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August 26, 2005 • Serving 8 Wing/CFB Trenton • 8^e escadre/BFC Trenton • Volume 40 Issue Number 32•

Canadian astronaut reviews cadets at graduation parade

by Laurie McVicar
Assistant Editor

Colonel (Ret'd) Chris Hadfield is a prime example of how far you can go in an aviation career.

The former Canadian Forces member turned astronaut became the country's first Mission Specialist during NASA's second space shuttle mission in 1995 to rendezvous and dock with the Russian Space Station MIR. He returned to space in 2001 as a member of the Endeavour shuttle crew. During a graduation ceremony last Friday at Mountain View for cadets involved with the Central Region Gliding School (CRGS), Col Hadfield recalled his experiences with the Canadian Space Agency and his time with CRGS.

"I really want to congratulate each and every one of you, not only with what's happening today, but on the events that allowed you to be here — the work that you put into it, the overcoming of obstacles while back at your squadron and the weeks that you put in here in order to be on parade today. I feel a great kinship with

each and every one of you," he stated. "I've been a student of aviation my entire life and have worked at Mission Control as one of the people that talks to the shuttles in orbit for 25 shuttle flights as an air traffic controller on the ground. It was 30 years ago this month that I first had a chance to wear wings on my chest as you folks are today. So, I feel very much a part of what you achieved. I understand what it means to you."

Reflecting on his time with the Gliding School as a young air cadet, Col Hadfield stated, "Thirty years ago was the first time I had flown solo in a glider. Ten years ago I was lying on my back, waiting for the engines to light (on space shuttle Atlantis)."

Not long after launch, in an ironic twist of fate, the shuttle passed over Mountain View.

"It really came home to me. I had gone from a few hundred feet above ground in a glider to 400 kilometres above it in a shuttle," said Col Hadfield. "I felt a pang for not having thanked those people who had helped me get there."

He cautioned cadets,

Photo: Laurie McVicar



Colonel (Ret'd) Chris Hadfield, now a member of the Canadian Space Agency, was the Reviewing Officer for two air cadet graduation parades held last Friday.

"There's great responsibility involved in aviation. It's a complicated and exact business. It has great rewards, but dire consequences when you don't give it the respect it deserves."

The ceremony wrapped up the centre's seven-week Power Pilot Course, six-week Glider Pilot Course, the national Air Traffic Control Course and the second intake of the three-week Introduction to Aviation

Course.

Cadet Jay Suthar of Toronto expressed his relief at completing the difficult gliding course.

"It was an intensive six week course. As (instructors) said, it's like putting your mouth on a fire hose. For the first four weeks we had to study every day. We didn't get very much sleep," said Suthar.

According to the cadet, the

opportunity to fly was well worth the hard work put into the preparation for it.

"(Flying) is like looking at the world from a different aspect because you're on top of everything. It's really beautiful; you feel closer to Heaven," said Suthar, who hopes to join the Air Force when he is older.

Suthar was thrilled with having Col Hadfield as a Reviewing Officer.

"I definitely want to be an astronaut like him. He's a good role model for me. He inspires me a lot. It's a lot of motivation for me when he speaks," he stated.

Tess Robson was equally pleased to wrap up the Power Pilot Course. Although she is unsure as to whether or not she'll pursue aviation as a career, Robson suspects she'll continue it as a hobby.

"I really enjoy (flying). Being up there is a cool feeling," she stated.

Robson has been in the cadet program for three years and has already taken the glider course.

In terms of making the leap to a power aircraft, Robson warns, "You really have to have the confidence to fly...I was flying solo within a week."

According to a press release issued by Cadets Canada last week, close to 2000 youth graduated from the Trenton Air Cadet Summer Training Centre and CRGS this summer and "will return to their squadrons and gliding centres with their new skills and experience in the fall."

Maintenance at Thule AFB during Operation BOXTOP



Photo: Cpl Chris Ward, 17 Wing Imaging

8AMS personnel are briefed prior to hoisting this CC-130 Hercules in order to service a main shock strut on the aircraft at Thule AFB.

by Capt Nicole Meszaros, 8 WPAO

Three maintenance crews from 8 Air Maintenance Squadron (8AMS) and 435 Transport and Rescue Squadron achieved an 84 per cent aircraft serviceability rate during Operation BOXTOP, which ran from August 8 until August 19.

The 57 technicians at the northern location, which is approximately 1,200 kilometres north of the Arctic Circle, overcame significant maintenance challenges. No hangar space was available for maintenance until the second to last day of the opera-

tion because of taxiway construction in front of the hangar there.

One particular challenge faced and overcome by the techs involved a procedure that is normally undertaken indoors. One of the four CC-130 Hercules aircraft involved in the mission had to be completely jacked off the ground to service the landing gear oleos; this procedure was completed in one day, outdoors, using hand-pumping jacks. Luckily, the weather complied, as winds were light and the temperature hovered around 10 degrees Celsius throughout the procedure.

"Their ability to achieve such a tremendous serviceability rate in the austere conditions of Alert and Thule can be attributed to their dedication and expertise," said Maj Derek Black, 8 AMS Air Maintenance Officer. "I am appreciative of their technical skills and capabilities," he added.

Throughout Op BOXTOP approximately 170,000 gallons of fuel and 227,500 kilograms of dry goods and equipment were delivered to the northern-most station to see the CF members there through the winter. See page 19 for more photos.



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Photo: Cpl Simon Duchesne, 8 Wing Imaging



Photo: Pte F.C. Van Putten, 8 Wing Imaging



Photo: Pte F.C. Van Putten, 8 Wing Imaging

Pictured above are images of the August 11, 2005 investiture of Honorary Colonel Stuart McLean at 8 Air Maintenance Squadron (8AMS), and a subsequent tour of various sections of the large squadron. (Top) The signing of the Honorary Colonel certificate, by, from left to right: HCol Stuart McLean, Colonel Andre Deschamps, Commander, 8 Wing/CFB Trenton, and Lieutenant-Colonel Bill Lewis, CO, 8AMS. (Middle) HCol McLean visits the Imaging Section and chats with Sergeant Trudi Gowanlock. (Bottom) Master Corporal Stephane Lambert explains the engine test cell to the visitors--Honorary Colonel Stuart McLean and Honorary Chief Warrant Officer Paul Boucher--at the engine bay.



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8 WING VS BRIGHTON

Photo: MCpl Daren Kraus, 8 Wing Imaging



Master Corporal Bram Courchesne skillfully evades Matt Taylor during a game that pitted 8 Wing Trenton against Brighton. The match ended in a 1-1 tie.

Search & Rescue UPDATE



Members of 424 Squadron flew six SAR missions in the past week. During this last week, four missions were flown which involved medevacs. The first one involved two missing kayakers, which were located by the CC130 Hercules near Main Duck Island (Kingston) and retrieved by the CH149 Cormorant. They were then flown to Kingston General Hospital and treated for hypothermia. The Hercules was tasked to locate six people, which had seemingly jumped from a commercial vessel between Sorel and Trois-Rivières, Québec. None were found and our Herc returned to base. The next task for the Herc was a search for a seadoo rider in the water near Sackett's Harbour. A local Coast Guard vessel and civilian boat aided in the search but the riders had safely swam to shore without distress. The following mission involved the medevac of a person with head and back injuries from Algonquin Park to the Muskoka airport by the Cormorant. After which our helicopter returned to Trenton. The final mission of the week again involved the Cormorant, this time tasked to air-evacuate a person with a broken leg out of Killarney Provincial Park. He was transferred to Sudbury General Hospital and the Cormorant returned to base. Until next week, stay safe.

