



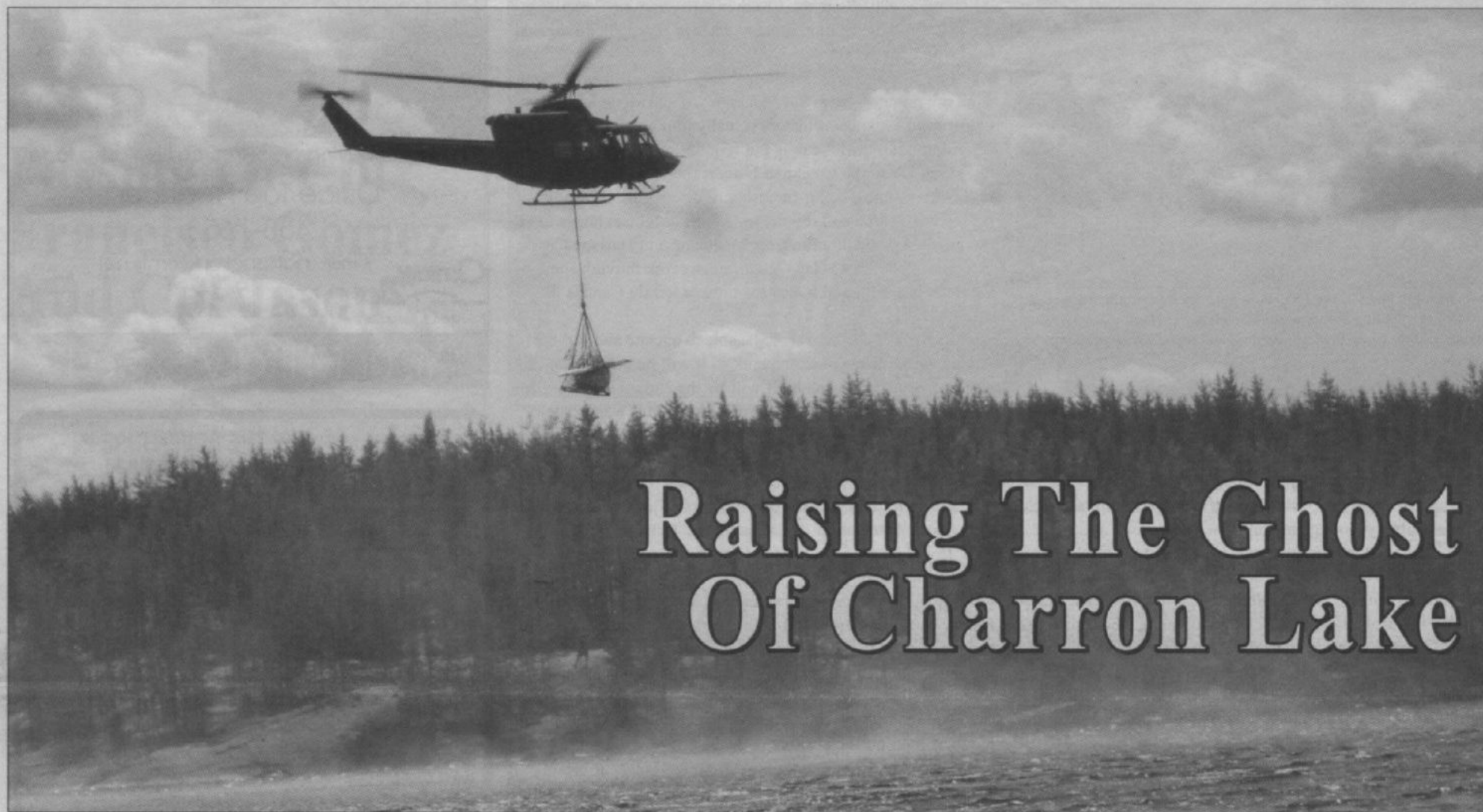
# THE VOXAIR

Our Military Community Newspaper, 17 Wing Winnipeg

AUGUST 16, 2006

VOLUME 54, ISSUE 14

FREE



## Raising The Ghost Of Charron Lake

By Avery Wolaniuk

For 30 years, search teams have hunted the Ghost of Charron Lake. On 17 July 06, a team from the Western Canada Aviation Museum resurrected the heart and soul of the Ghost from its resting place these past 75 years, at the bottom of a lake 310 kilometres northeast of Winnipeg.

The elusive spirit was The Fokker Standard Universal, a bush plane built in 1928. The aircraft is believed to be the last existing Universal, and the most complete of its kind. Initially the plan was to raise the entire aircraft this summer. With the help of Remote Operated Vehicles (ROVs) and divers, the team determined that the fuselage, or body of the aircraft, was too fragile to be raised at the time. Instead, the plans were modified to raise the engine and propeller, or heart and soul, of the plane.

"If it wasn't for the military, it wouldn't be here today," said team co-leader Pat Madden. A former RCMP sergeant, Mr. Madden teaches underwater investigation techniques to law enforcement agencies, and has participated in underwater recoveries for more than 20 years. "The guys were

just phenomenal. The skill of the pilots and the loadmasters and the riggers— it's incredible. I can't thank the military enough. They came through, as always."

Under the direction of 1 Canadian Air Division Commander, MGen Charlie Bouchard, the Air Force supported the recovery operation. Defense R & D Canada (DRDC) provided a scientist and an ROV to help assess the wreck and raise the recovered parts. An aircraft recovery team from 8 Wing ATESS was on site, a qualified rigger from LFWA came for the sling operation, 17 Air Movements Section helped package and load the delicate freight on site so that 427 Sqn, a tactical helicopter squadron located at CFB Petawawa who brought Griffon helicopters, could transport the raised engine and propeller to Deer Lake, the nearest airfield. Then 435 Sqn flew the load and some of the military equipment to Winnipeg, where the historic package was delivered straight to the doorstep of the museum.

The Museum approached MGen Charlie Bouchard, several months ago about the rescue. "It met the needs of the

Air Force for Force Generation. A couple of things melded quite nicely so that we were able to help them while doing some very interesting training for our crews," said LCol Michel Latouche, OPI of the coordination with the museum. "This happened to combine nicely with some of our training requirements and we were glad to help. There were some other unique things with slinging things under helicopters out of lakes and also landing Hercs on rather short runways."

Before the engine and propeller were loaded onto the aircraft, they had to be raised from 120 feet of dark water. While ROVs were able to provide incredible images of the wreck, divers from the Canadian Amphibious Search Team (CAST) were called in during the last phase of the underwater recovery to provide more information.

"It was exciting in that we were able to accomplish the task, to be able to go down there in black water conditions. Basically by feel, we were able to determine the structural

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# SAR Tech Named Canadian Male Ultrarunner Of The Year

By Holly Bridges



At six feet, 190 pounds, Sgt McLean is not your typical ultrarunner. Yet here he is competing at the recent Canadian Six Hour Ultramarathon Championship race, held at Royal Military College in Kingston, Ontario.

**17 WING** — Winnipeg Search and Rescue Technician Sergeant Andrew McLean has just been named the Canadian male ultrarunner of the year. Sgt McLean won the title in June after winning the six-hour, 78-kilometre race at the Canadian Six Hour Ultramarathon Championship race, held at Royal Military College in Kingston, Ontario.

While many long distance runners might need weeks to recover from such a feat, Sgt McLean donned his running shoes a week later to run another 42 kilometres in the Manitoba Marathon. "A tiny trot," says Sgt McLean, jokingly, who runs more than 14 hours a week to train for these events. "Anyone who runs will know it was fairly intense to run these two races pretty much back to back." (Sgt McLean recorded a time of 2:52 marathon split in the Kingston six-hour event and 3:04 time in the Manitoba marathon).

What makes this title, and many others Sgt McLean has earned over the past 10 years, is that Sgt McLean is no lightweight. At six feet, and 190 pounds, Sgt McLean is bigger and heavier than most long distance runners competing at his level. He sees his size as a gift, if you will, to be used in pushing himself to achieve his personal best.

"I am very conscious of the fact that I have this ability so I'm not going to waste it," says Sgt McLean. "I have a very entrepreneurial attitude about my running and my training - I am accountable to myself for my health and well-being, no one else. So everything I do, and how I train, has an effect on my performance."

That sense of accountability and personal best goes beyond the actual running and training. For example, Sgt McLean earned this most recent national title not only for his physical strength and endurance, but also "for the support and interest shown for the sport and its participants and those who watch."

Sgt McLean donated the prize from the Kingston event, a gift certificate for a new pair of running shoes, to one of the volunteers who was spotting him throughout the trek; last year, he donated \$1500.00 of his own money to provide uniforms for himself and fellow Canadian team members during the World

Cup Ultrarunning event in Japan where he also presented three Canadian hockey jerseys to Japanese politicians; and (in 1995) he raised \$4000.00 for the Children's Hospital of Eastern Ontario (CHEO) by cycling, running and canoeing 500 kilometres over a 68 hour period.

"I try to make sure that more than just myself gets a benefit from my running," says Sgt McLean. "Acknowledging the volunteers and event coordinators is really important to me."

Although Sgt McLean is not required to be this physically fit for his job in the Canadian Forces, (he trains and competes on his own time), being fit certainly does come in handy for his work in search and rescue. In fact, Sgt McLean hopes to do the Yukon Arctic Ultra run from Whitehorse to Dawson City in February, 2007 - a 13-day, 740 kilometre trek through some of the most beautiful and majestic northern terrain Canada has to offer.

