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Lookout glimpses life at air cadet summer camp



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Remembering the airborne celebrities of wartime



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Sailor sheds locks for kids helping kids



MCpl Kevin Paul, Canadian Forces Combat Camera

HMCS Ville de Québec's Rigid Hull Inflatable Boat (RHIB) ferries personnel between the warship and the freighter Abdul Rahman as Ville de Québec escorts the World Food Programme ship and its load of relief food supplies from Mombasa, Kenya, to Mogadishu, Somalia on Aug. 19. A detachment from 443 Maritime Helicopter Squadron of Victoria, B.C., currently deployed with the frigate, will support the ship in its escort duties over the next six weeks. The flow of aid to Somalia is threatened by pirates off the coast. According to the International Maritime Bureau, pirates have attacked 24 vessels so far this year through no escorted World Food Programme ship has been targeted.

Military members save a life after car crash

Mary Ellen Green
Staff writer

Last week, CFB Esquimalt was the scene of a tragic car accident that claimed the life of a young female. But there might have been more than one fatality if it hadn't been for the quick thinking of some Canadian Forces members who responded to the crash.

MS Benoit L'Heureux was still awake in his room in Bernay's Block East at 1:30 a.m. when he heard a car smash through the cement barriers at the end of Naden Way. He jumped to the window and saw the tail lights of a vehicle sinking into the waters of Lang Cove, directly in front of him. "I could clearly see the car was upside down," he said.

He grabbed his cell phone, and as he spoke with the 911 operator, he

hastily dressed himself to venture out into the night.

MCpl Dave King, who was also staying in Bernay's Block East, awoke to the sound of the crash and heard MS L'Heureux's frantic voice on his cell phone in the hallway. "We have an emergency at CFB Esquimalt Naden, we have a car in the water," MS L'Heureux told the operator.

By the time MCpl King arrived

at the scene, LS Robert Binder and AB Jaret McQueen were already in the water attempting to see if there were any casualties who needed attention.

With the vehicle overturned and nearly invisible in the dark water about 25 feet from the embankment, finding and extracting any victims would be a challenge.

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Pirate-themed kickoff weighs anchor

Alexander Jones
 Staff writer

CFB Esquimalt's new season of Government of Canada Charitable Campaign (GCWCC)/United Way giving kicks off Sept. 11, and once again organizers hope to make the opening event a memorable one.

This year's kickoff theme is "Pirates of the Caring Beings," a play on the wildly successful movie franchise *Pirates of the Caribbean*. It will feature a boat race off C2 Jetty in HMC Dockyard in which 24 pre-registered teams will compete for bragging rights in a free day of fun and adventure that also raises the profile of DND's GCWCC/United Way campaign.

This will also mark the first year that the Fleet Maintenance Facility and the rest of the Formation community will have an inte-

grated kick-off; traditionally, FMF has held an independent event.

Dan Deringer, Acting Administration Officer of Fleet Maintenance Facility (FMF) and one of the chairs of United Way Victoria, says the move to a joint event came about when he and former base commander and fellow chair Capt(N) Mike Williamson started to discuss this year's event.

Coming up with new and fresh themes can be challenging, says Deringer.

"We thought, 'why not have everyone take part in one event?'" he says.

Inspiration for the Pirates of the Caring Being theme came during Deringer's recent trip to Disneyland with his son.

"We had a lot of fun on the Pirates of the Caribbean ride there, and it seemed like a great choice for this year's

event," he says.

Event organizers have procured boats from the Rowing and Paddling Association of Canada Centre at Royal Roads University and volunteers at FMF are working hard in their spare time to "pirate-up" the small crafts with specially built facades.

The five-person teams are from all corners of the Formation, including military, FMF, Personnel Support Programs, Base Commander's staff, Base Construction Engineering and Base Comptroller. Grandstands will be set up along the length of C2 Jetty, allowing visitors an unobstructed view of the race. Food will also be provided for everyone in attendance. The event begins at 11 a.m.

Deringer says although the GCWCC/United Way campaign kick-offs are a fun and free event for Formation

members, it's important not to lose sight of the message the kickoff is intended to send.

"This is about getting the word out about the GCWCC/United Way and our ability to make a difference," he says. "CFB Esquimalt, and all its Formation, has always been a great source of support for the United Way. Without the contributions from this community, local charities would be in a very dire situation."

The United Way of Canada is a national charitable organization established in 1917. Its mandate is to "improve lives and build community by engaging individuals and mobilizing collective action."

CFB Esquimalt and its community contributed \$700,000 to the United Way campaign last year. This Formation is United Way Greater Victoria's number one charitable contributor.

Rescuers unable to save second victim

From page 1

MS L'Heureux yelled out, "There's someone in the car. We need to break the window." The men asked bystanders for some tools to break the window, but there was nothing available on hand. Thinking quickly, they got some rocks from the shore.

AB McQueen dove the 10 feet down to the vehicle and broke a window, enabling him and LS Binder to pull a male casualty from the car and onto the steep and rocky embankment.

"He wasn't breathing and there was no pulse," MS L'Heureux recalled. He held the man in his arms as LS Binder started CPR. After a few compressions, the man started coughing.

Minutes after the man was extracted, emergency vehicles started to arrive. They managed to get the casualty onto a back board and lifted him up the side of the embankment.

Not knowing how many people were in the vehicle, MCpl King and AB McQueen returned to the frigid water to search for more victims with small flashlights loaned to them by Military Police on the scene. "We were using lit-

tle mag-lites from their belts," MCpl King said.