Missions for 2005: 107 Missions for Aug.: 18 Persons rescued: 116

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The Contact Newspaper

The CONTACT is an unofficial publication of 8 Wing/CFB Trenton. The CONTACT is a weekly military newspaper that provides accurate and timely coverage of issues and events at and affecting Canada's largest and busiest air base — 8 Wing / CFB Trenton. We are the primary internal and external communications tool for 8 Wing / CFB Trenton and began publishing in November, 1940. We strive to build awareness, morale and 'esprit de corps' among both the military and civilian communities. It is our privilege to showcase the efforts of the men and women of the Canadian Forces at work. The Editor reserves the right to edit copy and reject advertising to suit the needs of the publication. Views expressed are those of the contributor unless expressly attributed to DND, CF or other agencies. In case of typographical error, no goods may be sold and difference charged to this newspaper whose liability is limited to a refund of the space charged for the erroneous item. Published every Friday with the kind permission of Colonel J.P.A. Deschamps, CD, Wing Commander, 8 Wing / CFB Trenton.

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Guidelines for submissions: ARTICLES AND PHOTOS

The CONTACT delivers news and information about 8 Wing / CFB Trenton; at home and around the world. We depend on you and our military community for articles, personal stories and photos. We work hard, with a limited staff, to bring you a quality weekly newspaper. You can help considerably by following these guidelines on preparing your submissions for the paper:

- Articles should be typed in upper and lower case and in plain black text. Don't worry about formatting with underlines, bolds, italics, colours, etc. Acronyms should be spelled out on first reference, and then abbreviated when referred to thereafter.
- Do not include clip-art or graphics within your typed pages. Additional graphics/logos may be sent as separate files.
- Articles may be mailed, e-mailed or delivered in person. Non e-mail submissions should be saved in rich text format (.rtf) and as "text only" on a 3.5" disk and accompanied by a hard copy of your article.
- Articles must include author's full name, unit and phone #.
- Wherever possible, photos should be included with your article. Include your name and caption on the back of each photo, and number multiple photos. Electronic photos should be saved in either a jpeg or tiff format at a high resolution, to ensure quality reproduction.

Jpeg-Maximum (8X10), 300 dpi

- Please label all disks and hard copies with article name, contact person and phone numbers, date.
- Articles must be received by Tuesday at noon prior to print date at The CONTACT office.

Letters to the Editor:

Internet: LEBLANC.AL@forces.gc.ca

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All letters and editorials must be signed and the name of the author will be published, unless otherwise requested. Include a phone number for verification. We reserve the right to edit while preserving the main objective of the writer. We cannot guarantee that any particular letter will be printed. Mail, e-mail, fax or drop in person to the Contact office. Please refer to the information at the bottom of the page for how to reach us.



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Reunion

This year, 8 Wing Trenton will host the 10th Milfoto Reunion on 16, 17 and 18 September 2005.

This reunion of retired and serving military photographers is always well attended. Approximately 350 people are once again expected to take part in this event. It was first hosted in Ottawa in the early 1960's and it has been held there, until 2000. Since 1990, the Reunion has been held every five years in September.

The move from the nation's capital to 8 Wing Trenton came due to the Wing's ability to accommodate large groups with the added bonus of holding all of the events can be held in one central location.

People from across Canada and the US will gather once again reminisce about the good old days. The age groups vary between 85 and 20. At this time there are approximately 128 retired members and 36 serving members registered, for a total of 260 attendees including guests. Of those members attending 40 are women. We are also privileged to have 15 WW11 War Photographers, men and women, in attendance as well as spouses of deceased photographers.

Due to the small size of our occupation, at one time approximately 550 and now down to 240 personnel, your co-workers often became your 'family'. Because many photo sections were small in size, activities often included the members' spouses and children, but do not be mistaken, large sections were exactly the same.

Most of us are still in contact with each other, if not always on a regular basis, we know that come Christmas time, a card and photo will be in the mail.

For more information, go to www.milfoto.ca. To register, contact roy.jmr@forces.gc.ca or call 613-990-2305.

Canadiana Crossword

Rockin' Ya

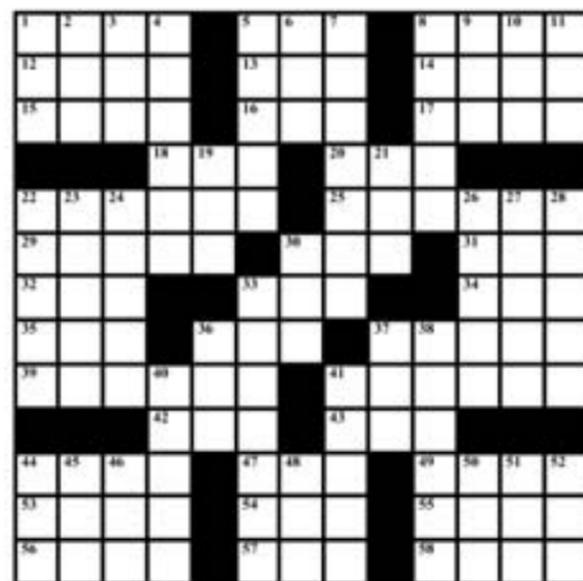
By Bernice Rosella and James Kilner

ACROSS

- 1 Rock _____, Saskatchewan
- 5 Play on words
- 8 Rock _____, Ontario
- 12 Back then
- 13 Friend, to Francois
- 14 Gelling agent
- 15 Part of Pierre's sandwich, perhaps
- 16 Vamoosed
- 17 Esposito or Leswick
- 18 Driving device?
- 20 Summer, to Stephane
- 22 Rock _____, Quebec
- 25 Roche _____, Saskatchewan
- 29 York and Lincoln follower
- 30 Peach part
- 31 Crone
- 32 Once around the track
- 33 Chief George, for one
- 34 Anger
- 35 Onassis, familiarly
- 36 Gob
- 37 Smooth Rock _____, Ontario
- 39 Circus attraction
- 41 Piece of meat
- 42 Familiar greetings
- 43 Nucleic acid
- 44 Letters on a cross
- 47 Draw
- 49 Christmas, in a way
- 53 Tidy
- 54 Orange trailer
- 55 Shore bird
- 56 Eff or Gee
- 57 Rhee's Rep., once
- 58 Feel for

DOWN

- 1 Swindle
- 2 Toilet, in Tewkesbury



3 Go wrong

- 4 Fruit juice
- 5 Reduced
- 6 Lizard genus
- 7 Kegler's concern
- 8 In awhile
- 9 In the past
- 10 Grandma, to some
- 11 Sere
- 19 Chemical ending
- 21 Asian holiday
- 22 Eastern religion
- 23 Lake Chad feeder
- 24 Animal oil
- 26 Refrigerate
- 27 Birney, for one
- 28 Discharge
- 30 Golf score

33 Morning star, so to speak

- 36 Thailer
- 37 Enjoyment
- 38 Uncoordinated
- 40 _____ Rock, British Columbia
- 41 Rock _____, Northwest Territories
- 44 Hostel
- 45 Fascist forerunner?
- 46 Tell on
- 48 Wedding words
- 50 Bus. degree
- 51 Broadcast
- 52 Gander to St John's dir.



