



THE VOXAIR

Our Military Community Newspaper, 17 Wing Winnipeg

AUGUST 15, 2007

VOLUME 55, ISSUE 14

FREE

New Commander For 1 Canadian Air Division/Canadian NORAD Region

By Avery Wolaniuk

To the drone of four Griffin Helicopters flying a salute overhead, LGen Charlie Bouchard handed over the reins of 1 Canadian Air Division, Canadian Region NORAD (CANR) and Combined Forces Air Component to MGen Marcel Duval. The change of command, held on the Stevenson Park Parade Square on 17 July 07, was presided over by LGen Steve Lucas, Chief of the Air Staff (CAS).

LGen Bouchard, promoted to his current rank this July, held his positions at 1 Cdn Air Div for the past three years. "This has been the most exciting assignment in my career. They keep getting better and better," he said during the ceremony. "I knew I would be busy; I never thought, though, that we would be doing so much, with so few people, in so little time." He spoke about the transformations the Air Force and the CF have undergone during his tenure at the division. "Essentially we changed the wheels on the bus while the bus kept moving, and you did it all."

"All I would like to say is 'thank you' to 15,000 members of Canadian Air Division — thank you to the Regular Force, to the Reserve Force, to the Canadians, to the U.S. Forces, to our civilians, to their family, to everyone. You've served your country with pride and excellence, you have to be proud of yourselves, as I, too, am proud of you."

General Gene Renuart, Commander, NORAD and United States Northern Command from Colorado Springs, Colorado presided over the Canadian NORAD Region change of command. "Suffice it to say, Canada could have given us no better airman to come be part of the team at the headquarters NORAD," he said. LGen Bouchard will be joining him in Colorado Springs as the new deputy commander of NORAD.

In his address, CAS LGen Lucas com-

mended LGen Bouchard's accomplishments during his posting, particularly applauding his role in the push for the CFAC concept, moving the Air Force in the direction of centralized planning and control and decentralized execution. "The challenges you will face in your new job will help shape the way ahead in continental defense for the next decade and beyond," said LGen Lucas, who handed over the position of CAS to LGen Angus Watt on 26 July 07. "The only downside I can see from your perspective will be a lot less flying time in your beloved Griffin."

As MGen Duval stood ready to sign the papers and officially accept the command posting, two CF-18 Hornets roared past overhead, commemorating the hand over of Winnipeg's highest ranking military position. MGen Duval comes to the position from Tyndall AFB, Florida, where he was Deputy Commander CONR Continental U.S. NORAD Region (CONR). MGen Duval said that as he took on three new titles today, Comd 1 Cdn Air Div, Comd CANR and the CFAC Comd, "I want to assure these three leaders that I do not take these appointments lightly, I accept these appointments eagerly, and I fully understand the responsibilities and the accountabilities that come with them, and I also eagerly accept those."

"The operational portion of the Air Force will deliver what's required in terms of aerospace power on time, on target, in the defense of our nations, in the support of our citizens, and in support of our troops overseas serving where nations need our help," he said.



Outgoing Commander of 1 Cdn Air Div/CANR, LGen Charlie Bouchard (left) greets incoming Commander of 1 Cdn Air Div/CANR, MGen Marcel Duval (right) at the Change of Command Ceremony held on July 17th.

Bonnie Korzeniowski, MLA St. James, attended and spoke on behalf of Premier Gary Doer. Also in attendance were: Jim Rondeau, MLA Assiniboia, incoming CAS LGen Angus Watt, LGen Marc Dumais, Commander, Canada Command, Maj Gen Hank Morrow, Commander, 1st Air Force (AFNORTH), and Commander, Continental U.S. North American Aerospace Defense Command Region, Tyndall AFB, Fla, and Col Scott Howden, 17 WComd.

Another celebrated group of guests at the ceremony were the veterans representing the Wartime Pilots and Observers Association, the Air Gunners Association and 500 Wing of the Air Force Associa-

tion of Canada, seated alongside the parade square. Gen Renuart, Comd NORAD and US NORTHCOM, thanked them for their presence, a continued inspiration to so many in the services. "[Civilians] take it for granted that their skies will always be secure; it doesn't come easy. It comes with great effort, with planning staffs like you have here that can ensure that we have the right forces in the right place," said Gen Renuart. "It's those professionals that have been the hallmark of NORAD and of the Canadian NORAD Region. Men and women stand watch in bad weather in strange places, always to ensure that we can maintain our sovereignty."

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Col Scott Howden

A Conversation With The New Wing Commander

By Avery Wolaniuk

Toronto Maple Leafs' mug in hand, Col Scott Howden is comfortably situated in the corner office of 17 Wing headquarters. After a week and a half as Wing Commander, he had some insights on the job and his time here.

Col Howden is first and foremost a people person. Ask almost any question, and he'll bring it back to the people of 17 Wing and the Canadian Forces at large. "This is a completely different position from my last one at the Air Division; it's exceptionally busy, but it allows you to interact on a daily basis with people, which is the aspect of the job that, at least in the last week and a half, I really enjoy." Col Howden comes to 17 Wing via a two-year posting at 1 Cdn Air Division as Director of Aviation, Patrol and Transport Readiness.

The objectives set in place for 17 Wing by former WComd Col Ken O'Brien, and maintained by Col O'Brien's successor, LCol Sam Ness, were threefold — a primary focus on operations, taking care of the people on the Wing, and connecting with the surrounding community. Col Howden says he fully intends to continue down the path laid by his fellow Leafs' fan WComd Col O'Brien, maintaining a focus on operations through his emphasis on people. "I truly believe that if you take care of your people first, that number one focus of operational primacy goes along — it's like hand in glove. Take care of the people, which is the glove, and the operations will take care of themselves."

Col Howden mentioned in his address at the Change of Command that he would be introducing some new goals in his time as Commander as well. Starting with the imminent arrival of the C-17 at 429 Sqn in Trenton, over the next decade several new aircraft will be introduced into CF service, including the C130J Hercules, replacing aging aircraft currently in use; and possibly in the next three to six years Uninhabited Aerial Vehicles (UAVs); and a replacement for the long range patrol aircraft on both the East and West coasts. Col Howden says training methods need to be

re-evaluated and possibly revised, and as a major training centre, 17 Wing will be the place to make them.

"With those new aircraft come new technologies, and with new technologies I believe we have to look at a different way to train our folks on how to adapt to technologies. I see the need possibly to inject a new training approach for our Met Techs and navigators and potentially our pilots as well," he said. However, he notes, it is a younger generation being recruited into the CF who have grown up on changing technology. "They're computer wizards right now, even my 12 year old daughter is. They're used to new technologies and how to use them. So that's going to be one of my focuses, taking a look at that, and see how best to adapt our training facilities to this new wave of technology."

The Wing Commander says he is concerned about the entire health of individuals on his Wing— physically, emotionally, spiritually and mentally. He put those words into action at the hand over on 6 July when he pledged to run in the marathon next June. "I think you've got to set a little bit of a leadership example, so I pledged in front of everyone to run in the marathon," he said. "I'm going to run the full 42K, because I believe that if this old 49 year-old can get out there and trim this stout body to svelte, all the power to the people that are much younger than me who can do it a lot more easily." He's also been on the phone with other Wing Commander's across the country, talking them in to running alongside him for charity next summer.

"It might be a little bit informal of me, but I just truly appreciate talking to people — and not so much how's the job, but how's the family," said the WComd. "It's amazing how so many people open up. I generally find if people are comfortable talking to you, they're more willing to express their true issues and tell you frankly how to get over them, so I think it's a win-win for everyone."

He has another message for the 17 Wing community: to all the Montreal Canadiens fans that LCol Ness set free from covert basement cheering and general team pride for a six-month respite, Col Howden says this: it's time to get reacquainted with your basements again.

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The Daily Graphic
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Correspondence should be addressed to:**The Voxair**17 Wing Winnipeg,
PO Box 17000 Stn forces
Winnipeg, MB R3J 3Y5This newspaper is printed using
environmentally safe inks.

Publications Mail Agreement No. 1482823

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Momignies

By Maj George

It was 19 August 1942. Operation Jubilee was underway. 15,000 brave Canadians embarked upon their first mission oblivious to the politics that would arise from the operation. After three years of training, the men were anxious to carry out their raid against the German forces.

The thirteen-hour journey from the shores of England to the shores of France was fraught with sickness as the soldiers battled the unforgiving chopping of the channel. The sea was relentless as the waves captured some of the boats and forced them off course.

Little did the Canadians know that this tumultuous journey on the sea would be the least of their concerns compared to what they were about to encounter. The landing craft on the Eastern flank encountered a German convoy. A battle ensued, the noises from which alerted the German coastal defences. The element of surprise was clearly lost.

As the troops approached Dieppe they were immediately confronted with machine gun, mortar and artillery fire. The battle lasted nine hours on that fateful 19th day of August, 1942. 5,000 Canadians crossed the English Channel. 2,210 returned to England. More than 900 Canadians lost their lives and more than 1,900 were taken prisoner.

The captured Canadians were rounded up and herded into cattle cars destined for prisoner of war camps. Fifty to sixty men were jammed into each cattle car with no concern for the sick or wounded. No water was provided though some prisoners managed to acquire a small coarse loaf of bread. The journey upon which they embarked would last three nights and four days before arriving at Stalag VIII B.

