



THE VOXAIR

Our Military Community Newspaper, 17 Wing Winnipeg

SEPTEMBER 8, 2004

VOLUME 52, ISSUE 15

FREE

Historic Combat Action Recreated On Canvas By Local Artist For 17 Wing



Flare Gun Capture" DND Photo by Cpl Julie Whyte

By Capt Mary Lee, 17 Wing PAO

The final tribute for Flying Officer William John Gillespie was made August 26 here at 17 Wing by his family in the form of an oil painting that depicts one of the greatest actions ever experienced in this WWI Flying Ace's life.

Through the vision and desire of his eldest son, Gordon Gillespie, this one-of-a-kind painting was commissioned and dedicated to the 17 Wing Training and Education Centre,

the building named after F/O Gillespie. Soon after the official opening of the Gillespie building in November 2003, Gordon Gillespie was eager to return his family's gratitude to 17 Wing for choosing his father's name and recognizing his distinguished military career.

Entitled "Flare Gun Capture," the painting portrays the final moments of an aerial com-

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Mr. Harry Brown Receives Jet Ranger Helicopter Familiarization Flight

By Capt Rob Chapman, A1 Pilot Training - 2



Maj Bill Vogan and Mr. Harry Brown

On Wednesday 11 August 2004, Mr. Harry Brown, the 1 Canadian Air Division Headquarters Project Manager - Creative Design & Duplicating Services (better known as Graphic Arts), received a well-deserved familiarization flight in the Central Flying School Bell Jet Ranger Helicopter.

Mr. Brown joined Air Command in 1977 and has had the honour of working for every single Commander of Air Command and the 1 Canadian Air Division. For his outstanding support to those Commanders, he has received two Commander's Commendations and numer-

ous other forms of formal recognition. To acknowledge his recent efforts and contributions to the Defence Team, Mr. Brown - a long-time aviation enthusiast and current Sky Diver - was approached about taking a familiarization flight in the Central Flying School Bell Jet Ranger Helicopter. Needless to say, Mr. Brown jumped at the opportunity. With his interest confirmed, formal permission was then sought from the 1 CAD HQ Chief of Staff, (Col Dan Edgar), and 1 CAD A1 Training (Col Bill Cleland). Both these senior Officers extended unqualified support. This familiarization

flight was deemed to be a most appropriate method of acknowledging Mr. Brown's achievements.

As in any Military operation, organization and detailed preplanning would be the keys to success. First, a qualified and willing Jet Ranger pilot was needed. It wasn't necessary to look long or far. Maj Bill Vogan, the current Helicopter Staff Officer with the Division Flight Safety Office was approached. As a very experienced Tactical Helicopter Pilot, and as one who was exceptionally keen to conduct this flight, Maj Vogan was ideally suited. Next, the requisite flying kit was secured. This kit included the flying suit and the custom fitted SPH-5 helicopter helmet. The proper flight authorizations were also needed. Authority from the then Commandant of Central Flying School, and now Division Flight Safety Officer, (Lieutenant Colonel Peter Young), and the Director of the Canadian Aviation Training Centre in

Southport Manitoba (Mr. Hayden Henwood -- Lieutenant Colonel Retired), was sought and received. With everything in place, all that was needed was for the weather to cooperate. Fortunately, the 1 CAD HQs has its own Meteorologists, so coordination was not difficult!

Although the weather on the day of the flight was overcast with isolated light rain, the temperature was nice and cool (helicopters love cooler temperatures) with virtually no wind. This would ensure a smooth ride. After the required pre-flight activities, which included the detailed safety briefing and brief photo session, Maj Vogan fired up the machine, pulled pitch and took off! The flight lasted 1.5 hours and took place in and around the Winnipeg area. Mr. Brown was also able to fly over his house and other local areas of interest. Of course, as an experienced Graphic Artist, Mr. Brown took all his own pictures. The photo of the Jet Ranger

is definitely a keepsake; this particular helicopter is painted in the dark blue livery. Without question, the Jet Ranger is a beautiful helicopter, but this particular paint scheme accentuates its sleek lines.

All too soon the familiarization flight was over. Interviewed afterwards, Mr. Brown could hardly contain his enthusiasm. The smile on his face said it all. Mr.

Brown has been and continues to be a true Ambassador for Air Command and 1 Canadian Air Division, and is known to many, so this Jet Ranger familiarization flight was an appropriate method of recognizing his superlative efforts. Thanks Mr. Brown for your continued first class service and we are all very happy you enjoyed the flight. Special thanks to Maj Vogan are also in order.

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Voxair

SEPTEMBER 8, 2004
VOLUME 52, ISSUE 15

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Printed By
The Daily Graphic
1 204 857-3427

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Historic Combat continued from page 1

bat between F/O Bill Gillespie and a German Fokker Tri-plane. As history will tell, the German aircraft ran out of ammunition at the same time that F/O Gillespie's guns jammed. Gillespie pulled out his flare gun and forced the German to land at a French airfield. This was the first capture of a German Fokker Tri-plane intact and earned F/O Gillespie the Croix de Guerre avec Palme, one of France's highest awards for valour.

F/O Gillespie's elaborate military career actually began with the Princess Patricia's Canadian Light Infantry in 1916 explains his grandson, Capt Norman White. Following a near fatal head wound, his grandfather decided to try his luck flying for the Royal Flying Corps and there he spent the remaining First World War years. Capt Norman White, a third generation Princess Patricia now serving as a reservist, joined Gordon, his uncle, for the dedication ceremony just prior to leaving Winnipeg for CFB Gagetown. Both he and his uncle wanted to personally thank the man they chose to recreate the late Gillespie's WWI drama.

That man is David Ranson, a well renowned Winnipeg artist whose aviation works have been featured throughout Winnipeg including the Western Canada Aviation Museum and Portage Place. Like his subject, Mr. Ranson's life tells a tumultuous tale of conflict and victory. Mr. Ranson is blind in one eye from an accident in his youth, was born colour-blind and suffers severe tremors in his right arm that has forced him to slow down his artwork. Yet, for a man in his elderly years suffering such ailments one would



Gordon Gillespie (left) proudly thanks artist David Ranson for his painting that will hang in the F/O William John Gillespie Building.