This Week in Contact

1975 -- The National President of the Royal Canadian Air Force Association, Walter A. Gryba of Ottawa, announced today that the association would sponsor a National Aviation Week September 15-21, 1975, and expected to make it an annual event. He stated that aviation equalled the railways in providing a catalyst for the growth of Canada during aviation's early life.

1985 -- To mark the 25th anniversary of the Trenton Air Cadet Camp, a cairn was presented to CFB Trenton to acknowledge the strong support the camp has received from the base over the years. Base Commander G.R.J. King and TACC Commander Lieutenant-Colonel V.A. Bridgette unveiled the plaque together.

1995 -- Not normally known as a centre of aerial activity, with the exception of the Air Cadet Gliding program, the Mountain View Detachment has been coming back to life as of late. With the continued downsizing of the Air Force, several aircraft fleets are being retired in an effort to reduce and consolidate the number of aircraft in service. The latest arrival of the CH136 Kiowa fleet brings the total of all aircraft stored there to 83.

Created by Lt J. H. MacDonald,
 Compiled by Laurie McVicar.



Photo: CI Andrew Baxter, TACSTC

Reviewing Officer Colonel (Ret'd) Chris Hadfield inspects the cadets during the final graduation of the Trenton Air Cadet Summer Training Centre, held Friday, August 19 at 8 Wing/CFB Trenton.

Astronaut touches down at cadet graduation parades

by Lt Steven Dieter
Public Affairs Officer
TACSTC

The grey skies and intermittent rain could not dull the pride evident on the faces of every cadet on the parade square last Friday morning as more than 700 course cadets graduated from the Trenton Air Cadet Summer Training Centre (TACSTC).

An audience of close to 1,000 family, friends, dignitaries and military members turned out to see the graduation of the five courses taught at TACSTC.

Prior to the audience and participants being sprinkled by rain, they were treated to a fly-by of a CC-130 Hercules Aircraft. As it was explained to the audience, this was a gift from Colonel J.P.A. Deschamps, Commander, 8 Wing/CFB Trenton, "in recognition of the hard work of all the cadets this summer."

Mere hours later, a further 300 air cadets paraded before their families, friends, special guests and staff to celebrate the end of a successful summer at the Central Region Gliding School (CRGS) at Canadian Forces Detachment Mountain View. Over half of these cadets received the coveted wings of glider and power pilots – a reward for years of hard work and dedication.

The Reviewing Officer for both parades was Colonel (Ret'd) Chris Hadfield, O.Ont MSC CD, currently an astronaut with the Canadian Space Agency (CSA), who flew as Mission Specialist on the space shuttles Atlantis (1995) and Endeavour (2001).

Colonel (Ret'd) Hadfield, as an air cadet, attended the Junior Instructors Course and earned his Glider Pilot license in Trenton and then his Power Pilot license in London with CRGS in 1975 and 1976 respectively.

During his remarks to the parade in Trenton, Colonel Hadfield advised the cadets to appreciate the events of this

summer, especially in reflection of the Year of the Veteran and the sacrifices they made in service to their country.

"You've earned it but it is a gift," he commented about their accomplishments this summer.

"Things go by in a flash," he mentioned as he was reflecting on his own experience on the same parade square 30 years ago, when he was awarded his Glider Pilot wings. "Think of the things you've been given, and how you'll give them back."

Cadets attending TACSTC graduated from the Basic Course, Introduction to Leadership Course, Introduction to Instruction Course, Introduction to the Physical Education and Recreational Training Course, as well as members of the General Service Band.

The top Basic Squadron Cadets were Cadets Lucas Gagnon from Hamilton, Rigel St. Pierre from Hamilton, and Vince Reginato from Brantford. The top Introduction to Instruction Course Cadet was Kemar Hayles from Brantford, while the top Introduction to Leadership Course Cadet was Claudia Dzierbicki from Woodbridge. Cadet Camille Wong from Richmond Hill was the top Introduction to Physical Education and Recreational Training Course Cadet. Top Bandsman of the Trenton General Service Band was awarded to Cadet Laura Passmore of Stoney Creek, while Mississauga's Saeyoan Thiru was the Most Improved Musician. The Lieutenant Colonel J.P. McGrath Award for Top Staff Cadet was given to Flight Sergeant Monika Mistry of Scarborough.

CRGS cadets graduated from the seven-week Power Pilot Course, the six-week Glider Pilot Course and national Air Traffic Control Course, and the second intake of the three-week Introduction to Aviation Course. Cadets who distinguished themselves throughout their summer training were recognized through awards and special presentations.



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Fitness, Sports & Recreation

2005 Wing Commander's Challenge

It's that time of year again! The PSP Fitness and Sports Flight is organizing the Annual Wing Commander's Challenge, which is scheduled for **Friday, September 9.**

Teams of eight, plus one volunteer to assist with the event, are encouraged to come out and participate in this fun, non-athletic type of event which is open to all Military and DND employees. Register before Sept. 7, 1600 hrs. For more info, contact Jen Lecuyer, event organizer, at local 2825.

Best ball golf tournament

The Fitness & Sports Flight will be hosting the Wing Commander's Charity 4 Ball Best Ball Golf Tournament, to be held on Wednesday, September 14 at the CFB Trenton Golf Course.

Registration fees will be \$50 per person paid at The Gymnasium no later than 1600 hours, Wednesday, September 7. Hole-in-one prize sponsored by Bay Mazda (Mazda 3 Sedan GX).

Highlights include prizes for closest to the pin, a putting contest for a Ping bag, steak, and gift bag, and an auction for numerous items sponsored by Labatt,



Wilson, Ping and Simcoe, plus a 50/50 draw.

Tournaments will begin with a shotgun start. Sign in will be at 0845 hours, followed by a team briefing at 0900 hours and tee-off at 0930 hours. Register your team with The Fitness & Sports Flights' Administrative Assistant, Shirley Martin, at local 3467.

Regional Champs!

CFB Kingston hosted the 2005 Ontario Region Men's Slow Pitch Championship August 8-10. Four bases competed at this year's championship, including 8 Wing/CFB Trenton, CFB Borden, CFB Petawawa and CFB Kingston.

In round robin play, CFB Petawawa finished in first place with three wins, no losses. Trenton finished second with two wins and one loss, Kingston finished third with one win and two losses, and Borden finished fourth with no wins and three losses.

Petawawa and Trenton played a hard-fought final until Big Johnny Briscoe won it in the top of the 7th with a three-run blast that put Trenton on top. Then the "D" took over in the bottom of the 7th to hold on for the win. 8 Wing/CFB Trenton was declared 2005 Ontario Region Champs.

Representing 8 Wing/CFB Trenton at the 2005 Ontario Region Slow Pitch Championship, Cpl J. Serino, Cpl M. Hoddinott, Cpl J. Briscoe, Pte S. Strong, Cpl M. Burns, Cpl D. Briscoe, MCpl T. Eldershaw, Cpl J. Randell, Capt J. Brown, Cpl E. Jacques, Cpt T. Lewis, Pte C. Morrow Cpl Bruce Matthews and Coach MCpl Norm Harriet. 8 Wing/CFB Trenton will represent the Ontario Region at the CF National Slow Pitch Championship in Borden September 17-21. Congratulations and good luck at the CF Nationals.

- Mondays - 6:30 a.m., spin class (no change).
- Tuesday - 6:15 a.m., (NEW TIME) kick box with Norm Belisle.
- Wednesday - 6:30 a.m., yoga class cancelled until the fall.
- Thursday - 6:15 a.m., (NEW TIME) kick box with Norm Belisle. Watch for our great new class line-up this fall at 1200 hrs. Exciting class additions to come! For any questions regarding your fitness concerns, please do not hesitate to contact Lisa Refausse, Fitness Coordinator at extension 3328.

