FAREWELL TO THE LAB

by Capt Andy Canhead
8 Wing PAFFO

Lieutenant-Colonel François Fortin officially took over command of 426 Transport Training Squadron from Lieutenant-Colonel John Anderson during a ceremony at the 8 Wing Officers’ Mess on 19 July.

“426 Squadron has an excellent instructional team based on highly motivated people,” said Colonel Andre Deschamps, Commander 8 Wing/CFB Trenton, who presided over the event. “The Squadron is one of our most diversified units on this Wing. A training establishment for air mobility, 426 is also our centre of excellence for developing new technologies and doctrine.”

“It has been my distinct pleasure and honour to serve you, the members of 426 Squadron, over these past two years,” said LCol Anderson, outgoing CO. “I have always been touched about how strongly I have felt being amongst such a distinguished group of people as your Commanding Officer.”

LCol Anderson assumed command of 426 Transport Training Squadron in July 2002. During his tenure as CO, from January to July 2003, he served as the TAL Det Commander for Op Apollo. LCol Anderson will go to RMC Kingston to do a Defence Fellowship at Queen’s University.

“It is a great honour and a great privilege to have been selected to be Commanding Officer of 426 Squadron,” said the incoming CO, LCol François Fortin. “The members of 426 are part of a proud profession and fulfill a very important mission within the air mobility community. It takes a very special quality to be a member of 426 Squadron. Our people have been specially selected due to their operational experience, leadership qualities, specialized knowledge, instructional capabilities and personal skills.”

LCol Fortin’s last posting was with the Chief of the Air Staff organization in Ottawa, as Director of Air Requirement (DAR 2) for the Air Mobility fleets, the SAR and Tactical Aviation helicopters. He has accumulated nearly 5,800 flying hours on the CC130 and CC137 aircraft.

Chaired with the responsibility of training aircrew and technical support personnel for employment on the Hercules and Pilatus aircraft, 426 Squadron carries out some 309 serials of 35 different courses every year. It graduates approximately 900 personnel annually. The Squadron mandate is to train aircrew and technicians— which also provides extensive opportunities for the Squadron to participate in many current theatres of operation around the world.

WHERE GREAT DEALS HAPPEN EVERYDAY!

by Capt Andy Canhead
8 Wing PAFFO

Lieutenant-Colonel Russ Williams officially took over command of 437 Transport Squadron from Lieutenant-Colonel Dave Murphy during a flight line ceremony held on 19 July.

“437 Squadron has had to consistently give a 110 per cent effort to ensure that Canada’s needs have been met, both at home and abroad,” said Colonel Andre Deschamps, Commander 8 Wing/CFB Trenton, who presided over the event.

“For troops deployed, the Airbus has a very intrinsic meaning; seeing that airplane arrive on time means that they have been specially selected due to their operational experience, leadership qualities, specialized knowledge, instructional capabilities and personal skills.”

LCol Williams comes to Trenton after three years at National Defence Headquarters where he served as the Multi-Engine Pilot Career Manager, plus one year at the Canadian Forces Command and Staff College.

“You were the first airlift squadron to deploy an aircraft and crew to South West Asia,” said LCol Dave Murphy, outgoing CO, speaking to squadron members about events immediately following Sept 11 2001. “During the course of the following two years, you deployed, sustain, and redeployed Canada’s Air Force, Army and Naval forces throughout the Persian Gulf and Afghanistan, while concurrently reacting to the multitude of other aircraft requests. You were tireless; you rose tall to the challenge and far exceeded my expectations. You were magnificent.”

In July 2003, LCol Murphy assumed command of 437 Squadron, 8 Wing Trenton, a position he held until now. This month, he and his family will be moving to the United Kingdom where he will assume his new position as a member of the Directing Staff at the Royal Military College.

“I am honoured today to receive the Colours of 437 Squadron, a squadron with a proud history of service to Canada,” said the incoming Commanding Officer, LCol Russ Williams. “The role of strategic air transport is a complex one. There are many demands associated with worldwide flying ops and teamwork is therefore the key, whether it be in the cabin or on the cockpit or throughout the aircraft.”

LCol Williams comes to Trenton after three years at National Defence Headquarters where he served as the Multi-Engine Pilot Career Manager followed by a year at the Canadian Forces Command and Staff College. During which time he earned a Master of Defense Studies degree from the Royal Military College.
LCOL FORTIN NEW CO OF 426 SQUADRON


Photo: Cpl David Cribb, 8 Wing Imaging

LCOL WILLIAMS NEW CO OF 437 SQUADRON

Colonel Andre Deschamps, Commander, 8 Wing/CFB Trenton, oversees the official Change of Command of 437 Squadron on July 19, 2004, with Lieutenant-Colonel Russ Williams taking over from Lieutenant-Colonel Dave Murphy.