"I have my rescue diving course, and if I had any of my gear, even a good light, anything, maybe things would have been different," MCpl King said, his voice cracking with frustration.

In the pitch black of early morning and with the car upside down, it was difficult to see anything in the vehicle, said MCpl King. Unable to find anyone else, the first responders were satisfied the man they pulled from the water was alone and that they may have saved his life.

Emergency workers asked the pair to return to shore and wait for a small boat to arrive so they could connect a line to the vehicle and tow it out of the water.

When the tow truck flipped the car over, the air of celebration turned to disappointment as they saw the lifeless body of a young female hanging from the broken windshield of the car.

She was later identified as 22 year-old Stephanie Lynn Hendel, originally of St. Thomas, ON.

"We went from four really happy guys to feeling dejected. It was hard to see that she



Alexander Jones, Lookout

Military members living in Bernay's Block saved the life of one occupant of a car that plowed through the cement barriers at the end of Naden Way.

was there because we thought we had gotten everyone out," MCpl King said.

"There wasn't really anything that could be done for her at that point, as she had been in the water for a while."

The Fleet Diving Unit (Pacific) arrived on the scene and checked the area to make sure no other casualties remained in the water.

The four men were covered with warm blankets and asked to stick around to give a statement of the morning's tragic events.

"It could have ended worse had the accident occurred off DND property. Our people are trained in first aid, and

the water was quite shallow, only about a half foot over the vehicle, and the military first responders likely saved his life," MS L'Heureux said.

"Even though we train for emergency, I still feel like there is more we could have done. I feel a lot of personal guilt," he added. "But when something like this happens, you have to get in there, get wet and help out."

On Friday, officials confirmed that the male casualty who was rescued from the accident has fully recovered and was released from hospital on Aug. 21. He asked that his Privacy Act rights be respected regarding the release of his identity.

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Alexander Jones, Lookout

Left to Right: Cadets Liz Campbell and Randy McLaren stand beside pilot OC Brad Rouleau after their tour of Vancouver Island in the single-engine Cessna Skyhawk.

Summer is flying by for air cadets

Alexander Jones
Staff writer

Summer is widely regarded by students as a break from the rigors of the school year. Winding down and kicking the feet up, along with the occasional trip to the beach or a family outing is all part of holiday time.

For cadets attending the Albert Head Air Cadet Summer Training Centre, summer provides not only an opportunity for fun, but also a chance to engage in a remarkably diverse array of activities, and receive a \$60 a week wage.

Dressed in grey cotton shorts, t-shirts and matching Tilly hats, the boys and girls spend two to six weeks canoeing, developing marksmanship, honing survival skills and nourishing the leader inside.

By the end of the summer, about 860 youth will have laid their tired heads on an Albert Head bunk after days filled with courses that emphasize both the classroom and hands-on aspects of the military experience.

Two weeks ago, 24 cadets piled into a room in the early morning to get classroom training on how to properly handle and safely fire an air rifle.

Lt Bill Dornan, Albert Head's Range Safety Officer, walked the cadets through range protocol and basic firearms practices before handing the floor over to Sgt Tristan Tomlinson, an accomplished biathlon athlete and member of the Cadet program. Sgt Tomlinson showed the cadets the components of an air-rifle and explained the firing technique.

Throughout the lesson, cadet hands fly into the air from all over the room as the instructors quiz the students and questions are asked by the eager young minds.

After the half-hour lesson, the cadets march off to the range in groups of eight, where they are met by Lt Dornan, FSgt Diana Hon and Sgt Tomlinson. Given a paper cup with 10 pellets of ammunition, the cadets take their time and fire off one round after another, receiving words of encouragement and instruction from the range officers. The instruction obviously hits home; by the end of the lesson, all eight of the cadets have hit the bulls-eye — all this before most of their non-cadet peers have even gotten out of bed.

At 443 Maritime Helicopter Squadron, another group of 30 students are experiencing the thrill of flying as three members of the Cadet Instructor Cadre take three students at a time into the air for a half-hour aerial tour of southern Vancouver Island.

Officer Cadet Brad Rouleau, one of the pilots and a former student at the camp, takes Cdt Liz Campbell and Cdt Randy McLaren up in a single engine Cessna Skyhawk.

"This is exactly why I joined the Cadet program," says OCdt Rouleau in-between monitoring radio chatter and pointing out Victoria's landmarks to the visiting cadets. "There are so many opportunities with the program. I get to fly three days a week, and there are not a lot of people my age that can do that."



Alexander Jones, Lookout

Cadet Aaron Laramie tests his marksmanship skills at Albert Head's firing range. Using Daisy air rifles, cadets at the summer camp learn how to properly handle and safely operate the rifles.

In the back of the Cessna, Cadets Campbell and McLaren are totally at ease cruising 2,000 feet in the air inside the tiny aircraft.

"This really makes me want to get my pilot's license," says Campbell.

Back at Albert Head, students manage to take a break from the day's busy activities to enjoy a hearty meal prepared by the kitchen staff's well-versed cooks.

"I enjoy the sense of inclusion we get here. It's regulated, but we still have fun," says 15-year-old Andrew Herfort. "The camp provides a more in-depth experience than our regular cadet activities, because we're here every day, for a few weeks."

Beside him is 17-year-old Sgt Craig Chapman, who is into his second year as a staff cadet, a senior cadet tasked with leading the younger cadets through their activities.

Making the transition to

adulthood isn't easy for youth, but Sgt Chapman says the discipline and education he's been afforded in the cadet program has helped him gain a sense of direction.