Photo by Cpl. Julie Whyte

never know when admiring the brilliant colours and perfect detailing on every canvas. That's because his love of aviation and sense of freedom he feels when he paints keeps him going.

In his youth, Mr. Ranson also had a desire to be in the military and to follow in his father's footsteps. His medical condition wouldn't stop him from fooling the recruiters and enrolling into the Canadian Army. Unfortunately, he was caught in basic training and promptly given a medical release. Still, he surrounded himself with aviation working with MacDonald Brothers aviation working on the Avro Anson construction line. During the war years, Mr. Ranson became most reputable as a political cartoonist and a war artist with the Winnipeg Free Press. His early childhood love for art has brought Mr. Ranson to such career paths as a freelance artist in Montreal to a commercial artist for Air Canada.

Capt Mike Rozak, 17 Wing Heritage Officer, was introduced to the artist by a friend at the Western Canada Aviation Museum here in Winnipeg and couldn't help but admire the life of David Ranson and his natural-born talent. In fact,

Captain Rozak arranged for the loan of several Ranson works so they could be enjoyed by 17 Wing and 1-CAD personnel.

"His works depict Canada's aviation history brilliantly," marvels Capt Rozak. "For that reason I wanted to ensure his work was displayed here and knew that he would be a great artist for the Gillespie family to consider when

they approached me with their donation idea."

David Ranson's works are currently on display in Aviation Museum, in the foyer of 1 CAD headquarters, and in the library of the new 17 Wing Museum. Flare Gun Capture will soon be mounted in the lobby of the F/O William John Gillespie Building for all of 17 Wing and visitors to enjoy.

Joint Issues

By Alf Brooks

Every year some post offices issue what some collectors call joint issues, a stamp or stamps commemorating the same event or celebrity. The stamps usually have a common design (but not always) other than the name of the country and the monetary denomination.



This year Austria, Hungary and Israel are issuing a stamp to mark the 100th anniversary of the death of Theodor Herzl. He was born in Hungary in 1860 and studied law, but achieved his greatest fame as a writer supporting Zionism, the movement advocating a Jewish homeland. His book "The Jewish State - An Attempt at a Modern Solution to the Jewish Question" popularized this idea and the resulting migration of Jews to Palestine led ultimately to the creation of Israel in 1948. He died in Austria in 1904.

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An Honour, A Privilege, A Challenge!

By Captain Charles Kerber, J6 CAMP MIRAGE ROTO 2



An honour, a privilege, a challenge! 17 Wing Telecommunications and Information Services Squadron (17 WTISS) was tasked with the provision of Communications and Information Services (CIS) to CAMP MIRAGE as part of ROTO 2 of OP ATHENA. This tasking came at a time when all areas of the CF are experiencing stretched resources; 17 WTISS was no exception to this. Although many would see this tasking as onerous, 17 WTISS saw an opportunity and latched on to it. With close support of 1 CAD A6 staff, 17 WTISS selected 13 personnel from WTISS and one from the Support Flight at Det Dundurn to make-up 70% of the 21 person deploying CIS flight.

Truly an honour, 17 WTISS is the first Wing outside of the lead, deploying wing, 8 Wing, to be selected for leading the CIS flight. 8 Wing has had the task for

several rotations and had reached the point where an operation break was needed. Traditional CIS flights were lead by 8 Wing, but due to the need for ongoing rotations, other taskings, and the rigours of running a large operational airfield, 8 Wing rarely had more than 50% of their own staff deployed, requiring significant augmentation from other wings. 17 Wing was given the opportunity to take ROTO 2 with no requirement to staff future rotations. This allowed WTISS to put 70% of our own personnel towards ROTO 2, an almost unprecedented effort within the air force.

The flexibility of this single ROTO is a privilege that will likely be passed to another wing as a result of the successful work performed at 17 Wing to validate this new approach to deployment of CIS personnel. The ability to locally train, and train most person-

nel together, here at 17 Wing is ground breaking, but was not without challenge.

To say this was challenging is to glorify and simplify the actions taken by 17 WTISS. Conquering this challenge was a chance to bring 17 WTISS to the forefront of air force deployable CIS, a role bringing a certain level of admiration and respect from our CIS peers across the Air Force. However, taking 14 military personnel from 17 Wing to support this is not without difficulty. We are in the midst of a major wing logistics consolidation project, we are preparing to close south side services at Kapyong Barracks, we are expanding new command and control systems, and we are modernising the base communications infrastructure. Despite this, 17 WTISS has risen to the challenge.

17 Wing has deployed a large number of personnel, including our Wing Comd, in support of OP ATHENA. However, the CIS flight is the only formed group from 17 Wing. This resulted in some difficulties with lead up. Unlike army units which train for group deployments, CIS members came from a number of areas in WTISS. These people needed time to come together and standardise procedures for working in a deployed environment. WTISS, Wing Operational Training and PSP sports staff played key roles in

helping to mould the personnel into a team. A collective communications exercise, daily physical training, and joint training during land navigation and individual combat skills training,

helped all the team members to get to know each other.

17 WTISS deploying staff are ready for this challenge. We are grateful for the privilege to lead the communications deploy-

ment. And we are honoured to be recognised as a forward looking and skilled team on the cutting edge of the new air force.



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Tree-planting Spotlights Sustainable Development At 17 Wing

By Angela Johnston

17 Wing will soon be home to over 200 fledgling saplings, due to recent sustainable development initiatives on the base. A four-day planting blitz in June rooted 135 deciduous trees – elm, chokecherry and ash – on base, with 100 coniferous Colorado Blues to follow in the fall.

These trees are to enhance walking paths, incorporate energy conservation concepts into landscaping and replace the aging tree population, said Lori Wheeler, Wing Environment Officer. Volunteers from the Construction Engineering, road and grounds, and environment units spent four days mid-June turning soil for the new trees.

