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CC-130J delivers supply to Air Task Force Romania



A CC-130J Hercules aircraft from 436 (Transport) Squadron out of 8 Wing Trenton delivers supply to the Canadian Air Task Force (ATF) Romania on July 25, 2014 in Campia Turzii, Romania, where the ATF members are deployed in support of Operation REASSURANCE. *Photo by Capt. Christopher Daniel*

RIMPAC a good training ground for Canadian personnel

By Ross Lees

The Rim of the Pacific (RIMPAC) has become the classroom for 22 countries this summer, including a contingent from Canada and 8 Wing.

Colonel Dave Lowthian, Commander of 8 Wing/CFB Trenton, is currently deployed at RIMPAC, the world's largest maritime exercise, serving as the Deputy Combined Forces Air Component Commander – the second in command of all coalition air forces in the exercise.

He feels many valuable lessons are being learned by the Canadian personnel participating in and around the Hawaiian Islands and Southern California with the coalition forces, which includes more than 40 ships and submarines, more than 200 aircraft and 25,000 personnel.

437 Transport Squadron is also deployed at RIMPAC, providing coalition air-to-air refuelling – much like they did for coalition forces during Operation MOBILE over Libya. With their CC-150T Polar aircraft, they are providing invaluable fuel to Canadian and US fighter jets as they go on their missions during the exercise, which is held every two years.

If there is a main lesson to be taken out of RIMPAC 14, it is a simple, clear and concise objective, according to Col. Lowthian.

"Train like we fight," was the principal lesson learned from this collective training operation in a multi-national environment, he felt, although not the only lesson learned by far. "We're compiling a lot of stuff about the lessons learned," he told *the Contact* earlier this week, including how to

Continued on page 7

Unmanned aerial systems the newest policing tool

By Ross Lees

Military Police and other personnel from 8 Wing/CFB Trenton took advantage of a classroom presentation and flying demonstration by the OPP Aviation Services to learn more about unmanned aerial systems (UAS) and unmanned aerial vehicles (UAV).

Demonstrated by Staff Sergeant (S/Sgt.) Rob Manca and Sgt. James Stirling of the OPP, it

quickly became obvious their UASs were much more sophisticated than the UAVs purchased from the Source or Toys-R-Us.

Priced anywhere from the \$100,000 the OPP paid for their first unit five years ago to \$180,000 for the newest, more sophisticated Canadian-built models available today, these UASs are proving invaluable to the OPP in man-hours and budget savings.

But because policing with UASs is still in its in-

Continued on page 10




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Canadian Air Task Force Romania and Romanian Air Force Firefighters conduct joint training

By By Captain Christopher Daniel

"Interoperability at its finest – that's what we intend to achieve today," remarked Plutonier Major Leas Dorin, the Fire Chief of the Romanian Air Force (RoAF) 71st Air Base (AB) Fire Hall, while he was briefing his firefighters before their joint training with the Canadians.



Joint firefighters training. Photos by Capt. Christopher Daniel

the ATF Romania and the RoAF personnel conducted to have a common understanding of the emergency response plan," said Lt.-Col. Jay Nelles, ATF Romania Deputy Commander and Chief of Staff.

Every year, the RoAF 71st AB Fire Hall, disposes their dry chemical firefighting agent before it expires and loads their trucks with a fresh batch.

"There's no better way of disposing the agent than using it for training," said Soldat Nagy Zoltan, a RoAF firefighter. "This year, we're honoured to do it with our Canadian friends; we showed them how we operate our truck and demonstrated our sweeping techniques."

After the briefing and demonstration, the Canadian firefighters operated the Romanian fire truck with the assistance of their counterparts. The Romanians did the same with the Canadian fire truck.

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The Canadian Air Task Force (ATF) Romania's firefighter team conducted an aircraft-fire mitigation training with their Romanian counterparts during Operation REASSURANCE in Campia Turzii, Romania on July 9.


"I'm pleased to see how they worked together, learning from each other's best practices and familiarizing with the other country's fire truck," said Lieutenant-Colonel David Pletz, Commander of ATF Romania.

ATF Romania is the air com-

ponent of Operation REASSURANCE, which is Canada's contribution to NATO reassurance measures and promotes security and stability in Central and Eastern Europe.

"This joint training follows the tabletop exercise, which

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RCAF assists in rescue of injured hiker near Sault Ste. Marie Griffon and Hercules crew rescue man from deep crevasse

A CH-146 Griffon conducts high hoist work to recover and transport an injured climber to Sault Ste Marie hospital



Un hélicoptère CH-146 Griffon effectue l'hélicoptère afin de sauver et de transporter un grimpeur blessé à l'hôpital à Sault Ste. Marie.

The crews of an RCAF Griffon helicopter and Hercules aircraft assisted the Ontario Provincial Police (OPP) with an early morning evacuation of an injured hiker from a deep crevasse 90 kilometers north of Sault Ste. Marie, on Friday, July 25.

At 6:30 a.m. EDT, the Joint Rescue Coordination Centre at Trenton received a request from the Ontario Provincial Police in North Bay seeking federal assistance in the rescue.

"Local ground rescue teams had reached the hiker and assisted with signaling our aircrew but due to the hiker's serious pelvic/back injuries, he could not be moved and a hoist extraction appeared to be the only solution," said Major Marty Zimmer of Joint Rescue Coordination Centre, Trenton.

With dusk approaching, a CH-146 Griffon helicopter from 424 Transport and Rescue Squadron from 8 Wing Trenton was tasked to proceed to the area to

conduct, what was likely to be a night extraction. A Hercules aircraft from 424 Squadron was also launched to provide top cover and illumination with the use of night flares.

The Hercules was the first to arrive on scene and assess the situation.