"I graduate high school next year, and I'm thinking about going straight into the Royal Military College."

For his part, Cadet Herfort has also started thinking about a career in the Forces. "My grandfather was an interpreter in the Second World War. I think I'd like to enlist right after I'm finished with school."

Both cadets say attending Albert Head cadet camp for the summer is a memorable experience, and one that they take pride in being able to share with their peers when they get back to school.

"There are really not a lot of things about camp that I don't like," says Cdt Herfort. "I guess making the bed every day is kind of a drag."



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WHAT SAY YOU

What is your happiness quotient?

Local reservist explores happiness without possessions

Jim Parker
Contributor

I remember a few years ago when I was teaching at Glenlyon Norfolk School in Victoria when the senior campus was attending weekly assembly and our guest speaker was a senior student who had just returned from three months in India.

What stands out in my mind was her observation that children there were more content and had more fun with a deflated and torn soccer ball while wearing threadbare runners than kids in Canada do with all their Discmans (this was pre-MP3 and iPod), computers, high end sports gear and designer clothing. I remember thinking it to be a pretty astute observation for a seventeen-year-old.

Of course, I had even less experience than she did in visiting developing nations. In fact, I had never been to any place remotely considered part of the developing world. That held true until two months ago.

Now here I am, a United Nations military observer serving a six month tour in Sudan, Africa. You might imagine the shock of going from peaceful Victoria to war- and weather-ravaged northern Africa in a matter of 48 hours.

Twenty years in the naval reserve and a comprehensive five-week military observer course in Kingston, ON, could not totally prepare me for the vast cultural, emotional and moral differences I experienced upon landing in the capital city of Khartoum and during the several months since.

A person could write volumes on that subject alone. However, I'd like to focus on the part of my experience that harkens back to what the young Glenlyon Norfolk School student said in her presentation during that assembly those many years ago.

I call it the "Happiness Quotient." It was sparked by a couple of photos I took last week during a bicycle ride through the villages in the area where I am posted.

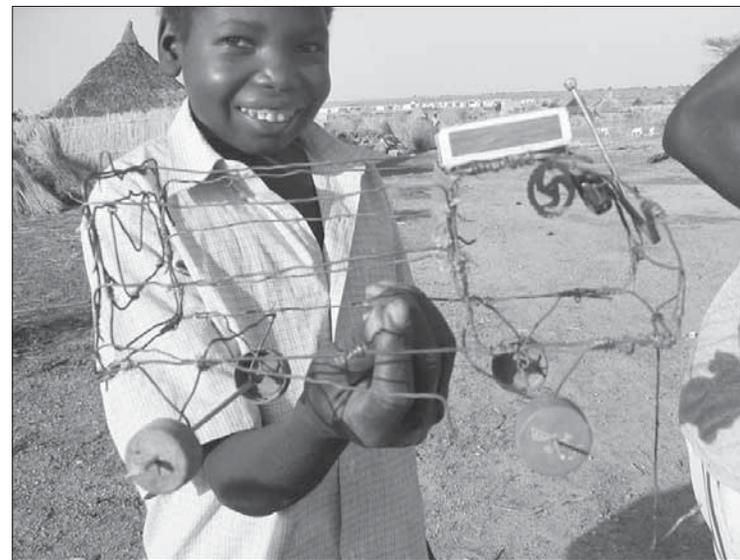
I have gotten in the habit of riding my old beater bicycle (called 'The Beast' due to its extreme weight and ancientness) during my time off.

The locals think it is hilarious to see the foreigner wobbling around the dirt paths that meander past their tukols (huts made of straw). They shout out their bits of English and lots of words in Arabic, which I hope aren't too insulting. The kids give me huge smiles and the adults the thumbs up, while the dogs chase me and the donkeys, goats and camels don't bother to stop chewing their food as I roll by.

Everyone is accustomed to seeing the UN-types in their blue caps and white vehicles, not some pasty white middle-aged naval reservist on a bicycle that was probably manufactured in biblical times. But it is the best vehicle for getting to know the locals. On top of that, I can really use the cardiovascular exercise, quite a chore in 40 degree Celsius heat.

In this part of the world, roads and paths just appear out of nowhere and disappear into fields. Follow them, and you will come upon a cluster of tukols and brick buildings. The scenes are usually the same: rickety straw fences defining an area a few hundred feet square, surrounding a tukol or two.

There might be just a couple or hundreds of these structures. A village we visited last week while on patrol had a population of twenty thousand. There will always be children playing, long-skirted and head-covered women carrying loads upon their heads, wild and tame animals nearby, no men (most are in town) and kids – usually girls – pumping water from a communal pump into jury-rigged containers which are placed on



Jim Parker, Contributor

A young Sudanese boy proudly shows off his homemade toy.

their heads and brought home.

The standard visual ingredients are dirt, dust, scrubby trees, and sadly, plastic bags and bottles blowing everywhere in the wind. There are no stores as we know them; there are shanty huts, lean-tos and street vendors side-by-side in the large village market. You can get almost anything you need here, even some products from the west, but most are grown or manufactured locally.

One day last week, as I was cruising along on The Beast one particular little boy noticed me riding by his tukol. He and his friends ran over, completely unabashed, to visit with me. Towed behind him and attached to a piece of ratty string, was this wonderful homemade toy. It was a 'lorry' or truck, cobbled together from the surrounding dirt with bits of wire. It had empty matchboxes for rooftop lights and plastic water bottle caps for wheels attached to wooden twigs that formed the axles. He covered it with bits of "bling" to pretty it up.