"As SAR Techs we train to be able to operate and survive in Arctic and northern environments so it will be great to do this trek in that part of Canada. It will be the experience of a lifetime. Whether I finish first is not the issue. I just want to do it."

Before he heads up north, though, Sgt McLean has his sights set on another title, this one far more difficult and far more "prestigious" in terms of international recognition.

"I hope to represent Canada in October in Korea at the International Association of Ultrarunners 100 kilometre World Cup. It will be the only chance I get to represent Canada at an international level."

Among his other recent titles, Sgt McLean was named the fastest 160- kilometre (100-mile) marathon runner in Canada last year during the Canadian National Championship known as the Lost Soul Ultra, a grueling trek through the prairie hills of southern Alberta.

The Lethbridge Herald described Sgt McLean as "one of the toughest men on the prairies — heck, anywhere in our Home and Native Land."

Indeed! Congratulations Sgt McLean — you're an inspiration!



Honourary Colonel Ben Van Ruiten receives his CD from Wing Commander Col Ken O'Brien on 14 July 06. For an Honourary Colonel to receive a CD is so rare, the WComd suggested that this may be the first time in CF history that it has happened. Congratulations HCol Van Ruiten!



MCpl M.K. Arsenault receives his new rank from LCol W.H. Gauthier, WLog O, on 8 Aug 06.



Sgt O.K. Pretty receives his new rank from LCol W.H. Gauthier, WLog O, on 8 Aug 06.

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Cpl Jason Patrick Warren



Cpl Francisco Gomez

# MND On The Passing Of Cpl Francisco Gomez And Cpl Jason Patrick Warren

National Defence

The Honourable Gordon O'Connor, Minister of National Defence, issued the following statement on the passing of Corporal Francisco Gomez and Corporal Jason Patrick Warren:

"I am profoundly saddened by the tragic incident today in Afghanistan that has claimed the lives of two members of the Canadian Forces and injured eight others.

Corporal Francisco Gomez and Corporal Jason Patrick Warren were killed today in a suicide vehicle attack that occurred at 5:20 p.m. local time.

They died while defending the core values and freedoms cherished by Canadians. Our nation extends its sympathy to the family and friends of these brave individuals and is hopeful that their injured comrades will soon recover.

Our Canadian Forces members exemplify the best that Canada has to offer. While we are aware of the risks involved in our mission to Afghanistan, Canadians are proud of the continuing efforts of our men and women in that country to bring stability to an area that has known much hardship and ruin.

Through the dedication of men like Corporal Gomez and Corporal Warren, Canada has made valuable progress in Afghanistan, and we are forever grateful for the professionalism and courage demonstrated daily by all of our Canadian Forces members.

On behalf of Canadians, I commend their contribution to our mission in Afghanistan, and my thoughts are with them."



Wing Commander Col Ken O'Brien places the 17 Wing Chief rank on CWO G.W. Wallace.

# 17 Wing Welcomes New WCWO

By Avery Wolaniuk

On 14 July 06, CWO Glenn Wallace stepped into the shoes of the 17 Wing Chief Warrant Officer. Former WCWO Claude Parent handed over his slip-ons — and his blackberry — to his successor at a ceremony marking the change of appointment at 17 Wing Headquarters. CWO Parent has been posted to NDHQ CF Transformation Team in Ottawa.

WCWO Wallace comes to Manitoba via Germany, where he was posted to the Canadian Contingent NATO Airborne Early Warning Force Geilenkirchen. He filled two roles there, as the Senior Administrator at the Operations Wing, and as the CC-NAEF Unit Chief Warrant Officer. His wife, Catherine and daughter Lisa made the move to Winnipeg with him this summer, though Lisa will head out east for university in the fall. "I'm most certainly happy to be here, the family is happy to be here. This is an honour and a privilege to be able to have this opportunity," said WCWO Wallace.

For the Chief, the new position means a chance to represent non-commissioned members and their concerns. His 27 years of service, starting in Moncton, NB when he joined the CF as a Finance clerk in 1979 and taking him through CFB Shearwater, a UN tour in the Golan Heights, HMCS Nipigon to Heidelberg, Germany, then to CFB Borden, NDHQ Ottawa, Land Force Atlantic Area HQ and MARLANT HQ Personnel Support Services in Halifax, and back again to Germany, have prepared him well for the position.

"In this particular appointment, I think it bodes well for me having some influence on some of the key decisions, and most certainly the committees I will serve on, and that's exciting because I can bring together some of the views that some of our NCMs have," he says. "I think it's important as a CWO that we are custodians for the NCM corps, and I want to make sure that those concerns are addressed and heard."

In his first few weeks at 17 Wing, the Chief will be meeting with the senior NCMs of units and branches to get a feel for the Wing and learn about the operations and challenges he will meet here. Learning about the entire AOR of 17 Wing is a challenge in itself — CWO Wallace is now responsible to be the eyes and ears for the Wing Commander at 113 units from Northern Ontario to Saskatchewan to the Arctic Ocean. "I think that's an important role for me — measuring the pulse of what's going on, both good and bad, on the Wing."

As he steps into the position, the new WCWO has a personal philosophy about CF personnel. "People are first. The operations are important, but without people, you can't do operations," says Chief Wallace. "In three years I have an

opportunity to try to keep that in the forefront. It's not lip service; we want to make sure that's happening. And that's not just the military; it is in fact our civilian personnel, the Air Force Associations, and our retired personnel. These are all part of the family.

"It's one thing to say that, yes people are doing a good job. It's another to actually recognize that. I will be looking at ways to do that."

Welcome to Winnipeg, Chief.

# PM On The Death Of Major Hess-von Kruedener

OTTAWA — Prime Minister Stephen Harper issued the following statement on the death of Major Hess-von Kruedener.

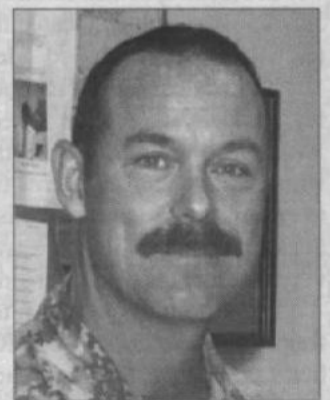
"I am deeply saddened to confirm today that Major Paeta Derek Hess-von Kruedener was killed in Lebanon last week following the attack on a United Nations Observation Post.

Major Hess-von Kruedener was missing and presumed dead following the attack, but his remains have now been positively identified.

On behalf of the Government of Canada, I extend my profound sympathy to the family, friends and loved ones of this brave soldier, who served our country with distinction and honour.

I join with Canadians who grieve the passing of Major Hess-von Kruedener, and I am proud of the contribution he made to bring assistance and hope to citizens in countries far from our shores.

I commend Major Hess-von Kruedener for his selflessness in the face of danger and my prayers are with him."



Maj Hess-von Kruedener

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# Ghost Continued from page 1

integrity of the wreck, which is something an ROV can't do. We were able to determine both wings were broken off, we were able to locate the engine," said CART diver Scott Allingham, who is also a naval reservist at HMCS Chippawa. "I've watched a lot of video from the ROVs, but there's still lots you can't tell. You can see metal tubing, but unless you can put your hand on it and give it a shake, you can't really tell if it's structurally sound."

Above the water, the crew faced other challenges — like operating in a remote area with no roads or runways while requiring literally tonnes of equipment — that the military was able to use as training exercises. "It was a unique opportunity; it's always nice to participate in a recovery of something that's important to Canadian aviation history," said LCol Latouche.

The Fokker Standard does indeed have a special place in Canada's aviation history.

In 1926, James A. Richardson established Canada's first airline, Western Canada Airways (which became Canadian Airways Limited in 1930 and eventually spawned Canadian Pacific Airlines). The first aircraft he purchased was the Fokker Standard, a bush plane that opened access to the north.

On 10 December 1931, Canadian Airways bush pilot Stuart McRorie and mechanic Neville Forrest ran into a snowstorm while en route to Island Lake with supplies for miners. McRorie was forced into an emergency landing on the lake and the high-wing monoplane slipped through the ice up to its wings. The pilot climbed out of the open cockpit, but Forrest had to escape from the enclosed cabin through the icy water.

The men survived the night on the ice and they contracted trapper Tom Boulanger to guide them to Little Grand Rapids, 60 kms south. Two weeks after the crash, they were spotted by another pilot from Canadian Airways and flown home on Christmas Eve. The plane sunk through the ice before rescue efforts could be mounted the following spring. Though it's general location has always been known, the wreck eluded specific search efforts for three decades until 2 July 05 when a team located the aircraft, 120 feet underwater, with newly developed side-scan sonar equipment.

"Canada has a very unique aviation history," said Shirley Renders, Executive Director of the Western Canada Aviation Museum. "We are the only country in the world whose airline industry stems from bush flying, and we want to ensure that we preserve this very important aspect of our aviation history. Today we are one step closer to adding a very rare and historic bush aircraft."

The team plans to return to Charron Lake and raise the fragile fuselage in early fall. Restoration teams will then rebuild the Fokker Standard and, with it, have another piece of Canada's aviation history safely home.

# On The Ground At The Fokker Recovery

By WO George Lake

Charron Lake — My part in this adventure began on 4 July when I was asked to accompany Sgt Doug Robert of 1 Service Battalion in Edmonton to rig the recovered aircraft for airlift as a slung load by 427 Squadron Petawawa to Deer Lake, where it was to be cross loaded onto a CC-130 Herc for furtherance to Winnipeg, thus reaching its final destination at the Aviation Museum. I was asked to assist, as a member of the original rigging team had to back out due to a medical restriction being placed on him.