"The patient's condition was deteriorating, so the decision was made to have our Search and Rescue Technicians parachute into the area before nightfall to assist the ground crews with providing medical care to the casualty until the Griffon crew arrived," said Maj. Zimmer, who is Officer in Charge of Joint Rescue Coordination Centre, Trenton.

The Griffon arrived on scene just after midnight, however, after multiple attempts to initiate a hoist sequence, it was determined this could not be safely completed at night.

Search and Rescue technicians aboard the Griffon where then dropped off at the top of



Patient transportation
Photo by Lee Bibby, WO 424 Sqn STL

the ridge where they climbed down the crevasse to provide additional equipment and care until a daylight recovery was possible.

"Both the Herc and Griffon crews had reached the end of their crew day and went to ground in Sault Ste. Marie while four SAR Techs provided casualty care throughout the night," said Maj. Zimmer. "With the con-

dition of the casualty further deteriorating, we called in our backup Herc and Griffon crews to facilitate a first light rescue."

The backup Herc crew flew an additional Griffon crew to Sault Ste. Marie where they were able to take the Griffon and conduct a first light hoist at 7 a.m., successfully recovering the casualty and taking him to the hospital in Sault Ste. Marie.

L'ARC participe au sauvetage d'un randonneur près de Sault Ste. Marie L'équipage d'un hélicoptère Griffon extrait un homme d'une crevasse

Tôt le matin du vendredi 25 juillet, les équipages d'un hélicoptère Griffon et d'un avion Hercules de l'ARC ont aidé la Police provinciale de l'Ontario à évacuer un randonneur blessé qui était tombé dans une crevasse profonde située à 90 kilomètres au nord de Sault Ste. Marie.

À 6 h 30 (HAE), le Centre conjoint de coordination de sauvetage à Trenton, en Ontario, a reçu un appel à l'aide de la Police provinciale de l'Ontario à North Bay, qui demandait la participation du gouvernement fédéral à l'opération de sauvetage.

« Des équipes de recherche au sol locales avaient atteint le randonneur et aidé à signaler son emplacement à notre équipage, mais elles ne pouvaient pas déplacer le blessé, qui avait subi des blessures graves au bassin et au dos. Une extraction par hélicoptère semblait être la seule solution », a déclaré le major Marty Zimmer du Centre conjoint de coordination de sauvetage de Trenton.

Comme le crépuscule s'approchait à grands pas, on a demandé à l'équipage d'un hélicoptère CH-146 Griffon du

424e Escadron de transport et de sauvetage de la 8e Escadre Trenton de se rendre dans le secteur afin d'exécuter ce qui serait sans doute une opération d'extraction de nuit. Un avion Hercules du 424e Escadron a été affecté à la mission afin qu'il puisse assurer la surveillance depuis les airs et l'éclairage au moyen de fusées éclairantes de nuit.

L'avion Hercules est arrivé en premier sur les lieux de l'incident, et l'équipage a évalué la situation.

« Comme l'état du patient s'empirait, nous avons décidé de parachuter les techniciens en recherche et sauvetage dans le secteur avant la tombée de la nuit pour aider les équipes au sol à prodiguer des soins médicaux en attendant l'arrivée du Griffon », a indiqué le Maj Zimmer, officier responsable du Centre conjoint de coordination de sauvetage.

L'hélicoptère Griffon est arrivé sur les lieux tout juste après minuit, mais après de nombreux essais d'hélicoptère, nous avons déterminé que l'exécution d'une extraction par hélicoptère pendant la nuit présentait des dangers.

Les techniciens de recherche et de sauvetage qui étaient à bord du Griffon ont été déposés au sommet de la crête; ils sont ensuite descendus dans la crevasse avec de l'équipement supplémentaire pour prodiguer des soins en attendant de secourir le blessé pendant le jour.

« Les membres des équipages du Hercules et du Griffon avaient terminé leur journée de travail, donc ils se sont installés à Sault Ste. Marie, alors que les quatre Tech SAR ont prodigué des soins au blessé pendant la nuit, a mentionné le Maj Zimmer. Comme l'état du blessé se détériorait, nous avons fait appel aux services des membres de l'équipage de renfort des aéronefs Hercules et Griffon en vue d'essayer de sauver le blessé dès le crépuscule. »

Les membres de l'équipage de renfort de l'avion Hercules ont transporté les membres de l'équipage supplémentaire du Griffon à Sault Ste. Marie. Ces derniers ont pu effectuer un vol à bord du Griffon à 7 h ce matin, en vue de hisser le blessé avec succès et de le transporter à l'hôpital à Sault Ste. Marie.

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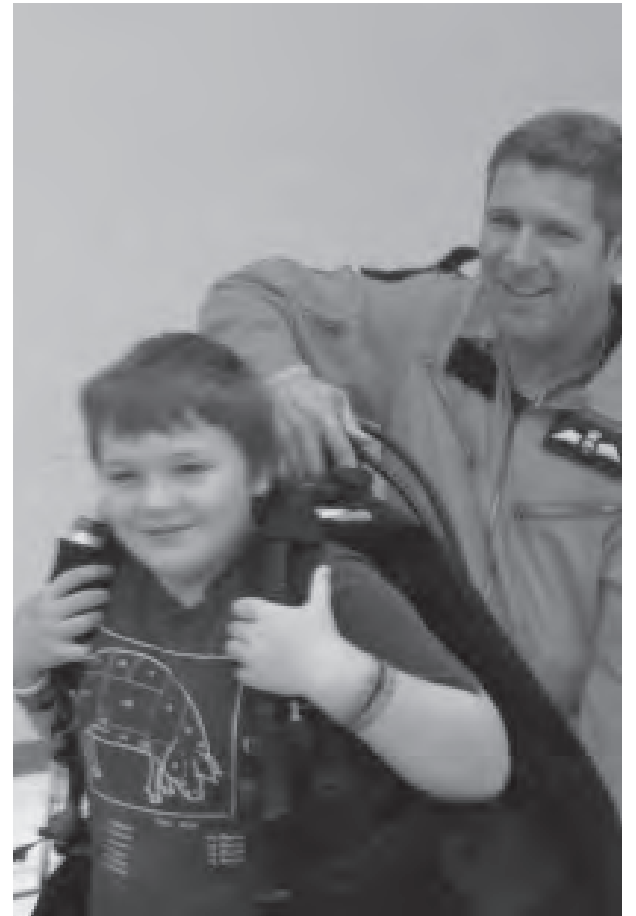
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Superheroes wear camouflage

