-28 JUL 00	(MON-FRI AND MON-FRI)
SESSION 5	14-18 AUG AND 21-25 AUG 00	(MON-FRI AND MON-FRI)

AQUA 1 1800 - 1830 HRS	PRE-SCHOOL 1800 - 1820 HRS	AQUA 4 1800- 1830HRS
BRONZE CROSS MEDALLION 1830 - 2000 HRS	AQUA 2 1820- 1850 HRS	AQUA 3 1830- 1900HRS
	AQUA 5 1850- 1920 HRS	AQUA 9-10 1900- 1945HRS
	AQUA 6 1920- 1950HRS	AQUA 7-8 1945- 2030HRS
ADULT CLASS 2000 - 2030 HRS	AQUA 11-12 0950- 2030 HRS	

COST: \$65 For Bronze Cross/ Medallion Class, \$25.00 per person, \$15 per child for aqua-tots and pre-school (must have a 17 Wing Recreational Card)

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8:00pm

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Fri & Sat 9:00 pm - 1:00 am

Meat Draws
Every Sat. 2 pm - 5 pm

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FOR MORE INFO: MS HARVEY BLAIS 6199
OR: MCPL SCOTT MCLELLAN 5091

FRIDAY JUNE 30



CC-142 Dash-8's Depart

By: Cheryl Guduz, 17 Wing Public Affairs

In 1990, the esteemed DC-3 Dakota aircraft was replaced with the latest in aircraft technology: the DeHavilland CC 142 and CT 142 Dash-8. But only ten years later, the dependable CC aircraft (the only two of its kind in the entire CF) has got its wings clipped.

On 30 April 00, the DeHavilland CC-142 Dash-8's were grounded, as outlined in DPG 2000 released in August of 1999. Faced with budget constraints, DPG 2000 reviewed the role of the aircraft's utility and concluded that the passenger and transport aircraft would not be kept. Says LCol Bert Doyle, Commanding Officer at 402 Sqn on the DPG 2000 report, "They're not looking at cause and effect, they're looking at the things that affect the larger Air Force, if you will, and therefore they have to make very tough decisions."

Capt Réjean Douville, 402 Sqn Quality Assurance Manager, is the OPI responsible for writing a Master Implementation Plan for the Wing Commander. Capt Douville contacted section heads to find out if their units would be affected in any way by the loss of the two aircraft. If a section determined that there was indeed a resulting impact on them, they were required to write and submit a plan to Capt Douville by 31 May.

The CC-142 would regularly carry military personnel, and VIPs from all over the world. After speaking with LCol Doyle, the Squadron's new CO, it is clear that although the two Dash-8's may be missed, they are not essential to the evolution of the Canadian Forces.

"The core requirement for the aircraft is to provide flying training for the Air Navigation students," says LCol Doyle, "Any additional roles that were assumed by the aircraft, generally fall into the light transport role, with maybe some casualty evacuation, (which are) not core requirements of the Dash-8 fleet. The Airforce looks at what must be essentially done, and those particular things weren't considered to be of such prime importance."

In the case of an emergency evacuation in which the Squadron is called upon to provide assistance, an occurrence that happens frequently especially in north-

ern regions of the country, 402 Sqn would still be able to evacuate an area by using the CT Dash-8. Although the aircraft is not ideally designed to hold as many passengers as the CC's, it is still capable of providing adequate assistance.

402 Squadron will be affected by the loss in varying degrees. The biggest impact from the loss will be to their plans for attracting foreign students to their Navigator program. Explains LCol Doyle,

"We have no expansion capability with the loss of the two aircraft. Our international marketing efforts have been severely impacted."

There was a plan in the works to expand and market foreign training so that it would basically not cost any money to train Canadian Navigator students. 402 Squadron was actively trying to cut costs and keep the two CC's for the success of this program, but they were beaten by time.

"An opportunity to generate revenue to cover some of our ongoing costs, like Navigator training, has essentially been taken away from us. We would have offset all of our costs by generating revenue from foreign students. It was being actively pursued, but sometimes it takes a couple of years to confirm foreign students. There were possibilities to expand to several other nations, specifically in Europe."

Despite the impact, the role of 402 Squadron remains the same.

"The must-do job is providing aircraft and pilots for the Navigator Training, that hasn't changed, we're still



Photo courtesy of 402 Sqn web site.

doing that. The "where do we go from here" really applies to the Air Force in general, because now these aircraft are not available for the light transport role, (or for) VIP's."

So what will happen to the passenger and light transport role that the aircraft provided? The responsibilities of the CC Dash-8 have been passed on to other military and civilian aircraft. LCol Doyle added that renting planes from civilian companies rather than operating our own, could be one way of keeping costs down.

"We ask ourselves, is it not cheaper to rent an aircraft from a private contractor? But what you lose is the military ethos and the military ethic," he considered.

Although it's true that no one is happy that the passenger Dash-8's are no longer in operation, most would agree that their utility is not an absolute necessity. States LCol Doyle about the aircraft, "No, it is not significant for our core requirements. One would start to talk from the heart instead of the head, to say that this is going to be a major impact in regards to the Air Force."