We arrived at Charron Lake on the afternoon of 6 July and were welcomed as part of the team. We busied ourselves with assisting the "Fokker Aircraft Recovery Team" AKA "FART" in the coordination of procedures required to raise the Ghost from its' depths in an as-is condition trying to minimize damage.

Mr. Madden is a retired RCMP officer who now resides in the United States. He has a remarkable ability to assemble people from varying backgrounds and assemble them on site at Charron Lake to make the project work. His wife Annette is a very passionate person who can get all involved inspired

to believe in the effort.

The plan of attack was very simple. The team enlisted the assistance of two ROV (Remote Operated Vehicles) and pilots to descend to the wreckage and ascertain the structural integrity of the skeletal remains for hoisting from the bottom of the lake. It was quickly noted that the remains of the aircraft were too delicate to achieve the mission without causing serious damage. The engine, however, had separated from the fuselage and was located forward of the main body and it was noted that the integrity of this piece allowed for hoisting from the bottom. This task however could not be accomplished by the ROV, a dive team had to be employed to sling the engine and to do one last check of the fuselage to confirm its' integrity.

The dive team arrived and went to ground after a meeting to set a plan in motion for the events they would pursue the next day. The dive team were very professional and after two dives they came up with a plan to recover both pieces. The engine and propeller were hoisted from the bottom of the lake and moved to a sheltered bay where it was to be lifted

Continued on next page.



Diver Scott Allingham (left) stands with team co-leader Pat Madden in front of the newly recovered engine and propeller. Behind is the Fokker Super Universal, the design that preceded the Fokker Standard that was recovered, giving viewers an understanding of what the plane will (almost) look like fully restored.



A diver holds up a magneto switch recovered from the wreck at the bottom of Charron Lake. The equipment has been underwater for 75 years.

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by a 60-foot boom to the deck of a previously made work platform. A decision was made to leave the fuselage for a later date, as the team was afraid it would suffer too much damage if hoisted.

On the evening of the 17 July the engine and propeller were lifted from their underwater graves and exposed to air for the first time in 75 years. What a remarkable scene. The team worked feverishly to get these items onto the platform deck until exactly 0006 hrs on 18 July. It was very evident that the FART Team were thrilled at the site of the exposed pieces. The reason for the concentrated efforts of the team on 17 July was due to the simple reason that the Helo support from 427 Sqn was to take place starting at noon on 18 July and Sgt Robert and myself required time to rig the load for the slinging operation. The resting site of the aircraft was located approximately two miles away from the base camp where the items were to be airlifted.

At 0500hrs on the 18th two members of the team headed across the lake and brought the platform back to base camp. Sgt Robert and myself quickly rigged to meet the pre-planned timings.

At approximately 1000 hrs the loads were ready to lift. The platform was moved from the main dock at base camp and anchored in the middle of the lake. At 1045 hrs the sound of the helicopter engines could be heard in the distance. The

excitement of the FART Team could almost be heard above the sounds of the engine. The camera crews from CBC and Mega Moves were in position to film this historic event. The helicopters approached the platform and the load was hooked and lifted to Deer Lake where the CC130 from 435 Sqn were located.

The engine was received by the Western Canadian Aviation Museum in the early evening of 18 July.

This project is not completed at this time. The team has made plans to return to Charron Lake in September of this year. They will be accompanied by a dive team and are planning to float the fuselage to the surface.

Sgt Robert and myself are very proud to have assisted in this venture and we wish the team all the best with their continued efforts to make their project a success.



Divers examine the wreck underwater to determine its structural integrity before they attempt to bring the plane to the surface.

Western Canada Aviation Museum

## Comment Est Votre Français?

By Avery Wolaniuk

Parlez-vous français? The brand-new grads from 17 Wing Language Training Centre (LTC) do. After a year of conjugations, conjunctions and confusion, the LTC students received their certificates on 30 June 06 and are ready to take on the francophone world.

"It's not a slack course — you've got to want to do it. If a student is coming here just expecting to attend and cruise, they're not going to meet the objective," says Capt Adeline Rozak, LTC Coordinator. "It means studying, it means practising, it means doing your homework, it means trying to immerse yourself in a new language as much as possible: watching tv or listening to the radio. Even though you're not understanding at the initial level, you're still becoming familiar with the pace that something is said, where the emphasis is on the accent."

The LTC offers French courses at the intermediate and superior levels. Someone who passed an intermediate course is able to hold a conversation with ease; there would be some errors, but they are able to communicate. That's a "BBB" rating on the Public Service Test ("X" being not at all comprehensive, and "E" being so good you are exempt from further testing). Ratings are in reading, writing, and oral components. Two of this year's intermediate students did exceptionally well; Cpl Dymond with a "CCC" rating, and 2Lt Snider with an "EEE," exempting him from any further testing.

"This was an extremely successful year. It was a good bunch of students and the right mix of personalities and skills where they really learn off one another," Capt Rozak says, "with some having a really strong understanding of the academics, and others who are just fearless and going out there with just speaking, just putting it out there."

Discipline and hard work are required, but none of it would be possible without the dedication of the professors

at the LTC. "The teachers are an awesomely professional group, really knowledgeable," Capt Rozak says. "They've been doing this for years, and they each kind of have their own specialty."

Students spend time in the classroom, but they also head out in to the community for real-life interactions in their second language. "The whole idea is getting them engaged," the captain says, "to speak French outside of the classroom walls." Field trip days take the group to restaurants in St Boniface and on tours guided in French.

Personal and career development is just one objective of the course. The aim is that grads can be posted to French-speaking units after their year is done, a goal that can be affected by many other factors. But members speaking another language are simply beneficial to the CF as a whole. Capt Rozak recalls hearing the CDS, Gen Rick Hillier, speak on this.

"Being bilingual is an operational advantage," he said. And it's true. Canadians can meet their UN counterparts in theatre and eliminate the need for an interpreter (and therefore the filtering of information) if both have a common second language.

As of 8 August 06, professors jumped right back in with a group of new students for the 06-07 year.



Group photo for the graduation of the French Language Course.

Photo by Cpl Bern LeBlanc

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# These Waters Run Deep

Submitted by Cpl Megan Driscoll, Air Command Band Public Relations Department

While back I heard it said that a person may leave the ocean, but the ocean never leaves you. While at the time I might have considered this sort of statement to be more sentiment than anything else, I have found a person who embodies this to the core.

Following in the family tradition (his wife's grandfather was part of the battle at Vimy Ridge, his father-in-law was in the Navy from 1939-1964 and participated in WWII and the Korean War and his father joined the Navy in 1939 and participated in WWII as a mine sweeper), Warrant Officer Sylvain Lefebvre enlisted for the Canadian Navy on 30 December 1971, having already served two years as a civilian helmsman on a cargo ship. Upon completion of his initial military and language training, he was taken away from one coast to be sent to the other. This new environment also held new challenges for him, as he was sent to the Canadian Forces School of Music. At the time, the Band Branch had a shortage of bassoonists, and Sylvain's extensive music experience since the age of four made him an excellent candidate for this trade. This was proven by his progress in mastering the instrument within the two years that he stayed in Esquimalt. Upon completion of his studies there, he was then sent to the Central Band in Ottawa.

Warrant Lefebvre's career has seen him criss-cross our country numerous times, with postings to Quebec, British Columbia, Ontario and finally here in Winnipeg. His career has also seen him play a variety of instruments, from cymbals to saxophone, and wear the uniforms of all three of our military's environ-

ments. Of course, despite all this variety, there is a constant in Sylvain's life. Whether it be the anchor tattoo on his arm or his tendency to play 'Heart of Oak' at the slightest provocation, there is no doubt he is, has been, always will be, a Navy man.

Both on a personal level and a professional level, WO Lefebvre's life has been a very successful one. He and his wife Debra have had three treasured children: Daniel, Sarah and Louise, and are delighted in their new roles as grandparents to their three grandchildren: Daniel, Angelina and Harley. He has played in numerous local orchestras wherever he has been, and has seen success and recognition in the military. In 2004, Warrant Lefebvre was simultaneously awarded his second clasp for his Canadian Decoration Medal as well as the Queen's Golden Jubilee Medal. More recently, he was given the Sgt Glen McLeod Memorial Sports Award for being 17 Wing's Athlete of the Year (Sylvain's passion for hockey borders on the obsessive!).

And now, he is leaving us. After nearly 35 years of service, Warrant Lefebvre is retiring. Yet this departure will not be a wholly sad occasion. He is returning to the ocean, which has always been his home. His departure from the Canadian Forces will see him enter into a new life of boating and fishing in the waters of the Pacific, near his new home in Victoria. Sylvain also plans on staying active in the garden, on the ice, and in the Cadet corps. In addition, Sylvain's departure does not leave the Canadian Forces a member short. His son Daniel is joining the Navy 14 August 06 to keep alive the Lefebvre's military



WO Sylvain Lefebvre retires after 34 years of service.

tradition. At present, this tradition has spanned 90 years. These waters run deep.

The members of the Air Command Band would like to wish WO Lefebvre well in all his future endeavours. He will be remembered with much fondness and his smiling face will be missed around the band room.



His Royal Highness Prince Edward, the Earl of Wessex, watches carefully as Master Corporal Everett Buckmaster shows him the handling drills for the C7 rifle.



Prince Edward inspects the Guard of Honour. HRH is escorted by Major Brad Hrycyna the Commanding Officer of The Saskatchewan Dragoons.

## Royal Visit For Sask D

By Cpl Bill Gomm

REGINA, Sk – Royalty descended upon The Saskatchewan Dragoons (Sask D) for the fourth time in three years. On June 3, 2006, the unit's Colonel-in-Chief, HRH Prince Edward, the Earl of Wessex, spent the day with the unit.