Lewis Cocks, the senior environmental officer for the Air Force, was on hand for the planting of the first ceremonial tree.

Of the tree-planting, Cocks said, "I think it's a fantastic initiative... a tree is an air conditioner. A tree is a windbreak ... one of the best things you can do is plant trees."

The call for base tree-planting was drawn from a recent report prepared by an independent architecture firm last June, called "Sustainable Landscaping Options." It noted that most trees on the Wing are near maturity, and require immediate replacement.

Tree-planting at 17 Wing Winnipeg complements other such initiatives at Air Force bases across Canada, said Cocks in an Aug. 13 telephone interview, with trees taking root in Bagotville, Q.C., Comox, B.C., Goose Bay, Nfld., and Greenwood, N.S.

Such initiatives call attention to a shift in environmental work on Air Force bases in the past decade. While work in the early 1990s focused on meeting and complying with federal environment regulations, Wing environment officers now have the opportunity to pursue progressive plans in areas such as landscaping and sustainable development.

Sustainable development initiatives – like the recent



As part of the tree planting initiative on the Wing, Lewis Cocks, the senior environmental officer for the Air Force, plants the first ceremonial tree in June.

tree planting – are important to Wings, said Cocks, "It's absolutely essential. We are a large federal department. It avoids future costs, and demonstrates that we are concerned for the environment."

He said sustainable development initiatives are also important for youth considering a future in the Air Force, "It shows that the Air Force is progressive ... people are influenced by how organizations perform environmentally."

When Cocks first entered his Air Force position in 1989, leaving Environment Canada, the organization had to catch up to federal regulations, at a cost of approximately \$18-20 million a year.

At the time, chemicals were improperly stored, landfills built without engineering and underground tank storage did not meet federal codes, said Cocks. The Air Force spent eighty-four cents of every environment dollar on cleaning contaminated sites.

Today, with most compliance issues met, Air Force environment units can focus on initiatives such as alternative energy, which save the organization money. Today, the operating budget of Air Force environment units is a couple million dollars per year, said Cocks.

"By keeping the focus on compliance, we're now reaping the benefits," he said.

Such initiatives have included compost heaps and a future wind turbine in Trenton, Ont., reduction of hazardous materials, recycling programs and adhering to strict federal no-pesticide regulations.

17 Wing has always been a progressive Wing, said Cocks. Because it had fewer contaminated sites – and quickly addressed the few – the base can now focus on sustainable development and base aesthetics, such as the recent tree planting.

Winnipeg-based architecture firm Hilderman Thomas Frank Cram prepared the extensive 17 Wing landscaping report. It recommended pragmatic design through small-scale projects, especially in high-traffic areas.

Projects could include mulch gardens in grassed areas, rock beds, or built-up entrances. It identified seven major project areas on the base: Air Force Way, Whytewold, the Recreation Centre, Main Gate, Saskatchewan Avenue, Stephanson Park and the pedestrian walkway.

Future sustainable development plans remain tentative according to funding, said Wheeler.

Though plans remain unknown, one thing 17 Wing can expect are the coniferous Colorado Blues taking root in the fall.



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Parachuting, Saving Lives, All In A Day's Work

By Angela Johnston

As Winnipeg's 435 Squadron search and rescue unit practises routine parachute jumps from a CC-130 Hercules, the Voxair student reporter joins them, tackling excitement, vertigo and a slight case of motion sickness.

In the presence of the CC-130 Hercules, other aircraft are dwarfed. It is a lumbering transport plane, a workhorse, a versatile machine. It carries up to 90 troops, plus the crew of at least five.

Inside, there are compact neon orange toboggans, ready to be airdropped during search and rescue missions. Attached to the walls are flashlights, harnesses, lifejackets, first-aid kits and fire extinguishers.

Far from the cushy carpeting and snack carts of a commercial airline, the Hercules has but two seats in the back, used primarily by "spotters" during rescue missions to identify missing people. A few Search and Rescue Technicians (SAR Techs) — distinguished by their bright orange jumpsuits — buckle in to makeshift pull-down fabric seats during take-off.

The aircraft — this one dating to 1990 — is un-insulated, and passengers wear ear protection. It is noisy. Crew members flail frenetic hand gestures and shout in each other's ears to communicate off-radio.

The SAR Techs are practising their parachuting from the Hercules into a Gimli, MB., airfield. It is a typical day for the rescue crew of the Hercules, where saving lives is all in a day's work.

After take-off, the SAR Techs strap on their remaining parachute equipment. Their orange jumpsuits have large Elvis-reminiscent collars. Their parachutes weigh almost 50 pounds — "like a small kid," as one comments — and they silently double-check each other's equipment.

Search and rescue is the highest priority mission for



A search and rescue technician soon disappears from sight after leaping from the back of a CC-130 Hercules.

the Air Force — ahead of combat operations and the defence of Canada, said commanding officer of 435 Squadron, Lieutenant-Colonel Michel Latouche in an Aug. 19 e-mail.

The rescue section for 435 Squadron is geographically the largest in Canada, swallowing the prairies, northern Ontario, and the North West Territories, stretching to Alert, one of the northernmost settlements in the world.

Training to become a SAR Tech is extensive. Ten to twelve freshly minted SAR Techs graduate after a yearlong course which unites many facets of rescue, said SAR Tech Master-Corporal Andrew McLean.

"We get the experts," he said in an Aug. 18 interview. Inuit instructors teach igloo and snow cave construction during the arctic session. SAR Techs also learn how to parachute, dive, work in the mountains and perform medical work. At the end of the course, they perform mock operations to combine all areas of their training.

"It's all fun stuff, but it is work-related," said MCpl McLean, "There's a reason why we need to hit the target."

Training does not end after the yearlong course. SAR Techs, with the whole Hercules crew, train almost every day of the week.