Photo: Cpl David Cribb, 8 Wing Imaging

WING LOGISTICS AND ENGINEERING PICTURE OF THE WEEK

MCpl J.M. West from 8 AMS is being “fit tested” with a full-face air purifying respirator by MCpl S. St. John, utilizing a Porta Count computer. The Fire Department provides training and “fit testing” on respirators to 8 Wing Trenton. More than 400 personnel were trained and “fit tested” last year and approximately 600 – 700 personnel are expected to be trained in 2004.

CONGRATULATIONS--IT’S A BOY!

GUAY, Kyle Roger was born July 7, 2004 at Belleville General Hospital to Sherry Simonneau-Guay and Kevin Guay. Weighing 7 lbs 4.4 oz. Proud Grandparents are Shirley Simonneau of Trenton and Carol & Mike Vriens of Niagara. Special Thanks to Dr O’Brien, BGH nurse Annelise and Brenda from Tiny Blessings.
424 Sqn SAR crews were kept busy during the past week. The first mission was an ELT search in the Sault Ste Marie area. Our Herc crew heard a very faint signal that was tracked down to about 30 miles south of the Sault but after several passes the crew was unable to pinpoint the source.

The following day, the Herc was tasked to locate an aircraft in the Montreal area that was transmitting an airborne emergency code on its transponder. The Cessna 172 finally contacted Air Traffic Control in Quebec City, it was determined that no emergency existed, and the crew returned to base. Later that day the Herc crew was tasked to conduct an ELT search near Kingston. The signal was homed to an area of north of the 401 but weather prevented the crew from getting low enough to investigate further.

Next, the Herc investigated an overdue helicopter near La Grande, PQ. The crew searched the area using an expanding square pattern. The first pattern produced no results, so the crew started a “track crawl” from the camp to the helo’s work area. After passing over the camp the pilot of the helicopter radioed the Herc crew that he indeed did close his flight plan the day before and that he was OK. That same day the Cormorant crew was tasked to investigate a report of two “red flares” near Oak Island, USA. A search yielded negative results and the Cormorant returned to Trenton.


8 Wing/CFB Trenton – A 424 Transport and Rescue Squadron CH-149 Cormorant helicopter successfully saved its first lives while completing a search and rescue mission in northern Quebec on July 22, 2004.

At approximately 5:30 p.m. local time, the Cormorant was dispatched by the Joint Rescue Coordination Centre from CFB Trenton in response to an emergency satellite phone distress call from a downed Piper 200 pilot. The pilot and his son had crashed their aircraft in poor visibility onto a deeply wooded hilltop near Parent, PQ (between Dorval and Val D’Or).

A CC-130 Hercules from 424 Transport and Rescue Squadron was first on-scene, but due to poor visibility and deteriorating weather conditions, was unable to dispatch Search and Rescue Technicians (SAR-Techs) via parachute. The Cormorant, fighting the same poor visibility conditions, made it on scene by 9 p.m. local time to dispatch SAR Techs via helicopter hoisting operations.

Both victims, who were suffering from serious wounds sustained on impact, were stabilized by the SAR Techs and were hoisted aboard the Cormorant and flown to Ottawa where they were met by ambulances. At the time, both victims were reported to be in good condition.

“We are really pleased with the performance of the Cormorant,” says Major Chris Brown, Aircraft Commander. “We can honestly say that the technological capabilities of the Cormorant allowed us to effect a rescue much more efficiently. It really proved itself in horrible weather conditions.”

Other crew members of the Cormorant on this historic flight include: Capt. Byron Johnson, First Officer, Sgt. Vince Otterson, Flight Engineer and SAR Techs Sgt. Wayde Simpson and MCpl Dino Simone.
The Contact Staff

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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 subheadings, bold, italics, colors, etc. Article names 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 marked, e-mailed or delivered in person. Non-e-mail submissions should be named in rich text format (.rtf) and as “text only” to print date at The CONTACT office.
- Articles must include author’s full name, unit and phone #.
- Whatever possible, photos should be included with your article. Include year and month photo was taken, 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.
- 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 business refer to as “old news.”

Why? Well, most of the events featured in these pages took place during the last two weeks of July—the two weeks the Contact was shut down to accommodate annual leave requirements. Turns out that they were definitively a busy two weeks in terms of big news.

Let’s see…8 Wing’s Cormorant saved its first two lives, Trenton hosted a hugely successful Ontario Regional Firefighter Combat Challenge, the venerable Labrador made its final flight from 8 Wing, an array of Change of Command Parades took place, and the Prime Minister appointed Bill Graham as the new Minister of Defence. Whew! Could we have chosen a worse time to shut down the Wing newspaper?