RecPlex Kidz Camp visited by search and rescue technicians



The Recplex Kidz Camp had a busy week this week with their Superheroes Wear Camouflage week, acknowledging the tremendous jobs many of the children's parents do as military personnel. In this particular visit, 8 Wing search and rescue technicians (SAR techs) visited the camp and interacted with the children, some of them children of colleagues. Children were given the opportunity to try on some equipment and to garner some information about what SAR techs do. As you can see from the pictures, both sides of the visit enjoyed the interaction.

Photos by Juli McWhorter

Apple of her eye

This mother records the cadet graduation parade on July 25 on her tablet.

Photos by Ross Lees



Cadets the centre of attraction at graduation parade

Cadet William Cole, taking the Drill and Ceremonial Instructor Course (DCIC) from 792 Squadron in Iroquois Falls, stands at attention during the graduation ceremony July 25.



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 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 Armed Forces at work.

The CONTACT is published every Friday with the kind permission of Colonel David Lowthian, MSM., CD, Commander, 8 Wing/CFB Trenton. The Publisher 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, CAF or other agencies.

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The CONTACT produces news and information about 8 Wing/CFB Trenton at home and around the world. We depend on our military community for articles, personal stories and photos.

- Articles should be typed in upper and lower case (not all caps) and in plain black text. Acronyms should be spelled out on first reference, then abbreviated when referred to thereafter.
- Do not include clip art, graphics or photos within typed pages. Additional graphics, logos and photos must be sent as separate files.

- Articles may be mailed, e-mailed (cfbcontactnewspaper@gmail.com) or delivered in person and must include the author's full name, rank, (if applicable) unit and phone number.
- Whenever possible, photos should be included with your article and should contain the name of the person who took the photo and an appropriate caption to go with it. Photos should be saved in a jpeg format at a high resolution for quality reproduction.
- Articles must be received by Monday at noon prior to print date.

Letters to the Editor:

All letters must be signed and include the name of the author, which will be published. Include a phone number for verification. We reserve the right to edit the text while preserving the main objective of the writer. We cannot guarantee that any particular letter will be printed. E-mail letters to: cfbcontactnewspaper@gmail.com



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The CONTACT newspaper is a Personnel Support Programs (PSP) entity. Our newspaper relies almost solely on revenues generated through advertising and sponsorships.



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RCAF Milestone Moments

Remembering the crew of Buffalo 461

Generally, our articles have been moving from the birth of the Canadian Air Force to the Modern Era, but this week we have decided to step "out of order" for a moment to remember the Crew of Buffalo 461.

In 1973, following the Yom Kippur war between Israel, Egypt and Syria, Canada along with 12 other countries sent nearly 7,000

Peace Keepers and Civilians to Cairo to monitor the cease-fire agreement between Egypt and Israel. Part of the Canadian contingent of nearly 1,200 was 116 Air Transport Unit flying two CC-115 Buffalo Aircraft.

By August 1974, 116 ATU was flying six days a week from Beirut to Ismailia, Egypt to Damascus. On Aug. 9, the day was to be

no different. Flight 51 took off from Beirut and flew to Ismailia, from Ismailia it was to fly to Damascus and back to Beirut. At 9:45 GMT, Captain Mirau's last transmission to Damascus ATCC was, "Roger, we are cleared for Damascus VOP to maintain 8,000 cross Mike Echo Zulu at 10,000 or above." Shortly after a Syrian surface to air missile was shot at

461. While in a controlled descent, two more missiles were fired at the aircraft.

Buffalo 461 was the largest loss of life in a Peacekeeping mission, and still is to this date. It is because of this that Aug. 9 has been declared Peacekeepers Day in Canada. So on this 40th anniversary of the Buffalo Nine, please take time to remember them and

the 112 other Canadian Peacekeepers that have been killed trying to maintain a fragile world peace.

The Buffalo Nine are: Capt. G. G. Foster; Capt. K. B. Mirau, Cpl. M. H. T. Kennington, Cpl. M. W. Simpson, MWO G. Landry, A/MWO C. B. Korejwo, MCpl. R. C. Spencer, Cpl. B. K. Stringer, Capt. R. B. Wicks.



This image shows Buffalo 461 with a UN Flag in the background to show its humanitarian mission. There are nine maple leaves, one for every member on the flight.

The RCAF Milestone Moments have been compiled and researched by the staff of the National Air Force Museum of Canada.

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Fitness & Health

Resilience: The bounce back factor Part 2: How to become more resilient

Resilience allows a person to minimize and manage stress, and can also boost your self-esteem – key in dealing with stress. But where does it all begin?

Genetics may play a role – some people are just naturally more adaptable. Childhood experiences may also play a role. Some stress experienced early on may act like an immunizing dose, but what is the right amount? Everyone is different and nowhere is it written that a person with a traumatic childhood is going to have more or less resilience than someone who grew up in carefree, loving environment. So what can a person do to boost their resilience?