On a sweltering day near the end of Aug 1942, one train-load stopped for eight hours in the small village of Momignies in Belgium. While stopped at Momignies, the prisoners cried out for water. To this day, Dr. Paul Delahaye, then a young boy in the village vividly recalls "the haunting moans of the wounded and the cries for food and water from inside the overcrowded cars." He remembers the searing heat and how the mayor begged the Gestapo guards to give the prisoners food and water. Instead, the villagers who tried to help the prisoners were pushed back and held at bay by bayonet. Some were threatened with their lives. The cries continued while the Bourgmestre, Louis Bonte, begged the train com-



Monument Dedicated by the Citizens of Momignies to the Canadian Dieppe POWs.

mander to allow the villagers to provide milk and water.

The German commander finally relented to the pleas from the persistent Mayor. The citizens of Momignies were permitted to give milk and water to the dehydrated soldiers. Some prisoners, under heavy escort, were allowed to use the restroom. Many, though physically weak, strained to hold up their hand and flash a 'V' for victory as a sign of contempt to the Germans. Their spirit was not broken.

The young 10-year-old boy, Dr. Paul Delahaye, who had witnessed the event in Momignies, never forgot the Canadian soldiers who had stopped that day in August in his village of Momignies. Dr. Delahaye established a Foundation to which he has dedicated years of effort to commemorate the Allies who helped to liberate Belgium.

On August 29th, 2001, Dr. Delahaye unveiled a monument dedicated to those Canadian soldiers who, in such a despondent state, spent over 8 hours in a sealed cattle car on the tracks beside the train station in Momignies. Two such veterans, Raymond Geoffrion and Paul Henri Dumaine, were invited to return to Momignies where they were honoured at this inaugural ceremony. The monument is a significant limestone boulder millions of years old retrieved from the

Waller-Trelon quarry less than a kilometer from Momignies. The limestone vein, riddled with sea fossils, runs from Galgeon, France to Remouchamps, Belgium symbolizing the prisoners coming from France and into Belgium. The backdrop to the monument is a large noble Maple Leaf. The plaque on the monument reads "EN RECONNAISSANCE DE LA POPULATION DE MOMIGNIES ENVERS LA NATION CANADIENNE, MOMIGNIES 29 AOUT 1942 - 29 AOUT 2001."

To commemorate the 60th anniversary in 2002, Dr. Delahaye added another plaque to the stone. The Bourgmestre, Raymond Geoffrion, Colonel Gary George and Major Irene George had the honour of unveiling this plaque, which reads, "LA TOURNEE DU 31 AOUT 1942

1500 PRISONNIERS CANADIENS DE DIEPPE AFFAMES ONT SEJOURNE ICI DANS LA CHALEUR LEUR DE RESSE N'EUT D'EGAL QUE LEUR COURAGE."

Despite battling with leukemia, Dr. Paul Delahaye, now 75, a husband, father of four and grandfather of eight continues his tireless effort to enhance his dedication to those who provided freedom for Belgium. Each year the monument he built for the Canadians continues to flourish with various additions including a garden and walkway.

This year in commemoration of the 65th anniversary, Dr. Delahaye will unveil a vintage cattle car placed on the tracks in the very position it had been 65 years earlier. The ceremony, to be held on the 26th of August 2007, will be undeniably poignant. The citizens of Momignies and the many citizens from the surrounding areas who attend the ceremonies are genuinely gracious in their dedication to which they include their children, grandchildren and great grandchildren. One veteran, very dear to many, will be at the ceremony but in spirit only. Raymond Geoffrion, one of the two veterans who attended the inaugural ceremony passed away. Dearly missed but never forgotten, Raymond will be represented by his wife Mary this year at the 65th anniversary.

Most Canadians are unaware of the symbolic memorials and dedicated ceremonies that take place even though there are no Canadians present. If not for Dr. Paul Delahaye the story of a train filled with Canadian prisoners of war enroute to their prison camp might have remained only with those prisoners who survived. Instead, a young boy from that small village in Momignies, Belgium has created a Canadian legacy. One which has and will continue to be passed on throughout the future generations. Dr. Paul Delahaye has brought a story to life. A story you can see and feel. A story you cannot forget. Canada may not be familiar with Dr. Delahaye but Dr. Delahaye knows and is familiar with Canada.

Running For Soldier On

By Sgt Shawn Harrison

On Sunday, 17 June, 435 Sqn and friends partook in the annual Manitoba Marathon. This endeavor was special, as it was an opportunity to raise money and awareness for the Soldier On Program, a joint initiative between the Canadian Paralympic Committee and the CF, which is aimed at helping disabled CF soldiers heal, recover and maintain an active lifestyle.

Our participation in the marathon events



MCpl Brad Wall (in black) metres from completing his first full marathon.

allowed members the opportunity to achieve personal goals, conquer obstacles and enjoy some esprit de corps. We had members running in the full, half and relay events. MCpl Brad Wall completed his first full marathon

while our squadron Padre Capt David Stewart finished his first half. Congratulations to both of you. We also had an internal challenge between the aircrew, mostly young eager pilots and the squadron ground crew. Due to operational commitments, we had to seek outside help for the ground crew team, and we were rescued by LT Joiner and Capt St Laurent from the Wing Hospital, as well as our own Honorary Colonel Loreena Mckennitt.

To spice things up a little, we threw down the gauntlet to any other Wing unit and gallantly, 402 Squadron accepted. The actual results of the race will forever be the talk of messes and back rooms. Let's just say that there is a reason runners are required to wear the timing chip on their ankle. Although no

one was disqualified, only the aircrew team received an official time. The actual fastest team will remain in dispute for eternity. It was a fun day and the weather was perfect for any runner trying to achieve a personal best.

As for the results of the fundraising, a total of \$4300 was raised for Soldier On. Sgt Mike Fagan and his four teammates from 402 must be commended for raising \$1400 of the total, with the remaining \$2900 coming from the efforts of 435. Special mention should go out to Cpl CJ Butcher and Capt Terry Wheadon, who raised over \$600 and \$300 respectively. For anyone who has not made a donation but would like to contribute, you can go online to www.paralympic.ca and select Soldier On under the canadahelps.org link.

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17 Wing Member Competes In First Double Ironman: Triathlon De Levis

By 2nd Lt Angela Court

17Wing Winnipeg – As Captain Goldberg pushed himself past the finish line at the Double Ironman in Levis, Quebec, on July 7th, he exceeded his goal, by not simply completing the race but doing so ahead of three other participants.

After completing marathons and three Iron Man competitions, this Aerospace Engineer decided to up the anti.

“Finish the race,” stated Captain Goldberg when asked his goal for his first double Ironman, in June during his final week of long distance training.

Finishing his first double Ironman was not his only achievement: crossing in twenty nine hours, fifty six minutes, and nine seconds earned seventh place, with three competitors arriving behind him – one unable to finish.

“I am happy to have surpassed my goal as this made me the 4th Canadian for this year, and has ranked me 44th in the world among ultra triathletes.”

It is no small feat for a first time competitor to cross the finish line, let alone ahead of other athletes. Competing at these distances requires immense discipline; even seasoned competitors may consider hanging up their shoes early, to prevent fatigue, or aggravating an injury.

Major Luc Guillette of 1 Canadian Air Division has led Captain Goldberg’s support team to not only help him in training, but on race weekend – from pacing, to monitoring electrolyte intake. Major Guillette is himself an Ultra Triathlete, having even competed several times at the worlds.

There are merely four double Ironman competitions in the world, with only 65-75 participants per year. These races, in Canada, US, Equador, and Austria, are each sanctioned by the International Ultra Triathletes Association (IUTA).

For this reason, elite athletes stream into the Triathlon de Levis from all over the world: Canada, USA, Germany, Israel, even Australia, each having trekked scores of kilometres in training and competition by foot, stroke and pedal to qualify for this event.

It is competition with each other, but more importantly the self-challenge, that fuels these dedicated athletes.

Running regularly in military college, Captain Goldberg taught himself to swim, and purchased his first bike near the end of his final year in 2004.

“I was running, I had done half marathons: I built up in half marathons. I just figured I needed a different challenge. I never really swam before, so, taught myself to swim about four years ago. Bought a bike, was distancing.”

After finishing his first Ironman, Captain Goldberg says he has “never turned back.” His best single Ironman - completed in about twelve and one half hours – was in Florida.

Having taken his competing to a new level: the Double Ironman, he shows no signs of turning back still.

Captain Goldberg is being deployed to Camp Mirage in November as the Aircraft Maintenance Officer for the Aircraft Maintenance Unit. Although this will mean missing the annual Ultra Triathlon World Championship – in Levis – he isn’t stopping now.

“(My next goal is to)...Finish my deployment, make sure we do a good job there. Unfortunately I’ll miss the worlds here in 2008, so in 2009, I’ll have to travel to wherever the worlds are.”

Capt Goldberg’s achievement at Levis this July will be one example the IUTA will look at when he applies to compete at the World level for Ultra Triathlon in 2009.

After looking ahead, the ultra-triathlete acknowledges the support he received along the way.

Captain Goldberg trained from fifteen to twenty-four hours per week for the race, all on his personal time – including leave. Some of this training was with his mentor and advisor, Maj Guillette.

“He’s a real driving force behind my training. He helps me out a lot.” Advice, training, nutrition. He’s been an amazing friend and mentor, and brings in a wealth of experience.”

Like a career in the military, this sort of feat is contingent on family support. Captain Goldberg, married to Lieutenant Meghan Joiner, has not only received his wife’s support but has also trained with her along the way. “She has made significant sacrifices over the course of the last 3 and a half years to let me get ready for this.”

17 Wing’s PSP staff and 435 Squadron have also provided support for Captain Goldberg for his participation in this major international athletic competition.