So please read on, with the understanding that the articles and photos herein may be dated, but no less important or deserving of publication by The CONTACT.

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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 objectives of the writer. We cannot guarantee that any particular letter will be printed. Mail, fax, 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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This Week in Contact

1974—More than 460 Canadian servicemen are setting up in Cyprus at this time, augmenting a similar number already serving there with the United Nations. The troops, members of the Canadian Airborne Regiment from Edmonton, are being flown to Cyprus by Air Transport Command 707 and Hercules aircraft. It has been nearly 10 years since the first Canadian troops joined the UN in Cyprus.

1984—MCpl AS Bradie, a member of 436 (Transport) Squadron, CFB Trenton, became the first Canadian Forces Loadmaster to attain 10,000 flying hours. This event took place on 13 January 1984 on Exercise Rapier Thrust, enroute between Victoria, British Columbia, and Wainwright, Alberta.

1994—BGen Armstrong, Commander, Canadian Forces Training System, recently attended the Flag Lowering Ceremony for the Canadian Forces School of Music, which will be disbanded effective 31 July. It is one of many Training System schools and units located at CFB Borden.
Wing Operations holds Change of Command Ceremony

by Capt Andy Coxhead

8 WING/CFB TRENTON – Lieutenant-Colonel Mario Fortin officially took over command of 8 Wing Operations from Lieutenant-Colonel Andy Mazierski during a ceremony at the 8 Wing Officer’s Mess held on 22 July.

“Wing Operations is definitely the pulse and beat of 8 Wing,” said Colonel Andre Deschamps, Commander 8 Wing/CFB Trenton, who presided over the event. “It (Wing Ops) is the grease between the two major gears called ‘Flying Operations’ and ‘Base.’ Wing Ops is the compass that the Wing relies on to maintain a steady course in achieving our many diverse tasked missions.”

“After 9/11 the ops tempo at 8 Wing changed quite a bit,” said LCol Andy Mazierski, outgoing Wing Operations Officer. “We went from the occasional deployment to continuous deployments and the event triggered numerous other activities like increasing readiness levels, force generation and security. These were all pressures that would not have been normally expected.”

“To the Ops staff, I thank you for your most dedicated hardworking and loyal service,” said LCol Mazierski. “Without you, I wouldn’t have gotten by.”

LCol Mazierski assumed command of Wing Operations in September 2000. This August, he commences year-long French language training in Trenton.

“I am extremely happy to come back to 8 Wing Trenton,” said the incoming Wing Operations Officer, LCol Mario Fortin. “For the personnel serving at Wing Operations, you are part of a proud organization that provides operational support to 8 Wing and all 8 Wing units to meet our requirement. You are an essential and integral part of the team. If we do not do our job, the mission will not get done.”

Lieutenant-Colonel Mario Fortin’s last posting was with the CFCSC as a Directing Staff and the Air Environmental lead responsible for the content and delivery of the Air curriculum portion of the course. He is also a former CO of 8 Wing Trenton’s 426 Squadron.

The mandate of 8 Wing Operations, led by the Wing Operations Officer, is to carry out missions as assigned by 1 Canadian Air Division (1 CAD). Consequently, 8 Wing Operations is responsible for executing 80 per cent of 1 CAD strategic taskings using CC-130 Hercules, and CC-150 Polaris Aircraft, and coordinating a 24-hour a day/year-round search and rescue posture using one CC-130 Hercules Aircraft and one CH-149 Cormorant.

News we can use?
Give us a call at local 7005 or 3978! (or e-mail LeBlanc.AL@forces.gc.ca)
The banker looked upset. She stared out of the frosted glass of the downtown skyscraper, over a completely clean desk.

"The economy just can’t absorb it," she said, gently shaking her head for effect. "People are not going to react well. This could be a disaster.

Disaster? Another one? Having just survived this party is about to befall us?

"He’s going fifty basis points," she muttered. "Unbelievable.

Of course, she’s talking about the cost of money. Bay Street now

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Pet Particulars

Cookie needs your help

Cookie was born at the shelter just over seven months ago. She was adopted to a nice family as soon as she was old enough to leave her mom. As Cookie got older, her barking (while left alone) was bothering the neighbours and Cookie was returned to us. She was as sweet as we remembered her, although very timid, especially around men. Not long after being brought back, we noticed Cookie limping. We took her to the vet for an exam and they originally thought that she sprained her leg in her kennel somehow. She was prescribed some painkillers, and ordered to be brought back if she didn’t start using her leg in the next few days. Three days later she was still limping, so back to the vet for x-rays. To our surprise they showed that she had broken her femur!!