"We never know what circumstances or conditions we will face when called out for a search and rescue mission, and almost every mission includes saving lives,

so we must be at the top of our game every single day," said LCol Latouche.

A search and rescue mission combines five trades: on board the Hercules, there is at least one pilot, navigator, flight engineer, loadmaster and the SAR Techs.

During flight, the loadmaster and navigator work in the back of the plane with the SAR Techs, who are preparing to jump. The two check each other's harnesses, and keep parachute lines tangle-free.

As the rear of the plane lowers to reveal thick wind and endless sky, the loadmaster holds up a handful of coiled streamers. He launches them into the air — the colourful ribbons give the SAR Techs a sense of wind strength and direction before they jump.

The Hercules quickly slows and speeds. It circles around potential jump areas. It rises and lowers. It feels like a Ferris wheel. One is in a constant vertigo, feeling fierce pressure on the shoulders and neck, slumping like a rag doll.

With a jump area defined, and a no-nonsense "Go!" from team leader Sergeant Rick Henry, the SAR Techs leap out of the Hercules. They drop from sight, next seen as bright orange pins disappearing to the ground.

The loadmaster and navigator quickly reign in parachute bags left behind, which are violently flapping in the wind. The back of the aircraft closes, and the Hercules lands to retrieve its

SAR Techs. This series happens another three times, testing the strength of the newcomer's stomach.

For loadmaster Sergeant Steve Joyce, the day begins at 6.30 a.m. He is the "safety man in the back," responsible for the weight and balance of the aircraft. When in the air, the loadmaster performs a myriad of tasks. He could be helping SAR Techs prepare for jumps onto land or water, dropping flares for night jumps, or training with the coast guard.

Though training is slated on an almost daily basis, the unit can never plan for a real scenario. The life of a search and rescue unit member is sporadic. All members carry pagers, and spend much time on call.

Sgt Joyce once headed to Red Lobster with family when he received an unexpected beep to come into work. The whole family had to turn around, go home, and watch as he left for a mission.

"It's not the conventional nine to five," said MCpl McLean.

MCpl McLean's missions have included plane crashes such as Swiss Air, lost hikers and lost helicopters. Still he is not eager to discuss: "It's not something you talk about," he said.

Personally, for the SAR Techs, coping with adversity is something that must come naturally, said MCpl McLean: "... you find out really quick if you have the personality."

Still, at the end of the day, the appeal of search and rescue remains: "I love flying. I've seen the world," said Sgt Joyce, who has been to East Timor, both Gulf Wars and Sarajevo. McLean said he enjoys working with civilian organizations, such as paramedics and the RCMP.

Finally, he highlights two tenets of search and rescue: "You get to help people — and you get to see all of Canada."

Military Goes High-Tech To Order Distinctive Environmental Uniforms

By Rita Racicot

The Department of National Defence approved a project to deliver replacement garments for their Distinctive Environmental Uniforms (DEU) online to all Canadian Forces. Currently, more than 32,000 CF members are using Clothing Online to replace their DEU, also known as non-operational clothing. Members simply log on to Clothing Online through the Intranet or Internet on a 24/7 basis to order their DEU and have it shipped to their address of choice.

Beginning September 1, 2004 this online method will be the only option available to CF personnel to demand a replacement for DEU.

Base and Wing supply personnel will manage the DEU Online initial issue

process for recruits and, when required, provide guidance to members on how to access Clothing Online to order replacement DEU. Bases and Wings will not stock or order replacement garments on behalf of CF members. A sample of each size of garment will be kept at the clothing warehouses to help members identify their correct size before ordering online.

Tailoring services, mounting of badges and operational clothing will still be available at all clothing outlets.

The transition to an online method of ordering DEU is a joint effort between the department's Material Acquisition and Support Optimization Project and Director Soldier Systems Program Management.



Shown here with the Commandant of 3 CFFTS, LCol Steve Bannister, and instructor Capt Cathy Ashton, is MGen Steve Lucas, Assistant Deputy Chief of the Defence Staff. He has just finished a familiarization flight in a Bell Jet Ranger helicopter, one of the many activities planned for him during the day spent at Southport as the Reviewing Officer for Graduation Course 0402, on July 23.



Cpl Richard Lavack from the TEME Sqn-Tn Flight section, seen here with Maj Stephane Parent, the Transportation Electrical Mechanical Engineering Officer, and Lt Amanda Ives, the Tn Flight AdminO/MSEO, is presented with the Trades Person of the Quarter for April to June, 2004.

Central Flying School Masters The Delicate Art Of Hovering

By Angela Johnston

During a familiarization flight on the Jet Ranger helicopter with Winnipeg's Central Flying School, one journalist peeks in on department stores, smoldering buildings, and searches in vain for own house.

"It's a good bird," comments Captain Rémi McLaughlin on the tarmac of 17 Wing's hangar. He has just finished the walk around of the Jet Ranger helicopter, unhooking the rotor, checking the oil and engine.

It is a small navy blue helicopter with rivets bolted along the side. The rotary teeters in the wind, rocking back and forth. Sitting inside, with feet planted on the glass floor, Capt McLaughlin instructs his passenger -- me -- not to touch anything, pointing to the door, "The door holds on just by those two pins." Check.

Capt McLaughlin is jovial and cracking jokes pre-flight on Aug. 13. Before we take off, he assures me that nothing will go wrong, but "if something does go wrong, I may swear -- and I may swear in French -- but I will not apologize for that, because I am very proud of being French."

Take-off in a helicopter is unlike any fixed-wing aircraft. There is a slow -- and then increasing -- rumble in the chest, like slowly rising in an elevator. Reverse vertigo.

We leave 17 Wing Winnipeg, and pass Assiniboia Downs. There are two horses circling the dirt track. Capt McLaughlin points to a firing range with a red flag, which means someone will be shooting.

Past the Winnipeg International Airport, a United Airlines plane takes off. We watch the Cold Storage building -- soon to be demolished -- smolder, pass the Forks, and even my house -- much harder to distinguish from the air.