Become more flexible. An overly rigid attitude is emotionally dangerous. Recognize that everyone experiences challenges and unexpected events and learning how to roll with the punches is key to developing resilience. Consider approaching change with small steps, doing small things that make you step outside of your comfort zone. Gradually, it will be easier to do things that are “outside your box”. Frame the new experience as a skill- or experience- building opportunity rather than something to be afraid of. You will then have that “re-framing” mindset to fall back on when an unwanted change in life, such as a change of management at work, occurs.

Humour is another factor. Looking for that proverbial silver lining isn't always easy, but gradually you will come to realize that people aren't raining on your parade just to spite you. Another important consid-

eration is related to life balance – all the dimensions: physical, emotional, social and spiritual should be represented.

Perhaps the most important factor is social support. It is absolutely vital for people to have

social contacts, people that they can count on when things are tough, who can help to pick up the pieces. Ideally, develop relationships with family members and surround yourself with friends.

Stress

Awareness

Stress: Take charge!

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time management and work/life balance; explore stress management tools, including building resilience; and create a lifestyle action plan.

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Coalition personnel learn valuable lesson during this exercise - to train like they fight



Combined Forces Air Component Command Air Commodore Chris Westwood (left) briefs the Combined Air Operations Centre (CAOC) directors - Deputy Commander Colonel David Lowthian, Col. John Alexander (Royal Canadian Air Force), Capt. Charles Degilio (United States Navy - Reserve Component) and Group Captain Stuart Bellingham (RAAF) at the Combined Air Operations Centre as a part of Rim of the Pacific (RIMPAC) 2014 at Joint Base Pearl Harbor, Hickham.

Photo by Sgt Matthew McGregor, Canadian Forces Combat Camera

Continued from page 1

make RIMPAC 16 better, learning how to improve capabilities in operational and support functions at the Air Force level, and improving command and control doctrine within the Air Task Force (ATF).

"We're also learning how to better train our individuals and set them up for any coalition operation where all people will operate at the operational level and there will be better planning, weighing of risks, tasking and execution," he noted.

Those lessons learned were on the minds of some of the visiting brass like the Chief of the Canadian Defence Staff, General Tom Lawson, recently.

"The question that stood out the most was 'how are you guys capturing the lessons learned,'" stated Col. Lowthian. "It's not a difficult task in this situation because the operation itself isn't classified so that makes it much easier to interoperate among the coalition and to document later on."

Many of these lessons will affect the way training is applied at Canadian home bases, Col. Lowthian noted.

"It will affect how we adjust some of our courses at home, like the Command and Control Course (CCT), and it confirms a lot of the stuff they're doing and probably some additions or follow-ups with respect to the little mini-exercise they run on week two," he said.

It also confirmed the necessity and importance of the Operational Command and Control Course (OCCC) offered by the Canadian Forces Aerospace Warfare Centre (CFAWC) at 8 Wing and would likely result in some suggestions for improvement of the course in the future.

Col. Lowthian said that learning to train like we fight means incorporating that maxim into the planning stages of any exercise like RIMPAC at the earliest stages and within doctrine so that those involved structure operations appropriately.

Lieutenant-General Yvan Blondin, Commander of the Royal Canadian Air Force (RCAF) was focussed on perfecting the ATF concept in an exercise like RIMPAC, a situation requiring the early incorporation of command and control indoctrination.

RIMPAC is designed each year to go through a crawl, walk, run

tempo that develops through four phases, according to Col. Lowthian. The first phase is the harbour phase, when all the ships are in harbour and the different nations integrate from top to bottom so that the exercise unfolds in a safe, prioritized manner.

Force integration follows that phase, where ships put to sea, aircraft begin flying and interoperability comes to life at all levels. Col. Lowthian said this phase included a symposium put on by Flight Surgeon Lt.-Col. Nick Withers concerning the medical capabilities on the exercise and allowed Col. Lowthian to tour the Chinese hospital ship the Peace Ark and also included a tour of the American hospital ship the Mercy.

Next comes the advanced force integration phase, where deliberate tasks or campaigns begin to unfold and techniques come into play.

The final phase is the free play phase, where a little more flexibility is allowed. This is four days of simulated war, Col. Lowthian indicated, where decisions and dynamic targeting take place.

"Lastly, and its emphasized throughout the exercise, is to get all of the components to work together so maritime, air, land and special operations are governed by the grand coalition task force and function under its guidelines," he stated.

Operations staff coalesce in the Combined Air Operations Centre (CAOC), which is a hive of activity throughout RIMPAC. This operations group is made up of approximately 50 per cent American personnel and the remainder is divided among Australian and Canadian personnel with a sprinkling of New Zealanders and Singaporeans thrown in. Col. Lowthian

Continued on page 15



Three CF-18 Hornets come alongside a CC-150T Polaris to refuel just off the coast of Hawaii during the Rim of the Pacific (RIMPAC) Exercise 2014 on July 12. Photo by Sgt Matthew McGregor, Canadian Forces Combat Camera

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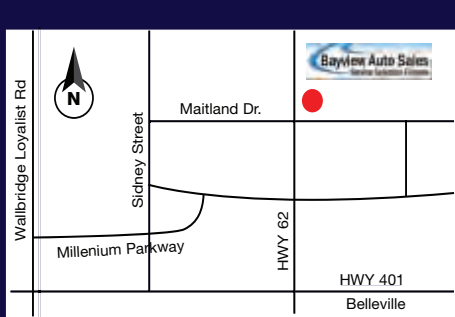
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Canadian Air Task Force Romania and Romanian Air Force Firefighters conduct joint training



Joint firefighters training

Photos by
Capt. Christopher Daniel

Continued from page 2

“It’s important that we familiarize ourselves with how Canadian and Romanian firefighters operate, so that in case of an emergency, we are confident that we can work together,” said Soldat Zoltan. “Hopefully we don’t get to do it in real life, but it’s always good to be prepared.”