Capt Goldberg crossing the finish line at the Double Ironman, in Levis Quebec.

Live Contact With International Space Station From 17 Wing

By 2nd Lt Angela Court

17Wing Winnipeg, Man. - For the first time in history, Manitoba communicated with the International Space Station (ISS), and it happened here at 17 Wing Winnipeg.

Earlier in the week twenty-seven lucky Manitoba high school students were enthusiastic to launch and track balloons, and shoot rockets as part of their preparation for the Win-Cube Satellite Project and B-Cube high altitude balloon activity as part of the Manitoba Space Adventure Camp. But later in the week the anticipation was out of this world as students arrived at the Canadian Forces School of Aerospace Studies (CFSAS) to initiate communication with the ISS.

High school students held their questions on cards in front of them; teachers from five Manitoba high schools watched. Guests filed in from a variety of science, technology, engineering, educational, and aerospace organizations including the Members of the Win-Cube Steering Committee. The remainder of the room was filled with media, and public relations professionals.

Speakers were informative as guests waited to witness Manitoba history in the making. In fact, this type of event is rare globally. Communications with the ISS like this event are planned over a year in advance and these opportunities book up fast.

“The Win Cube experience for the high schools involved in it is absolutely unique in Canada, and probably in the world. Talking with orbiting astronauts, launching high



Darryl speaking to the ISS, with other students looking on.

altitude balloons, firing off rockets and learning the skills and information needed to build, program, launch and track a satellite are things that most of us only dream about,” says Dr. Stefan Wagener, a co-ordinator for Win-Cube and the Manitoba Space Adventure.

The Win-Cube Satellite Project is the building of a small satellite by university and high school students to be launched

late 2008 or early 2009.

The amateur radio was ready and waiting. Above the classroom, on the roof of the building was a fancy antenna with computers that constantly adjust to the changing frequency required to keep the communication flowing. The attendees learned that they had to wait for the footprint of the ISS to be overhead before the brief time period of communication - approximately ten minutes - could begin.

The students lined up intently, ready to hear what Flight Engineer Clay Anderson had to say. Communication was successful. There was sufficient time for every student to ask a question and hear a scientific, and often witty response. Several students had the opportunity to ask their second question before the astronauts bid farewell as the ISS footprint moved east over the globe.

It was surreal to witness men on earth speaking to others of their species from outside the atmosphere. Although some students had words to describe the experience - to each other, to family from cell phones, to the media - others were speechless. They made history - and the news!

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Why We Give

By Lt Steve Neta

We've all seen it before. Every year, somebody from the office comes around asking you to donate a couple dollars off each pay cheque to the United Way. There's probably a large majority of us who thought, "What for? What good will it do anyway".

Most people need a reason to part with their money. You're more likely to open your mind to something once you know someone who's been affected. It's one thing with cancer or another illness because a majority of us have some connection with major diseases – we've lost some great people right here at work. But how many of us have a connection with poverty, homelessness, or child abuse?

Unfortunately, these tragedies have touched members of our DND community. Richard Fletcher is a truck driver at 17 Wing and each year the Government of Canada Workplace Charitable Campaign strikes a special chord in him.

He grew up in British Columbia, where the United Way was not established until the mid-1970s. "Before that there was no such thing as a hand up, no welfare, or even unemployment. If you were under 25 years of age you were pretty much on your own," Richard Fletcher says, reflecting on his past.

His story takes us back to 1969, when he was just 12 years old. "My mother, in one of her more vicious rages, tried to kill me with a pair of seamstress shears," he recalls. "I had put myself between my mother and the rest of my brothers and sisters at some considerable peril to myself more times than I can or want to remember. I really had had enough and with some real fear and self-doubt I left home".

At the young age of 13, Richard found himself homeless and battling the elements of a West Coast winter. "At minus 10 with a freezing rain and a wind, you can bet you will die – and many have [...] I can remember a car pulling into a parking spot, and me crawling underneath that car to get the heat from the engine so I would not freeze in the winter," he added.

It's tough to imagine a child at such a young age living in doorways and under bridges, but this was Richard's reality back then. "To survive, I set pins in a bowling alley for tips and 25 cents a game," he says. "I racked pool-balls for a hot-dog or anything I could get."

As happens with most children in these situations, Richard turned to drugs and alcohol for comfort. "By 14, I had a habit that today would amount to about 250 dollars a day. I had become what some people would call a functioning alcoholic drug addict." His path to self-destruction continued for several years.

Finally around the age of 17, Richard got a job with a construction company and was sponsored to an apprentice carpenter's position. Within a few years he earned an inter-provincial qualification, got married and started a family. Life was finally on the upswing.

One day on the way to work, in a horrid twist of fate, Richard received a call on his boss' radiophone. His wife had been



United Way Fund raiser. Wing Logistics and 435 Squadron compete for the fastest Hercules pull. In the end 435 Squadron had the faster time. Burgers and Hotdogs where offered during the event with a donation.



in a car accident, which killed his son. "Susan, my wife, was in a coma for three months and never woke up," he recalled as his voice began to tremble with emotion. "After she passed away, I crawled into the bottle [...] and disappeared."

Richard went back to battling the same demons that haunted him in his past. It affected every part of his life including work and relationships. The turbulent journey lasted nearly

another decade until took a firm stand to bring his life together.

"At 42, I broke down and got my grade 12 education; and a 43, I found and got the job I was searching for," he said, referring to his employment with the DND. Even though he still finds it difficult to cope with the many scars formed over the years, life is on the upswing. "I have roots in a community and I have a good job with room to grow and advance," he says optimistically.

That, in essence, is what it's all about – community. Richard tells his story openly to remind us all what we're donating for.

"I would like you to go back to that kid of 13 who said, 'the situation I find myself in is so bad I have to leave', without a safety net or any support system in place." With tears in his eyes and a trembling voice he continued, "We see it on our way to and from work every day – that kid walking to school with a pair of runners and a pair of jeans and a hoody. He or she may not have any more clothes to wear and school is the only safe or warm place to spend the day."

The bottom line is that each and every one of us can make a difference. You've heard it all before, that a couple dollars can change a child's life. Strangely enough, it's true. Just

think that sacrificing one coffee a week (about \$5 a month) can make a difference.

There will be several fundraising events and opportunities for payroll deductions. Last year, only 16 percent of DND personnel in Winnipeg participated in the campaign. Our community has been fortunate to receive great support and appreciation in the form of free tickets to sporting events and rock concerts. It is our chance to give back to the community. This is your chance to make a difference. Remember how little a commitment it takes to change a life.

You've now heard Richard's story and you now have that connection to someone who's been affected – someone in our own DND community. As the Government of Canada Workplace Charitable Campaign kicks off this September, please think back to this story. Picture that 13-year-old boy crawling under a car in the winter just for some warmth, desperate for someone to give him hope. This is why we give.



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Canada One takes off on its maiden flight from the Long Beach, California airport.

Photo by Gina Vanatter

Canada One C-17 Makes Historic First Flight

Submitted by Boeing

July 24, 2007 -- It was a three-hour and 45-minute flight into Canadian aviation history on Monday afternoon as Canada One, the first of four new C-17 Globemaster IIIs Canada has on order from Boeing, took its first flight.

The first Canadian C-17, with the Maple Leaf and giant Canada word mark emblazoned on its fuselage, took off at 3:36 p.m. for its maiden flight from Long Beach, California Airport.

"For a first flight, we thought it performed exceptionally well," said Boeing production pilot Joel Brown. "But our expectations are always high that the C-17 will perform well."

The C-17 flew out over the Pacific Ocean, on a route that skirted Catalina Island, while Mr. Brown and a crew of seven performed a battery of checks of the plane.

Monday's first flight for Canada One had special significance for Mr. Brown. His mother, Penny's, side of the family is Canadian -- natives of Alberta. And his grandfather, Bruce, is a retired aviator who served with the Royal Canadian Air Force and was a squadron leader who flew Boeing-built B-24s and B-17s. Mr. Brown himself has visited Canada about a dozen times.

"This was a great opportunity, with my Canadian roots and family history, that I was able to fly Canada's first C-17," Brown said. "My grandfather would have thoroughly enjoyed flying it. Overall, it was a good feeling to be able

to say I was able to fly Canada's first heavy air cargo aircraft."

Canada One, which had a takeoff weight of 460,000 pounds (208,650 kilograms) for its maiden flight, was carrying some special cargo in honor of the event: five Canadian flags.

In all, Canadian requirements will mean at least two more days of test flights for Canada One. During test flights, new C-17s are put through a set of rigorous exercises, including touch-and-go landings, shutdown and restart of engines, testing of emergency backup systems and a variety of functional checks that are required prior to delivery.

Monday's flight crew of seven included United States Air Force aircrew Captain Tony DeAcosta; co-pilot, and Master Sergeant Chris Lester, Loadmaster; as well as Boeing employees Robert Tenorio, Loadmaster, and Flight Test Engineer Gerald Pendergast.

Delivery and arrival ceremonies are planned for early August both in Long Beach and the C-17's new home, 8 Wing Trenton in Ontario.

Boeing and the Canadian government in February signed a direct commercial sale agreement for the purchase of four C-17s for Canada's Department of National Defence.

Boeing is on contract to deliver 190 C-17s to the USAF, five to the Royal Air Force, four to the Royal Australian Air Force and four to the Canadian Forces. The second of the Canadian C-17s will be delivered later this year.