One is let in on a city secret while flying overhead, peeking at the naked roofs of department stores and checking houses for backyard pools. What is new for the young journalist is routine for Capt McLaughlin. For him, this is daily work.

Of his work, Capt McLaughlin laughs, "Pilots love going up. They like showing off."

While the pilots may enjoy showing off the maneuverability of the helicopter, the work Capt McLaughlin and his colleagues perform at CFB Winnipeg's Central Flying School (CFS) is crucial to the Air Force.

The CFS oversees aircrew training for all basic training, fixed-wing and multi-engine aircraft and helicopter instruction, said Lieutenant-Colonel Gary Hook, the school's Commandant. DFS is guardian of all aircrew training standards for the Air Force among one of its five mandates.

Capt McLaughlin is an instructor at the school, in its Instrument Check Pilot (ICP) flight. Instrument check pilots perform annual tests to ensure instrument standards in aircraft are up-to-snuff. Capt McLaughlin ensures that the pilots who are performing these tests are also up-to-snuff.

Much of Capt McLaughlin's work includes role-playing characters such as "Captain



Remi McLaughlin relaxes by the Jet Ranger helicopter following a familiarization flight around Winnipeg.

Photo by Angela Johnston



Voxair reporter Angela Johnston.

Photo by Capt Remi McLaughlin

Casual," or "Major Staff." He pretends to make mistakes, and his students must decide how to evaluate his flight. Only he and another pilot -- Captain Allan di Dio -- are dual-qualified on both the Jet Ranger helicopter and the fixed-wing King Air. Four other instructors are qualified on fixed wing aircraft.

Capt McLaughlin explained the common mistakes of Instrument Check Pilots under training. Usually the new candidates are either too rigid in their

approach -- "we have to expand that box," he said -- or they come without rules. While there are no totally right answers to scenarios, instructors are to form the framework that determines judgement and decision-making for ICP pilots.

Instructors in this program must be "a mature pilot with operational experience," said LCol Hook, "It must be someone who is beyond the umbilical cord of flying at just home base."

They must have effective training skills, they cannot start training until they reach a given experience level, normally measured through flight hours.

"You're selected to go in there -- you're not just put there," said LCol Hook of the qualification standards to teach ICP candidates.

Capt McLaughlin has logged over 150 hours on the Jet Ranger, and 100 on the King Air in the past year, but has flown a myriad of aircraft, such as the Twin Huey, Kiowa, Iroquois and Griffon. He has banked 25 years in the Air Force, joining at age 18. Before that, he was an Air Cadet.

He said that he has known for a long time that he would be a pilot. As a young eight or nine-year-old growing up in Tracadie, N.B., he stood outside with his father, pointed to a helicopter overhead, and declared, "I'm going to fly that."

"I've always enjoyed instructing," said Capt McLaughlin of his work. "At some point in your career, it's nice to pass on the knowledge that you've picked up from other people." Before his work with the CFS, Capt McLaughlin also instructed in Portage La Prairie from 1989 to 1994.

LCol Hook also underlined the importance of the school to the Air Force: "The thing that makes Canada excel in its air crew training is the way we maintain and establish our standards ... It gives us a better Air Force all-around."

The ICP flight is one of five major sections in the school. The other flying

section is the Standards flight, which ensures the maintenance of all training standards at flight schools in the country. There are also branches which deal with human factors in aviation, such as decision making and communications, which all air force personnel learn, an Air Cadet Glider standards section and the newest section, the Air Training and Test Evaluation flight, which deals with airworthiness issues within the training fleets in 1 Canadian Air Division.

In the air, Capt McLaughlin describes hovering as one of the most difficult things for helicopter pilots to learn. Thinking both vertically and laterally, the pilot must balance the cyclic, which moves the rotor in a cyclical motion, tipping it from side to side, and the collective, which controls the lift motion of the aircraft. Capt McLaughlin controls the Jet Ranger with the tap of his fingertips.

For him, it appears simple. Then it is my turn. With a watchful eye, he lets me try out the cyclic and collective on my side of the helicopter. After approximately two seconds of "hovering", Capt McLaughlin lets out a hearty laugh and regains control.

While his young protégé may not have mastered the delicate physics of hovering, she is certainly in good hands to learn how at the Central Flying School in Winnipeg.

On the other hand, maybe she should stick to mastery of pen and paper before she moves on to cyclic and collective.

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Det. Dundurn MSE OP's At The Western Region CFPDC

By MCpl Murray Lagace



From 1948 till 1961 the CF had competed in the Automotive Transportation Association's (ATA) National Canadian Truck Driving Competition. The national level competition was discontinued in 1961 but local and provincial events continued. DND's involvement with competitions wavered for many years until 1979 when the Pacific region held a CF Trucker's Rodeo at CFB Chilliwack. This renewed interest and the following year Regionals were held across the CF. In 1981 it was decided that a national level event was required. The Trucker's Rodeo was a great way to demonstrate to

all just how skilled our tradesmen (and women!) were. As well, the Rodeo added to the Mobile Support Equipment Operator's Esprit de Corps. 1987 saw the renaming of the event to The Canadian Forces Professional Driver's Competition. Today it is a showcase of professionalism, sportsmanship and safety awareness. Both military and civilian driver's compete on par and are encouraged to develop and perfect their trade skills in this competitive arena.

After holding our own local Driver's Competition, Cpl Glenn Crockett (winner), and MCpl Murray Lagace (Judge) went to

Cold Lake to represent Det Dundurn. Cpl Crockett competed in the Tractor/trailer and the Bus event. He took third place in the pro-rated aggregate. This is calculated by adding all the teams' scores and dividing that total by the number of team members. Simply put, Cpl Crockett took his team to third place in the final results. A very good performance, well done! A newer event, known as the "Boss Trucker's Event", in which the senior team member and the junior team member combined efforts and compete together in a surprise event set up by the host unit, was won by team Det. Dundurn. This

year there were two events. One event involved putting a quad with trailer through an obstacle course. MCpl Lagace still has grass stains on his jeans from helping Cpl Crockett back his quad with trailer through a serpentine obstacle. Good work MCpl Lagace, next time fall beside the trailer, not behind it! The other event involved operating a tracked dozer through a challenging obstacle course. The host unit set up a serpentine that had to be driven both forward and backwards through. Then there were the three piles of dirt that had to be crossed over. At each peak the dozer would crest and then quickly tilt back down...hard. Hard hats and a tight seatbelt were essential tools. MCpl Lagace followed Cpl Crockett's hand signals and finished with top scores. Congratulations to the both of them in bringing hardware back from the Regionals. Their trophy hangs in Transport's office for the next year.