That may be true, however, it is certainly not easy for anyone to accept that two more Canadian Air Force aircraft will fly no more.

435 SQUADRON REFUELS NATO AIRCRAFT IN GERMANY

By: Lt Richard Perreault, PAO for 433 ETAC Detachment Eggebek



Nordholz, Germany - Members of 435 Squadron are presently taking part in Exercise Clean Hunter 2000 as air-to-air refuelers for NATO aircraft.

The 36 personnel under the command of LCol Tom Whitburn, Detachment Commander, have been flying their two KC-130 aircraft here, in Nordholz, since June 1, 2000 and are scheduled to do so until 21 June, 2000.

The role of the Squadron is to provide air-to-air refueling forces during the exercise and to provide intra-theatre airlift for 3 Wing assets (mainly 433 ETAC) repositioning to Florennes, Belgium, after this exercise. "We will move people, servicing equipment, and spare parts for 433 ETAC," said Capt. Peter Jaeggi, air navi-

gator with the 435 Sqn Detachment.

Operations in Europe are nothing new to this Squadron which gets involved in some air-to-air refueling exercises every year in Great-Britain. "Last year, we also supported the CF-18 flying operations during OP Echo," added Capt. Jaeggi.

How much fuel can the crews of 435 Sqn in Germany deliver a day? As a maximum, each aircraft can give 40,000 lbs of fuel per mission, the average mission being about 20,000 lbs per mission. "The interesting thing to note is that when a KC-130 gives fuel to an aircraft, it gives away its own fuel. The use of an internal solid tank allows use to give more fuel," noted Capt Jaeggi.

Apart from being at the right place at the right time to meet the "customers", crews working on air-to-air refueling operations have other challenges to face; like deploying two large aircraft with all it means. "The Germans have been very cooperative with us, so it makes our life easier!", said Jaeggi. "There is also the fact that we did not have the chance of sending an advance party to get here ahead to sort out any details related to our operations," he added.

Although they mainly support CF-18 and German Tornados, crews are also qualified to refuel other NATO aircraft like the US Navy's F-14 Tomcat, the US Marine Corps' Harriers, the French Mirage F1 and 2000 just to name a few.

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MISC. FOR SALE

For Sale - white 6 piece pier unit bedroom suite, includes dresser, mirror, armoire, 2 night stands and headboard. Fits double or queen size bed. In excellent cond. \$600.00 Phone 897 - 7645

For Sale - White Kenmore Stove, 5 years old, very limited use. \$150.00 Call 487-2965

For Sale - 30" self cleaning electronic range, white and black door. Excellent condition. \$350.00 Dinette set, bleached oak table (46 x 36 oval) with 4 beige swivel chairs, brass trim, extra leaf for table. \$230.00. Call 831-8925 or local 5181.

For Sale - 8' by 8' Shed, South Side PMQ's. \$200.00 OBO Call 487-2453

For Sale - 2 Classic Rock Weekend passes. August 3 to August 6, 2000. Minnedosa, Manitoba
2 Tickets & Reserved Camping Pass for Campground "B". \$250.00 (value \$350.00)
Call Nicole at local 5910

MISC. FOR SALE

For Sale - 1994 Mercury Topaz GS, 4-door, AT, PS, PB, air, cruise, new tires, new brakes, 165K, great car. \$4300. Call 488-5991

For Sale - 8 windows (45 1/2 in x 20in). Includes opening hardware, ideal for cottage or garage. \$8.00 ea or \$50.00 for all. Call Dave at 5120 or 897-3424

For Sale - Mastercraft 10,000 BTU Air-conditioner. Excellent Condition, \$125.00
Call 489 - 7053

For Sale - 5-piece drum set with cymbals and H-hat \$450.
Call Richard 269 - 4957

For Sale - Posted must sell - Available end June. 30 inch Kenmore Stove 8 yrs old, excellent cond \$250.00. Hotpoint Portable Dishwasher 1 yr old, \$325.00. Phone 487 - 3566

For Sale - XL Wire Dog Kennel (indoor). Near new, paid \$150.00. Receipt and training guide available. \$100.00. Call 895-8901, Carmen

MISC. FOR SALE

For Sale - Chain link fence, approx 100ftW, 3 gates - \$150.00. Shed 9.5 x 10.5 ft - \$100.00. Swing set w/ monkey bars - \$25.00 Call 487-0210

For Sale - Newer 4 BDRM Split, Sunk LR, FP, AC, 2 1/2 Bathrms, close to Schools, Unicity Mall, large fenced yard & deck, double garage. Immediate possession. Call 832-9784

For Sale - Antique Brown Dresser with mirror & 6 drawers. \$50
Call 832 - 1755

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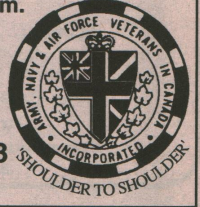
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TAROSCOPES

ARIES (March 21 - April 19): An auspicious period. Love and good fortune highlighted. Prevail by asserting yourself using logic and reason. Plan financially for the future. Opportunity to purchase a luxury item or land requires long-range planning.