Around mid morning the Earl of Wessex arrived at Burdick Ranges where Major Brad Hrycyna, the Commanding Officer for the Sask D, met him to escort him down range. In the administration area Master Corporal Everett Buckmaster was waiting to give the Earl a quick lesson on the handling drills for the C7 rifle.

"He said he's never used a C7; not that you could tell," said MCpl Buckmaster.

After firing a series of five-round groupings from the prone, kneeling and sitting positions the Earl sat down with the junior soldiers of the Regiment for a box lunch and had a chance to talk with the soldiers.

"Most of you managed to ask me more questions than I managed to ask you," said the Earl of Wessex. "Which is a novelty in my position."

After lunch HRH was shown gear used by the Regiment, then given a ride in the G-Wagon.

"Thank you for expertly driving through the roughest part of the terrain, while I was swinging in the turret," said Prince Edward.

After leaving the range and a quick change of uniforms at

15 Wing, the Earl of Wessex arrived at the LCol DV Currie VC Armoury for the official opening of the Sask D Regimental Museum. During the ceremony, His Worship Al Schwinghamer, Mayor of Moose Jaw, presented Prince Edward with a honorary citizenship.

While touring the Museum the Earl of Wessex had a chance to meet the Regimental mascot for the Sask D – "Trooper", a burrowing owl.

The Final part of the visit was a Regimental Mess Dinner at the 15 Wing Officers Mess.

Invited guests included Her Honour, the Honourable Dr. Lynda M. Haverstock, Lieutenant Governor of Saskatchewan who presented a Saskatchewan Protective Services Medal and Saskatchewan Centennial Medals to members of the Regiment.

"It's a great pleasure to be able to join you today and spend a bit more time with you as a Regiment," said the Earl of Wessex. "I've been left with two very clear impressions from my day today, one of which is the considerable degree of community support. And second, the degree of professionalism that I have seen amongst you as soldiers and the spirit that is among the Regiment."

"I am extremely proud and very privileged to be your Colonel in Chief." "So God bless the Regiment and God bless Saskatchewan."

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**Just for Teens:** 7 - 10 pm  
Building 90  
Music, swim & gym

**Helping Professionals Showcase:** Noon - 3 pm  
Info booths, Giveaways, See what your community has to offer.

**Beer Garden & Tribute to Rod Stewart:** 7 - Midnight  
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**Fitness & Sports Amazing Race:** 9 - 11 am  
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# Best Kept Secret In The Canadian Military

By WO Richard Gaudet

When you say AESOp many people think of the Greek author of fables. Very little is known about AESOp's, a small distinguished trade in our military. This trade, which evolved from the days of the HMCS Bonaventure, has developed into a strong, vibrant and exciting trade with a manning of 205 personnel.

Today AESOp's are Wing standard airmen that fly as aircrew on the CP 140 (Aurora), CH 124 (Sea King) and the CT142 (Gonzo) aircraft. AESOp's operated numerous sensors on these aircraft including Radar, EO/IR, ESM, Sonar and MAD. They also perform numerous duties including hoist operators, machine gunner and handle a variety of armament and weapons.

The AESOp trade is only open to serving military personnel through the Occupational Transfer program. AES Op's come from almost every trade in the military such as Infantry, Armour, Navy, 500 series trades and support trades to name a few.

If you are considering a change in career, why not consider AESOp the best kept secret in the Canadian Military. See your local PSO for more information or email +AESOP@1 Cdn Air Div@Winnipeg



Maj June Zuorro (left), WComd Col Ken O'Brien (center) and Maj Mike Perry (right) sign the official change of appointment documents. Maj June Zuorro assumed her appointment as Wing Comptroller from Maj Mike Perry on 30 Jun 06.



The newly-appointed GCWCC co-chairs, Capt Ryan Setter and Mrs. Sherry Liley, are actively looking for volunteers of every kind.

## Gearing Up To Give

By Avery Wolaniuk

Your neighbor, your friend, your sister, you. At some point, the United Way touches your life through one of their community support programs. "Because We Live Here," this year's campaign theme, sums it all up. As part of the Winnipeg community, 17 Wing helps support the United Way with the Government of Canada Workplace Charitable Campaign (GCWCC).

The financial goal of \$90,000 for this year is about five per cent higher than last year, when 17 Wing personnel met and exceeded the target, contributing more than \$87,000 to the campaign. All money raised goes to the United Way GCWCC, who uses 100% of the funds to support community and health programs. The United Way campaign is the largest annual community-wide fundraising effort in support of community solutions in the city. Co-chairing this year's committee are Mrs. Sherry

Liley, an HRMS clerk at 38 Brigade Headquarters, and Capt Ryan Setter, an instructor at CFANS.


These two brave souls can't do it alone. "We need volunteers for everything and anything," says Ms. Liley. "We will be actively encouraging people to volunteer their time and take this as an opportunity for professional development and leadership growth towards enhancing their careers." Their goal is that every unit would provide a representative for the campaign, and the co-chairs are asking everyone to consider being that person.

"The United Way really will touch them, or someone they know, for sure, I'm certain, at some point in their lives by one of the many organizations that are supported by the United Way," Mrs. Liley says. "For that reason," adds Capt Setter, "we really want to get the message out to the Wing as a whole that the United Way can really make a difference, not only

for the unseen people, but it will in fact touch people on the Wing or someone they know."

The kickoff for this year's events is tentatively scheduled for 15 Sept 06, with an aircraft pull. The champion team will represent 17 Wing at the United Way Winnipeg Kickoff the following week. New ideas are still being tossed around and the co-chairs are waiting on some creative thinking by their future teammates. However, you can expect to see the regular line up of events: the ever-popular breakfast hosted by Wing Transport, the book fair, and, of course, Casual Fridays.

"They really do have a vision, and that vision is essentially getting into the neighborhoods, trying to help youth, trying to help with poverty," says Capt Setter. "If you don't have the time to volunteer and help out in the community, than this is one way to financially back somebody who can."



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◀ LCol Richard T. Witherden (left) signs the documents that officially install him as the new CO of 402 Squadron with WComd Col Ken O'Brien and outgoing CO LCol Stewart L. Schock.

*"402 Squadron is how a Total Force squadron should operate – seamless integration of Reserve and Regular Force"*

The new CO leads 402 Squadron at a Change of Command Ceremony on 21 July 06.



LCol Schock salutes with his squadron one last time.



## A 'Total Force' Change Of Command

By MCpl Josephine Sallis

Outgoing Commanding Officer (CO) Lieutenant Colonel (LCol) Stewart L. Schock, CD, passed the Squadron colours to incoming CO LCol RT Witherden, MB, CD, during the Change of Command ceremony for 402 "City of Winnipeg" Squadron on the evening of 21 July 2006 at 17 Wing Winnipeg.

The moment was a significant one for the second oldest squadron in Canada: LCol Schock was the first regular force CO of the squadron since WWII. Initially formed as No.12 Army-Cooperation Squadron in 1932, the squadron was called to active service at the outbreak of war. Disbanded briefly at the cessation of hostilities, it reformed once again in 1946 as a reserve squadron and remained so until the adoption of Total Force in the 1990s.

With the advent of Total Force, 402 Squadron absorbed the former regular force Base Aircraft Maintenance Engineering Organization at 17 Wing and became one of three Total Force squadrons in the country. President of the 402 Squadron Association, LCol R Patrick (ret), was commanding officer at the time: "Our operations were an easy fit for both Regular and Reserve personnel. The support to Navigational training, VIP, and transport support to the Service made it easy for both the full time and part time personnel to stay operationally ready and motivated to our tasks. We did make it work and work well." Over the next decade, the commanding officers continued to be reservists until 2003 when LCol Doyle (ret) handed over command to LCol Schock.

LCol Schock commanded 402 after serving six months as a military advisor to the United Nations Assistance Mission in Afghanistan. As the squadron's first regular force CO in nearly 60 years, he was impressed with the Total Force con-

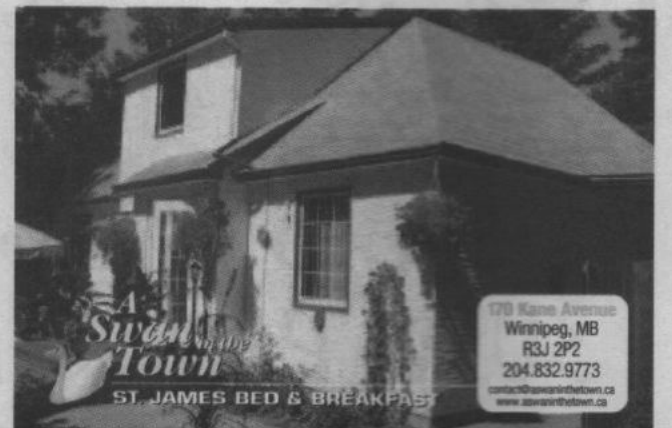
cept in action: "402 Squadron is how a Total Force squadron should operate – seamless integration of Reserve and Regular Force. Everyone is well trained to the same standard and everyone contributes to the successful completion of the Squadron mandate. You can't compartmentalize people and expect them to feel like they are part of the organization. The fact that 402 Squadron is so well integrated directly contributes to our success."