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PO2 Donna Fowler / Kit Shop Mgr Loc 6512 or Karen Christiuk Loc 4600

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435 Squadron Answers The Call

By WO Bryan Pierce

Recently I was part of a SAR mission that responded to a call from RCC (Rescue Coordination Centre) for an overdue aircraft in the Miller Lake area of Ontario. This mission proved to be one of the most challenging rescues that I have been a part of and it would not have been a success but for the exceptional airmanship, teamwork and bravery of the entire Hercules crew of Rescue 341.

This summer has been remarkable for the number of intense thunder and lightening shows we've so far experienced. As many of us do, this particular evening I was sitting out on my deck watching the show, mesmerized by the power and ferocity of the storm when my pager sounded, alerting the SAR Standby crew to a call for an overdue aircraft.

Standing in Ops, the crew briefed on what was known so far from RCC. Rarely do we get all the details on the initial brief from RCC and the crew is usually expected to roll with the punches and adapt to the ever-changing scenario, literally on the fly. We would be looking for a floatplane with 2 passengers. We had their flight plan and a tasking sheet with a few preliminary details including aircraft colour, registration and passenger names. Within 2 hours from the initial page, the crew of Rescue 341 was airborne.

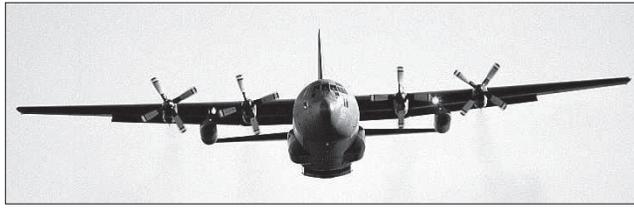
The air traffic controller didn't seem too busy this evening. Go figure. Post take-off and already we're forced to divert for weather. Using the aircraft weather radar the navigator is able to direct the pilots around the thunderclouds. Dodging and weaving, we would make our way toward the LKP (last known position). The light show all around us was incredible, an impressive 360° panoramic display of Mother Nature's power.

Crew briefings would keep us busy. This evening there was a different tone to the crew's voices. The anticipation and adrenaline that comes naturally from a SAR call-out mixed with the concern and trepidation of flying into the eye of the storm made us all wary and on edge. As we descended to search altitude and configured the back of the aircraft for searching, the aircraft radio picked up the sound of an ELT (electronic locator transmitter). The familiar ping/ping/ping of the ELT sounded thru the intercom system, injecting the crew with the realization that this was no longer just an overdue floatplane, but an electronically confirmed crash.

Standard procedure now called for the crew to electronically home the source of the signal to establish an on-top position. This was done while the front-end crew kept a close eye on the extreme weather system(s) that were all around us. Constant vigilance ensured that the aircraft remained a safe distance from the danger of a lightening strike. A lightening strike is something that the Squadron was all too familiar with, as another aircraft just a week prior had been struck, blowing a hole the size of a basketball thru the nose of the aircraft. Successful in establishing the on-top location, the job now fell to the spotters in the back to visually locate the crash site and evaluate the ground for a potential parachute landing area.

Using flares, two million candlepower air droppable Para flares; the crew descended thru 2,000' to 1,000' AGL (above ground level) while orbiting the descending flare; trying to visualize the downed aircraft. Suddenly an intense flash of light engulfed the aircraft. Our weather radar was knocked out and we found ourselves flying at low level at night thru extreme weather, essentially blind to the weather system that had now encroached on our safe distance; hovering over the very spot we needed to search. The terrain and target assessment was unsuccessful, so we would have to climb back up and try again.

In the climb back to altitude for the flare drop we debated the risks involved in attempting another terrain and target without a serviceable radar. We had a confirmed crash with two passengers somewhere below but we could not locate the site. We desperately needed to locate the aircraft in order to successfully dispatch the SAR Techs. The crew opted to attempt another pass. Dispatching the



flare at 4,500' AGL, we entered a descending left hand turn to orbit the flare down toward the on-top position. Eyes in the back scanned the ground, searching for the aircraft. Eyes in the front scanned the instruments and the weather systems, trying to manoeuvre the aircraft as requested by the TL (Team Leader) over the crash site. As the TL, I had to visually locate the crash site and select a landing site. There was no sense in jumping into this extremely remote area if I didn't know where the plane had crashed. I already knew we would be doing a night parachute descent into the water as the ground was heavily treed with severe rock slopes. I just need to see the crash site. The AC (Aircraft Commander) was pushing the Hercules to its absolute maximum performance. This is a rather large four engine aircraft designed for heavy transport operations. In the SAR role, the demands on the airplane are extreme and both pilots were pushing it hard, knowing that below them were two people in immediate need of medical assistance. Just short of reaching our goal, 1,000' AGL and approaching the on-top position, all hell broke loose. Climb! The Hercules was in a severe downdraft. At max torque and full throttle, the aircraft was still falling out of the sky. In the back, I looked out the open ramp and thought we were going to crash ourselves. A tempest of blowing rain and flashing lightning all around as the Hercules clawed its way upward thru severe turbulence, the boom of thunder easily heard over the roar of the four engines. It's a helpless feeling riding in the back of that Herc while someone else has their hands at the controls; my life in their hands.

We made a hasty retreat. It's a hard thing to do, and I have had to do it before. Sitting on the back of the ramp, waving to Portuguese sailors floating helplessly in the Atlantic Ocean. Knowing that there was nothing more that could be done for them, out of fuel and with nothing left to airdrop to them, we departed the scene and left them there. This night, we tucked tail and ran away. It was far too dangerous to continue flying in this extreme weather without weather radar and as a crew we decided to RTB (return to base).

Safely back in Winnipeg, our maintenance crew scrambled to prepare a second aircraft for us. It would soon be daylight and we knew that once on scene again, we would have a better chance of locating the crash site. After a quick meal of hastily prepared chicken fingers and frozen peas from the Wing kitchen, we departed again for Miller Lake.

On scene over the on-top position, the ELT was no longer audible. It had stopped sounding. Our efforts thru the night were worth it to have been able to electronically home it before it died. Now though, we were faced with yet another challenge from Mother Nature. There was a thick bank of low-level cloud descending upon the site. We would have to work fast to dispatch the SAR Techs and get to the ground before we lost visual with the ground. Flying overhead at minimum altitude thru increasingly heavy cloud, we were able to confirm that the aircraft had impacted the cliff face at the end of the lake. It was 50' into the trees, an obvious crash. Looking out at the cloudbank, I realized that we had less than ten minutes to fully dress in dry suits, don parachutes and equipment and exit the aircraft. My heart sank as I realized that we would again be forced to abandon the crash site. Mother nature - 2, Rescue 341 - 0.

The crew brainstormed and decided the best course of action would be to land in Red Lake and await the arrival of the previously tasked Bell 212 helicopter from the Ontario Ministry of Resources. This crew could not fly at night, but would be available at first light, so we landed and awaited their arrival.

Having now boarded the helicopter, my Team Member and I were accompanied by three new crewmembers, a helicopter pilot and two heli-tack firefighters. We flew at top speed at treetop level, hugging the contours of the ground and using any ground relief available to remain below the cloud layer. I had the theme from Apocalypse Now playing in my head as we merked our way toward the Lat and Long of the crash site.

We arrived at the crash site and it was worse than I had imagined from the Hercules. The floatplane had obviously impacted a large diameter tree at about 50' and fell straight down to the ground. A crumpled mess of metal wrapped around the trunk of this immovable tree. In my mind, no one could have survived this impact. We hover taxied along the shoreline, looking for a safe place to get out of the helicopter. With expert skill, the pilot hovered his aircraft overtop a large rock, his rotor tips just a few feet from hitting the overhanging trees along the shoreline. We exited the helicopter with our medical gear and began the long trek back along the shoreline to the crash. As we made our way thru the underbrush, behind me I could hear the sound of two chainsaws and I was thankful knowing the heli-tack guys were carving out a landing pad for the helicopter.

As we approached the downed aircraft, we called out. A formality I thought as surely no one would have survived this one. To my shock, as I approached the right side, I could see that the passenger was breathing. His chest was rising and falling. Obviously in respiratory distress, semi-conscious but alive. The pilot, unfortunately, was not so lucky.

The crew of the Hercules had been flying thru the night. Orbiting overhead now, I called to them on the radio to give them the news. This information was passed onto RCC and plans were put into action to airlift the survivor to hospital. All we had to do now was get him out of the airplane and down to the waiting helo. Not an easy task without power tools. For two hours my Team member and I literally ripped that airplane apart by hand. Wedged inside, his legs were pinned under the aircraft engine. The fuselage had wrapped itself around the two occupants and the imposing tree the aircraft had struck was standing steadfast at mid cockpit, between the two occupants.

It's one thing to practise trauma medicine in the back of an ambulance or in a well-equipped ER (emergency room) at the hospital. It is an entirely different animal trying to treat a severely injured casualty in the rain, knee deep in mud bent over the jagged edges of a destroyed aircraft wing. It can be overwhelming. You tell yourself, you're never going to get him out. You grip the metal and pull back with all your might and nothing happens. You both grab on and push and pull until all you can do is laugh. There is no F%\$#ing way that we'll ever get him out. But we persevered and made progress in baby steps. We placed a tarp over the plane to keep him out of the rain and covered him with a blanket; we crawled headfirst into the crumpled fuselage to take vitals and secure a C-collar. We gave him Oxygen and splinted his arms and legs for fractures. We wrestled with the aircraft door, lifted the engine off his legs, peeled back the steering column, pushed up on the crushed roof, unscrewed his seat from the floor and eventually he was free of the wreckage and on a backboard.