C.F.B. Trenton



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Ripples

www.reach.net/~cjones/

So, you want to go on a boat trip?

This is the prime time to be going away on a boating vacation, but before you slip your lines and head out there are some things you should do. For the novice boater, a trip longer than a weekend can be something of a major undertaking, but if you follow a few guidelines, this can be a fun, safe, and memorable experience.

First thing that you should look at and one of the most important items is... charts. Unlike driving a car, you cannot pull over and ask for directions. If you are unfamiliar with the area, for example, The 1000 Islands, or the Trent Severn lock system, you should have the charts for your trip planning, and it's the law. Second thing you should do is talk to other boaters who have been in that area...recently. Aids to navigation have been removed over the past few years, and private markers have been placed to mark foul ground. The 1000 Islands are a perfect example. Many cottage owners have javex bottles marking rocks, or markers showing a safe channel. Also ask about anchor places, good marinas, and the ones to avoid. Because there are no ATMs floating about, cash/traveler's cheques should be another consideration. Some places do not take credit cards, (provincial docks, and locks for docking fees) to name a couple. Are there any special times and or rules applicable to the area you are going to? When can you run generators, depart hours, pet rules.

Several years ago, on our second trip down the Murray Canal we were caught between the swing bridges. Wondering what was going on, I tied up and went to the office at Carrying Place. The bridge times had changed, because it was after Labour Day. It closed one hour earlier. Our first trip had been in July. Well, we made a night of it--lucky we weren't due anywhere. There are lots of checklists around for items you should take, but I found that sometimes the most obvious and simple things can be overlooked. Have a safe trip.

Greg Tanner, Vice-Commodore
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ASTRO ADVICE WEEKLY By Eugenia Last
August 28 - September 3

ARIES (March 21-April 19): Do whatever is necessary to settle financial and emotional differences on the 28th. You will be surprised how much you can resolve if you are open and honest. You can't push others too hard on the 29th, 30th and 31st. Patience will be required, and a better understanding of the way other people work will be necessary. Guard against frustration and crankiness. An event that allows you to show off your talents and can put you somewhat in the limelight will help you get ahead on the 1st and 2nd. You will leave a fabulous impression on someone who will become very important to you in the future. An offer may lead to uncertainty. Don't decide quickly.

TAURUS (April 20-May 20): Do your best to get things done around home on the 28th. Prepare to say no to someone who is continually asking for favors. Take a leadership position if it will help get you what you want. You can win on the 29th, 30th and 31st but only by taking action. Set your sights high -- you will be admired for your ability to see matters through to the end. Don't start something you can't finish on the 1st and 2nd, especially at a personal or emotional level. Say little about your goals. Your energy levels will be up on the 3rd and, once you get moving, nothing will be able to slow you down. Decide if it is time to move in a new direction.

GEMINI (May 21-June 20): The 28th will be your kind of day -- full of activity and socializing. Prepare to make quick decisions so you can pack as much into your busy schedule as possible. Focus on whatever needs to be done to excel on the 29th, 30th and 31st. Not everyone will be on your side, but don't let that bother you. You will be intuitive, instinctively knowing when to make your move. You'll have plenty of options on the 1st and 2nd, but if you decide you want to take advantage of all of them, you will fall short on all counts. Don't worry about what people say on the 3rd. Take care of money matters, especially if you owe someone you would like to work with in the future.

CANCER (June 21-July 22): Work behind the scenes on the 28th, avoiding the people who tend to upset you. Your emotions will be close to the surface on the 29th, 30th and 31st. You may owe an apology. Don't put it off; the longer you ignore the problems, the worse matters will become. The less you rely on others, the better. You may not like change but on the 1st and 2nd you must accept the alterations that come your way. The more reluctant you are, the further behind you will fall. Confide in the people who can help you out on the 3rd. Love may be on your mind, but don't expect everything to run smoothly in the romance department.

LEO (July 23-Aug. 22): You can make a difference on the 28th just by lending a helping hand. Your insight and knowledge will help you find solutions and, in turn, feel good about yourself. Be confident and do your thing on the 29th, 30th and 31st. You will be in the limelight and will attract someone who can make your life easier. Change your routine and you will feel rejuvenated. Everything may be up in the air on the 1st and 2nd, but trust in your abilities and you will receive the recognition you deserve. Your showmanship will shine through, making this an ideal time to impress someone. Working on a shoe-string can bring the same results if you are innovative on the 3rd.

VIRGO (Aug. 23-Sept. 22): Don't let things get you down on the 28th. Reflect on the past, but don't be critical of your choices. Try something new on the 29th, 30th and 31st and you may surprise yourself by the outcome. You have many talents, but lately you've been having trouble honing any one skill. Focus on the thing you enjoy doing the most. Investments will pay off on the 1st and 2nd. You'll get the inside scoop on a deal that has the potential to be quite lucrative. Don't let shyness hold you back from making professional changes. Not everyone will be in your corner on the 3rd. Show your worth by bringing about the changes you feel will make your life better.

LIBRA (Sept. 23-Oct. 22): Your interest in other people and different cultures will open your mind to new and exciting ideas on the 28th. Take part in community events. Contact someone from your past. Arguing will get you nowhere on the 29th, 30th and 31st. Being responsible for your own actions is the best you can do. Put financial ventures with family members or friends on hold until you have a better understanding of what is involved. Everything will begin to make sense to you on the 1st and 2nd. You can make some personal changes that will attract attention. Money matters may concern you on the 3rd. Don't make a hasty purchase or lend money. Legal or health issues may arise.

SCORPIO (Oct. 23-Nov. 21): Property deals are looking good on the 28th, but don't spend more than you can rightfully afford. Travel for business or pleasure will bring about a favorable revelation on the 29th, 30th and 31st. You will have a better idea of what you want to pursue in the future and how to go about it. Unfamiliar surroundings will spark an idea. Don't meddle or try to help someone who doesn't really want help on the 1st and 2nd. Work on your own projects and avoid debates or confrontations. Prepare to blow your own horn on the 3rd and let people know what you are capable of doing. By being authoritative, you can gain the respect of the people you want to deal with.

SAGITTARIUS (Nov. 22-Dec. 21): Your ideas and your take-charge personality will bring about some favourable results on the 28th -- ones that could turn out to be quite prosperous. No more waiting around for someone else to pick up the slack. Get moving and take responsibility on the 29th, 30th and 31st for your future. It is worth taking a short trip to visit someone who can help you sort out money problems. Go after your goals and put deals in motion. You can make financial gains on the 1st and 2nd if you set your mind to it. Travel will lead to an extraordinary opportunity. Don't overdo it on the 3rd or you will make poor decisions. Less ego and more hands-on, disciplined work will pay off.

CAPRICORN (Dec. 22-Jan. 19): Put the past behind you on the 28th. Your greatest revenge will be your own success. Matters concerning money, legal issues or health must be dealt with quickly on the 29th, 30th and 31st. Your intuition will not lead you astray. Your interest in others will be impressive and attract someone who will help you out. Don't be too quick to address issues on the 1st and 2nd if you aren't fully briefed on what has been happening. You could have a problem with someone you deal with if you are too sure of yourself. You can make crucial moves on the 3rd, but not at the expense of your loved ones. You will have to walk a very fine line.