17 Wing Detachment Dundurn may be a small base but the calibre of its members should never be underestimated. Transport encourages all of you to practise safe driving and to take good care of your DND vehicles.

BINGO: Mon - Wed - Friday 7:30 pm
Early Bird starts 7:00 p.m.
CRIB NIGHT: Thursdays at 8 p.m.
DANCING: Fri & Sat Evening
6 MEAT DRAWS: Saturdays at 1500 hrs.

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Military Family Resource Centre



7th Annual MFRC/WMCC Family Fun Day
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17 Wing Winnipeg Government of Canada Workplace Charitable Campaign



The Winnipeg Military Family Resource Centre Inc./Centre de Ressources pour les Familles des Militaires de Winnipeg is a non-profit, charitable organization that provides access to information and resources through the delivery of high quality programs and services which meet the unique needs of CF members and their families in Winnipeg.

Funds are provided through the Department of National Defence for some employee salaries and unique operating expenses such as auditing, legal and accounting fees. Funds for program supplies and delivery are not provided. Military Family Resource Centres must apply for grants or fundraise for these.

In past years, the Winnipeg Military Family Resource Centre received funds through payroll deductions from the Workplace Charitable Campaign from CF members at 17 Wing to help offset Program costs. We are very thankful for these dona-

tions, without it we would not have the funds to provide quality programs and services.

The WMFRC Inc. can be listed as a Canadian Registered Charity on the Government of Canada Workplace Charitable Campaign. Monies obtained from this campaign purchase much needed program supplies such as, consumable craft supplies for children's programs, games and resources for youth programs, toys & supplies to operate the Nursery Schools and Toy Lending Library and offset costs to help support Family events such as the Family Fun Day.

Let your canvasser know that you wish to fill out Section C of the Government of Canada Workplace Charitable Campaign for the Winnipeg Military Family Resource Centre.

We "thank-you" for your continued support!

Don Brennan
 Executive Director

Welcome To Winnipeg

All newcomers are invited to attend the MFRC Annual Newcomer Tour on Saturday, October 2nd. Space is limited so HURRY and RSVP by September 17. This is an all day event for adults; childcare will be provided at a minimal fee at the MFRC Childcare Centre. Activities planned for the day include a continental breakfast at the Officers' Mess, a presentation by Destination Winnipeg, a city bus tour with Heartlands Tours, and a feature film at the IMAX Theatre.

Come on the tour, meet some others Newcomers and see what the city you now call home has to offer. To register, call 833-2500 ext 4500

The following are details of fall programs for parents and young children. For further details on these programs and our nursery school and casual childcare program, please see the Community Connections or visit our website at www.mfrc.mb.ca.

CREATIVE TOT SHOP

This program is the first step towards nursery school. It provides the opportunity for parents and young children to come together to create and play. The toddler or preschooler can explore the world of art, music, movement and story. Parent participation is required. Many families come to this program with two or more children of different ages. Registration is not required. Feel free to drop in. It's a great opportunity to meet other parents and make friends.

Lipsett Hall Nursery School Monday 1:30 - 3:00pm

The cost is free. The program is being funded by the Fort Rouge/River Heights Parent Child Coalition. Please bring a snack for your child.

We will be featuring a special Monday once a month. We will be having a specific theme, which will include crafts, songs and special snacks. The schedule will be as follows:

- September 27th Teddy Bear Day
- October 25th Halloween party with costumes and special events
- November 22nd Musical Delights: Come and make some music with your children with our instruments.
- December 13th Gingerbread Houses will be made and taken home to enjoy.

MOTHER GOOSE

This program is a group experience for parents and their babies and young children. It focuses on the pleasure and power of using rhymes, songs and stories together. Come out and have some fun with your children. For information, call Wendy or Shannon at 833-2500 ext. 6846.

Location: Lipsett Hall Nursery School
 Time: 9:15am to 11:00am on Wednesdays
 Start date will be September 22nd. Please register by September 15th by calling 833-2500 ext. 4500.

There is no fee for this program as we have received funding from Bookmates and The Fort Rouge/River Heights Parent Child Coalition. Please bring a snack for your child.

MFRC Contact List

You may reach the MFRC by dialing: (204) 833-2500 and enter the 4-digit local of the person you are trying to reach.

Administration	Mona Currie	4500
Teen Centre		4502
Executive Director	Don Brennan	4504
Deployment Services	C. Chatterley	4506
Volunteer Services	Nicole Johnson	4507
Youth/Adult Services	Diane Brine	4508
Information & Referral	Linda Belisle	4509
Children's Programs/ Emergency Childcare	W. Richardson	2491 6846
Employment Assistance	John Chabih	4511 or
Special Needs/ PIC Social Worker	Haley Schroeder	4512
Francophone Services	Louise Cameron	4515
Thunder Bay MFRC	Donna Hrycyszyn (807) 345-5116	

GYM AND MOVEMENT

This program was developed to provide parents and their young children the opportunity to play together in the gym. It includes creative movement, parachute games, cooperative games and a circle time. Large muscle skills and interpersonal skills will be enhanced as well as the opportunity to socialize and to run off some steam, especially as fall turns into winter.

Location: Lipsett Hall
 Time: 1:15 to 2:15p.m. Thursdays
 Cost: \$20.00 per family for a ten week session. The drop in fee will be \$2.50.
 Start date will be September 23rd. Please register by September 16th at 102 Comet.