Down the groomed path cut thru the forest by the firefighters, into the awaiting helicopter for further treatment and the flight direct to Red Lake hospital. Then, back onto the waiting Herc with a Trauma team for the medevac to Health Sciences Centre in Winnipeg. A team effort by more people than you would ever have imagined, bringing back to safety one victim of disaster. An eighteen-hour crew day, mission complete.

435 Squadron is routinely called upon to come to the aid of others. At all hours of the night, in all climatic conditions we stand together to answer the call when others are in distress and in need of rescue. The crew of Rescue 341 persevered under adverse circumstance and extremely challenging weather conditions in a collective effort to save a man's life. RESCUE!

Air-to-Air

By Greg Mendes

435 is Canada's only tactical air-to-air (AAR) refueling squadron. In its air-to-air refueling configuration, two pods are placed under the wings of the CC-130. From each of these pods, a hose is deployed with a "badminton bird" like funnel mounted at its end. The receiving Aircraft, usually CF-18's, is equipped with a refueling probe and must be maneuvered precisely into the refueling funnel for a successful refueling.

In order to carry extra fuel to refuel other aircraft, an additional tank, called a fuselage fuel tank, is installed in the Hercules' cargo compartment. This tank can carry over 24,000 pounds of fuel. The fuel transfer rate is between 1000 and 2,000 pounds per minute, making the normal offload no more than 5 minutes for a CF-18.

The minimum crew of an AAR CC-130 is six personnel: two pilots, one navigator, one flight engineer, one loadmaster, and one observer.

In 2007, 435 Squadron has flown over

85 missions in AAR mission in which they have transferred over 1 520 700 lbs of fuel. That's a lot of fuel!! They have also participated in many Operations and Exercises including Rising Storm in Shilo, Trident Fury in Victoria, Cohesive Force in Cold Lake. There is also participation within the United States in Green Flag at Nellis AFB, Kugar South at Homestead AFB, and Fort Sill in Oklahoma. Overall, 435 AAR is maintaining a very high operational tempo.

206 hours
1520700 lbs fuel
84 sorties
Rising Storm Shilo
Trident Fury Victoria
Cohesive Force Cold Lake
Green Flag Las Vegas
Kugar South Homestead AFB
Fort Sill Oklahoma
Combat Archer Florida
Wolf Safari Cold Lake
Maple Flag Cold Lake
CAS Bagotville



While flying over Vancouver Island, a CC-130 Hercules from 17 Wing Winnipeg's 435 Transport Squadron refuels a CF-18 Hornet from 4 Wing Cold Lake's 441 Tactical Fighter Squadron.

Photo by Private Vaughan Lightowler

435 Squadron Orderly Room

By MCpl Mike York

As you enter through the main doors of 435(T&R) Squadron you look to your left and you notice Cpl Dayna Nichol booking airline tickets for members of the Squadron who are proceeding on TD. Next to her is newly posted in OS Don Nguyen actioning his first promotion message, Then at a glance to the rear you see MCpl Colleen Payton finalizing a bulk claim. Beside her, MCpl Marc Lajoie and Sgt Denise Benson are in a heated yet civil discussion on DND Policies. This is when you realize that you have entered the backbone of the Squadron known as the SOR. The Squadron Orderly Room Captained by

Dave Fouts is a hub of activity on any given day. Whether it is just a TD to Trenton, a major search or an Air to Air mission to Europe, the SOR is always prepared to take on the challenge of ensuring all administrative and financial needs are met. The SOR, though sometimes overlooked, is an integral part to the effectiveness of the Squadron and the RMS clerks who work there are always willing to assist when called upon to do so.

The CClk of the SOR, Sgt Benson, has been blessed (at least we hope she thinks that way) with the responsibility of controlling the goings on in the SOR. Paying all the Squadrons bills and supervising, she is surrounded by two MCpl's that test her limits to the fullest. MCpl Payton,

who just returned to us after an attached posting to Portage la Prairie, takes care of processing Bulk Claims and assists the S Admin O in managing the Squadron's Budget. MCpl (Go Leafs) Lajoie who retired his Navy uniform for a Blue one (I don't believe it either), has become a source of continuity as the only Class B reserve in the SOR. Both of these MCpl's are like night and day (just look at their desks) but they find the medium that allows them to help each other succeed. Cpl Nichol, who just completed her QL 5 course this year, has the responsibility of preparing all TD claims and travel arrangements. She is constantly challenged with the abundance of claims that are associated with a 220 person Squadron. Along side her is OS Nguyen, who has just arrived from Borden, who has replaced Cpl (soon to be MCpl) Mary-Ann Knight, who was posted to the WTEME section in July of this year. Though he is new to the Armed Forces and the Squadron, he is becoming a piece in the puzzle that makes the SOR a whole and will be challenged once we unleash the Squadron on him. One other person that we considered part of our SOR family was Carey Sudoski who was the Commanding Officer's Admin Assistant but has now moved to a better position (\$\$\$) in 1 Canadian Air Division. Though she will be missed, the SOR looks forward to welcoming a new assistant to the Squadron family. As mentioned above, each of these individuals have an important part in the function of the SOR. It's the cohesiveness of them all that keeps the wheels turning so that the Squadron's mandates and needs can be met.

Though there are other places to work in 17 Wing, the 435(T&R) Squadron SOR family is one that has to be experienced to understand. If you are looking for a challenge and enjoy a little bit of stress combated with laughter, this is the place you want to be. Once you get here, you won't want to leave.

17 Wing Trains Pilots And Air Navigators To Wings Standard

By 2nd Lt Angela Court

17 WING WINNIPEG, Man. – 17 Wing Commander Col Scott Howden presided over two graduation ceremonies Friday in Winnipeg and Southport, marking the completion of a Basic Air Navigator Course (BANC) and an Advanced Multi Engine Course.

"The training to wings standard of these young pilots and air navigators is a remarkable achievement in their career," says Col Howden, "This accomplishment represents not only hard work on their behalf, but that of the staff at the schools and supporting units of the Wing."

The five new Air Navigators received their wings in a small ceremony at the Officers' Mess after fourteen months of training. The training consists of three distinct phases designed to provide the candidates with the skills and knowledge necessary to direct tactical missions and manage navigation and communication systems.

In Southport, five new Pilots were presented their wings by Col Howden after completing the Advanced Multi-Engine Course. These new pilots are posted to various Air

Force wings to complete aircraft-specific training. Two will fly the CC-130 Hercules, one the CP-140 Aurora and two will learn to fly the new C-17 Globemaster III.

The pilot's wings parade took place at 3 Canadian Forces Flying Training School and was followed by a traditional mess dinner to celebrate the achievement.

The "Multiplex" will be officially named the "Hilly Brown" building during a ceremony to be held September 13th. This 80,000 square foot, purpose-built facility is designed to accommodate Flying Training ground-based activities.

"The Multiplex will house all 3CFFTS staff, all Allied Wings staff, classrooms, flight briefing rooms, lounges, study areas, flight simulators and a mini-gym," says Mr. Ken Carr, Site Manager for Allied Wings. "It will truly be a world-class flying training centre when completed."

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435 Sqn Maintenance Deployment To Op Archer

By MCpl Mike York

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 Cpl Don Keizer
 Cpl Sam Driscoll
 Cpl Steph Lacasse
 Cpl Jasmine Pozzebon
 Cpl Dion Gilbert

Stay over in Zagreb

During our stay in Zagreb, the crew decided to do a little sight seeing. Zagreb had a nice market with a variety of food items. There were definitely a large number of pastry/bread shops. Some of the crew had pizza for lunch, where it was discovered that, in Zagreb, sour cream is an alternative (albeit not a great one) to tomatoes as a pizza sauce. Everyone found the architecture and historical buildings unique and very interesting, however, the local beer and food was satisfying enough, but nothing to write home about. The next morning over breakfast, grandpa Albert reminded us that in other countries, although the food may have the same name, it might be prepared differently than you're used to having it. He used the Caesar salad he had ordered the previous night as his example. To me it sounded like the chef had graduated from the "Picasso's School of fine Cuisine".

Mirage Part 1

Our first day of work was a difficult and long one. In addition to the regular daily activities (parks, fuel, configs, and checks) the whole crew led by Pierre, Albert, Sam and Anna worked on a bleed air snag. The team worked late to see the snag get fixed. On our first no fly day, we went to work and replaced a rudder boost pack. Ironically enough, it was the same one that the Winnipeg crew discovered leaking on their previous roto.

Capt Wedgewood, our AMO, came back from R&R with some advice for the crew. When snorkeling and confronted by an overfriendly 6 foot shark, the best way to handle the situation is to first, like the cunning octopus, squirt a huge "ink cloud", then swim as fast as you can to shore, abandoning all thoughts of bravado or machismo that you might have previously entertained. That's sound advice if I ever heard it. Personally, I'm not going anywhere where I could be considered part of the buffet or a tasty foreign treat.

On one of our days off, Albert, Don, Pierre, Steph, Sam and myself went deep-sea fishing. We caught 7 barracudas ranging from 3 – 4.5 ft long. Everyone caught at least one except for Sam. Sam lost one at the boat and had the distinction of fighting a fish for 25 minutes before it actually sheared through a steel braided leader. We do have some interesting photos of him reeling in the fish while simultaneously trying not to burst a vein in his forehead. Everyone including the crew, was excited to get a look at the monster on the other end of the line, however it was not to be. We brought two barracudas back to the Mirage kitchen for them to cook for us. They were more than happy to accommodate us since we gave them whatever we didn't eat. It was a delicious end to a fantastic adventure.