As I made a well-deserved fuss over the vehicle, I could see the truck's builder glow with pride. His chest swelled and his face beamed. His happiness

quotient knew no bounds.

There we all were, me straddling The Beast and the happy barefooted kids all trying to tell me of the toys they had made. And when I asked permission to take their picture, they all pushed and shoved to get into the best position. They crowded even closer afterwards as I showed them their photo on my digital camera, the likes of which they may never possess in their lifetime.

The sparseness of this lifestyle provokes the question, do "things" make us happy? Are we more content back in Canada for having multiple cars, televisions, bicycles, computers and so forth than these Sudanese who often have less even than the bare essentials necessary for survival?

I'm not suggesting that we back in Canada throw away all our possessions, but perhaps we could all attach less importance to them and more to helping people like the Sudanese in some way.

Jim Parker is a Canadian naval reservist originally from Barrie, Ontario and now Victoria, BC. He is currently serving as a United Nations Military Observer in the Sudan, Africa.

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Boy A, Death Race and The Rocker

W. Andrew Powell
The GATE

The summer finally brings one of the first truly noteworthy dramas with the release of *Boy A*, a complex drama based on the famous novel of the same name. Also coming to theatres this week are a string of truly mindless films, including Jason Statham's action-packed *Death Race*, Rainn Wilson's silly comedy, *The Rocker*, farcical comedy *Hamlet 2*, and worst of all, *The House Bunny*.

Boy A
Based on Jonathan Trigell's award-winning novel, *Boy A* is a coming-of-age drama that originally premiered at last year's Toronto International Film Festival.

The story is about Jack, a recently released juvenile criminal who spent most of his childhood in prison. Now, at the age of 24, he is finally free and trying to live his life under a new name, unable to tell anyone about his real past.

When a random incident puts him in the spotlight though, Jack's life is turned upside down again, opening up a past that he hoped would never be revealed.

The film stars Andrew Garfield as Jack, and Peter Mullan as Jack's aid worker, Terry. Shaun Evans and Katie Lyons also co-star in the film, which was directed by John Crowley.

Offering a deeply moving, dark story, *Boy A* is certainly not the escapist fare that usually gets so much attention over the summer, but it's easily the best film arriving in theatres this week.

Critics have praised the film for its gripping por-

trayal of a young man's emotionally charged journey.

As Joe Neumaier of the New York Daily News wrote, "If Hitchcock had done a coming-of-age drama, it might have resembled this haunting, nervous, sad movie."

Death Race
Resident Evil director Paul W. S. Anderson drops Jason Statham into the driver's seat in this remake of the cult classic, *Death Race 2000*.

Set in a not-too-distant future, *Death Race* has Statham playing Jensen Ames a reformed criminal who is framed for murder and thrown back into prison. He is given a choice, either compete in the televised *Death Race* against other inmates, where cars are outfitted with weapons to fend off competitors or spend the rest of his life in prison.

The original film was not only campy, but also offered a political commentary on violence. It's safe to say the new film has no plans for the same style or message. There are only a small number of reviews out so far, which suggest what you probably already guessed from Anderson and Statham working together: the film is an action extravaganza. Period. Expect great effects, explosions, and very cool cars, and not much else.

The Rocker
Over the past few months actor Rainn Wilson has been promoting *The Rocker* like only Rainn Wilson could, and it seemed to work in getting the film known, but it doesn't change the fact that the film is getting horrible reviews.

Wilson stars as for-



Andrew Garfield stars in *Boy A*, a drama about a young man adapting to normal life after spending most of his childhood in prison.

mer rocker Robert "Fish" Fishman, the former drummer for eighties hair band Vesuvius who is called to the stage when his nephew asks him to help out his band. Of course, neither could know what they are getting themselves into and the result is an epic tour for the young band, with an all-too-crazy rocker trying to reclaim his youth.

"Audiences would be better served staying home and playing Rock Band than wasting their time on something as leaden and unfunny as *The Rocker*," Claudia Puig of USA Today wrote of the film. While Owen Gleiberman of Entertainment Weekly suggests an even bigger problem: "The only brazen thing about the film is how shamelessly it rips off *School of Rock*."

Hamlet 2
Steve Coogan stars in *Hamlet 2* playing Dana Marschz, a high school drama teacher hoping to put on a huge musical, or risk losing his department. Short on talent, but big on ambition, Dana comes up with a sequel to *Hamlet* that will hopefully save the day. He just has to convince his class, and

the community that it's a good idea. Co-starring David Arquette, Catherine Keener, Amy Poehler, and Elisabeth Shue, the film has an amusing cast, and more than a few good reviews following its debut at Sundance. There is still no shortage of bad reviews however.

"Sure, Steve Coogan has his hilarious moments as a delusional drama coach struggling to save the arts program at a Tucson, Ariz., high school," Christy Lemire wrote for the Associated Press, "but that's all there is in the movie: moments."

The House Bunny
I adore Anna Faris, despite all of her bad movies, but there is just no way to expect anything but disaster from *The House Bunny*.

Faris stars as Shelley Darlington, a Playboy Bunny who gets booted from the Playboy Mansion. With nowhere else to go, Shelley joins Zeta Alpha Zeta, a sorority filled with socially awkward girls who could use a little of her help. But maybe you won't be too surprised to find out that maybe they have something to teach Shelley in the end...