BUILDING BLOCKS

Free Books and Snacks
 Bring your children for some fun as we explore why military families are special.
 Location: Lipsett Hall
 Time: 1:15 to 3:15pm on Tuesdays
 Start date: October 5th

Together in Church



CATHOLIC

Chaplains

Father Tim Nelligan
(Roman Catholic)
Office 833-2500 ext. 5272

Father Terry Cherwick
(Ukrainian Catholic)
Office 833-2500 ext. 5417

Secretary

Carol Cochrane
Office 833-2500 ext. 5087

Masses

(English only)
Sat - 1630 hrs & Sun - 0900 hrs

Religious Education

Religious Education classes are available to all students from Preschool to Grade 6. Please call the office for information on registration.

Confessions

The sacrament of reconciliation is offered 20 minutes before mass and by appointment. Contact the Chaplains' office.

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 third Tue of the month at 1900 hrs in the Chapel Annex.

PROTESTANT

Chaplains

Padre Bob Brinn
(United Church)
Office 833-2500 ext 5349

Padre Paul Southen
(United Church)
Office 833-2500 ext 4277

Secretary

Carol Cochrane
Office 833-2500 ext. 5087

Sunday Services

English Only 1100 hrs

Sunday School

Sunday School is held during the service for children ages 3 to 12, except on the last Sunday of each month. Childcare is provided on an as-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 Guild

The Guild meets the first Sunday of the month at 1800 hrs in the Chapel Annex. All women are welcome.

Food Bank

The Food Bank is a joint undertaking 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.

Emergency Chaplain

After normal working hours, the Emergency Chaplain can be reached through WOps Duty Centre, 833-2700, or 2 PPCLI Duty Centre, ph. 833-2727.

Other Phone Numbers:

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

Interfaith Prayer Room

Rm 305 in Bldg 62 is avail during reg working hrs for private prayer or meditation, or for small groups to worship in the manner of their faith.

2004 Shelter Charge Adjustments For Married Quarters

Canadian Forces housing operated by the Department of National Defence (DND) is governed by the same Treasury Board rules and regulations as other government housing. Treasury Board policy has long stated that shelter charges (rent - exclusive of utility charges) for Crown-owned housing must reflect market rates in the local economy; it is the policy of the government for all Crown-owned housing, not just the Canadian Forces.

The aim of implementing

the policy is to respect the principle of fairness for all CF personnel, regardless of where they choose to live. Less than 12,000 military personnel, or approximately 20 per cent, choose to live in married quarters. Historically, those members have enjoyed shelter charges generally well below reflective market values, paid by their colleagues who chose to buy or rent private-sector accommodations. For example, in Vancouver and Esquimalt, the difference has been as great as \$700.

In 1997, significant gaps existed between existing MQ rents and fair market value rents. A rent phasing program, in accordance with TB instructions and QR&Os, was introduced to gradually bring the MQ rents to market value in order to protect occupants from financial distress. Since November 1, 2002, new occupants of MQs have been charged the market value for their houses. The Queen's Regulations and Orders for the Canadian Forces limits rent increases to a maximum of \$100 per month per year. Furthermore, in keeping with The Queen's Regulations and Orders for the Canadian Forces and the Treasury Board Government Housing Directive, rent shall not exceed 25 per cent of gross family income.

The impact of the implementation of Treasury Board policy differs from site to site

depending on how long the occupant has lived in their MQ, the economic growth in the region, the composition of the occupant population and the existence of rent control. With the exception of the rent control provinces of Manitoba and Ontario, and in Vancouver, market value charges were achieved across the country last year. In a non-rent controlled province occupants will continue to see increases by means of phased increments of no more than \$100 per month per year until such time as the appraised value is reached. Therefore, while most occupants have already reached appraised market values, there are still a large number of longer-term occupants who have been phasing up for some years.

In rent control provinces it is a little different. Over two thirds of our occupants in Ontario are at Base Shelter Value and receive rent control while the remainder have not yet reached the threshold appraised value where this provision would kick in. In Manitoba, almost 90% of current occupants are receiving rent control.

The rent increases CF personnel are facing in some areas will continue until the fair market value for married quarters has been reached, after which annual rent adjustments will reflect the local rental market activity, whether that is an increase or decrease. Rent increases are normal practice in both the civilian market place and in general the military married quarters on bases will have a rent increase only if there is a corresponding increase in the civilian market. In rent controlled provinces, and in cases where the occupants are not paying the assessed fair market value, rent increases are controlled by provincial legislation or military regulations. Military pay increases are not linked to married quarter rent increases any more than civilian rent increases are related to civilian renters' pay raises.

How Rents Are Determined

To determine up-to-date market rents for CF family housing, the Canada

Mortgage and Housing Corporation (CMHC), evaluates the housing at all CF sites against comparable housing in the local economy. First and foremost, the appraiser collects and researches local real estate market data including the availability of rental properties, turnover and vacancy rates, terms and conditions of leases and any other factors which may influence the market in a particular community. This data is obtained from numerous sources including property managers, newspapers, owners, realtors, developers, rental magazines, data services, fee appraisers and municipalities.

CMHC appraisers then estimate the degree of similarity or difference between the specific married quarter and comparable rental properties by considering various elements such as type and size of the house, its age and condition, and the location of the house with regard to access to schools, community facilities and transportation. The appraiser isolates and reviews each element one at a time, developing dollar or percentage adjustments to account for each difference. The final step in determining the appropriate market rent is taking the results of the data collection and the analysis of comparable market rental properties and reconciling this information into a single rent figure. This figure becomes the Base Shelter Value (BSV) for the married quarter. The annual review by CMHC ensures that married quarter shelter charges are always current and move with the cycles in the local housing markets.

Similar to what happens with private market rents, MQ shelter charges are reviewed and adjusted annually. To accommodate the annual posting cycle, shelter charges are adjusted on 1 November, with occupants being given three months' notice of any changes. By 1 August 2004, CFHA Housing Managers will advise each current occupant, in writing, of their shelter charge effective 1 November 2004.