Cookie is a very special girl...you see, her life almost ended before it started when her Mother Cora was dumped at a dog pound while heavily pregnant. Cora was on death row, so when asked to take her, we promptly agreed. Cora and all of Cookie’s littermates have been adopted into wonderful new homes. We know that Cookie has potential to be a great pet for some lucky family once again. We are going to send Cookie in for the surgery to fix her injury, but we do need help. The surgery will cost us about $700 - $700 that we’ll have to take away from countless other animals just as needy. If we can raise that much money for Cookie then we could spay/neuter seven other pets. We would like to draw everybody’s attention to the following extract

Submitted by Doug Bird, Deputy Wing Safety Officer

Seat belts work. Using seat belts or child restraints will reduce the likelihood of being injured or killed in a traffic crash by 55% and 75% respectively. If you’re involved in a collision at 30 mph (48 km/h), the force is equivalent to a fall from a third floor window to hard ground below. It’s common for a person to be thrown from a vehicle in a collision or a rollover. If this happens, the chances of being killed or seriously injured are extremely high.

A few things to remember about seat belts:

- A lap belt prevents the occupant from being thrown from the vehicle. It also transmits much of the force to the lower body. The shoulder belt adds protection by reducing injuries to the head and face.
- Use the lap belt and shoulder belt together. Wear the lap portion of the seat belt low on the hips. Don’t wear it over the abdomen. The shoulder belt must pass over the shoulder and not the neck. It should fit snugly over the chest.
- Don’t wear the shoulder belt under the arm. In a collision, the belt will exert tremendous pressure on the chest and cause internal injury.
- Pregnant women should sit upright and wear the lap belt under the abdomen and as low on the hips as possible.
- Buckle your children up! Make sure they use seat belts or child restraints each time they are in the vehicle.
- In the event of a collision, if they are unrestrained, there’s a good chance they’ll be thrown from the vehicle or thrown violently into other occupants of the vehicle.
- Infants and small children should be buckled into the appropriate infant or child carrier. Many parents think they would be able to hold their infants in their arms in the event of a collision. This is nonsense. In a vehicle traveling only 30 mph (50 km/h), a 10 lb. (4.5 kg) infant will be ripped from a belted adult’s arms with a force of almost 200 lb. (91 kg).
- In Canada, and in most states, it’s the law that children be protected by seats specifically designed for them. If used correctly, they will prevent your child from being thrown around in the vehicle.

Rear-facing infant carriers are designed for children weighing up to 20 lb. (9 kg). A combination seat can be used in the rear-facing position for children who weigh approximately 20 to 48 lbs (about 9 to 22 kg). Check the manufacturer’s guidelines for instructions on the proper use of these seats, contact your branch of the American Automobile Association (AAA) or the Canadian Motor Association (CMA).

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Heat stress prevention

We can expect that the scorching summer heat will periodically be making life very uncomfortable for those of us who are required to work outside or for those, who work in non-air-conditioned buildings and offices. I would like to point out that in addition to being merely “uncomfortable”, the blaring summer sun could pose real hazards to our health and safety. To this end, I would like to draw everybody’s attention to the following extract from Wing Standing Order 1.08.

Summer Preventive Measures

The prevention measures to be taken to combat the effects of heat stress for individuals performing strenuous work are as follows:

Special Clothing - Personnel wearing special clothing or in enclosed spaces must be closely monitored for heat stress regardless of the WBGT index. For those wearing cloth woven overalls, add 3.5 to the posted WBGT index to determine their level of water intake and work/rest cycle. For those wearing double-clothing, add 5.0 to the posted WBGT index to determine their level of water intake and work/rest cycle. For those wearing single-clothing, add 7.5 to the posted WBGT index to determine their level of water intake and work/rest cycle. For those wearing light clothing, add 10.0 to the posted WBGT index to determine their level of water intake and work/rest cycle.

Additional concerns

For outside workers, the use of appropriate clothing, (light coloured if possible) should be considered. The use of heat relief clothing is required. The use of hats, long sleeve shirts, long pants, combined with the use of a DEET-based insect repellent (such as Deep Woods Off) may be your best chance to prevent the dreaded mosquito bites, as well as avoiding sunburn/sunstroke.
FIREFIGHTING FIT!

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News
CF Mission in Haiti ends

National Defence

OTTAWA – (July 29, 2004) Operation HALO, Canada’s major contribution to the Mission des Nations unies pour la stabilisation en Haïti (United Nations Stabilization Mission in Haiti), or MINUSTAH will cease operations on Saturday, 31 July 2004. The Canadian area of responsibility has been successfully handed over to Argentinean United Nations (UN) forces and Canadian personnel will return to locations throughout Canada over the coming weeks.