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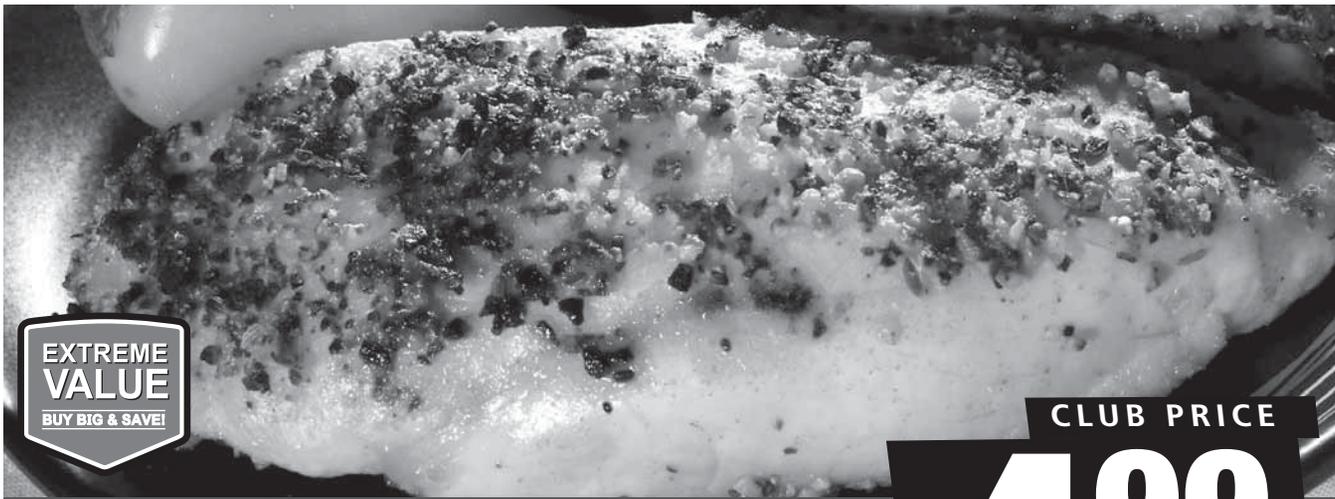
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443 Maritime Helicopter Squadron's commanding officer, LCol Ian Lightbody, demonstrated his marksmanship talents during the return trip from Rim of the Pacific Exercise with HMCS Ottawa. Aboard Sea King 436, he fired a C6 at targets dropped by the helicopter crew.

Annapolis one step closer to becoming artificial reef

Mary Ellen Green
Staff writer

The former HMCS Annapolis has made its final voyage out of Esquimalt Harbour and is undergoing reclamation in Howe Sound as it awaits its destiny to become an artificial reef.

The ship has found a new home in Long Bay on Gambier Island, where many of its remaining components will be dismantled before it undergoes an environmental clean-up in preparation for its new life on the ocean floor.

The Artificial Reef Society of British Columbia (ARSBC) purchased the Annapolis from the navy to make it the sixth former Canadian Navy ship to be sunk in waters off B.C. The high number of ships being turned into marine habitats and SCUBA diving destinations increases B.C.'s reputation as one of the premier diving hot spots in the world.

"With the sinking of the Annapolis on the mainland side, we effectively close an eco-dive tourism travel loop, allowing divers to visit each sink site, thereby adding to a unique Wreck Trek adventure second to none in the world," says ARSBC

president Howard Robins. The final resting place has yet to be determined, but the ship is expected to be sunk in 2009.

The Annapolis will be the first DDH-Class helicopter-carrying destroyer escort to meet this high-profile fate, and the ARSBC is hoping the ship's unique design – which boasts up to 40 per cent more exterior diving space than other sunken ships plus a helicopter deck and enclosed hangar – will generate increased interest and new diver tourism in the region.

Teams of volunteers are working hard to dismantle and salvage some of the ship's components, saving valuable metals like copper, steel, aluminum and brass, which can be sold to offset some of the cost associated with the project.

The real dirty work will come when it's time to dismantle the boiler and engine rooms.

Environmental clean-up will be sub-contracted to Canadian Artificial Reef Consulting (CARC), a group made up of former ARSBC directors and consultants. Using the knowledge they've gained from past projects, they have taken their expertise to

artificial reef projects all over the world, including England, Australia, New Zealand and the United States.

The ARSBC has sunk more ships than any other group in the world, and they are considered to be world-wide experts on the subject of ships and artificial reefs, having sunk six ships and the world's first fully-intact Boeing 737 airplane in the coastal waters of B.C.

The Annapolis is one of two McKenzie class destroyer escorts modified to carry the CH-124 Sea King helicopter, used as the ship's main weapon in anti-submarine warfare.

Based on the converted St. Laurent class destroyer helicopter escorts (DDH), the Annapolis class included Annapolis and its sister ship the former HMCS Nipigon. They had the same machinery plant, featuring twin shafts, geared steam turbines driving fixed pitch propellers and was capable of speeds up to about 29 knots.

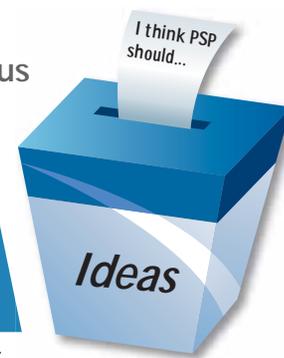
When Annapolis was commissioned in 1964, it was the most modern of the Canadian Navy's fleet.

For more information about the project, visit www.artificialreef.bc.ca.