AQUARIUS (Jan. 20-Feb. 18): Think about your future on the 28th and what you can do to make it positive and bright. Take the time to make some personal improvements on the 29th, 30th and 31st. Educational pursuits or just updating your looks will help. If you decide to keep things the same, you can expect to make very few gains. There will be so much going on around you on the 1st and 2nd that it will be important to keep things honest and clear. The more open you are, the easier it will be to resolve issues. Love is apparent, so don't be afraid to let your feelings be known. Make a move or change the dynamics of your current surroundings on the 3rd. A change will be rejuvenating.

PISCES (Feb. 19-March 20): Take things one step at a time on the 28th. If you let someone upset you, it will be difficult to make the right choices. Overindulgence is not the answer. Look on the bright side on the 29th, 30th and 31st and you will find positive ways to develop new interests, friendships or partnerships. Romance will be prominent. Your uniqueness will lead to greater options. A chance to make money through an unusual means is apparent on the 1st and 2nd. Don't ignore the signs that someone is sending you. Doors are opening on the 3rd, and your unique response toward others will be what leads to future success.

Fitness Coordinator brings wealth of knowledge



Lisa Refausse, the new Fitness Coordinator at the 8 Wing/CFB Trenton Gym, brings a wealth of industry knowledge to her position.

by Laurie McVicar
Assistant Editor

For Lisa Refausse, being hired as 8 Wing/CFB Trenton's newest Fitness Coordinator not only ends a 20-year absence from the area, it offers an

opportunity to now apply locally the wealth of knowledge she's attained in that time.

Refausse left Trenton in the 1980s to pursue her degree in Physical Education at the University of Ottawa. She

was then hired as desk staff at the Ottawa Athletic Club, where she eventually earned the position of Director of Fitness.

And that's only the beginning of her long list of impressive accomplishments in her field.

"I'm also on the faculty at Algonquin College. I've taught sports nutrition and nutrition."

Those from the Ottawa area may recognize her voice from her popular radio show, Wednesday Workout File, on KISS FM. Refausse has also appeared in Canadian Living magazine as an expert on family fitness.

"Lisa's extensive knowledge and experience in the world of fitness will add a new dimension to the services our Fitness Flight will be able to provide to the military com-

munity. A fully qualified fitness professional, she is able to participate fully in the delivery of our various clinics, workshops and instructor-led fitness activities," said Manny Raspberry, Fitness and Sports Director.

"It's definitely a mandate of the Department of National Defence to be fit, so it's easier for me. I'm already dealing with a converted population. The fitness standards are already in place," said Refausse. "I want to energize people about fitness -- not only as a professional interest, but as a personal one too. 8 Wing/CFB Trenton has amazing facilities, better than any health club I've been in."

Refausse's long-term goals include raising the level of professional development for fitness staff and enhancing programs for DND employees.

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Safety

Help prevent back injuries at work



Submitted by
Don Heans,
Wing General Safety
Officer

Among the most common and costly injuries suffered by workers are back injuries. These can involve injuries to the spinal column, and strains or sprains to the muscles, tendons and ligaments of the back.

Lifting injuries aren't usually caused by picking up vehicle transmissions or 45 gallon drums. Instead, they frequently involve improper lifting of common smaller items such as boxes of comput-

er paper or stacks of machinery manuals.

Apply ergonomics to reduce the need for manual lifting in your workplace. Talk to your supervisor about your ideas for more efficient and easier materials handling.

Here are some tips for safe lifting:

--Plan your route so you have a clear path to carry the item. Have a place to put the item down once you reach your destination.

--Check the weight of the item you will be lifting to see if you will need help. Do this by grasping the object firmly by an outside corner and tipping it towards you. You should be able to tell if it is too heavy.

--Use the proper devices for lifting and carrying. Materials handling equipment such as handcars and stock

pickers can help you move materials without straining your back.

--Ask for help from co-workers. When you do a team lift, appoint one person as the leader who tells everyone else when to pick up the object and put it down.

--Bend your knees when you lift instead of stooping over. Hold your back straight and vertical to the ground. If you keep your head up, your eyes looking ahead and your stomach muscles tight, you will help yourself maintain this posture.

--Keep the item close to your body. Lifting or carrying an object at arm's length puts much more strain on your back.

Here are more tips for preventing back injuries:

--Do warmups before any physical exertion.

--Avoid excessive bending, reaching or twisting motions.

--Stand up straight, but not rigid. Keep your knees flexed and maintain the natural curves in your back.

--When sitting, choose a comfortable, relaxed position in which your back is straight. Don't slouch.

--When you are lying down, keep your back curved naturally. Use a low pillow under your head and neck.

--Avoid sleeping on your stomach.

--Maintain physical fitness. Exercise to keep the muscles of your back and abdomen strong.

Arrange your work area to decrease the need for lifting and moving materials. Proper planning can reduce the need to handle stock unnecessarily.

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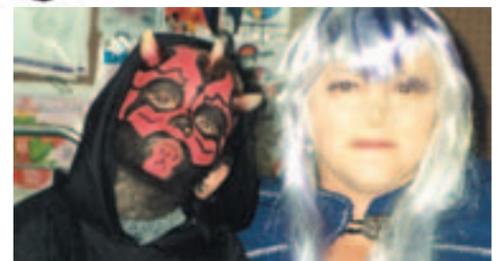
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• Red Eye (PG)	1:00	7:00	9:15
• The Brother Grimm (PG)	1:10	7:10	9:20
• Sky High (G)	1:05	7:05	
• Wedding Crashers (14A)			9:10

Coming Soon: Transporter 2
Admission \$7.50 (adults 18+) \$6.00 (youth) Wed. & Matinees \$5.00 (ALL)

Welcome to The Contact Newspaper's Community Events page! Thanks to the generosity of Trenton's Centre Theatre, we can now feature (space permitting) public service announcements, community events and help promote non-profit and charitable organizations in the Quinte area. Fax us at 965-7490 or email to leblanc.al@forces.gc.ca, at least 10 days prior to your event. Call 392-2811 Ext. 7005 for more information.

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REGISTRATION: September 12th, 6 - 8 p.m.
East Minister United Church
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Home Party Trade Show
Sept. 10, 10 - 4 p.m.
Masonic Lodge, Trenton, 150 Dundas St. W.
\$1.00 Donation for food bank
16 Vendors, Door Prizes
For more info, call Judy at 392-5903



Plan to attend Hospice Quinte's 11th Annual *Helium for Hospice Balloon Race* and BBQ, being held at Smylie's Independent Grocer in Trenton on Saturday, September 10, from 10 a.m. to 3 p.m. A \$5 ticket could win you \$1000! For more information or to buy a ticket call Hospice Quinte at 966-6610.

DOLPHIN'S SWIM CLUB



The Dolphin's Swim Club will be holding registrations for the 2005-2006 season on Wednesday, August 31, 2005 at the Siskin Centre, from 6-8 p.m.
The Club should be able to accommodate all levels of swimmers (provided they can swim at least one length of the pool).
For more information, please call Dave Elit at 394-0126.

Chronic Pain Management Support Group

Held Tuesdays and Thursdays Afternoons 1330-1530 for 4 weeks
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Open to all CF members, DND employees, spouses or 8 Wing personnel
Meetings Take place at Mental Health Office Conference Room at the new 8 Wing Medical Clinic
Some of the topics covered will be: Coping Strategies, Pain Journaling, Pain Levels and Triggers, Common Pain Symptoms, Relationships and Pain Medication, Community Resources, Attitudes, Work and Pain.
To register or for more information please contact Lori Weisflock at 2254.