The ATF Romania firefighter team is composed of members from 4 Wing Cold Lake, 14 Wing Greenwood, 19 Wing Comox, 8 Wing Trenton, and 3 Wing Bagotville.

Multinational training opportunities, such as the ATF Romania’s presence in Eastern Europe, allow Royal Canadian Air Force personnel to work with their NATO allies and improve multinational trust and confidence in each other’s capability.



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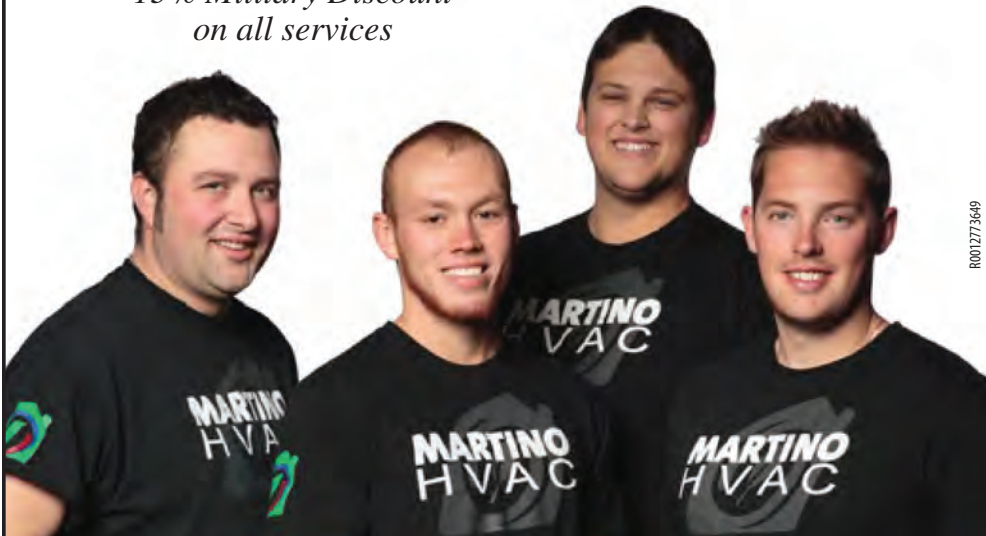
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UASs allow police forces to do their jobs at reduced cost in 'real time'

Continued from page 1

fancy, there are many pros and cons to consider as forces prepare to take the next step in policing with any of these sophisticated mechanical devices.

For S/Sgt. Manca, they are a tool which allows the OPP to do their jobs better and quicker and often at reduced costs once the initial purchase is behind them.

"I will use any tool which will get the job done," he told a small gathering at the base on Tuesday morning, and these tools keep proving more and more useful as new applications are discovered for them almost daily.

In comparing the models used by the OPP and military with those purchased at stores like the Source or Toys-R-U's, S/Sgt. Manca makes sure his audience knows it

is the software they should focus on more than the hardware when making the initial purchase. He said the newer models are also much more militarized than earlier UASs.

The popular vehicles are rapidly becoming much more than just toys, however, and that presents a number of policing issues for police forces around the world. One major company is even considering using the UASs to deliver packages, a situation which could increase the volume of traffic tremendously in a very short time if they were given permission to use them in that manner.

That scenario could prove a nightmare for police. Having hundreds or thousands of these mechanical devices being operated by people of varying skills could result in air-to-air accidents where these vehicles end up

falling out of the air onto vehicles on the ground or even striking pedestrians.

Because a person can virtually learn to fly one of these UASs in 10 minutes, according to S/Sgt. Manca, people flying these miniature aircraft would often be learning to manoeuvre the craft and its more sophisticated operating techniques while they fly. If they don't pay close attention, these aircraft can fly out of range and be lost. Once out of control range, they are virtually flying on their own and could fly into controlled airspace over an airport or crash through a windshield of a vehicle on Highway 401.

For police forces like the OPP, RCMP and Military Police, rules and regulations regarding the use of UASs are strictly enforced by Transport Canada, but S/Sgt. Manca notes those rules don't apply as strictly to civilians.

"The rules are for the people who follow the rules," he stated

And then, of course, there are those people who not only don't want to follow the rules, they want to break the law or use the vehicles for unlawful situations. Transportation of drugs might be one illegal use and using these vehicles to make air strikes could be another, all situations police forces around the world continue to express concern about. These vehicles are also being used for observation as well, situations which could invade privacy.

The OPP use the vehicles for searches, to fly over accident and tactical scenes, but they do it all under strict guidelines. They must always be able to see the vehicle unaided by things like binoculars, they can fly at a height of 2,000 feet in temperatures as cold as minus 25 Celcius and in winds gusting up to 70 km/h. Flight duration can be up to 20 minutes for their Aeryon Scouts models. It takes about 40 minutes to recharge the batteries or one hour in the newer models.

"Right now, only our imagination is holding us back," stated S/Sgt. Manca's partner Sgt. Jamie Stirling.

S/Sgt. Manca demonstrates the level of control of the UAS to his audience at CFB Trenton.

Photo by Ross Lees



S/Sgt. Rob Manca is shown here assembling the OPP UAS for a demonstration.

Photo by Ross Lees

"They've been a huge advantage, so far," added S/Sgt. Manca. "Real time information is a huge advantage," as the UASs allow instant feedback images on a computer screen so a vehicle or person can be tracked even as they leave the scene of a crime.

While the eyes of the Military Police light up when they see the uses the UASs are being put to by the OPP, they recognize they are unlikely to get these latest policing tools in the short term during a period of economic restraint.