On January 25th Pierre received his promotion to Sgt. I don't think anyone was more surprised than Pierre himself. We were all very happy for him and took turns teasing him over the next couple of days. The unfortunate part was, we were working and were unable to sufficiently celebrate with a cold beverage (with a limit of two, of course). I think we'll celebrate on the trip back to Canada where there is no limit.

The RIP (aka The Surge)

For those who haven't experienced the RIP, it is the time we do our major turnover. 2,500 troops rotated out and 2,500 rotated into theatre. The day before the RIP, we recovered one A/C from Trenton that was rotating in to the-



atre and the ISAF A/C that was rotating out of KAF. Both had multiple snags on board. Among the regular servicing and maintenance tasks involved in recovering A/C, we were confronted with the following: 2 configs; an acceptance into theater check; loading of the A/C with chaff and flare; installing some armour plating; a con 23; bleed air snag; Flt air cond. manual override handle adjustment; a ground run to verify the serviceability of a brush block that had been replaced; and let's not forget our favorite tasking, gate duty. We worked 15 hours that day and everyone walked away feeling a sense of teamwork and accomplishment.

Unfortunately, just before leaving for KAF, Jeff hurt his back. It was decided that he would be unable to make the trip with us and consequently was sent home. I personally missed his dry sarcastic sense of humor and shared loathing of shopping. Once he left, it was just the power shoppers and me. Ok, so Albert isn't really a power shopper but he showed potential by buying pretty much everything he needed in one day. At this point, to ensure we had a Left Hand qualified tech for run-ups, Dion joined the crew to go to KAF. He managed to fit into the crew nicely and became an associate member of 435 (kind of the quiet, big brother type).

Steph and Jaz worked with 2 members of another crew in the repair of a difficult Nacelle overtemp snag. They worked 25 hours over 2 days (even on days off) to repair the A/C. Kudos to them for fixing the aircraft without utilizing our only spare engine.

KAF

The first thought that came to mind when I stepped off the Herc in KAF was, "My God the Cirque du Soleil has purchased an airfield and we're in the middle of it." After a couple of days, you begin to realize it's more like a controlled chaos.

KAF was exactly as it was described to me prior to arriving: a quick tempo, fast turn around, busy airfield, deep fried food, living in tents, "schiessewind" kind of place. The "schiessewind" in retrospect can only be totally understood when experienced in person. KAF was definitely an interesting adventure.

Along with the normal servicing/checks/turnaround duties carried out on the Mirage and ISAF planes, we also had a few snags on the ISAF. One ISAF no fly day we did an ATM, a generator and a landing light housing change. The

next ISAF no fly day saw Don and myself fix and function a DEWS snag, while Sam and Pierre replenished the buckets.

Jasmine and Don found out that it's OK to steal someone's G Wagon as long as it gets returned before the rightful owner finds out. The look on their faces when they realized they had taken the wrong vehicle was priceless.

On our fifth night in KAF we had our first and only rocket attack (thankfully). Two rocket propelled grenades struck the camp in different locations within seconds of each other. Fortunately, there was only one minor injury reported. The crew took the incident in stride and carried on with the ISAF B Check following the "all clear".

You don't require a lot to keep yourself entertained in KAF. All you need is some fake beer, monopoly money, an empty bed space and the determination to be the AAA6 Tent Texas Hold'em Champ. That distinction goes to yours truly. OK, so it got late and we all threw our money in the middle for a "winner takes all" hand. I still won though, even if I wasn't the money leader at the time. I'll bet the old Monopoly guy with the monocle in his eye never expected his real estate/banking game to be used as a Casino.

Mirage Part 2

When we returned from KAF, the RIP was still in full bloom. A flight control snag confronted the airframe guys. It required the changing of a damaged push pull rod assembly and seized bearings. Once again the crew saw the snag through to completion.

A few days after returning from KAF, the crew had two days off. On the first night we all went to Spice Island. Picture a restaurant that has a vast selection of foods from different cultures including sushi, curry, "build your own" stir fry, lobster, authentic pizza, etc, etc. It's like a huge high-end buffet. It was the perfect way for everyone to unwind after a busy time at KAF. The next day we went to the Sandy Beach Resort. Most of the crew didn't heed the Captain's advice and ventured out snorkelling. Fortunately, they all returned with limbs intact and stories of fish with amazing colours. Ruth and I chose the safer more relaxing route, walk the beach, sit by the pool and read our favourite books. Sandy Beach is also a highly recommended activity.

In the last week of our stay in Camp Mirage we were faced with a Repatriation Ceremony. It was a heartfelt and solemn reminder of where we are, what our mission is and the sacrifices that are sometimes paid.

The Sky's The Limit... Skydive For Cancer

By Jeri W. Stern

One in three Manitobans develop cancer in their lifetime. This year, doctors in Manitoba will diagnose 6000 new cases, nearly half of them ending in death. The leading cause, lung cancer from cigarette smoke, will see 830 new cases develop.

One of our own recently made a substantial impact on those statistics, while having fun, astonishing bystanders, and breaking a national record in five-and-a-half hours.

OCdt James Wilson jumped from a Cessna 182 at 2300 feet between 8:10 AM, July 18, 2007, and 8:10 AM on the 19th 150 times as part of his program The Sky's the Limit... Skydive for Cancer, supporting Cancer Care Manitoba.

This was three times the Canadian record for number of parachute jumps made in a day, raising thousands of dollars for cancer treatment. Adventure Skydiving in Steinbach, MB hosted the event.

As with all too many Manitobans, Wilson's family and friends have known the pain cancer can bring. He decided to make a difference doing something unique.

While discussing skydiving over a cup of coffee in autumn of 2006, Wilson mentioned he could do 100 jumps in a day, and then had an idea: raise the bar for skydiving in Canada, and in the name of cancer research.

The only comparable event is the Jump for the Cause, which funds breast cancer research, setting new women's world records in formation skydiving.

Wilson could have hurried his jumps, but "I'm not too big on the competition thing ... I just keep it fun."

Wilson estimates he was taking 10 jumps every hour. Just days before he had mentioned, "I don't think I'll have to do too much pacing because a lot of the adrenalin will keep me going." It showed in his performance.

Delays, such as crew switching off regularly, were un-

avoidable, however. The occasional break for liquid meal replacement rejuvenated them when necessary.

Wilson's brigade included two pilots and 10 parachute packers. All of them relied on the weather conditions. He noted a concern familiar to pilots, which has proven disastrous in years past. When lightning strikes a modern aircraft, it temporarily knocks out electrical equipment and lights, and can produce violent turbulence.

Muddy conditions and night flying also added fatigue and risk factor to the project, creating a dependence on Wilson's meticulous planning and leadership.

This is the first time Wilson has organized a fundraising event. "I found out you don't have a life after you start organizing something". It was a period of discovery for Wilson, who already has a little over four years skydiving experience. "I've learned so much on this one event trying to put it together," he pointed out.

Though Wilson hasn't decided to make this annual, he imparted he does have new fund raising ideas, which may break even more skydiving records.

Cancer campaigns aren't

Cancer is an unrelenting illness with a firm grip on our country, and it is up to you to enlist for promoting awareness, ensuring prevention, facilitating healing, or a combination of the three.

Wilson stated his only disappointment was whatever he raised it wasn't going to be enough.

It's not too late. To give your contribution to the fight against cancer in Manitoba, call CancerCare at 787-4143 or go to www.cancer-care.mb.ca/Foundation

new to Wilson. In 2003, knowing cancer therapies cause hair loss, he grew his hair long, donating it to a cancer centre in British Columbia, where he had once lived. Wilson also ran breast-cancer and Terry Fox runs since then.

Wilson began work as a skydiver at the advice of a friend. During his training, Wilson was the only continuing graduate in his class of 35. Now, at 25 years of age, he is a coach, a rigger, an instructor, and the mid-Canada director of the Canadian Sport Parachuting Association. He joined the air force three years ago, and now also works at 17 Wing's military aviation museum in building 66, where any staff can see him daily.

As impressive as Wilson's toil may seem, it is, in fact, minor compared to the opportunity for which we are empowered. Our donations could be what it takes to provide a parachute of survival for someone you know, enough to keep a Canadian forces officer, friend, relative, or possibly you, airborne.

Late Arriving VIPs Miss Parade At 17 Wing



Special Visitors arrived at 17 Wing moments too late to catch the ending of the 1 Cdn Air Division Change of Command. Although this family of four are regular visitors to the Wing, they appear uninterested in associate membership with any of the Messes, appearing relieved to only have seen the Messes from an outside view.

Photo by 2nd Lt Angela Court



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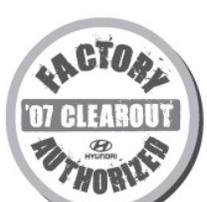
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July 20, 2007, Bagotville, Quebec - The Honourable Gordon O'Connor, Minister of National Defence, today announced the formation of a new Air Expeditionary Wing (AEW) at Bagotville, Quebec. This new formation will be able to rapidly deploy as a self-contained unit, providing air power and associated support wherever needed, across Canada or around the world.

Air Force Expansion In Quebec

National Defence

OTTAWA (July 20, 2007) -- The Honourable Gordon O'Connor, Minister of National Defence, today announced the formation of a new Air Expeditionary Wing (AEW) at Bagotville, Quebec. This new formation will be able to rapidly deploy as a self-contained unit, providing air power and associated support wherever needed, across Canada or around the world.

"This expeditionary capability marks a new era for our Air Force. And it will also help ensure the long term life of CFB Bagotville, which has a long and proud tradition," said Minister O'Connor. "Today's announcement once again demonstrates this government's commitment to further strengthening Canadian Forces units located in Quebec, to make up for the previous government's years of neglect," he added.