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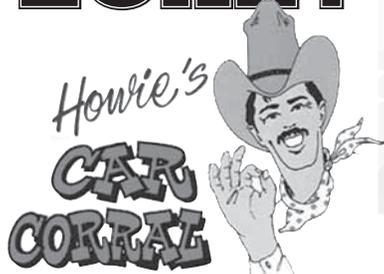


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Beauty and the beast of war

Vic Atkinson
Contributor

The beauty

At the mere mention of the name Spitfire, an aviation enthusiast will drift into a dream-like state with a glazed look of nostalgia.

In their mind's eye, they visualize a small aircraft of extreme beauty with exquisite design features. From the tip of its sleek nose to its rounded tail, the Spitfire's curving lines seem to caress the eye of the beholder. Perfectly proportioned elliptical wings gave the aircraft a curvaceous beauty when viewed from above or below, but be not fooled because in the wings were the Spitfire's sting.

Eight deadly Browning machine guns, visible only as eight small holes, were in the leading edges of the wings. This seductive streamlined beauty was a killing machine. In the hands of a good pilot, the Spitfire behaved like a thoroughbred. Power from its Rolls Royce Merlin engine lay within the beautifully, long curved cowling. Light on the controls, the Spitfire was a fighter pilot's dream.

Designed in the 1930s by a genius named Reginald Mitchell, the Spitfire descended from a sleek line of pre-war racing aircraft, which were also the brainchild of Mitchell. With these sophisticated racing machines, Great Britain was able to capture and keep the much coveted Schneider Trophy. Key elements taken from Mitchell's Schneider Cup designs found their way into his plans for the Spitfire.

The prototype Spitfire took to the air on its maiden test flight on March 5, 1936. It is rumored the test pilot who flew the first trial landed and said, "Don't change a thing; she's perfect."

The Spitfire quickly gained the admiration of all who flew in her and the respect of those who flew against her. It came into being at a critical time in world affairs when a re-armed Nazi Germany posed a serious threat to the whole of Europe.

Germany's frontline fighter, the Messerschmitt 109, had gained valuable experience fighting in the Spanish Civil War. Luftwaffe pilots used this experience to dec-

imate Europe's air forces as German troops and armour moved at lightning speed to occupy the countries of Europe.

The Spitfire was to challenge the German air dominance, and over confident Luftwaffe pilots were quick to realize the Spitfire was no pushover. When pitted against the Luftwaffe during the Battle of Britain, the Spitfire rapidly became the symbol of Britain's defiance. It wasn't long before every man, woman and child became aware of this deadly shark-like aircraft defending Britain's skies.

Unfortunately, this popularity completely overshadowed Britain's other deadly and stalwart fighter, the Hawker Hurricane. Hurricanes completely outnumbered Spitfires in the battle and shot down a much larger proportion of enemy aircraft. But the myth was born and the British people needed a symbol and the Spitfire was it. The German pilots warning call of "Achtung Spitfire" invariably should have been "Achtung Hurricane".

The Spitfire went through 23 complete modifica-

tions during its long and varied career. The job of the aircraft's designers was to always keep the Spitfire ahead of newer German fighters entering the conflict. For a short while, the revolutionary German Fockewulf 190 held air supremacy. To counter this, the power of the Spitfire's engine doubled, airspeed increased by 25 per cent, firepower increased by a factor of five, and the rate of climb doubled.

Over 20,350 Spitfires were eventually built, but sadly only a handful remain today, most of them reposing in museums with only the odd one or two performing at air shows. Today, the Spitfire's value is astronomical, to find and own one is a collector's dream only available to multi-millionaires.

The beast

At the other end of the attractive scale was another revolutionary aircraft born in the 1930s. The DC-3 Dakota is as much unlike the glamorous Spitfire as chalk is to cheese. But glamour or not, the Dakota (an acronym for Douglas Aircraft Company Transport

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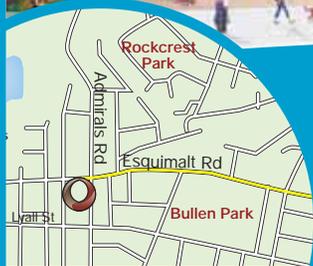


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Time aircraft

Vic Atkinson explores the impact and fate of two revolutionary planes unveiled in the 1930s: the Spitfire and the DC-3

Aircraft) was a remarkable aircraft.

Like the Spitfire, it gained an avid following of pilots, passengers and wartime troops who flew in her. In 1935, a year before the first flight of the Spitfire, the prototype Dakota was wheeled from its hanger for the public's first viewing. There is no doubt the Dakota made a huge impression; it was revolutionary.

It was all metal, twin-engined, and its design was a 360 degree turn away from the shake and rattle of the flimsy fabric and wood machines of that era. The DC-3 was equipped with on-board luxuries such as hot gourmet food served by attractive hostesses. Passengers could walk about inside the aircraft, which was also equipped with a toilet. Comfortable, draught-free seating was arranged for 28 passengers.

The DC-3 has a wingspan of 95 feet (the latest Airbus has a wingspan of almost three times that, at 261 feet, and seats 550). With its unpressurized cabin, the DC-3 flew low and slow and passengers were able to view the countryside they were passing over in relative comfort. With engines running at full power, the DC-3 could reach 216 mph.

The DC-3 appeared 17 years after the end of the First World War, which was the era of wood



The DC-3 (above) was a revolutionary aircraft, but held none of the esthetic beauty of the Spitfire (right).

and canvas aircraft. To people of the 1930s, the DC-3 must have seemed almost as revolutionary as the Airbus is today.