Maj. Alexandre Dumulon-Perrault, the Commanding Officer of 2 MP Sqn. at CFB Trenton, said he would love to have the UASs for his force.

"But we would first have to determine it was the right tool to do the right job and then we would have to further assess whether it was the right tool for us," he said.



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piece bathroom. This valuable space could be used in many ways: as a recreation room, an in-law suite or for storage and hobbies. The second level is bright and spacious, boasting nine-foot ceilings throughout and the potential for wonderful views. The great room has a built-in display case and entertainment unit along one wall, with a gas fireplace between them. An angled railing overlooks the foyer below. Sliding glass doors from the dining room access the partly covered deck at the front of the house, ideal for year-

round grilling. The kitchen has a large square work island and eating bar; a double-door pantry, a phone desk and a greenhouse window that looks over the back deck to the garden beyond. This room is bound to be the centre of family life. In summer, gatherings can spill out on to the sundeck. In winter, there is plenty of room around the fireplace in the great room to read, play board games and watch TV. From the great room, a corridor leads to the bedroom wing. The master bedroom features a make-

up area, separated from the four-piece ensuite by a sliding pocket door. A large walk-in closet with built-in shoe storage completes the dressing area. Two additional bedrooms overlook the back yard. Both have boxed out windows with wide sills that are great for displaying children's trophies and keepsakes. A second bathroom, with a tub placed beside a window wall, is located between these bedrooms. This house measures 47 feet wide and 47 feet deep, for a total 1,496 square feet of finished living space.

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Welcome to The Contact newspaper's Community Events page! Thanks to the generosity of Smylie's Independent Grocer, we can, space permitting, feature public service announcements, community events and help promote non-profit and charitable organizations in the Quinte area. The Contact is always interested in what is going on in and around CFB Trenton. Please send your coming events (from blood donor clinics to tea parties) to us at cfbcontactnewspaper@gmail.com. Please include the date, time, and location of the event along with a brief description. Please do not send posters.

Annual hydrant flow testing

As in previous years, the 8 Wing Fire Department will be conducting annual hydrant flow testing throughout the Wing and in the PMQ area. These tests help to confirm and ensure that the water pressures servicing these areas are sufficient for firefighting operations. Occupants may experience discoloration of their water and need not worry. If this occurs, simply continue to run your water until the discoloration disappears. The testing period will run from June 1 until approximately Sept. 1. If there are any concerns, please feel free to contact the Fire Department business line at local 3511.

July 30 – Blood Donor Clinic

The next Blood Donor Clinic at CFB Trenton will take place at the Baker Island Community Centre, 27 Island Park, from 10 a.m. to 2 p.m. on July 30. All regular or new donors are urged to come out and donate.

Aug. 18 – Blood donor Clinic

A Blood donor clinic will be held in Trenton at the Trenton Knights of Columbus Hall at 57 Stella Crescent from 1 p.m. to 7 p.m. All regular or new donors are urged to come out and donate.

Sept. 12 - 8 Wing CFB Trenton Education and Transition Fair

Considering education and learning options for the future? Professional development and /or transitions forecasted? The Education and Transition Fair will provide empowering information and encourage all those who may be interested to adopt a lifestyle that includes an individual learning plan. No registrations are required, all personnel and dependents can drop-in anytime at the RecPlex gymnasium between 10 a.m. and 3 p.m. on Sept. 12. Additional details may be found on the Wing Splash page or WPSO website.

Oct. 6-8 - General SCAN and Medical Seminars

Considering retirement in the near future? Exploring your options? Unsure about pension, financial or education benefits after release? SCAN seminars at the Astra Lounge in the Junior Ranks Mess are designed for military members with 10 or more years of service who may be contemplating a return to civilian life, though they are open to all military personnel. Spouses are strongly encouraged to attend. Seating is limited. Reservations may be made by filling out and returning the registration form found through the WPSO's website or on the wing Splash page no later than Oct. 2. Registration begins at 8 a.m. each day at the Astra Lounge, Junior Ranks Mess, 8 Wing/CFB Trenton.

Aviation cadets soar to new heights of learning

Trenton Cadet Training Centre staff praised for devotion and professionalism during training

By Ross Lees

Lieutenant-Colonel Joe MacMillan, the Commanding Officer of the Regional Cadet Support Unit (Central) and the Reviewing Officer at the Trenton Cadet Training Centre (TCTC) Aviation graduation parade July 25 extended kudos to the staff of TCTC for their stellar efforts in training the cadets in the aviation courses this summer.

He said the cadets' performance during the parade was "awesome" and was a tribute to the hard work of the TCTC staff.

"Your long hours, your devotion and your professionalism has not gone unnoticed," he stated. "You have done extremely well and you should be proud of these cadets."

He added that the cadets had done well with their training and should also be leaving with their heads held high.

"You should take significant pride in your accomplishments," he told them. "You have made new friends, learned new skills and now the task is to take them back to your home squadrons and improve the local program in your community."

TCTC Commander Lt.-Col. Darryl Rolfe noted these cadets were leaving having experienced some stellar opportunities while on course in Trenton.

"You had the chance to fly on the mighty C-17 Globemaster," adding he hoped all of



Cadet Maria Pinto, taking the DCIC from 94 Squadron in Newmarket, salutes the Reviewing Officer during the march past at the graduation ceremony.

Photo by Ross Lees

the cadets would continue with their training, although some might have to go to other locations next year for advanced training. But he hoped the Basic Aviation graduates and the Basic Aviation Technology and Aerospace cadets would return and continue their courses in Trenton next year.

Lt.-Col. Rolfe felt the Basic Aviation Technology and Aero-

space course was the "coolest course we run because of all of the fabulous hands-on stuff you get to do," including launch a model rocket, an activity Lt.-Col. MacMillan witnessed.