"The promise that we are fulfilling today with this announcement about the military base at Bagotville is the fruit

of hard work," said Minister Jean-Pierre Blackburn. "I am very proud of the positive impact that the arrival of this wing will have throughout Saguenay-Lac-St-Jean."

This represents a fundamental change from the traditional static wing-based structure for the Air Force. The new AEW will be composed of a Command Element, an Operations Support Flight, and a Mission Support Flight. It will train together and deploy as a team, with aircraft and personnel tailored to the specific requirements of an operation.

"Many of our allies have re-structured their Air Forces in a similar fashion to this expeditionary concept," said Lieutenant-General Lucas. "If Canada's Air Force is to maximize its effectiveness for deployed operations in the security environment of the 21st Century, it must develop a robust expeditionary capability."

A fully staffed and properly supported expeditionary wing will require a total of up to 550 personnel with associated investments in infrastructure and equipment estimated at up to \$300M.

It's Good To Be Home!

By Sgt Dave Lamarre

"It's good to be home" has got to be the most common statement heard from someone when asked, "How was your tour?" My only comment after just returning from my fourth engagement in southeast Asia is, "It's good to be home. It had been over a year since my last roto in the sandbox and I had forgotten just how hot and humid and incredibly hot it can be in camp Mirage, nice to get home to the cooler weather, wait a minute, it's really hot here, too. Well, it's still good to be home."

Our mission hasn't changed much, still flying a Hercules full of people traveling between camp Mirage and Kandahar with a new twist, all the technicians and aircrew get to enjoy an all expense paid vacation to Kandahar airfield in support of ISAF.

Actually the three weeks in Kandahar go by very fast due to the extremely busy work load and the diversity the missions provide. Flying loads and troops to the smaller airfields throughout Afghanistan in support of ISAF was very challenging, interesting and enjoyable as every day was different. ERO's (engine running offload) is the norm at every small airfield as we never want to shut the Herc down (might not start again) and the turnaround time is quicker. The ISAF personnel we transport between Kabul and these smaller airfields (such as Feyzabad and Tarin Khowt) are of diverse nationalities so its like a box of chocolates, you never know what your going to get, and we flew around all sorts of strange garb, uniforms, language and custom yet somehow the loadmasters always got their point across.

All in all it was a reasonably enjoyable (played three rounds of golf!!) and rewarding tour which I am in no big hurry to repeat again cause you know what everyone says, "It's good to be home".



Ball Hockey Team Comes Close at 2007 Prairie Region Championship

The 17 Wing Ball Hockey team put forth a valiant effort during the 2007 Prairie Region Ball Hockey Championship held at 4 Wing Cold Lake from the 6th to 9th of July. After the round robin tournament, 17 Wing finished with a record of 1 win, 1 loss, and two ties. As the record indicates, the tournament was very competitive. In the semi-final against first place Edmonton, a team that Winnipeg tied in the round robin, Winnipeg rallied back and forth but came up just short at the final whistle. With a short bench and tired legs, Winnipeg put forth their best. The members of the 2007 Ball Hockey team did an outstanding job representing 17 Wing at this year's Prairie Region Championship. Congratulations to the team and coach Sgt Leon Ledgister for a job well done.



17 Wing Golf Team Wins Silver Medal at Prairie Region Championships

The 2007 Prairie Region Golf Championships were held at 4 Wing Cold Lake from the 12th to 17th of July at the Palm Springs Golf Course. 17 Wing Winnipeg sent out a strong team to the championship and was able to capture a silver medal in the team competition. Members of the team included Cpl Ron Frechette and Lt James Murdock from 402 Sqn, Sgt Dave Hight from CFANS, Sgt Jim Gauthier from WTISS, and LCol Lesley Mahon and Capt Mike Lillico from 1 CDN AIR DIV. LCol Mahon put forth three days of consistent scores, enabling her to win the ladies competition by a number of strokes. Congratulations to all members of the team for a job well done.

VBS — July 16-20, 2007



VBS - Vacation Bible School, was held at our Military Chapel. It has been 10 years since VBS was introduced as a week of fun, singing, praying and much more, for children of 4 to 12 years old. This year 50 Children and 20 adult volunteers experienced "Avalanche Ranch" as a theme for a week activities. Military Chaplains-Padres, would like to express appreciation to all who helped at preparation and then running VBS. It was a great success.

Nota Bene: If you look at the photo, can you guess how many Padres were taking active role at VBS? Then call the office, any right answer will be rewarded with a special prize - a blessing!

Top Of The Class



On July 27 during the three week graduation parade at the Penhold Air Cadet Summer Training Centre Cadet Joel Peltz, of 191 RCACS from Winnipeg MB, received the award for Top Overall Physical Education and Recreational Training Course Cadet. To receive this award a cadet has to prove that he/she is exceptional in their studies, uniform, participation and attitude.



On July 27 during the three week graduation parade at the Penhold Air Cadet Summer Training Centre Cadet Lisa Reeves, from 6 RCACS Winnipeg MB, received the award for Top Overall Introduction to Leadership Course Cadet. Around 180 cadets attend the Introduction to Leadership Course during an intake and to receive this award is for great praise.



On August 3, during the second two week Basic Graduation parade at the Penhold Air Cadet Summer Training Centre Cadet Kowalyshyn, of 573 RCACS from Winnipeg MB, received the award for Top Basic Cadet. To receive this award a cadet has to prove that he/she is exceptional in their studies, uniform, participation and attitude.



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Our Programs

- ✓ Volunteer Services
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 - 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
MFRC Childcare Centre: 837-3653
Youth Centre South: 488-8563
Youth Centre North: 833-2500 Ext 4502



CF Family Consumer
Info Line: 989-9019

Military Family Resource Centre

JNF Presents Banner with Over 1,600 Signatures in Support of Canadian Troops in Afghanistan

Winnipeg, MB: Recently, at the Negev Gala, presented by the Jewish National Fund of Canada (JNF), over 1,600 Manitobans displayed their support for the Canadian troops serving in Afghanistan by signing a large banner which will now be sent to the Canadian Forces base in Kandahar. While paying tribute to the Canadian Forces, the Negev Gala also honoured Mr. Arnold Frieman, a military veteran, successful businessman and community leader.

In his acceptance speech, Mr. Frieman recognized that the Canadian Forces/NATO mission in Afghanistan is a noble one and that it is the duty and responsibility of free people everywhere to defeat tyranny and oppression wherever it exists. The JNF is proud to be sending the banner to Afghanistan to deliver a message of gratitude and respect for all Canadian Forces personnel.

Proceeds from the Negev Gala will be used to underwrite expenses to send youth from Canadian Military families to Israel, where they will experience environmental and ecological projects developed by the JNF. "They will plant the first trees at a proposed Canadian Military Park, see science and technology at work in Israel's universities and colleges, meet with Israeli families and experience Israeli life and culture," said Rami Kleinmann, JNF Israel Emissary. The JNF is working in conjunction with the Winnipeg Military Family Resource Centre – and their national network – in this endeavour.

Family Separation and Reunion

Military life requires that the military member, Regular or Reserve Force, be occasionally separated from their family for more than thirty days, whether through deployment, courses, temporary duty or other tasks. The Winnipeg Military Family Resource Centre (WMFRC) strives to ensure that CF families are aware of and have access to information designed to help them manage CF-related separation and reunion. We have a number of services in place to provide outreach, information, support and assistance to CF families in response to needs arising from the extended absence of the military member.

It is very important that we are aware of the contact information of the immediate family of military members deploying in Winnipeg. Once the information is passed to the WMFRC the member is given a Deployment Information Package. These packages are put together with resource information targeting pre deployment, during deployment and reunion. Also included is a current copy of our Community Connection Brochure listing a wide variety of services available. The WMFRC will make an initial contact with the family members and if the family feels that they do not require MFRC services, they will not be further contacted. Information gathered on the form is used for deployment support purposes only, and is protected and confidential.

If you have any questions about the form, please do not hesitate to contact the WMFRC Family Separation & Reunion Coordinator at (204) 833-2500 ext 4507.

Card Making

Tuesday Sep 11th at 7 pm – MFRC, 102 Comet St

Registration Required – 833-2500 ext 4500

Card Making is very popular and we have some great demonstrators available to teach you how to make beautiful cards for friends and family. Come out and enjoy a fun night with others who want to learn a new skill/hobby. Price of event has yet to be determined, ask about it when you register.



Don't forget to pre-register for Child Care by also calling 833-2500 ext 4500.

Hi my name is "Soldier". I am here for your children so while you are away they can give me a hug when they are thinking of you. I am a soft cuddly Teddy Bear that measures 12-inches in height. I am dressed in desert camouflage with my name on my jacket and the Canadian flag on my shoulder. On the back of my jacket it says "Support Our Forces". I am available at the Winnipeg MFRC for \$20.00 with all the proceeds going to help the MFRC fund programs and services for military families. Very soon I will also be available in French.



We need your help...

Seeking volunteers to come out and help us on September 8, 2007 our annual MFRC Family Fun Day.

Your help for a couple of hours or the whole day would be greatly appreciated. Whether you would like to help set up or take down, assist with the food, the photography, family activities, traffic control, or animal control (petting zoo and pony rides) there is a place for you!!!

This is an opportunity to help make a difference in your community, and of course to have lots of FUN!!

If you are interested, please call Barbara at 833-2500 ext. 4519.