As CO, LCol Schock flew over 725 hours on the squadron aircraft, the Dash-8, and will miss it immensely. His most memorable moment at the squadron however was "when the Squadron received our AF9000+ Re-Certification. All Squadron members worked extremely hard preparing for the re-certification and it was a pleasure to see the positive results of such outstanding work by a group of dedicated professionals." LCol Schock is posted to Belgium where he will work in Defense Planning (Joint) with Allied Command Transformation (ACT). His duties will primarily involve determining NATO's capabilities required to meet its commitments and participating in consultations with national military staff to deliver these capabilities. He will also work with Partnership for Peace countries in a similar manner. LCol Schock is tentatively assigned as a country expert for Greece, Turkey, Czech Republic, Iceland and Austria. His wife, Barbara, will join him in Belgium. Their son will remain in Winnipeg to complete his final year at the University of Manitoba. Taking his place as Commanding Officer is LCol Witherden.

LCol Richard T. Witherden, MB, CD, is looking forward to the challenge of commanding a squadron. A former Regular Force member who flew Sea Kings on the East

Coast, LCol Witherden transferred to the Reserves in 2001. He worked as a Qualified Flying Instructor at 3 Canadian Forces Flying Training School for three years and for the last two years, headed the Air Cadet Gliding Program Standards and Evaluation Team at Central Flying School in Winnipeg. LCol Witherden, his wife Heather and their three boys, Avery, Stuart and Harris, are firmly rooted in Winnipeg: "Despite the years of operational deployments from coastal units, it seems fitting that the City of Winnipeg Squadron would become home. It is truly an honour to be selected to lead such a dedicated Total Force team."

At the close of the parade, LCol Schock and his family drove away in a vintage World War II Air Force staff car, allowing squadron personnel to focus on greeting their new commanding officer.



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Cpl W. Ford receives the General Campaign Star (GCS) and South-West Asia Service Medal (SWASM) from LCol P. Conway, WAdminO.



PO2 A. Wadlow receives the Canadian Forces Decoration First Clasp (CD1) from LCol P. Conway, WAdminO.



MWO M. Michaud receives his new rank from LCol P. Conway, WAdminO and CPO1 S. Blaikie, WAdmin Branch CWO.



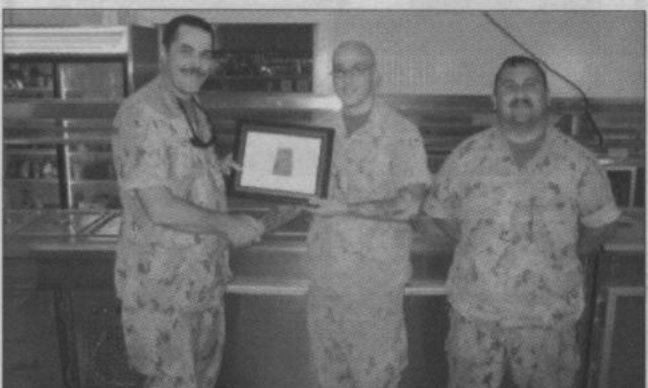
MCpl E. Wood receives her new rank from 402 Sqn Commanding officer LCol S.L. Schock on 26 June 06.



MCpl C. Allwood receives his new rank from 402 Sqn Commanding officer LCol S.L. Schock on 26 June 06.



MWO D. McDonald receives his new rank from 402 Sqn Commanding officer LCol S.L. Schock on 18 July 06.



On 21 Jul 05, Private Mathew Roberts received his promotion to Corporal by the Camp Mirage Logistics Officer Major Stephane Parent. Corporal Roberts is flanked by his supervisor, MCpl John Woroniuk who along with PO1 Stewart and all the Food Svcs Staff congratulate him for his well deserved next step in his service career. Corporal Roberts is serving on Operation Archer as a member of the 17 Wing Mission Support Squadron.

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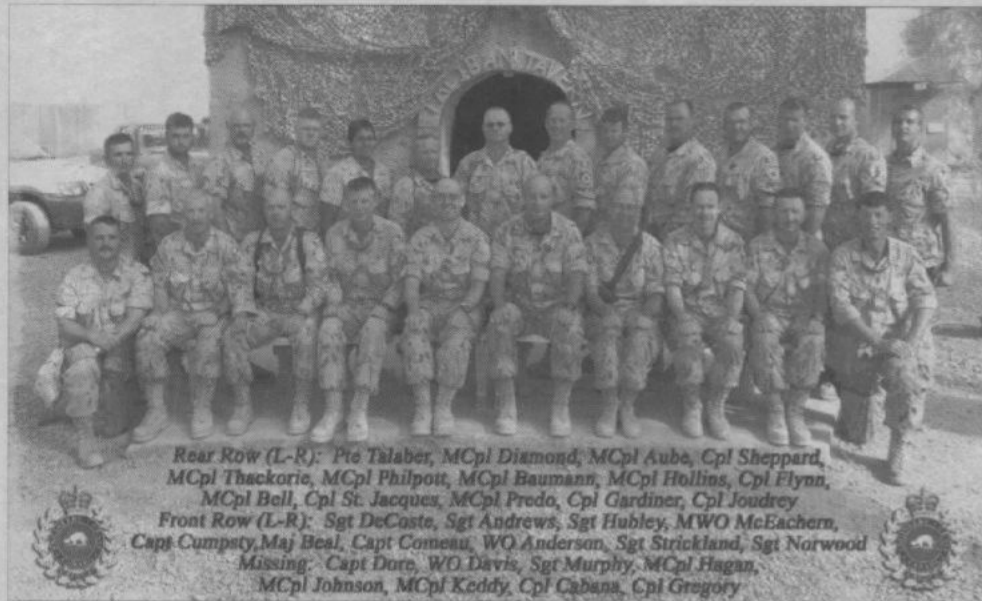
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# Afghanistan Roto 1 – Engineer's Point Of View

By Maj Stew Beal



Rear Row (L-R): Pte Talaber, MCpl Diamond, MCpl Aube, Cpl Sheppard, MCpl Thackore, MCpl Philpott, MCpl Baumann, MCpl Hollins, Cpl Flynn, MCpl Bell, Cpl St. Jacques, MCpl Prodo, Cpl Gardiner, Cpl Joudrey  
Front Row (L-R): Sgt DeCaste, Sgt Andrews, Sgt Hubley, MWO McEachern, Capt Cumpsty, Maj Beal, Capt Comeau, WO Anderson, Sgt Strickland, Sgt Norwood  
Missing: Capt Dore, WO Davis, Sgt Murphy, MCpl Hagan, MCpl Johnson, MCpl Keddy, Cpl Cabana, Cpl Gregory

My tour has come to an end and I am going home. It has been 186 days, with 168 of them spent in theatre. The last month has gone by in a flurry with a number of significant events, highlighted by the death of Cpl Boneca, Cpl Warren and Cpl Gomez along with a number of rocket attacks on KAF.

While I was safely at home on my mid tour leave the dining facility at KAF was hit by a rocket on 30 Jun 06. The rocket impacted between two of the eating wings, spraying the area with shrapnel, seriously injuring a Canadian and wounding nine others. Needless to say, I was deeply concerned when I heard of the event back home. Was it one of my folks? That question ate away at me for the last week of my leave. Not until I arrived back in theatre did I get all the details of the attack and was able to allow the anxiety that had built up to rescind.

On 8 July Cpl Boneca was killed as a result of gun shot wounds received while on patrol with the Battle Group in support of Op Mountain Thrust. Cpl Boneca is the 13th Canadian killed since the mission has moved from Kabul to Kandahar. We can only hope he will be our last causality of Roto 1. However, I am confident that more Canadians will be asked for the ultimate sacrifice before Afghanistan has been stabilized and there is no longer a requirement for Canadian soldiers.

I arrived back at KAF on 8 July to complete the final leg of my tour. I was quickly welcomed back with rocket attacks on the 8th and 9th; boy did I miss this place! During the attack on the 8th, I was laying on the floor of my tent reminiscing with Master Warrant Officer McEachern on how much I missed this while I was at home on my leave. It was good of the enemy to provide me with another dose on the 9th. I am now back to pre-leave status with respect to rocket attacks and how the threat of attacks affect my sleeping pattern. It will take some time back home until I am able to get a good nights sleep, without waking up periodically listen for the distinct sound of the rocket motor or flinching with every loud bang I hear.

On the 15th, while watching a movie in my tent I heard an explosion close by, which quickly caught my attention. The explosion was then followed by the distinct sound of a rocket going over our tent. I was on the floor in a flash. Had the cement below my bed had a crack in it I would have crawled inside. The rocket came crashing down on the boardwalk approximately 100m from Tim Horton's and approximately 400m from us. Imagine losing Tim's after we just opened it! What a blow to morale that would be. On a serious note, I am guessing the employees that were working at Tim's that evening are reassessing their decision to come to Afghanistan. I know I would be.

To our surprise we had a rocket attack in the middle of the day on the 18th. The rockets came crashing down on the airfield at approximately 1300 hrs. Unfortunately, two Americans were injured in the attack. One took shrapnel in the shoulder and the other in the face. A third person on the scene went into shock as a result of the injuries and received

medical treatment. Did I mention, I was looking forward to leaving?

The 19th resulted in yet another rocket attack. One of the rounds landed in the US modular housing area resulting in the injury of another two personnel, one American and one Romanian. Fortunately for those in the area, the round landed on the outside of the cement barrier surrounding the facility. The barrier absorbed the brunt of the damage resulting to little damage to the structure 15 ft away. Canada is leasing a number of these facilities in order to

house the Canadians within the MNB (Multi National Brigade) HQ. Fortunately, no Canadians were injured. However, it appears that the enemy is becoming more proficient at targeting the camp. I hope I am wrong but time will tell. It could be a long last couple of weeks.