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Hate your kids? Get a reverse mortgage

it's your Money



Garth Turner

I opened my National Post on the weekend and read an article by a reporter in Edmonton who was quoting me – of course, without having spoken to me. Fortunately, the quotes were accurate, having been lifted out of my personal online blog (www.garth.ca). What was really of interest, was the topic – reverse mortgages – because, strangely, I have been swamped with enquiries lately on exactly this.

Like Jean, in Victoria, who writes: "Could you please tell me what you think of reverse mortgages? Any pitfalls? I'm 70 and could use some cash, but anything I take out of my RRIF is taxable, of course. Will you be doing any columns on this in the near future?"

Well, Jean, here ya go. You and thousands of other people have recently become fascinated with the idea of grabbing a chunk of equity out of your real estate and using it to finance your life. This is understandable, since real estate values in

Canada (and especially Victoria) have spiked higher over the last few years, which means many folks are sitting on giant piles of cash.

Now, reverse mortgages have quite a siren call. If you are over the age of 62, you can borrow against your equity, taking out up to a third of the value of your house, tax-free. You never have to pay the money back, unless you sell the home, and you can use it for any purpose you like. This money will not be added to your taxable income, so it is virtually invisible, as far as the feds go.

At least for now. The federal government itself is apparently mulling over the idea of getting into the reverse mortgage business – saying seniors like you, Jean, would feel more comfortable borrowing from Ottawa than the current industry lender, Canadian Home Income Plan (CHIP). But would taxing reverse mortgage proceeds be far behind that initiative? I think not.

Anyway, our reader asks if there are any pitfalls to this cascade of free money. And, of course there are. Especially if you are planning on passing assets on to family members as part of your estate.

That's because a reverse mortgage is still a mortgage – complete with the kind of insidious interest charges that all mortgages are famous for. In this instance, you get the cash provided to you, and at that moment interest charges start to accrue (at a rate far higher than a conventional mortgage, by the way). Since you never make any payments on this debt, that interest continues to grow until you either sell your home, and repay interest and principal in full (potentially wiping away the value of the home), or you die. In that instance, your estate is required to repay the debt – which can have serious consequences on your ability to pass along wealth to loved ones.

That is why (as the National Post quote repeated), I always say a reverse mortgage is an ideal strategy if you hate your children.

Okay, so what's the alternative? Are there other ways for Jean to get cash other than raiding

her tax-sheltered retirement plan?

Yes there are. My favourite one is the home equity line of credit, which is a lot cheaper in the long run. You can borrow against the money built up in your home – up to 75% of it, or more, depending on the lender – and get it at the prime rate. Currently that is just 4.25%, which is a lot cheaper than the charge on the reverse mortgage. This money will also not be added to your taxable income, but you have to make interest payments. Since this is a line, not a loan, you can take money as you need it, which is a convenient way of keeping you debt manageable.

And, if you use the cash to invest – buying stocks or mutual funds or investment real estate – then the interest itself is deductible from your taxable income. There are even ways of borrowing money to invest, then borrowing against those investments for lifestyle spending – in which case the interest can still be written off.

So are reverse mortgages right for some people? Yes they are. If you have a honking big amount of equity in your home, not much income, and lousy offspring, then go for it. That'll show them.

Is now a good time to buy a home?

(NC)-Two in three (67%) Canadian homeowners and potential homebuyers think now is a good time to buy a home, according to results from the 2005 CIBC Spring Homeownership Poll.

Buying a home, whether it's your first or your retirement home, is one of the most significant investments most people will ever make. Many Canadians believe this investment is paying off – nearly three in four (72%) homeowners and potential homebuyers think real estate offers the best return on their investment. Since home ownership is regarded as an investment, it's important to understand the historical returns. In recent years, real estate has proven to be a good investment. As noted in CIBC's economic report, record-high real estate prices rose an additional nine per cent last year. While the recent pace of growth in the real estate market may not be sustainable, the fundamentals

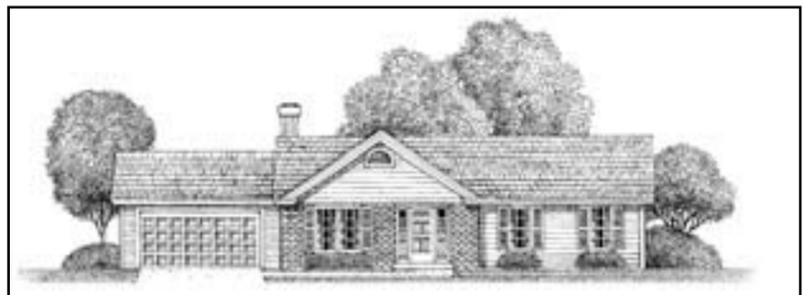
are expected to remain solid, with continued strong demand in an environment of limited supply.

Home ownership appears to be an affordable investment for most homeowners. "Investing in a home doesn't seem to be breaking the bank for Canadian homeowners – nearly three in four of them (73%) say they are able to afford the things they want even though they have a mortgage," said Paul Mims, Vice President, CIBC Mortgages and Lending.

Determining how much you can afford is the first thing you need to do when shopping for a home. It will be easier to find your dream home when you know

the maximum mortgage amount you qualify for and the regular payments you can afford. Keep in mind that the larger your down payment, the more affordable your mortgage payments will be. This also determines whether you'll have a conventional mortgage or require insurance premium to cover your high-ratio mortgage. Your personal banker is an excellent resource and can offer strategies to help make financing your home a little easier.

More information is available from your local CIBC branch, by calling 1 800 465-CIBC (2422) or visiting www.cibc.com.



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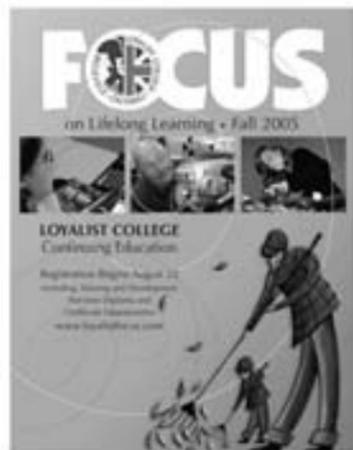
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To stay or go? – A look at the Senior Aircraft Technicians

by Col David Millar, A4 Maint

As Branch Advisor for the Aircraft Technician occupations, I have been traveling to all our Wings, with the Branch CWO, Chief Doug Paul, espousing the Aircraft Technician Transformation (ATT) program.

Our focus is to address the loss of expertise within aircraft maintenance attributed to: historic downsizing; an unprecedented influx of apprentices; an antiquated training, qualification and authorization process; and, attributed to notable attrition of our most cherished technicians who are the mainstay of the Air Force – those holding POM, Level A and C authorizations who are at 17 years of service and greater. These “super techs” (Senior Cpls/MCpls) represent 55 per cent of the aircraft maintenance workforce and are the focus of this article.

Super Techs

I refer to them euphemistically as “super techs,” not to exaggerate or over inflate egos, but only to state the obvious truth. They represent the 60 per cent who perform the majority of the work on our aircraft, engines, weapons, equipment and components. The other 40 per cent have yet to be fully trained.

My notion of “super” also stems from the fact that not only are they required to maintain the fleets to a safe and airworthy standard, but also they are also responsible for training, developing, supervising, and leading the other 40 per cent. This responsibility is made all the more difficult when you impose: a high ops tempo; a lack of parts, equipment and resources; and, inordinate overhead of personal training, PD, secondary duties, and tech admin. But the “super” metaphor does not end there.