Thursday BBQs at the MFRC

Every Thursday throughout the Summer – weather permitting.
1130hrs to 1300 hrs.
LAST BBQ will be 13 Sep 07!

Hamburger & Drink	\$4.00
Smokie & Drink	\$3.00
Hot Dog & Drink	\$2.00
Veggie Dog & Drink	\$2.00

WHY VOLUNTEER?

Are you new to Winnipeg?
Or maybe you've been here for a while.

Either way, volunteering with the MFRC might be just the thing you're looking for. It can offer you a chance to get to know your new community if you're new, or it can offer you a change of pace and new friendships if you've been around for a while. Maybe you want to get out of the house, or learn something new. Perhaps you would like to donate your professional skills, or do something different than your daily job.

Most of all, volunteering can give you the chance to add some fun to your life.

If you would like to become more involved with the team of volunteers at the Winnipeg Military Family Resource Centre, call Barbara for more information at 833-2500 local 4519.

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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

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 Grant Schapansky
(Pentecostal)
Office 833-2500 ext 5349

Padre David Stewart
(Presbyterian)
Office 833-2500 ext 5785

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

Incarnational Theology And The Military

By Padre David Stewart

Human beings like to make distinctions, not necessarily judgements, but distinctions. We make distinctions about whether or not we like someone; we make distinctions about those who like us and those who don't. Generally we like people who like us. We also like people who are similar to us. Either we share a common history or we have shared interests. As I begin to wrap my mind and my life around my new situation as a military chaplain I see this reality at work around me. The Military likes to encourage this idea of being part of a unit or a team among its members. We have a shared purpose and identity. We even have membership badges so that we can identify who belongs to what unit and who doesn't.

Just recently Squadron 435 had their squadron photo taken and they invited me as their chaplain to be in the photograph. There were some individuals who stood out in the crowd. There were the SAR techs, who wore their bright orange jumpsuits, which certainly stands out in a crowd of blue uniforms, and even some of us who were in green. There was some good natured teasing about using the power of photoshop to turn those few green uniforms to blue so that they wouldn't stick out like a sore thumbs. However, when the photograph was distributed no alterations had been made.

In this photograph you see a picture of a team, a unit, standing together as one. This is in a very real sense what it was that God wanted to establish with us through Jesus Christ, that sense of being joined together for a common purpose. This is part of the reason that God reveals the Gospel through the person of Jesus Christ, to show this sense of unity with us and to offer to us the chance to have the same unity with him. In the Gospel according to John as Jesus is facing his pending arrest he wants to speak to the disciples about this sense of team that has already begun and so he prays for them in this way, 20 "I ask not only on behalf of these, but also on behalf of those who will believe in me through their word, 21 that they may all be one. As you, Father, are in me and I am in you, may they also be in us, so that the world may believe that you have sent me. 22 The glory that you have given me I have given them, so that they may be one, as we are one, 23 I in them and you in me, that they may become completely one, so that the world may know that you have sent me and have loved them even as you have loved me." (John 17:20-23).

The strangeness of the Gospel is that God has sent a person, his Son. What we need to recognize is how different this is from what has been done before and how this difference made it very difficult for many of Christ's contemporaries to accept the significance of what this represented. There had been many messengers and messages in the past, many prophets who sought out God's people to speak God's word to them. But never did any of them claim to one with God or to be

God's Son. This is the critical difference. It is also this difference that makes it so important. This is Incarnational Theology, that God came into this world in the person of Jesus Christ as he never had before, that Jesus Christ was God in the flesh, the divine in human form.

But why? Why would God choose to do this? The reason is really quite simple! To avoid the middle man. God has come down to us so that he might communicate with us as one of us. In doing so God shows his desire to be a part of our whole lives because through Christ he experiences this world as we do, no longer "high and mighty" but "down and dirty". Jesus has the job of straddling two realities, earthly existence and heavenly glory. As a result of this Jesus can speak to us about God as one of us and in the same way he then can speak about us to God. This is why the disciples follow him and crowds are attracted to him, he is one of them. However, this is not always an easy job.

Chaplains are asked to do something very similar. Our role requires us to straddle two worlds, the world of the Officers and the world of the NCMs. As someone new to the military this creates a little tension. Part of the way that the military helps chaplains fit in is simply in the way we dress. In the civilian world my uniform would have been a clerical collar, a shirt that helps me stand out in a crowd. Now I wear a uniform that is the same as everyone I work with, with the exception of the cross on my ranks. To help me fit in even more the military is sending me on an all expense paid trip to exotic Borden for Basic Training. During this time I will learn even more about my new life in the military and be more familiar with some of the new language and terms, I will learn what a "Hooch" is and how to use it. This is why Jesus came into this world in the same way that we all do! He was born. This was the basic training that allowed him to communicate with us. By living our life, he would be better able to understand and communicate with us.

Unlike Christ, we are not capable of miracles, but we try help things happen. This is not always an easy job. Especially when you consider all that Jesus was willing to go through to receive his commission. "5 Let the same mind be in you that was in Christ Jesus, 6 who, though he was in the form of God, did not regard equality with God as something to be exploited, 7 but emptied himself, taking the form of a slave, being born in human likeness. And being found in human form, 8 he humbled himself and became obedient to the point of death-- even death on a cross" (Philippians 2:5-8).

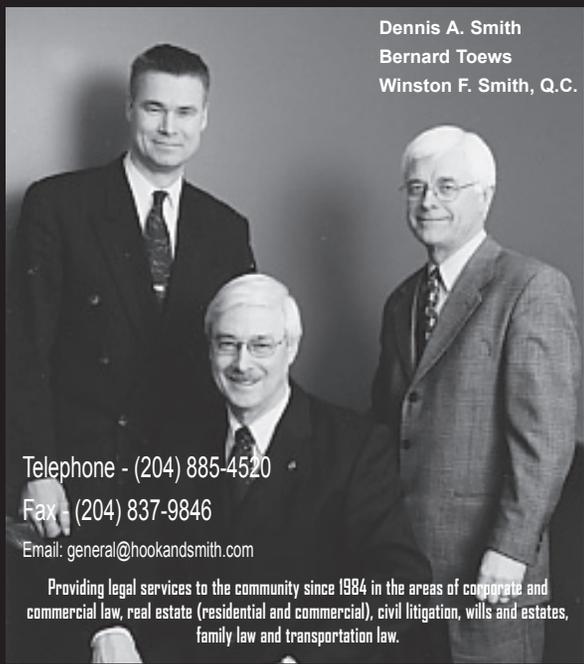
In living and dying in this way Jesus was showing us that he was fully one of us, and in sending Jesus to us God is showing us that he wants us to be one with him. In the same way chaplains are placed among different units to be a part of their daily life, to be one with them. I look forward to returning from this time away so that I might continue to be with those that I serving with.

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TAROSCOPES

BY NANCY

Aries (March 21 - April 19): An outstanding issue needs your attention. You can't just avoid it. You may be focused on your own fun and think all will be resolved, however if you care about someone or something it's necessary to put some time and effort in. Don't pretend you don't know the score.

Taurus (April 20 - May 20): There are decisions that need to be made about what you will personally manage and what you should leave to others. Be realistic, not only do you have a limited amount of energy you may not be the right one for the job. Let others take care of what is really their concern.

Gemini (May 21 - June 21): Changes are in the air. You may not feel up to the tasks you must take on but things cannot remain as they are. See this as an opportunity to experience bigger and better things. Face challenges as if they are part of an exciting adventure and you'll find your success rate increases.

Cancer (June 22 - July 22): Stop trying to figure everything out. Instead, just state how you feel. Others embrace you as an equal when you don't always try to defend yourself. Opposition disappears when you are honest. Discussions occur, not conflicts, if respect is mutual and all opinions and ways are honored.

Leo (July 23 - August 22): Lately you've felt trapped and unable to say what is really on your mind. You'll receive news that makes you realize you need to act before an issue becomes a crisis. You couldn't sit on the fence forever. Take the advice of one wiser than you. The best way to proceed will be obvious.

Virgo (August 23 - September 22): Get organized. Make necessary arrangements. Deal with something that is long overdue. Putting things off is procrastination no matter how you explain it to yourself. It's past the time when you can ponder options. Being in stasis is stressful for everyone, including you.

Libra (September 23 - October 23): Someone confides in you because you are rational and carefully handle volatile situations. Two emotional and resentful parties come head to head. You'll need to be creative to find a way to facilitate preliminary contact and communications. Stay out of the line of fire.

Scorpio (October 24 - November 21): Change will take your world by storm but you will manage for you excel under pressure. Events occurring now, underline the importance of keeping in contact with those you care about. Consider the feelings of others. You'll offer assistance to someone in a similar situation.

Sagittarius (November 22 - December 21): Your ability to multi-task and organize ensures that you can do whatever you set your mind to. Honestly determine what constitutes a healthy lifestyle. It's possible to pick things that suit you and are good for you. Luckily you have a choice. The payoff is you'll feel better.

Capricorn (December 22 - January 19): Getting a second opinion will help you cut through your illusions. Though you can bounce an idea around yourself, it's not the same as getting an independent, objective opinion. This is especially important if you are concerned about a health issue or finances.

Aquarius (January 20 - February 18): Ensure you have all the details necessary to complete a project. You may be disappointed by the pre-established parameters however you can adhere to them and still be creative. Your originality draws attention. Take breaks. You accomplish more if you pace yourself.

Pisces (February 19 - March 20): Let the positive prevail. Your future is full of options. Be open to new connections. Set goals for yourself. Release old hurts and burdens. Things will come right in the end; though it's not up to you to do all the work. You are not solely responsible no matter what others say.

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