“Our mission in Haiti was instrumental in bringing peace and stability to this troubled country,” said Minister of National Defence, Bill Graham. “Canadians can be justifiably proud of our contribution to the UN efforts to assist Haiti towards a lasting peace.”

The Canadian Forces (CF) deployed about 500 personnel and six CH-146 Griffon helicopters to Haiti in March 2004 to assist the United Nations-sanctioned multinational force in bringing stability to the country. Four Griffon helicopters departed Haiti July 22 nd and returned to Canada on July 25 th 2004. It is expected that all CF personnel deployed on Op Halo will return to Canada by mid-August. “I am extremely proud of the contributions made by all members of the Task Force,” said Lieutenant-Colonel Jim Davis, Commander Task Force Haiti. “The men and women who deployed on Op Halo endured extremely hot, austere conditions, conducted robust patrolling in some of the poorest and toughest areas of Port-au-Prince and Gonaïves, were able to quickly react to a natural disaster and helped to improve the overall quality of life in Haiti.”

Two CF officers will continue to serve at MINUSTAH HQ, as part of Operation HAM-LFT. Colonel Barry MacLeod is the Chief of Staff (COS) of MINUSTAH while Major Mike Collins is a member of the operations training section.

After a one-year absence from competitive bowling, Lieutenant Mike Stoddart has returned to the sport this year with renewed enthusiasm.

Lt Stoddart was the captain of the 8 Wing Trenton Team, bringing home the silver medal in April at the Regional Championship in Kingston. On an individual level, Lt Stoddart won high average and was selected to the All Star team. Shortly after this he competed in the qualifying for the Provincial Championships, and once again was victorious. He finished first, earning him the right to represent the Bay of Quinte Area in the Singles and Men’s Team division at the Provincial Championships. Throughout the year Lt Stoddart teamed up with local bowler Doug Plummer and won every tournament they entered. He was once again in the spotlight earlier this year during the Cogeco Televisions broadcast of a five pin bowling tournament that found Lt Stoddard as the recipient of $1,000 after winning with a final game of 360. He was the number one ranked bowler in Canada, and has won 10 medals at Canadian Championships.

Lt Stoddard is also a highly sought after coach and was selected by Lynne White of Collingwood to coach her in the Provincial Step Ladder championships. Lynne bowled her way to a second place Provincial finish. Lt Stoddart was also selected to coach at the Masters Bowlers Canadian Five Pin Bowling Champion-ships in Newfoundland in July. The team is made up of five bowlers from across Ontario that have never bowled on a team together before. These five rookies selected Lt Stoddard to lead them in Newfoundland and they were not disappointed. The team went on to win the first gold medal for the Teaching Men’s Division in 15 years.

There is no question that this was a not just lucky year for Lt Stoddart, he is really back on his game.

Banner year for local bowler

International cadets visit Trenton

Air Cadet Training Centre

8 Wing Trenton - Between 27-29 of July approximately 20 Cadets from Scotland, visited the Trenton Air Cadet Training Centre as part of an exchange program, to further develop Canada’s youth in world culture.

While at the training centre the exchange cadets participated in a variety of activities such as range, canoeing, drill, and flight line tours. The exchange cadets had a chance to participate in classroom activities with the advanced course cadets, allowing the exchange cadets to interact and learn subjects that are taught in the Canadian cadet movement. “Lots of cadets and activities. There was always something happening,” said Marc Frost from Scotland.

“Adventure Training was fun as well as canoeing in the Bay of Quinte,” said Mark Johnson.

The Training Centre was also visited by the International Cadet Exchange this week. Approximately 70 Cadets from the US, UK, Singapore, France, Belgium, Netherlands, Hong Kong, Turkey, and Australia all visited the Training Centre, touring the camp and 8 Wing Trenton’s flight line and control tower.

International cadets from Scotland visited the Trenton Air Cadet Training Centre last month as part of an exchange program to expose Canadian youth to other cultures.
Staying buff while on vacation

Confessions from the Gym

Laurie McVicar
Wednesday, August 4

Having just returned from a much needed two-week vacation, I thought it would be appropriate to write this week’s column about maintaining your fitness level over a season typically fraught with family get-aways and time off work (and inevitably the gym). If you are anything like me, keeping up with workouts is a lot easier when you are in a regular routine. I know when noon hour hits, it means my workout partner will be hot on my heels to drag me over to the gym. Kidding.