"I had a blast," Lt.-Col. MacMillan announced amid groans from the audience.

Other elements of this course include identifying elements of

Continued on page 13

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Provincial Park Passes – Rental Soon

The Community Recreation Association has three separate passes which may be rented for use at any of the Provincial Parks in our area. (Sandbanks; Presqu'île; North Beach; Ferris; Bon Echo). This service is available to serving military personnel and CRA members in possession of a current PSP facility membership. One pass per family may be rented. Sorry, but passes cannot be reserved in advance. They are available on a first come, first served basis. When renting a pass, the pass must be returned by close of business on the same day or no later than 8:30 a.m. the following day. Available at the Kiosk at the South Side Gym, \$10 tax included.

Red Cross Swim Lessons

For children and adults during the summer of 2014, eight or 10 lessons in duration. Session three – Aug. 11 to Aug. 22., Mon, Tuesday, Wednesday and Friday mornings – eight lessons. Register now online or in-person from 1:30 p.m. at the RecPlex.

Aquatics

Morning Aquafit - Mondays, Wednesdays, Fridays, June 30 to Aug. 29 (26 classes) 8:30 a.m. to 9:20 a.m.
Senior Lane Swim - Mondays, Wednesdays, Fridays, June 30 to Aug. 29 (26 swims), 7:30 a.m. to 8:20 a.m. or 8:30 a.m. to 9:20 a.m.

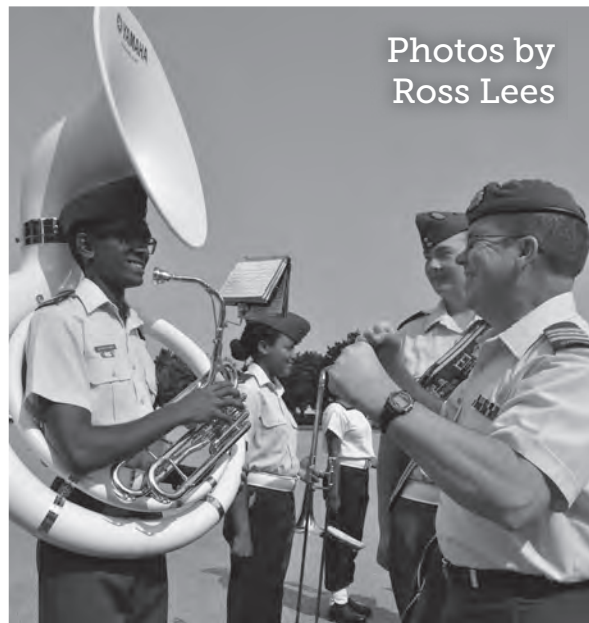
Fitness Programs

Pilates/Core Fitness – Wednesdays, July 9 to Aug. 27, 4:20 p.m. to 5:20 p.m.
NEW! Cardio/Step/Strength – Wednesdays, July 9 to Aug. 27, 5:30 p.m. to 6:30 p.m.
Tai Chi – Tuesdays, July 8 to Aug. 26, 5:35 p.m. to 6:35 p.m.

Advanced Aquatics

Red Cross Babysitter's Course – Saturday, Aug. 16, 10 a.m. to 5 p.m.
Standard First Aid with CPR "C"/AED – Friday and Saturday, Aug. 22 and 23, 9 a.m. to 5 p.m.
Standard First Aid with CPR "C"/AED recertification Sunday August 17., 9 a.m. to 5 p.m.

Aviation cadets soar to new heights of learning



Photos by Ross Lees

Cadet Sergeant Anushaath Jayanthan, in Music Training from 110 Squadron in Toronto, made Reviewing Officer Lt.-Col. Joseph MacMillan very happy when he told him he had named the instrument he was playing properly during the inspection of cadets at the graduation ceremony July 25.

Continued from page 12

the night sky (stars, planets, satellites, aircraft), tours of the Air Traffic Control Tower and Aerospace and Telecommunications Engineering Support Squadron (ATESS), and construct an aluminum model biplane using basic hand and power tools used in aircraft manufacturing and maintenance.

Mr. Bill Cummings of the Provincial Committee of the Air Cadet League noted that the past two weeks of training had introduced the cadets to cadet life at a summer training centre and provided them with an introduction to the opportunities available through the air cadet program.

"Take back what you have learned here at Trenton to your squadron and share this knowledge and training with your fellow squadron members," he stated.

Mr. Cummings also took the opportunity to thank the Air Cadet League's military partners, including Lt.-Col. Darryl Rolfe, TCTC Commanding Officer, and his staff for their support and dedication to the Air Cadet Program.

"Your efforts truly help to ensure the future of the Air Cadet Program," he noted.

Cadets also received awards for exemplifying leadership and a positive attitude throughout the courses.

Cadet Cameron Gostling from 102 Squadron, Barrie, received the Lt.-Col. J. Gale Award as the Top Overall Basic Aviation Technology and Aviation Course cadet. Cadet Michaelah Wales of 870 Squadron in Brockville earned the 413 Wing AFAC Award as Top Overall Basic Aviation Course cadet. The Lt.-Col. J.M. Donnelly Trophy for Top Overall Advanced Aviation Course cadet was won by Cadet Aneesh Sridhar, of 845 Squadron, Mississauga.



Cadet Cameron Gostling from 102 Squadron, Barrie, received the Lt.-Col. J. Gale Award as the Top Overall Basic Aviation Technology and Aviation Course cadet from Maj. (Ret'd) Tommy Thomas and Capt. Mark Bucken (BAC Course Officer).



Cadet Michaelah Wales of 870 Squadron in Brockville earned the 413 Wing AFAC Award as Top Overall Basic Aviation Course cadet presented by Lt.-Col. (Ret'd) Jim Gale and Capt. Dave Hiscock BATA Course Officer.