Much of the DC-3's success was due to its two extremely reliable Wright Cyclone radial engines. Should one engine fail in flight, the DC-3 was able to fly on one engine alone. The record distance on one engine was 1,100 miles. Trans World Airways was one of the first companies to offer DC-3 passenger service.

When the Second World War began, the DC-3 abandoned its sleek civilian metal exterior finish for a coat of drab camouflage paint. Re-equipped for war, the DC-3 soon found plenty of action and its exploits quickly became legendary.

It flew in every major war zone from the Near East to the Far East

and Europe and to the Pacific. Its ruggedness was exemplified during a run-in with Japanese fighters. In one attack a Japanese fighter rammed a DC-3, which, although damaged, continued flying while the fighter fell away and crashed. Another exploit saw a DC-3 literally riddled with hundreds of bullets and although very badly damaged, it made it safely back to base.

It was used as a freight carrier, troop carrier and bomber. Many times it crossed the Himalayas ferrying vital supplies with the crew on oxygen.

On D-Day, as the invasion of Europe began, the DC-3 was to play one of its biggest roles. Hundreds of DC-3s took off from airfields across Britain heading for Holland and France. They dotted the sky and stretched as far as the



eye could see, some loaded with army parachutists, while others towed gliders full of troops and heavy-duty armour and field artillery. The DC-3 armada stretched from the English coast right across the Channel to the French and Dutch coast in a non-stop procession.

Once the Allies had established themselves in Europe, the DC-3 resumed its role of ferrying high-ranking personnel and troops until Victory was established.

The aircraft went on to play more warlike roles in Korea and

Vietnam. After the various wars subsided, the DC-3 became surplus, but instead of spending their last days in scrap yards, they were quickly snapped up and converted back to civilian use. Some were modified into luxury executive aircraft; some resumed work as air freighters carrying heavy loads into some of the world's toughest and tightest locations. Yet others continued the job that they were originally designed for, carrying passengers.

Even today, the DC-3 is still a much sought-after aircraft.

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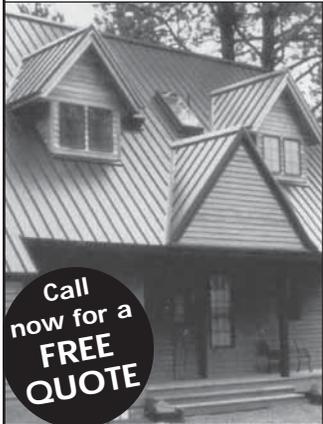


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MARPAC spins a new web of sites

Alexander Jones
Staff writer

Changes to the look and feel of the Defence Information Network (DIN), scheduled to take place this month, will mean a more modern and user-friendly website for DND employees.

The initiative, being managed locally by Maritime Forces Pacific's (MARPAC) webmaster Geneviève Beninger, will give all MARPAC DIN sites a common look and feel to match the new DIN standard.

"Currently, there are a great variety of designs out there on the DIN, some effective, some not," explains Beninger. "From a user perspective, having a consistent look and feel allows them to focus more on the content, rather than having to re-learn the style and structure of each DIN site."

The newest evolution of the DIN was prompted by the Government of Canada's initiative to unify the corporate image of its websites based on the Treasury Board of Canada document "Common Look and Feel 2.0 Standards" (CLF).

The CLF was developed to reflect modern web practices, changes in technology and to address issues raised by the web community.

The new design standards will ensure that one Government of Canada site will look similar to another site, allowing users to more quickly and efficiently find exactly what they are looking for.

Responsible for ensuring MARPAC's smooth transition to the new design standards, Beninger says the undertaking is no trivial feat. "Time and personnel are limited for such a global

change. Maintenance of each unit's site is normally a secondary duty for that group's Information Administrator (IA)."

MARPAC currently has over 400 webs and subwebs — comprising more than 30,000 html (web) files and 300,000 non-html (such as MS Word, graphics and pdf) files — being managed independently by the IAs of each unit and group in the organization.

In order to simplify the conversion process, Beninger has adopted an inclusive team approach.

"My approach has been to keep the IAs informed, solicit input, and hold conversion workshops that will allow IAs to convert their sites step-by-step with me," she says. "Any issues or questions can be immediately addressed this way. Those who have completed a conversion workshop

should then be able to return to their units and convert other sites as needed."

Beninger acknowledges that such a huge overhaul of the DND's web network will necessitate a major adjustment period, not just for the developers, but also for users.

"There will undoubtedly be a period of confusion," she says, "but over the next few months I hope we can take all that feedback and end up with a much better web than what we currently have. We're all in this together, really."

Changes to the DIN will begin the week of Aug. 25 with a goal of having all sites converted to the new format by Dec. 31.

Users interested in the new CLF Standards can check them out at http://img-ggi.mil.ca/poldir/standards/index_e.asp.

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INMEMORIAM



Sgt Shawn Allen Eades



Cpl Dustin Roy Robert Joseph Wasden



Sapper Stephan John Stock

Sgt Shawn Eades, Cpl Dustin Wasden and Sapper Stephan Stock were killed by an improvised explosive device in Afghanistan on Aug. 20. All three soldiers were combat engineers with 12 Field Squadron, 1 Combat Engineer Regiment from Edmonton, Alberta, and attached to the 2nd Battalion Princess Patricia's Canadian Light Infantry Battle Group.

Galley cook learns from the best at New York fundraiser

Mary Ellen Green
Staff writer

A Canadian Forces cook has seen his horizon change from the galley in *HMCS St. John's* to the bright lights of New York City.