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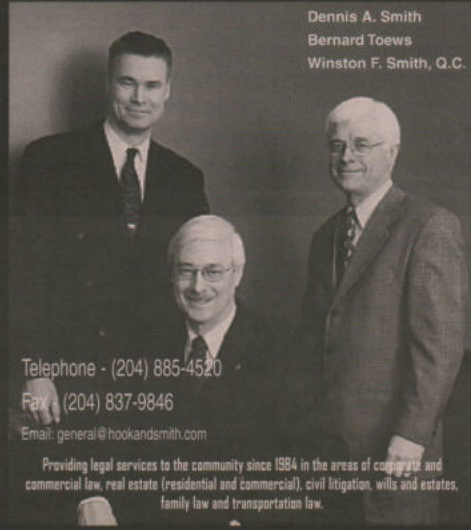
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Adjustable height levels, Good Shape, Asking \$50, Call Mike or Melissa at 489-7861 or Mike at local 5056.

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Lady Owned, Excellent Condition, Well Maintained, \$8500 OBO, Call 774-4736

Nintendo System
w/ 3 Games (1 includes 50 separate games) and pistol, \$40, Call Alain at 489-3940

Fence - Approx 150 feet
(green chain link with wood posts and frame), \$150 OBO, Call Pam at 896-1925 (leave message)

Child Seat For Bicycle
\$25, Call Pam at 896-1925 (leave message)

Reel For Garden Hose
\$10, Call Pam at 896-1925 (leave message)

1990 Ford Escort, 1.9L, 4cyl, Auto
224,000kms on body, approx 100,000kms on engine, 4dr, Hatch, New timing belt, tires and much more, Asking \$1000 OBO, Call Dave at 284-1335

1990 Pontiac Sunbird LE 2L, 4cyl, Auto
27000 original kms, Brand new condition, 4dr sedan, pwr locks, Asking \$6500 safetied, Call Dave at 284-1335

Moving - Must Sell
Stove/Oven - \$250, Microwave - \$100, Fridge - \$100, Air Conditioning (window unit) - \$400, New Single Bed (w/ frame) - \$225, All reasonable offers will be considered, Call Guy or France Lecuyer at 896-8251

VW Jetta Factory Roof Rack and 2 x Barracuda Bike Stands, locking bars paid \$750 asking \$500 obo call 297-0134 or 772-3164 like new

1993 Dodge Spirit w/Gold Package
4 cyl (2.5l) Automatic, 167,000 Original Kms, PS, PB, PD, PW, Air Conditioning, Command Start, Tow Package, All Newer Tires, Stored since Sept of Last Year, Very Good Condition Inside and Out, Asking \$2900 OBO, Call Eric at Local 2301 or 453-2599 after 6pm

Garden Shed
(wooden) 10 X12 ft with floor, good condition, \$475, Call Doug at 832-2439

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4 ft high x 120 ft long, with 3 gates \$75, Call Doug at 832-2439

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Camper top, Runs well, \$1000 OBO, Call 487-7847 /lve msg

Mega Block Galore
"Overflowing 2 cube", \$20 and it's yours!!, Call 487-7847

TAROSCOPES BY NANCY

ARIES (March 21 - April 19): Accepting losses and moving on. As you branch out and explore new interests your life is affected in ways you never expected. The need for emotional and intellectual honesty is critical during anxiety provoking, confusing situations.

TAURUS (April 20 - May 20): Conflict with someone who wants control has you considering alternatives. You crave emotional connections and yearn to realize your creative potential. This is not an either or situation. Choosing to keep both as priorities brings a greater sense of success in the end.

GEMINI (May 21 - June 21): Your ideas and knowledge are considerable but so far you've not been able to consolidate everything into a complete plan. Put your passion first instead of focusing on what would bring the greatest financial return; then look for ways to get paid more for doing what you love.

CANCER (June 22 - July 22): You'll be getting out more and breaking free of old patterns of behavior. Taking risks, you experience greater freedom and enjoyment. When you stop trying to control a situation that is not your responsibility, you'll have more energy.

LEO (July 23 - August 22): Hard work will keep you from dwelling on petty games others play however you may stay in a tough situation as a result. Is this really what you want? Overcoming your own limiting beliefs or fears makes it harder for others to manipulate you. Push yourself out of your comfort zone.

VIRGO (August 23 - September 22): The discovery of a personal truth is at the core of changes you are making now. You can easily identify and discontinue what is not working for you. You'll be rearranging your schedule to facilitate your lifestyle and making connections with positive role models.

LIBRA (September 23 - October 23): You've created a safe environment and thought you'd discovered all your strengths. Those who offered support during your development now ask for assistance. You return the favor and find you have even more gifts than you realized to offer others.

SCORPIO (October 24 - November 21): You are seeing things more clearly now but this may not be a time to start something new. Consider the space available on your calendar and your energy level to avoid exhaustion and overextending yourself. Make necessary phone calls and iron out details ahead of time.

SAGITARIUS (November 22 - December 21): Anxiety may be blocking your intuition right now. Let your emotions flow and what you need to know will become obvious. Make changes in your environment to reflect the new you. Getting involved in other people's issues is a way of avoiding your own stuff.

CAPRICORN (December 22 - January 19): You can see that the path you are currently on is leading to monetary success. Though you're disinclined to upset the applecart, it is wise to make subtle shifts that honor your awareness of all your other needs as well. This creates a more well-rounded set up.

AQUARIUS (January 20 - February 18): It is worth feeling emotionally exposed and less in control if the reward is a loving relationship that makes living a joy. When your emotional needs are met, physically everything falls into place.

PISCES (February 19 - March 20): Extremes should be tempered. However don't hold back for fear of being perceived as foolishly impulsive. Deal directly with difficult situations at work. Your challenge is to have the wisdom to know the difference between recklessness and calculated risk.

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