On the evening of the 21st we (the National Command Element and the Engineers) were presented our medals by Brigadier General Fraser, the Commander. We received the SWASM (South West Asia Service Medal) with the bar, which indicates that we served in Afghanistan. In addition to our medal, we had three members of the engineers recognized by the Comd and presented the Commanders Coin in recognition of their achievements during the tour; they were MWO McEachern (14 Wing – Greenwood), Sgt Hubley (CFB Edmonton) and MCpl Bell (14 Wing – Greenwood).

I am certain all of us will wear the medal proudly, knowing what we have accomplished and experienced over the past six months. Upon receiving the medal it almost felt like the tour was over. However, now more than ever we must remain vigilant to ensure no one gets hurt as a result of letting down their guard. This is a leadership issue that was monitored very closely.

Unfortunately, Cpl Boneca was not our last casualty. On the 22nd the Battle Group was returning to KAF after completing the final portion of Op Mountain Thrust. Just outside of Kandahar City the convoy was attacked by a SBVIED (suicide born vehicle improvised explosive device) resulting in the deaths of Cpl Warren and Cpl Gomez as well as injuring eight others. The saddest thing of all this is that the Battle Group was returning to KAF in preparation of their RIP (relief in place). For them the battle was over. This is a very tough way to end a successful tour for the Battle Group. A final reminder to all of us that we are not safe until we are home in Canada.

The evening of the 25th brought our 20th and 21st rocket attacks on KAF. Thankfully, both attacks missed their marks and detonated outside the camp. However, it is getting harder and harder to get a good nights sleep around here.

Finally, my replacement has arrived and I have completed my handover. With this comes the relinquishing of my Command. As a result of our RIP (relief in place), we (the engineers) are not departing theatre together. There will be three groups leaving over the next 22 days as our replacements arrive. I am fortunate that my replacement arrived early and I can depart with the first group. I will continue to pray, while I am safely at home, that the remainder of my folks has an uneventful three weeks before being reunited with loved ones.

Prior to returning to Canada, we are off to Cyprus for four days of decompression. While at Cyprus we will be receiving re-integration lectures on what to expect when we are reunited with our families and work place as well as some mental health briefings. After being away for six plus months, fitting in at home and work will take a bit of time. We also have some free time scheduled in. I am hoping to get in a round or two of golf and possible try some deep-sea

fishing. I am confident it will be relaxing, we won't have a weapon with us and no one will be lobbing rockets at us. I am also certain I will work in a couple beer on the hot afternoons. We will see how things go.

Below is a quick summary of major events that transpired throughout our six months in Afghanistan:

• Rocket Attacks	- 21
• Personnel injured as a result of rocket attacks	- 14
• Soldiers killed as a result of enemy activities	- 13
• Soldiers killed as a result of accidents	- 2
• Soldiers injured and repatriated back to Canada	- 56
• IED (Improvised Explosive Devices) Strikes	- 14

When all these statistics are compiled, it is readily apparent that we have had a busy tour; one that none of us will ever forget! I am confident that each and every soldier who has been exposed to this theatre will be affected one way or another and will carry these memories for the rest of their lives. Not all memories of this tour have been bad ones. I have had the opportunity to work in a challenging environment, live with a bunch of great people and I have made a lot of friends, even if most of them are Army.

In closing, I would like to take this opportunity to thank all the fellow engineers. A small but dedicated group, that completed all that was asked of them in a timely and very professional manner. Special thanks goes out to Capt Stephen Cumpsty (OC ESU) and MWO Raymond McEachern (ESU SSM), without their efforts we would not have been able to accomplish what we did. I can only hope that when I deploy again, I will be as lucky to be surrounded with such professional people.

Finally, I can only hope these seven articles over the last six months have provided all readers a better insight of what the common soldier has experienced throughout Roto 1 – Op Archer. Inadvertently, they have also provided me with an avenue to write and ponder my feelings and thoughts as events unfolded around me. Now reflecting back, I realize the articles have been a release mechanism that has allowed me to unload some of the emotional burden making it easier to deal with the number of issues we were faced with.

This is Major Stewart Beal signing off from Kandahar, Afghanistan and getting on the "Freedom Bird." Next stop Canada via Cyprus! Chimo!

*Editor's note: Maj Beal's contributions over the last six months are greatly appreciated at the VOXAIR. His insight and honest expression of his experiences there have helped readers at home understand what the troops are experiencing in Afghanistan every day. For that, we say thanks, and welcome home.*

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# Competition To Validate TTPs

By Cpl Bill Gomm



A patrol in a zodiac takes evasive action after coming under fire from higher ground.



Sergeant Jon Barth checks his map before departing on the first leg of his patrol. Sgt Barth's patrol won the competition. Sgt Barth is with The Saskatchewan Dragoons.



Local farmers observe the events and act as cover for the enemy force.

WINNIPEG, Mb— During the night a small section of soldiers in a zodiac slowly moves upstream en route to its primary landing site. Suddenly, the section is engaged by machine-guns and other small arms. Enemy forces have discovered and occupied the landing site. Making radical course changes, the crew of the zodiac evades the enemy fire and changes course for an alternate site.

Soldiers from across Land Force Western Area participated in The Fort Garry Horse 4th Annual Reconnaissance Skills Competition at Canadian Forces Base Shilo from 22 to 24 April.

The teams would leave at two-hour intervals and would start by drawing equipment such as radios, Global Positions Systems, rations, vehicles and Multiple Integrated Laser Engagement System (MILES 2000) gear.

"I'm not too happy about being first," said Sgt Cameron

Bois. "First one out is usually first one to die"

After each team's equipment and stores draw, it would pack up its vehicles and move to the Stockton Ferry to draw ammunition and get the first briefing. As each team left from the Stockton Ferry by zodiac, it would have to leave its vehicles behind with drivers and rendezvous (RV) with them later on.

This would be the section commander's first decision: who to leave back. Most teams would end up leaving three people back—two drivers and the second-in-command, which effectively split the patrol in half. Some teams would choose only to leave back two drivers.

The reduced sections then boarded a zodiac crewed by sailors from HMCS Chippawa. Each section was given a primary and secondary landing site. With enemy forces occupying the primary site, the section would have no choice but to take the secondary and rework its plans.

As the competition went on, the enemy force got creative and asked local families in the area watching the soldiers if they wanted to participate. The families agreed to stand on the hill and wave to the passing zodiac below them. As the zodiac passed to the front, the enemy force would appear and begin to engage.

Using friendly people as a shield added realism to the competition.

As the competition progressed the section would later receive an enemy location, call in live artillery, RV with their vehicles and encounter an Improvised Explosive Device (IED)

Although this was a competition, senior staff was observing all the teams to find out what skills could be adopted in the Tactics, Techniques and Procedures (TTP).

"One of main goal during the competition was to standardize and validate our Recce TTP's among different Recce Units in LFWA," said Lieutenant Colonel Ken Sabatier, Commanding Officer The Fort Garry Horse.

For soldiers like Trooper René Moreau it was a great event.

"Excellent, it was a good patrol," said Tpr Moreau. "I've been awake for 22 hours, definitely going to bed."

As each patrol returned, it turned in kit and was debriefed by soldiers from 5 Platoon, 6 Intelligence Company.

During his debrief, Sgt Bois pointed out that the area at the alternate landing site consisted of steep terrain, which was passable for three soldiers but would be unsuitable for a large body of troops.

This observation gained Sgt Bois' section some bonus points for providing information that Intelligence personnel hadn't asked about. This information would be important for a future deployment of a larger patrol.

"They spotted everything and provided a good level of detail," said Corporal John Robins of 5 Pl, 6 Int Coy.

But a common theme noted within the debriefs was the failure of the section commanders to pass on details of the patrol to the soldiers in the vehicle hide. Not getting close enough to accurately observe the enemy camp was also a problem.

By the end of the competition, the patrol led by Sgt Jon Barth of The Saskatchewan Dragoons, came out on top.

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- AM/FM/CD/MP3 stereo

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**GRADUATE REBATE PROGRAM**

# VIP Family Members Experience Winnipeg At Its Best

By Capt Steve Rioux and MWO Darlene Ritchie

On July 4th and 5th, 1 Cdn Air Div Headquarters and 17 Wing had the pleasure of hosting the French Chief of Staff (CAS), Gen Richard Wolsztynski, and his family. Accompanying Gen Wolsztynski was Canadian CAS, LGen Steve Lucas and Strategic Joint Staff Director General Plans, BGen André Viens. While the military guests were given a tour of our Winnipeg-based facilities and weapons systems, their spouses and family members took advantage of the beautiful weather to do a cultural tour of the surrounding area.

The spousal group, comprised of Marie-Christine Wolsztynski and Julie Wolsztynski, spouse and daughter of Gen Wolsztynski, Sylvia Marcolini, BGen Viens' spouse and Capt Josée Crosby of Director Protocol and Foreign Liaison, was hosted by Sylvie Bouchard, spouse of the Commander 1 Cdn Air Div / CANR and Master Warrant Officer Darlene Ritchie of 1 Cdn Air Div HQ A4 Log Directorate.

The trip started off with a guided tour of the Winnipeg Art Gallery. The group was taken to the Gallery's very impressive vault, where visitors are normally not brought. Ms. Marie-Christine Wolsztynski, being an accomplished artist who graduated from school of Beaux-Arts in Dijon (France) and schools

of sculpture in United States and France, was enthused with this portion of the visit.

The group then proceeded to the Forks for a guided tour, where they were indoctrinated to Winnipeg's history and Canadian first nations culture. The visit at the Forks was concluded with some much appreciated shopping at the Forks Market with its artisans.