Draconian downsizing

These are the very technicians who lived through an extra-ordinary time within the recent history of our Air Force. They lived through the period of draconian downsizing where personnel reductions were exponential and perceptionally ad hoc. They witnessed very targeted force reduction (FRP) with benefit packages being handed-out to the most senior technicians of the time. As they left, our super techs were thrust in as backfill without necessarily having the leadership and management skills to do so. Concurrently, recruiting was halted entirely, which effectively cut-off the regeneration of the workforce. Consequently, the super techs would have to endure the legacy of this decision by having to bear the brunt of today’s maintenance and training burden.

At the same time, the Air Force re-engineered under the auspices of Project Genesis. This coincided with a restructuring of organizations and a complete overhaul of the maintenance trades, reducing what were formerly 11 trades down to three. During this time, every technician went through conversion training, and a new decentralized training philosophy was imposed, shifting 85 per cent of the training responsibility from the schools onto the shoulders of the experienced technicians on the flight line. It wasn’t long before the negative impact of the changes, the zero recruiting, and the high attrition led to incentive packages for re-enrollees in an effort to counter the loss of experience. By happenstance, some of those who had left under the FRP incentive program re-enrolled with another incentive and retained their rank and place amongst those who had remained behind.

I have grown up with these very technicians. They have guided me, provided me the benefit of their technical expertise and wisdom. I, along with our junior techs and AEREs, owe my career to them. They have remained altruistically loyal, dedicated, and professional throughout this period, despite the detractors and dissatisfiers. We have relied upon them in excess and have taken for granted their absolute contribution to the Air Force. We have tried to show deference by suggesting retention and attraction incentives such as bonuses, early pension benefits, dependent university funding, and so on. None have come to fruition, only to be added to the pile of dissatisfiers.

Greatest focus

Today, these technicians are the foundation of our maintenance capability in the Air Force; yet, this cohort is the most susceptible to departing. They are pensionable and have the greatest skill sets, experience and leadership credentials that industry is eagerly wanting. For this reason, they are my greatest source of concern and my greatest focus as Branch Advisor.

So, in my travels, I returned to those super techs who have influenced me to once again glean from their wisdom and expertise the “silver bullet” that would convince them, as a group, to stay. In our conversations they recognize the Air Force is on a new and bright path under the guise of the Aircraft Technician Transformation (ATT) program, the new Aircraft Technician Career Development Plan (ATCDP), and the Air Force Retention Campaign Plan. However, they feel, given their late stage of career, that these initiatives have surpassed them, and

instead, will be more beneficial to the new generation of technicians. They have seen how the re-centralization of technician training back into the schools is starting to produce more highly qualified technicians who have the maturity and confidence to perform maintenance at a much earlier stage than before. They are seeing the benefits of dedicated training aircraft and the merits of advanced modeling and simulation to enhancing the depth and breadth of the new technicians’ skills. They also feel the emphasis on mentoring, progression and succession planning throughout a technician’s career is tremendous, but long overdue and too late to be of benefit to them.

As we commiserated, I tried to extract the “silver bullet.” It is not money, although a bonus doesn’t hurt anyone, but they submit that this is short-lived, and as history has shown, a dissatisfier if not applied universally. If money were an issue, they would have left long ago. Instead, they remain proud to be a part of a greater institution which has the role of being Canada’s ambassador, domestically and internationally; professional in their determination to produce airworthy aircraft to perform the Air Force’s missions; and, loyal to a calling that is within all who live to serve.

Our dilemma

Regrettably, as we are beginning to see with the increased attrition, these attributes, which I believe we have taken for granted, and even abused, are beginning to wane. Our super techs are starting to depart faster than we can regenerate the expertise they have acquired over 17 and more years of service. This is our/their dilemma.

What has the maintenance community and the senior leadership of the Air Force been doing in an effort to stem the tide, so to speak? The first ever Aircraft Maintenance CWO’s Council was held in April, combining the brain trust of all MOC 500 Chiefs to identify initiatives solely focused on the 17+ years of service cohort. The list of proposals was far reaching, ranging from selected Class B employment for a fixed period for those on the cusp of release, to the creation of a skills badge to adorn technicians’ uniforms denoting the different levels of airworthiness authorizations any particular technician holds.

Bright and immediate advances

The entire outcome of the Chief’s Council is recorded on the A4 Maint web site along with the details of ATT and ATCDP. The Chiefs also remarked on the need to espouse the bright and

imminent advances transcending the Air Force such as: acquisition of UAVs, a new FWSAR aircraft, a new tactical aviation helicopter and maritime patrol helicopter; modernization of the Herc, CF-18 and Aurora fleets; the creation of Technical Training Flights; the revamping of the AF9000 quality program; the renewed emphasis on maintenance policy and standards; and, the transformation of the Canadian Forces and the Air Force under the new vision of the CDS and CAS.

The Chiefs expressed the need to communicate the positives and the challenges that lay ahead in order to energize and entice our technicians.

Same old rhetoric

This has been the centrepiece of our presentations at the town halls that CWO Paul and I have been privileged to give at each of the Wings we have visited. We reinforce that our experienced technicians are the bedrock of our maintenance capability, the teachers of our future technicians, and that the airworthiness of our aircraft resides in their hands. But, as I look into the eyes of my mentors and good friends, like Cpl Scott Brown, MCpl Mark McGuire, Sgt Dave Chevalier and Cpl Eve Labonte, all of whom I have relied upon since I was a lieutenant, I can see the thoughtful yet doubting look associated with hearing the same old rhetoric from the same old broken record. It just isn’t enough. They look at me as a Colonel—who they have trained and shaped—for inspiration, for reassurance, and for an indication that their skills, expertise and value to the Air Force will truly be recognized, not just in words, but in concrete, demonstrative terms. In that simple thought lies, I believe, a part of the “silver bullet”: Recognition.

Recognition comes in many forms. The first that comes to mind are monetary, benefits, and compensation. Although these are continually being assessed, they remain elusive and have proven ineffectual in many cases. Yet, the more innocuous but profound form of recognition, which we tend to under value, is the indirect and intangible methods. Let me try to elaborate.

Time-in

Knowing the tenure, expertise and seniority of our super techs, they need to have a greater role in shaping and directing our personnel, our maintenance operations, our decision-making at the tactical level. Time-in has a quality unto itself that surpasses education and rank, especially when it comes to putting safe and airworthy aircraft on the line. They need to be singled out and their opin-

ions and guidance sought. They have seen COs, SCWOs, SAMEOs and the like come and go, multiple times. They understand what works and what doesn’t work in an organization. They are the corporate knowledge and continuity. They have been part of the lessons we repeatedly learn and have witnessed more reinvention of the same wheel over and over.

Brain trust

They are an untapped source of knowledge that we do not totally or effectively meld into our organizations as the brain trust they could become. They need to have a voice and influence as advisors to the squadron’s leadership in tackling technical, organizational, maintenance policy and maintenance administrative issues. They need to be visibly consulted, given their experience relative to the apprentices and developing journeyman. When it comes time for the “out-of-the-ordinary” PD, training, TD, representational requirement at meetings, etc, they need to be given first consideration. In terms of career planning in accordance with the new ATCDP, they need to be first in line so that their aspirations and those of the Air Force can be discussed and kluged together.