TAURUS (April 20 - May 20): Expect major mood swings. Limit revealing too many of your ideas to any but your closest friends. Arrange a visit to your dentist. News of an October event is cause for celebration.

GEMINI (May 21 - June 21): Time to change your perspective from perceived limitations you must endure, and what you don't have, to possibilities for the future. Network. Keep an eye open for opportunities to ensure a change for the better.

CANCER (June 22 - July 22): Frugal with your money, your good sense is starting to pay off. Conservative investments are the cornerstone of your financial plan. Someone in authority is considering promotions. A trip overseas is indicated.

LEO (July 23 - August 22): Eager for the spotlight you're encouraged to try something new. Don't share confidential information you are in charge of. Politics and games are best avoided. You might be taken seriously when you were only playing devil's advocate.

VIRGO (August 23 - September 22): World travel indicated. Though you thought it wasn't possible it is somewhere you have always wanted to go. Games of chance will not see you prospering. Be thankful you break even. Start making your Christmas wish list now.

LIBRA (September 23 - October 23): Set your own standards; the judgement of others is irrelevant. Abide by what you believe is best for you. Don't limit your understanding to what others tell you, do your own research. Though you have the right to do it your way, confrontation may ensue. Dress for success.

SCORPIO (October 24 - November 21): A visit from an older family member could have you feeling pressured to meet expectations. Avoid those who pick up on your sensitivity, they may attempt to take advantage or make you feel guilty when you are trying to weigh your options.

SAGITARIUS (November 22 - December 21): Opportunities everywhere. Plan to visit relatives in August. An extended vacation will improve your wellbeing. Your world may feel like it's turned upside down. Hold on, trust things were meant to happen this way; you'll be pleasantly surprised with the outcome.

CAPRICORN (December 22 - January 19): Keep your nose to the grindstone. Save as much as possible. Correspondence received will demand a hasty decision on your part. Be patient awaiting a response. The next step is up to another individual who avoids snap decisions. A time to focus on diet and exercise.

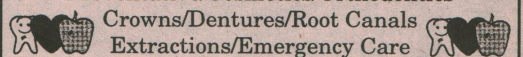
AQUARIUS (January 20 - February 18): Lack of information makes you uncertain about which choices to make. Follow your heart, dreams and what excites you. Many of the obstacles you see are of your own making; if they are not, tiptoe around them. Don't try to overcome anything but your own fears right now.

PISCES (February 19 - March 20): Overwhelmed by feelings rushing in you may be tempted to travel light and party all night. You desire to help others - give them what they really need, not what you want to give them. A problem you thought you'd dealt with crops up again. This time you breeze through it.

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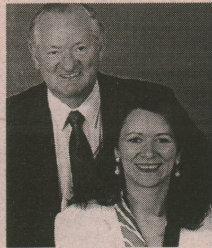
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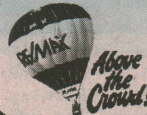
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WORKING GROUP PRESENTS:

"Lifestyles" Workshop - Fall 2000

Friday September 29, 2000 - 08:00 - 12:00 & 13:00 - 16:00

Saturday September 30, 2000 - 10:00 - 12:00 & 13:00 - 14:00

Location

- ★ 17 Wing bldg's 62 (Wing Hosp) & 75 (CFSAT)
- ★ Open to all military members, their spouses, children & DND civilians
- ★ Sessions will be 45 minutes in length or a double session if marked with an *
- ★ Presentations may be subject to cancellation/substitution dependant upon public interest and speaker availability

Topics :

Friday 08:00 - 12:00 -

Negotiating Conflict- Preventing/ Dealing with harrasment- Nutrition Needs for Different Age Groups- Tai Chi-programs/Benefits/Demonstration*- Decorating on a Limited Budget-Relaxation Techniques to relieve Tension-Balancing Work & Home- Basic Car Mechanics & Tuneups for Dummies*- Auric Health- "Tough Love": What it Means & How it Works- Financial Advice: How to Find & Where to Put Your \$\$\$- How To Become a Civilian (stuff not covered by SCAN)- Safety & Survival on the Road & in The Wild*

Friday 13:00- 16:00-

Fencing:Programs/benefits/Demonstration-Aromatherapy:Uses&Benefits-Recreation & Exercize for all Age Groups- Dealing with Change-Time Management- Simple Home repairs- Grieving & Dealing With Loss- SISIP: what its for & What it Does- Insurance (what you really need)- Stress Relief Through Skydiving- Starting a Home Based Business

Sat. 10:00 - 14:00 (includes one hour lunch break)-

Jewellery Appraisals: Where to go / getting a fair deal- Teens & the Law: What families need to know- Winnipeg Youth Programs: Military & Civilian- City Childcare Resources: Military & Civilian- Beer/Winemaking- Communicating with the "Other Gender"- Family Relationships: getting the most out of them- Post Traumatic Stress Disorder: what it is & does- Chiropractors: what they can & cannot accomplish- Self defence Techniques for "would- be" victims*- Attention Deficit & Hyperactivity Disorders

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