Once vacation time rolls around, often people hit the road and head out of town, leaving behind their gym (and likely sanity if they’re toting a car-load of kids). Unless your holiday includes cycling across the country or another major physical undertaking, here’s a list of ideas from fitness instructor Todd Peart to keep you in shape while you’re on leave:

• Walking...outdoors, floors, stairs;
• Calisthenics...pushups, situps, squat thrusts, pull ups from heavy duty hotel doors etc;
• Bring exercise tubing (easy to pack and light weight—lots of exercises);
• Jump rope (again easy to pack);
• Lift suitcases;
• Stretching;
• Shadow box.

Happy holiday and best of luck in keeping the body healthy and the mind intact.

Fitness Development Classes at the Gymnasium

Lead by a qualified Fitness Instructor, these group fitness classes are designed specifically to help members pass (and possibly “exempt”) their EXPRES test. Come and join in on a fun and motivating way to get in shape.

New Hours Starting 9 Aug 04

At The Gymnasium (South Side)
Monday, Tuesday, and Wednesday’s
0630-0715 hrs
Friday’s
0700-0745 hrs

At The RecPlex (Indoor Pool)
Thursday’s
0700-0745 hrs

For more information on the Fitness Development Classes, or to book a one on one personal training appointment contact the Fitness Coordinator, Scott Burns, at local 3328.

WCWO’s Intersection Golf Tournament

The 1/S WCWO’s 4 Ball Best Ball Tournament will be held on Tuesday, August 17 at the CFB Trenton Golf Course.

The tournament will be limited to 21 teams, all units wishing to participate will be guaranteed a spot, and leftover spots will be on a first come basis. Registration fee will be $10 per person for door prizes. Green Fees for Military and Golf Club members will be Free and all other $20, and an optional $6 for food. Payments must be made at The Gymnasium Main Office no later than 1600 hrs, Friday, August 13.

The tournament will begin with a shotgun start and team briefing 0800 hrs. Register your team or as individuals with Shirley Martin at local 7160 or for info contact the Military Sports Coordinator Dan Cormier at local 3373.

Congratulations to WO Lisa Rowe, newest member of the CF Sports Honour Roll! See next week’s Contact for more details.

CF National Running Championship

The 2004 CF Running Championship will be held in conjunction with the Canadian International Marathon in Toronto, held on Sun 15 - 17 Oct 04, and shall consist of the following races and categories:

Categories

Races

Under 19;
Marathon;

20 – 24 yrs;
Half Marathon;

25 – 29 yrs;
a. Under 19;
b. Half Marathon;

c. 30 – 34 yrs;
c. 25 – 29 yrs;
d. 30 – 34 yrs;
d. 20 – 24 yrs;

e. 35 – 39 yrs;
e. 25 – 29 yrs;
f. 40 – 44 yrs;
f. 30 – 34 yrs;
g. 45 – 49 yrs;
g. 35 – 39 yrs;
h. 50 – 54 yrs;
h. 40 – 44 yrs;
i. 55 and over
i. 45 – 49 yrs; and

To be eligible to compete, all participants must be members of the Regular Forces, Class B or C reserve. Each region is limited to 25 runners, provided that they meet the qualifying times. Personnel who do not meet the qualifying standard may still participate but will not qualify for temporary duty status.

The qualifying times listed below are the minimum times that must have been achieved on a certified course within 14 months prior to the race day. Proof of time must be forwarded to 8 Wing/CFB Trenton Fitness & Sports Flight NL T

<table>
<thead>
<tr>
<th>Distance</th>
<th>Open</th>
<th>Masters</th>
<th>Senior</th>
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<tbody>
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<td>Marathon (Men)</td>
<td>3:15:00</td>
<td>3:30:00</td>
<td>4:15:00</td>
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<tr>
<td>Half Marathon (Men)</td>
<td>1:35:00</td>
<td>1:40:00</td>
<td>2:05:00</td>
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<tr>
<td>Marathon (Women)</td>
<td>3:30:00</td>
<td>3:50:00</td>
<td>4:30:00</td>
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<tr>
<td>Half Marathon (Women)</td>
<td>1:45:00</td>
<td>1:55:00</td>
<td>2:05:00</td>
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</tbody>
</table>

For more info contact the Military Sports Coordinator, Scott Burns, at local 3328.

Military Lane Swims

All military members and all full time DND employees have the opportunity to enjoy the great outdoors and get in shape while taking advantage of the ‘Military Lane Swim’ at the albatross pool.

Timings Include:
Every Tuesday and Thursday
1130-1300 hrs
If the weather is bad, call extension 3328 or 3467 after 1100 hrs on Tuesdays and Thursdays to verify if the military lane has been moved to the indoor pool at the RecPlex. For more information, contact the Fitness Coordinator, Scott Burns, at local 3328.