The first day of the visit ended with a semi-formal dinner at the Hy's Restaurant, with the military visitors, the spouses, and a number of Winnipeg hosts. The dinner was the perfect occasion for Sylvie Bouchard to present Marie-Christine Wolsztynski with a native carved stone piece of art, representing a tribe council meeting around a bonfire, as a souvenir of her visit in Winnipeg.

On the second day of the visit, the group went for a guided tour of the Manitoba Legislative Assembly, where they furthered their knowledge of Manitoba history, and a visit to the Leo Mol Sculpture Garden at Assiniboine Park. In between the two tours, the group was taken to the bears sculptures located behind the Manitoba Legislative Assembly for a picture session. That quick stop at the bears sculptures was particularly appreci-



Mrs. Sylvia Marcolini, tour guide, Mrs. Marie-Christine Wolsztynski and Mrs. Sylvie Bouchard

ated by Mrs. Julie Wolsztynski, daughter of the French CAS: apparently Paris has similar sculptures of cows, but the whole group seemed to like our bears better.

All in all, the visit seemed very successful. It included events and tours of special interest for all the guests as well as many Canadian cultural activities. We had beautiful weather and our guests had good times in Winnipeg, leaving with a smile and nothing but good memories.

## Sparky's Corner

Well summer is in full swing and I am confident that you campers have been enjoying the beautiful summer thus far in Manitoba. Camping can pose numerous fire hazards, therefore here are a few tips that can make your camping trips fire safe.

### Campfires and Grills:

- Supervise children at all times when fires are burning or grills are in use.
- When near campfires and grills, wear snug fitting, tightly woven, short sleeved or less-combustible clothing.
- Make sure everyone knows how to put out a clothing fire - STOP, DROP and ROLL.
- Handle flammable liquids with care.
- Store flammable liquids only in metal containers, preferably safety cans.
- Store all flammable liquids at a safe distance from your tent, camper trailer or any source of heat or open flame.
- Use flammable liquids only for their intended purpose - NOT to start a fire.
- Fill lanterns and stoves a safe distance downwind from fireplaces, grills and other sources of heat or open flames.
- Use a funnel when pouring flammable liquids, and clean up any spills immediately.
- Carry only a minimal amount of flammable liquids, and make sure all caps are tight.
- Handle tanks of compressed flammable gas with caution. Follow the precautions indicated on the tank.
- Use only the recommended fuel for lanterns, stoves, etc. Do NOT use gasoline.
- Consider purchasing lantern fuel at or near your destina-

tion, to reduce the risk of fire while traveling.

- Use charcoal electric starter of an approved type or chemicals in cake form to start your charcoal fire.
- Never add fire starter after you have started your barbecue to speed a slow fire or rekindle a dying fire.
- Tuck dry kindling under coals.
- Make sure the barbecue stand is level and steady. Keep a water container nearby when the coal is burning.
- When cooking is over, soak the coals to prevent their re-ignition.
- Never keep damp or wet charcoal in an unventilated area due to the dangers of spontaneous combustion that can result from drying.
- When camping out, exercise special care with flammable liquids and an open flame near tents.

### When Camping Out:

- Read the labels before purchasing a tent. Buy only a flame-resistant tent. A paraffin coated cotton tent can burn up in a few minutes with someone trapped inside.
- Pitch your tent at least 15 feet upwind from grills and fireplaces.
- Have an escape plan, and be prepared to cut your way out of the tent if a fire occurs.
- Use only battery-operated lights in or near tents and campers.
- Keep a fire extinguisher or container of water available at all times.
- Maintain at least a three-foot clear area, free of leaves, dry grass, pine needles, etc., around grills, fireplaces and tents.
- Thoroughly extinguish all fires, and turn off fuel lanterns and stoves, before leaving the campsite or going to bed.
- Never use candles or matches in or near a tent; use a flashlight.
- Extra care should be excised when using electricity and lighting in or near a tent.

- When using heaters, keep them well away from walls, pillows, camping chairs, in fact, all contents of the tent.
- It is recommended that a portable smoke detector be part of every holidayer's equipment.
- Campers carrying fuel for propane/gasoline type stoves in the trunk of the car should never leave the fuel in the trunk over the weekend or any longer than needed to transport it. If you are planning a full day's drive to a campsite, take the precaution of opening the trunk periodically to ventilate the compartment.
- Never freshen a fire with a liquid starter. Explosions can result. Keep liquid fuel away from your tent and children.
- All fire laws, ordinances and regulations should be strictly observed.
- Adults should always supervise their children around fires. Every year children are burned while in their own backyards experimenting with campfires, candles, tents and gasoline.

### Camping Trailers:

- Use only electrically operated lights in trailers.
- Keep cooking and heating equipment in safe condition.
- Check and maintain gas connections and fume vents.
- Keep combustibles away from cooking and heating equipment.
- Keep a fire extinguisher available at all times, especially when cooking, but keep it by the camper/trailer exit door.
- Develop a fire escape plan with your family.
- Extinguish all smoking materials before going to bed, and soak with water. In case of an actual or suspected fire, get everyone to safety before calling for help or attempting to extinguish the flames. Fires spread very fast!

Have a great summer and stay safe.  
Sparky.



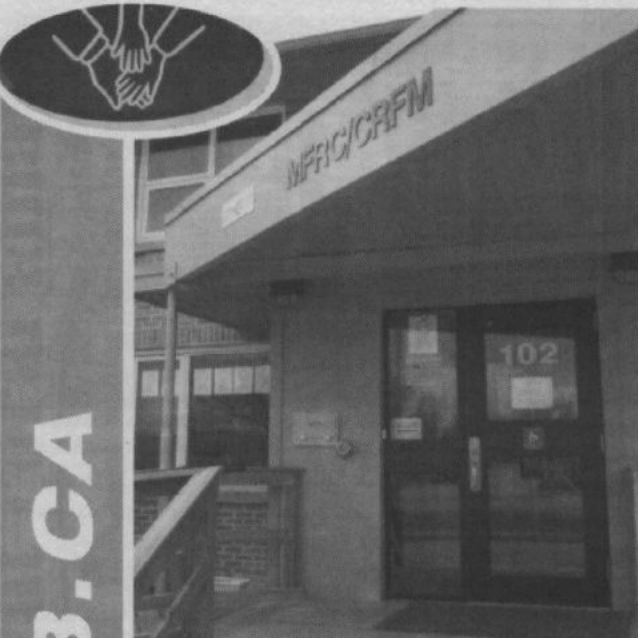
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## Military Family Resource Centre



**Calling All Volunteers!**  
We need your help...

We have all kinds of jobs!  
We are seeking volunteers of all ages and skills to come out and help us on September 16, our annual Family Fun Day. Anyone willing to give up a couple of hours or the whole day would be greatly appreciated. It's your chance to help make a difference in your community, and of course have lots of FUN!!

Here are some more great volunteer opportunities at the MFRC;

**Gardener:** Do you love flowers and gardening? We need you! The MFRC flowers garden needs some TLC. It your chance to do something you loves while helping us.



**Office Assistant:** Assisting staff with general office duties at the MFRC like photocopying, filling, preparing packages, data entry, etc. Only 3-4 half days per month. It is a great experience and you will have the chance to meet new peoples and learn new skills. Come and join our team.

**Archivist:** To develop Scrapbooks, pictures albums and poster form existing photos. The goal is to create a picture archive of the emergent curriculum at the Childcare Centre. All supplies will be provided.



**Poster designer:** We are looking for a creative individual to make poster to advertise our programs. Computer skills are essential. Chance to work at the office or from home. The posters will be great tools to market our Centre.

Anyone interested, please call Louise at 833-2500 ext. 4515

### Recipe of the Month

A Community Coffee Break Favorite

**Cheesy Beef Bake**  
1 pound beef sausage cooked and drained  
1 1/2 cup chopped mushrooms  
8 med green onions chopped  
2 cups Mozza cheese -grated  
Layer above ingredients in a greased casserole dish or 8x13 pan.

Blend together  
1 1/4 cups Bisquick baking mix  
1 cup Milk  
1 1/2 tsp Salt  
1 1/2 copped fresh herbs of choice  
1/2 tsp pepper  
12 Eggs  
Pour blended egg mixture over layers, top with 1 cup grated cheddar cheese. Bake at 350 degrees for 30-35 minutes until golden brown. Serve immediately



Come on out and join us at coffee break!

First Thursday of Every month!  
10-11am



## CHILDREN'S PROGRAMS

Quality kid's programs, open to everyone!  
Please call 833-2500 ext.2491 for information.

[www.mfrc.mb.ca](http://www.mfrc.mb.ca)

Look for our playgroups and casual childcare too!

### CREATIVE TOT SHOP

This program offers parents and young children the opportunity to explore the world of art, music and stories. Registration is not required. Feel free to drop in with your children to 102 Comet Street Times: 9:30 to 11:30am on Tuesdays from July 11th to August 29th. This program is funded by the St. James Parent Child Coalition

### NURSERY SCHOOL PROGRAMS

Our nursery schools offer the opportunity for the preschool child to develop emotionally, socially, physically and intellectually in a happy stimulating environment where children can develop and learn through a play based curriculum. 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.

Cost: \$75.00 per month  
Annual registration fee: \$15.00  
Location: Westwin Children's Centre (684 Whytewold Road)  
Mon., Wed. and Fri.  
9:00a.m. to 11:30a.m.

### FRENCH IMMERSION NURSERY PROGRAMS

This program will help prepare your child for a French Immersion kindergarten. It will give your child the unique opportunity to be exposed to a French environment during our nursery program.