The Lt.-Col. J.M. Donnelly Trophy for Top Overall Advanced Aviation Course cadet was won by Cadet Aneesh Sridhar, of 845 Squadron, Mississauga. The award was presented by Lt.-Col. Joseph MacMillan (Reviewing Officer on left) and Capt. Joe Belansky.

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Safety

There's a safety message in Murphy's Law



Murphy's Law states: "If anything can go wrong, sometime it will."

That's a very negative message, and safety is a positive thing. But when you think about it, Murphy's Law does have something to tell us about safety.

Safety planning really means thinking of the worst things that could happen, and then taking steps to prevent them. You start with a negative idea, and you end up taking steps for a positive outcome.

Here's an example:
If you temporarily place a box of supplies in a rarely-used traffic aisle, Murphy's Law says that somebody will walk along that aisle, fall over the box and break an arm. Actually, according to Murphy's Law, that "someone" could be you.

Using this example, how can we put Murphy's Law to good use? We can do this by imagining the worst possible

consequences of our actions; and then taking measures to introduce safety into the situation to prevent these consequences. In this case, it would involve thinking of the worst possible outcome if we put the box there, and then taking steps to remove the hazard.

In other words, you use your Personal Protective Equipment and recommended safe work practices to protect yourself against the worst-case scenario.

When you get into your vehicle and buckle up your seat belt, you don't do it because you think everything is going to go right that day. You do it because there is a slight chance that some drunk will run a red light in front of you, or that you will hit a patch of ice and miss a curve on the road.

You wear your hard hat on the job not because you expect ev-

erything to go in your favor, but because there is a chance that someone might drop a brick from above or that you might accidentally bump your head on an overhead obstruction.

You use the handrail while walking down the stairs, not because you are confident that everyone else has looked after job-site housekeeping, but because it simply makes good sense to protect yourself from injury.

When you follow your company's strict safety rules regarding confined space entry, it is not because you are optimistic that the atmosphere in there is fresh air. It is because of the chance that it is, or may become, short of oxygen or contaminated by noxious gases.

When you make sure machine guards are in place, you are protecting yourself against the time - perhaps just the one time - when

you can't pull your hand away fast enough.

When you learn CPR (cardiopulmonary resuscitation), first aid or rescue techniques, it doesn't have much to do with the days when everything goes right. It has a lot to do with the rare occasions when a co-worker collapses with a heart attack or is seriously injured in a fall down an underground shaft.

That's how Murphy's Law relates to safety. It means thinking of the worst thing that can happen, and then taking positive steps to prevent that occurrence or to be prepared to deal with it.

"If anything can go wrong, sometime it will." Those are important words to remember in planning and practicing safe work procedures.



Coalition personnel learn valuable lesson during this exercise - to train like they fight

Aircraft Commander, United States Air Force Captain Joe Caruso and 1st Officer, Royal Canadian Air Force (RCAF) Capt. Sean Hill pilot an RCAF CC-150T Polaris for a refueling mission just off the coast of Hawaii during the Rim of the Pacific (RIMPAC) Exercise 2014 on July 12, 2014.



Flight Refueling Specialist Leader, Royal Canadian Air Force (RCAF) Maj. Gary Giacomuzzo speaks with Capt. Scott Woods aboard a RCAF CC-150T Polaris during a refueling mission just off the coast of Hawaii for the Rim of the Pacific (RIMPAC) Exercise 2014 on July 12.

Continued from page 7

said there are 33 to 38 personnel working in the Ops Centre.

The fact that many of the senior positions this year have been handed to Australians and Canadians is indicative of the fact that these two nations have raised their games over the years, according to Col. Lowthian.

"We've done it through professional development or by sending people back who have done RIMPAC before or how we've raised our game through exercises at home," he said. "People just come in and get it in a matter of days."

The difference from working at home as compared to RIMPAC is what Col. Lowthian describes as "battle rhythm," which involves a set calendar of events where specific briefings have to occur at specific times because they lead to a deliverable situation or working groups that would follow up.

It is the principal difference between his work at 8 Wing and his work at RIMPAC. At 8 Wing, he is the commander; at RIMPAC he is the deputy commander.

"As deputy commander, your number one job is to allow the commander to virtually be in two places at one time," he said.

By using Col. Lowthian as his continuity, Air Commodore Chris Westwood of Australia can get out and visit the units more deliberately, give them guidance, show appreciation for what they do, and network with different organizations – such as the Federal Aviation Administration (FAA) – because of the large number of aircraft flying in and out of the combination military and civilian airport in Hawaii. To facilitate that continuity, Col. Lowthian must often be in two or three spots in succession.

Col. Lowthian said a number of 8 Wing personnel have taken part in RIMPAC 14, including Flight Surgeon Maj. Nathan Nugent, who is heavily involved on the land component, Capt. Joe Caruso of the US Air Force now serving with 437 Squadron, Maj. Mike Wells of 429 Sqn., who is the visits champion and has been busy hosting all of the Canadian higher command visiting during RIMPAC, and Capt. Kyle Welch, from 429 Sqn, who has acted as Col. Lowthian's staff officer during the exercise. Chosen early for this exercise, it was only later that Col. Lowthian became aware that Capt.

Photo by Sgt Matthew McGregor, Canadian Forces Combat Camera

Welch became the father of a new baby in May, so RIMPAC took him away from his family at a time when they could have used him at home..

"He's done a fantastic job, so that is a shout out to him," Col. Lowthian noted.

RIMPAC provides a unique training opportunity that helps participants foster and sustain the cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's oceans. RIMPAC 2014 is the 24th exercise in the series that began in 1971.



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