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**“Expedition Outaouais”--ATESS Adventure Training 2004**

by Sgt Bob Patten

Another exciting expedition has come and gone but the memories for those involved will last forever.

After four months of intense planning, at 0530 on May 29, 18 participants and four drivers departed for Deep River, Ontario, our start point for this great adventure.

It was a beautiful, bright, sunny day when we arrived, unloaded our canoes and equipment and embarked on our week-long adventure down the mighty Ottawa River.

Using the strong tail wind and tarp for sail, together with our paddling skills, we ended the day at 1700 after paddling 22 km, our destination at Fort William.

We set up camp and performed some “Red Green repairs” to a couple of the canoes, lit a campfire and laughed at the day’s sailing experiences.

Day 2 began at 0600 with a lavish lavish omelette in a silver bag, followed by a camp tear down and an extensive sweep of the area. It was then time to launch for our next destination, Cushing Island—approximately 22 kms down river, on a considerably calmer day.

After a rest and another fabulous meal in a bag, we continued on our journey. Along the way we stopped to talk to some of the local people around Pembroke who provided us with valuable information.

Our first set of rapids was just ahead and the warnings to “stay to the left and you should be okay,” we rode 2 1/2 kms of rapids. We soon realized that this leg had become 1 km of fast moving water, 150 metres of about three to five foot swells, and finally another 2 kms learning (the hard way) how warm the Ottawa River is on the 30th of May, if you get my drift.

After floating on the canoes, holding onto kit, and with the assistance of a local family whose hospitality was greatly appreciated, we found our next campsite (thanks again Dave and Frances).

Day 3, we were already behind schedule and knew that it was going to be a long day. Mother nature had presented us with a headwind that seemed to be nowhere the direction we were paddling. As the day progressed I couldn’t help but think we were going to lose more ground, but we dug deep, and by 2100 hrs that night we had paddled an astounding 56 kms to a flat piece of land on the northern channel shore.

Exhausted, all we could think of was eating and sleeping, but unfortunately the night proved to be as wet as the day.

After tearing down the camp the next morning, we continued to the town of Bryson, the location of one of the largest generating stations. Our equipment and canoes had to be transported around this enormous dam to put us upstream of the Chenaux Dam.

Adventures are not without challenges as we paddled through the water rafting business, set up camp and eagerly wait our next day of white water rafting.

Our morning began with a briefing from our rafting guide and by 0900 we were on the bus heading upstream to be issued our kit, find our raft and man two 22-person rafts. Although extremely wet, the fun had begun. Everyone appeared to thoroughly enjoy the scenic start as well as the experience of riding a raft through some powerful white water, (with the exception of Cpl Natalie Houde who decided to try the ride without a raft).

Our second and final day of rafting provided us with even more exhilarating rides in smaller boats with no guides. Day 7 and our last paddle day arrived, and it was time to tear down the camp and load all non-essential equipment in the vehicles.

Then we were on the river for the last time. While on route, we were greeted by a 424 Squadron Cormorant whose crew was in the area doing training. We had been spotted and were provided with a wave and a friendly familiar face, which is always nice.

We landed in the town of Portage-du-Fort for a 1-km portage through the town, taking us around the Chenaux generating station and once again back in the water.

One final little set of rapids and, unfortunately, a two-canoe rescue later, we finally arrived at Braceilde, where we were glad to see our re-deployment team awaiting our arrival. We uploaded all of our equipment and drove around the Fitzroy Generating station to Fitzroy Provincial Park, where we set up camp one last time, had a great meal and shared a lot of laughs.

The phrase for this year’s trip was “Watch & Shoot” to all those who assisted with the organizing of this trip, to ATESS for its support, and to all the individuals who participated, I sincerely thank you.

**ATESS “Sea King” retires the competition in Campbellford**

Who knew Sea Kings could float?

Well, maybe not all Sea Kings, but ATESS latest cardboard creation was up to the task.

For the third year in a row, the ATESS Aircraft Structural Projects Section, in conjunction with the expertise of Refinishing Shop personnel, entered a vessel for Campbellford’s annual Cardboard Boat Building Competition.

This is a community event in which participants endeavour to design and build human-powered boats using nothing but cardboard, glue, tape, and paint. There are essentially three categories of boats at the regatta: Class A boat, which are propelled using paddles; Class B boats, which use propulsion systems such as paddleswheels or propellers; and class BB boats, the Big Boats, which have a crew of six to 10. There are also being treated another category called “instant boats”, which are built using kits provided only hours prior to the first destination.