Westwin Children's Centre  
FALL 2006 Lipsett Hall Nursery School will Reopen at Ecole Tuxedo on Corydon

Mon, Tues and Thur.  
1:00pm to 3:30pm.

French Immersion will be offered Wed. Fri pm  
1 :00pm to 3:30pm  
Cost:\$60.00

Attention Newcomers....

## DATE CHANGE!



Our Annual Newcomer Event - The Buffalo Social has been rescheduled for:

**Friday October 13th**

Bldg 66, (former Sgt/WO Mess)  
Watch this space and your mailbox for more information!



WWW.MFRC.MB.CA



102 COMET ST.  
P.O. BOX 17000, Stn. Forces  
Winnipeg, MB  
R3J 3Y5

Phone: (204) 833-2500 Ext. 4500  
Fax: (204) 489-8587

Website: [www.mfrc.mb.ca](http://www.mfrc.mb.ca)  
Email: [wpgmfrc@autobahn.mb.ca](mailto:wpgmfrc@autobahn.mb.ca)

### Our Programs

- ✓ Volunteer Services
- ✓ Personal Development & Community Integration
  - Information and Referral Services
  - The Newcomer Program
  - Employment & Education Assistance
  - Services Francophones/Second Language Services
- ✓ Prevention & Intervention Services
- ✓ Family Separation & Reunion
- ✓ Child & Youth Development
- ✓ Parenting Support

### MFRC Monthly Community Coffee Break

The 1st Thursday of EVERY month  
10-11 a.m.  
102 Comet St.

### Resources

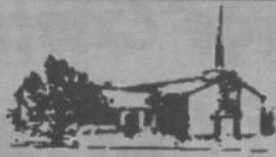
The MFRC has Internet-ready community computers, a fax machine, tape recorders, digital camera, and video camera available for use on site during normal working hours.

### Other Numbers

MFRC: 833-2500 ext.4500  
Emergency Childcare: 935-7733  
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## Together in Church



### CATHOLIC

#### Chaplains

**Padre Lance Magdziak**  
Roman Catholic  
Office 833-2500 ext 5272

**Administrative Assistant**  
Carol Cochrane  
Office 833-2500 ext. 5087

**Masses**  
(English only)  
Sunday 1100 hrs  
Saturday 1630 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 chaplain's 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 in the Chapel Annex the third Monday of each month at 1830hrs.

### Protestant

#### Chaplains

**Padre Bruce MacKenzie**  
(United Church)  
Office 833-2500 ext 5417

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

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

**Administrative Assistant**  
Carol Cochrane  
Office 833-2500 ext. 5087

**Sunday Services**  
(English Only) 0900 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 Chapel 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.

#### 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. Those with access to the DIN visit the chaplains' Web Site at <http://17wing.winnipeg.mil.ca/main>, then click on 'Services'.

#### Interfaith Prayer Room

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

## OJT At 435

By 2Lt Ryan Weavers

Four little words nobody wants to hear: On the Job Training (OJT). It's that dreaded place you go while awaiting career courses. Not at 435 (T&R) Sqn. The OJT staff is an integral part of the team that is the largest and most diverse squadron in air mobility command.

I walked into 435 Sqn a newly promoted Second Lieutenant in January 2005. I had 6 years reserve time and very little Regular Force experience under my belt. I wasn't wet behind the ears but I was a little green. The Operations cell is where most OJT's land while at 435 Sqn. The job has been called thankless by many (not me), although important. As with any job there are the tasks that run a little less interesting than others but it also has it's up side. Way up.

During my time at 435 Sqn I have had the opportunity to plan trips around the world: from the Canadian Arctic and Europe to the U.S.A and South America. I have traveled from the most northern permanent settlement in the world to the most southern point in North America. I have taken part in joint Search and Rescue Exercises with US Air Force Combat Search and Rescue Squadrons in both Canada and the United States. I have trained in Major Search and Rescue operations and have put that training into practice when the squadron was recently



deployed on a major search. Finally I have witnessed a fully loaded flight of CF-18's take fuel at 18,000 feet. This allowed them to extend their range and complete their complex mission. All this is day-to-day life at 435 Sqn.

As my time at 435 Sqn comes to an end and I prepare to move to CFANS to continue my career training, I have to thank all the people at the squadron I have worked with. I leave a much more competent and confident junior air force officer. I know I can set up and run a briefing for five to 50 people. I am confident in my abilities to pass on pertinent information whether it is to a General or a peer. I am confident in my ability to plan a squadron operation from start to finish. Where else can you get this type of training and experience? I am honoured to have done my OJT at 435 Sqn and look forward returning to the place where I had the best OJT in the Air Force.

## Marriage: Myth Or Reality

By Padre Lance Magdziak

Summer time: the wedding season, in which beautiful brides and handsome grooms begin life together, is upon us. A friend of mine, a priest, tells me jokingly quite often that he would love to celebrate ten funerals rather than one wedding, for a simple reason. He would ask a question: Is marriage myth or reality?

The Vanier Institute of the Families Report, states that 80 per cent of adult Canadians expect to marry in their life-time and also expect their marriage to last for a life-time. The divorce rate, which hovers around 40 per cent, illuminates the difference between expectations and reality. "The Top Ten Myths of Marriage" published by the National Marriage Project at Rutgers University.Edu explores the many myths of marriage.

Some interesting "myths" identified in the report:

Number one: "Marriage benefits men much more than women"... Contrary to other reports, recent research finds that men and women benefit equally from marriage, in different ways. Both men and women live longer, happier, healthier and wealthier lives when they are married.

Number two: "The key to long-term marital success are good luck and romantic love"... Rather than luck and love,

commitment and companionship are the most common reasons given for long-term marital success.

Number three: "The more educated a woman becomes, the lower are her chances of getting married" .... A recent study based on marriage rates in the mid-1990s concluded that today's women college graduates are more likely to marry than their non-college peers, despite their older age at first marriage.

Please look at more of the Top Ten Myths of Marriage at Marriage Rutgers.Edu.

Exploring these myths is one positive step to take in preparing for marriage. Support for married couples can also be enhanced with further research and understanding about the expectations versus the realities of marriage.

I ask myself a simple question: What is the reality or myth of military marriage? Can we reflect and pray for our military families, especially those experiencing difficulties? I know many couples in our military family who have stayed joyfully committed to their spouse and the institution of marriage. Some I know need our compassion, more prayer and understanding. May good God bless us all!


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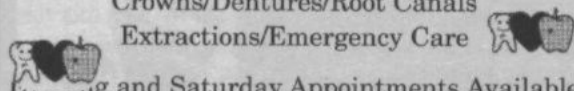
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## TAROSCOPES BY NANCY

**Aries (March 21 - April 19):** Work at leaving the past behind. Experience fully what is happening now to build relationships with a future. Focus on the successes of yourself and others. In trying to be smart enough not to be hoodwinked you've been blind to love. Feel it instead of trying to guarantee it.

**Taurus (April 20 - May 20):** You may be somewhat frustrated when plans go awry. Remain open and loving but also be assertive enough to speak your mind. When you recognize that not everyone will be able to deliver on their promises it's easier not to lose faith in them but to plan for contingencies.

**Gemini (May 21 - June 21):** Continue to persevere until you complete a few tasks. This may require a revision of plans or altering your process; however only minor adjustments are required. Don't take unnecessary risks. Indicate your intentions so others can help you.

**Cancer (June 22 - July 22):** When things are going your way, you feel content as if everything makes sense. You become confident about how you feel and what you will do next. But even if what you'd hoped for doesn't come to pass, don't wait for others to catch your enthusiasm, before forging ahead.

**Leo (July 23 - August 22):** You could delude yourself into believing anything is possible if you play a part but eventually pleasing others will lose its appeal. Don't compromise your principles in order to fit in. This is a period when you must be prepared to risk not being popular.

**Virgo (August 23 - September 22):** You can be sensitive and assertive, approachable and astute all at the same time. Allow others to speak first then you can assess if they have hidden agendas and are trying to manipulate you. You'll easily figure out what's going on and can strategize on how to handle situations.

**Libra (September 23 - October 23):** Following your bliss you have the opportunity to fall into feelings of joy, but recognize outcomes are rarely guaranteed foolproof. Enjoy all that you're involved in, especially new ventures, but make allowances for glitches to ensure clouds of doubt don't rain on your parade.

**Scorpio (October 24 - November 21):** You have a packed calendar and you'll complete a lot. There are some setbacks but ultimately expect success. Sometimes just finishing something or paying off a debt is enough of an incentive so you can push on with a sense of fulfillment and effectiveness.

**Sagittarius (November 22 - December 21):** Watch for signs that indicate which direction to go next. A nurturing situation in which you can thrive includes caring as well as enough of a spark to make life exciting. Fears are natural but don't let them limit you – take the first step and see what happens.

**Capricorn (December 22 - January 19):** When impatient for progress, self doubts can creep in. Roadblocks are not disasters just challenges. Relax, time may take care of things and if not, accept that you must change course to avoid further problems. Don't exaggerate or over accommodate, though.

**Aquarius (January 20 - February 18):** It's often when things seem the most difficult that our best ideas come to us. You can get caught up in feelings of defeat and disappointment when you are unable to see what lies ahead. Remain optimistic and alert though because there are great things in store.

**Pisces (February 19 - March 20):** Rise above what has held you back. Overcome inner fears. Show people what you're made of. Others may not be able to follow your logic or example but you will earn their respect by being true to yourself. Take a leap of faith. Life will send you what you need.

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