Their contributions need to be reinforced continually and repeatedly, not only by COs and SCWOs, but more importantly, by those who these technicians really serve: the aircrew at the working level, the Captains and Majors. I have always marveled at the immeasurable impact aircrew have on senior ground crew when their goals and objectives, appreciation of one another’s contribution to the missions, and their respect for one another’s abilities become harmonized and indistinguishable. After all, these two distinct but inseparable groups represent the touchstones of air combat capability and need to be upheld as such.

Silver bullet

Innocuous as I mentioned, but powerful in its simplicity. Execution in a deliberate and continual manner is a leadership challenge. I firmly believe these means of recognition are readily at our disposal and can be exercised immediately. I also feel that their impact will be positive, widespread and swift. I do not take for granted that this is the “silver bullet,” it is just but one means among the many that I will continue to pursue with the help of the aircraft maintenance community’s senior leadership. I encourage everyone to help me in recognizing our super techs.

Read the French language version of this article in our next issue.

Showcase

Showcase



Capt T. Partello
received his SWASM, presented by LCol B. Ewing, CO CPC.



Sgt D. Carlson
received his CD1, presented by LCol B. Ewing, CO CPC.



CWO M. Saulnier
received his CD2, presented by LCol B. Ewing, CO CPC.



Sgt C. Murphy
received a promotion to that rank, presented by LCol B. Ewing, CO CPC.



WO R. Prophet
received a promotion to that rank, presented by LCol B. Ewing, CO CPC.



MWO J. Pineault
received a promotion to that rank, presented by LCol B. Ewing, CO CPC.



MWO J. Newman
received a promotion to that rank, presented by LCol B. Ewing, CO CPC.



MWO L. Mercer
received a promotion to that rank, presented by LCol B. Ewing, CO CPC.



Mr Greg LeClair
received his 45 year Public Service Award, presented by LCol B. Ewing, CO CPC.



Capt L. Holland
received her Commanding Officer's Commendation, presented by LCol W. Lewis, CO 8AMS.



MCpl P. Mrenica
received a promotion to that rank, presented by LCol W. Lewis, CO 8AMS.



MWO C. Paquette
received a promotion to that rank, presented by LCol W. Lewis, CO 8AMS.



AS T. Pye
received a promotion to that rank, presented by LCol W. Lewis, CO 8AMS.



MCpl V. Smit
received a promotion to that rank, presented by LCol W. Lewis, CO 8AMS.



MCpl J. Newbery
received a promotion to that rank, presented by LCol W. Lewis, CO 8AMS. and MWO S. Roy.

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Microwave, bar fridge, toaster, kettle, TV & satellite, share bathroom, lots of parking. 5 mins from base.
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Pay own phone.
1st & last req'd.
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Excellent 1337 Sq. ft. Klemencic built bungalow on quiet crescent in desirable west end, pro finished basement, 3pc bath, 4th bdrm or sewing/craft room, family rm with gas fireplace. Also games/computer room or 5th bedroom, 2-car garage with openers and loft storage area, pro landscaped, asphalt driveway, ensuite with shower, jacuzzi tub in main bath, oak kitchen with pantry and pocket door. Asking \$222,900
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Veuillez citer le numéro de référence et l'endroit sur votre demande d'emploi.
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TO ALL VETERANS

Notice TO ALL VETERANS

Please be advised that Mr. Scott Young Provincial Service Bureau Officer from Aurora Ontario, will be at Trenton Legion Br. 110 from the hour of:
8:00 a.m - 4:00 p.m
Tuesday, September 6, 2005
Anyone wishing more information, advice or assistance regarding War Disability Pensions, Treatment, Allowances etc. is requested to contact the Branch 110, to arrange for an interview. We urge you to take advantage and get some valuable advice concerning your problems.
For An Appointment Call Branch 110, Trenton 392-0331 9:00 a.m - 4:00 p.m Monday -Friday

Crossword Answers

G	L	E	N		P	U	N		L	A	N	D
Y	O	R	E		A	M	I		A	G	A	R
P	O	R	C		R	A	N		T	O	N	Y
				T	E	E		E	T	E		
I	S	L	A	N	D		P	E	R	C	E	E
S	H	I	R	E		P	I	T		H	A	G
L	A	P			D	A	N		I	R	E	
A	R	I		T	A	R		F	A	L	L	S
M	I	D	W	A	Y		C	U	T	L	E	T
			H	I	S		R	N	A			
I	N	R	I		T	I	E		X	M	A	S
N	E	A	T		A	D	E		I	B	I	S
N	O	T	E		R	O	K		C	A	R	E



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<p>USED INVENTORY STOCK REDUCTION AUCTION ATV'S, MOTORCYCLES, SNOWMOBILES, MOTORHOMES, 5TH WHEEL'S AND TENT TRAILERS SOME UNITS UNRESERVED.</p> <p>ATV'S 2004 Arctic Cat 500 with rear box 2000 Arctic Cat 500 1998 Polaris 500 Sportsman 2005 Arctic Cat 400 2005 Arctic Cat 300 2005 Arctic Cat 500 2000 Polaris 500 Sportsman 2004 Arctic Cat 400 semi automatic 2004 Arctic Cat 500</p>	<p>MOTORCYCLES 1995 Yamaha 750 VMAX 2004 Kawasaki 250KX 1985 Yamaha 750 Virago 1983 Honda 1300 Goldwing 2004 Honda 450 R Motocross 2005 Kawasaki KX 100 2005 Kawasaki KLX 300 2002 Honda CBR 600 2000 Kawasaki KX 125 1985 Honda 1100 Goldwing 1981 Yamaha 750 Virago 1999 Honda XR 400 1984 Honda 500 Shadow 1995 Kawasaki 1500 Vulcan 1986 Yamaha 1300 Venture Royal</p>	<p>1985 Yamaha 750 Maxim 1982 Honda 750 Nighthawk 2002 Suzuki RM 250 1994 Honda VR7 - 700 cc SNOWMOBILES 1994 Polaris 440 1999 Arctic Cat ZR 700 2002 Arctic Cat Panthera 800 2000 Arctic Cat ZL 700 1998 Arctic Cat ZRT 600 1999 Arctic Cat ZR 700 204 Arctic Cat 440 Snow Pro 2001 Ski Doo Grand Tour 800 1999 Polaris 440 Indy 2000 Arctic Cat ZR 600 1995 Ski Doo Formula 500</p>	<p>2000 Ski Doo Formula 600 1995 Arctic Cat 580 MOTOR HOMES, 5TH WHEELS, TRAILERS 2000 Holiday Rambler 35' motor home - fully loaded- 41,000 miles 1993 Winnebago Chieftain Class A Motor home- 36' 2000 General Golden Falcon- 35' 5th wheel fully loaded 1999 35' Jayco 5th wheel trailer - fully loaded 1999 Palamino 10' tent trailer 1989 Fleetwood 24' camping trailer 2001 Coachman 5th wheel -32.5' 1978 Ford Tioga 18' motor home - fully loaded 2000 Fleetwood Terry trailer 5th wheel- 24' 1995 Glendale Conquest 5th wheel - 26'</p>	<p>1976 GMC 18' motor home 2000 Fleet Terry 5th wheel 29' trailer 1998 Aero 5th wheel 23' 1997 Viking 12' tent trailer 1999 Fleetwood 5th wheel -30' 1993 Coleman 12' tent trailer 2004 Pace 16' tandem wheel cargo trailer with electric brakes MISC 1997 Yamaha 600 cc Wave Runner Mercury Outboard motor</p>
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