After the Hercules cardboard monster of two years ago and last year’s sleek Snowbird formation, the decision was made to go with a simpler, less time-consuming design for this year’s race, which was held on July 31. The result was a modular construction consisting of a robust base that was mated with the fuselage.

The “aircrew” consisted of Cpl Jann Starrett, MCpl Darren Knap, Lt Genevieve Vallières and her husband Sean, Capt Stephane Racine, and Sgt Paul Hanguet. Unfortunately, the Sea King proved too slow to win its heat, edged by a band of brigands aboard a pirate ship.

But the day was not over, and the ATESS crew was already plotting the day’s final, and most exciting, event—the demolition derby, in which all surviving vessels battle it out and the winner is the last boat standing.

Our Sea King might not have been the fastest and most advanced ship, but in the demolition derby, the old beast proved as sturdy as ever and did not disappoint. The ATESS crew quickly exacted revenge on their flimsy raft and sending it to the muddy bottom of the Trent River—which capturing the pirate flag. Other opponents met a similar fate and were quickly dispatched, although by then the Sea King was taking heavy damage due to difficulties with the pirate flag. Defense Suite. In the end, the crew had to execute emergency escape drills, abandon the “helicopter,” and swim to shore, but not before its mission was accomplished!

**News**

The Contact 11 August 06, 2004
HE’S NOT OVER THE HILL...HE’S ABOVE IT

Wing Chief Warrant Officer Don Cheverie executed a tandem jump out of a CASA aircraft with CPC on August 20, 2004 to mark his recent birthday. Don’s wife, Teresa, arranged for the jump, but unfortunately on his actual birthday the weather did not cooperate. The tandem master was Sgt Dave Smith.

Photos: WO John Hapgood

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ASTRO ADVICE WEEKLY By Eugenia Last

ARIES (March 21-April 19) You’ll be busy on the 8th. Do you’re your best and you will put yourself in a league of your own. Listen to what a friend has to tell you on the 9th, 10th and 11th. You will be given information about someone who intrigues you. Chalk off before you do or say something you’ll regret on the 12th and 13th. You aren’t likely to get what you want by bringing up your own business and refrain from using force to get your way. Your emotions will be out of control making you unpredictable. The friends you choose to spend time with on the 14th will alter something you’ll regret on the 12th and 13th. You aren’t likely to get your best and you will put yourself in a league of your own. Listen to what a Cancer of both worlds.

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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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S O F F E R N O R M A N
A L A S S I N G D I C E
S E R E C O L B E R
S M I T H M E T E R D
G O D S I L E Y
C A N Y
G R A H A M R E N A L
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Using a pedometer is a step in the right direction

The number of steps you take each day has become another measure of your health and physical activity. Even Kellogg’s and McDonald’s are offering a free pedometer with some of their products. Many people encourage to increase their physical activity, walking in particular, by using a pedometer. How many steps do you need to take? A pedometer, or a step counter, is a small device that clips to the waistband and counts the steps you take.

“Research hasn’t determined an absolute ‘best’ number of steps,” said Marie R. Charney, a public health nurse at the Hastings & Prince Edward Counties Health Unit. “But, programs encouraging 10,000 steps a day, for adults, can be considered nationally and internationally.”

Charney notes that what is best for each person can vary; it depends where you start and your health status. If you consistently take less than 5,000 steps a day, however, you would be classed as sedentary, or at a low activity level. Most people who use pedometers increase their physical activity level. Several factors contribute to this increase. The pedometer acts as a tracking device, recording the number of steps taken. Faced with this information, the user is motivated to try to surpass or maintain that level. Also, the presence of the pedometer acts as a clue to remind the user to go for a walk or to add some other form of physical activity to the day. Like all physical activity devices, it has to be used to benefit the user.

Health Canada recommends 30 to 60 minutes of moderate physical activity on most days of the week. Moderate activity means you breathe a little faster and your heart rate increases. Activity doesn’t need to be continuous to be beneficial. Moderate physical activity, in bouts of 10 minutes, can be accumulated over the day. Research has shown that being physically active reduces your chances of developing chronic diseases like type 2 diabetes, heart disease, some cancers and osteoporosis.

“The goal is to increase your level of physical activity, whether you count minutes or steps,” said Charney. She suggests you determine your activity, and then set small, attainable goals for change. Increasing your activity by 10 minutes a day is a good place to start. After a week or two, set another goal, for example adding another 10 minutes. “It’s about moving,” Clark says. “You could say many people are inspired to have a moving experience by a pedometer!”

For more information about adding a walking or pedometer program to your lifestyle, please contact the Health Unit at 966-5513, ext.309.
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