PO2 Brent Hines assisted five chefs from the Nova Scotia Association of Chefs and Cooks who flew from Halifax to the Big Apple to cook a dinner at the James Beard House on Thursday, Aug. 7, for The Best of Nova Scotia dinner. The team prepared a five course meal made with the finest local Nova Scotia ingredients and paired it with a local wine for 80 guests as part of a fundraiser for the James Beard Foundation, a not-for-profit group dedicated to celebrating America's culinary heritage and diversity.

PO2 Hines was the lone military cook on the team and he was eager to learn new techniques and ideas from the other chefs.

"I found myself looking over the shoulders of these guys and trying to pick up pointers as I went," he says. "I'm going to carry these ideas for the rest of my life and to the ship for some of

the guys to try."

The team was sponsored and supported by Taste of Nova Scotia, a province-wide marketing program with a mandate of promoting Nova Scotia food and ingredients.

Taste of Nova Scotia helped the team hold a fundraising event at CFB Halifax's Juno Towers, where they had a practice run and raised some money to help offset the cost of food and flights to New York. As the military liaison for the event, PO2 Hines seized the opportunity to show some of the CF cooks how other professional chefs work.

"I used this opportunity to bring along some junior cooks for some hands-on training with the finest that Atlantic Canada has to offer."

PO2 Hines called the experience a "feather in his cap" and was elated at the chance to learn from the best. He thanked Commanding Officer of *St. John's*, Cdr Brian Costello, for granting him time away from his ship's operational deployment.

PO2 Hines joined the Canadian Forces 19 years

ago as a hull technician, but cooking was always a part of his life because his father was a civilian cook in Newfoundland. It turned out to be a talent and passion he shared.

"It always seemed that if there was a hockey game on or some seasonal event like Thanksgiving, the guys would come over and eat at my place," he said. So the natural progression was for him to turn it into his career.

"I remember my first day as a cook, I called home and told dad that there were pots here that were bigger than me and he laughed."

"The one thing I learned from my cooking experiences is there is more to cooking in the military than going off to war or being deployed at sea. If you put your mind to it and follow the right path, the options are endless."

PO2 Hines will now fly to Panama to meet *St. John's* and its crew, which will be on deployment there for the next two months. He wants to thank the crew in the ship's galley for their patience and for picking up the slack while he was away.

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Navy 10K organizers appreciate local business support



First place military female LS Catherine Farish crosses the finish line.



Top male military finisher AB Johathon Gendron crosses the finish line.

Attendance was up at this year's Navy 10K with 113 racers coming out to challenge themselves on the streets of Esquimalt.

Winners of this year's event were:

- **Overall male winner** – Phil Nicholls 35:02 (40-49yrs)

- **Overall female winner** – Cheryl Murphy 36:49 (30-39yrs)

- **1st military male winner** – AB Jonathon Gendron (20-29 yrs) 36:10

- **1st military female winner** – LS Catherine Farish (15-19yrs) 44:57

Organizers would like to thank Fleet School, Venture The Naval Officer Training Centre, the Military Police, Victoria Police Department, Communications Personnel Support Programs and

families of the runners for assisting with road marshalling, security, race preparation and event organization.

They would also like to thank this year's event sponsors who provided the refreshments:

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- Moxies (courtesy of Will Reid)
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Personnel Support Programs Formation Sports would like to congratulate the winners of the Navy Outdoor Soccer Leagues. On the men's side, Team FMF (left) won a tight game against Aloyd, while Gorge (right) was victorious over CFB Esquimalt's Tritons on the women's side. Thank you to all the teams and officials who participated, we look forward to seeing you again in the fall.

The 19 Wing Comox Totems took home the gold at the Pacific Region Men's Soccer Championship Aug. 13 and 14 at Colville Field at CFB Esquimalt. They beat the Formation Esquimalt Tritons 3-1 and 7-0 in a best of three series. The Totems will go on to represent the Pacific Region at the Canadian Forces National Championship taking place Sept. 6 to 10 at CFB Borden.

The Pacific Region also hosted a women's soccer training camp at Colville Field Aug. 13 and 14. A team will soon be selected to represent the Pacific Region at the inaugural Canadian Forces Women's Soccer Championship Sept. 6 to 10 at CFB Borden. Good luck ladies.



This year's Navy Dragon Anchors Dragon Boat team is posting its best performance in the team's history. The Navy paddlers won the bronze medal in the top tier of races in this year's Victoria Dragon Boat Festival and the team has also posted first place finishes in earlier events, the Gorge Fun Fest and Nanaimo Dragon Boat Festival. Pictured here, the team has a commanding lead during a race at the Gorge Fun Fest.

Bravo ZULU



Wayne Emde, Contributor

Cadet Master Warrant Officer Laura Cormons receives the Vernon Army Cadet Summer Training Centre (VACSTC) Sword of Honour by MGen (ret'd) Robert Meating, Colonel Commandant for the Royal Canadian Army Cadet Corps, and Capt (ret'd) Tom Mason (right). Col Alan Dengis (left), Commanding Officer of VACSTC, also participated in the presentation of the award.



Lt(N) Trevor Gill receives the Vernon Army Cadet Summer Training Centre Commanding Officer's Certificate of Appreciation from Cdr Rod Hughes.



Cadet Janson Chapman receives the Top Cadet Award from Col William Veenhof, Detachment Commander, 1 Canadian Air Division Detachment Race Pacific.



Cadet Racheal Corwin receives the Top Cadet Award from Col Veenhof.



Cadet Claudia Wong receives the Top Cadet Award from Col Veenhof.

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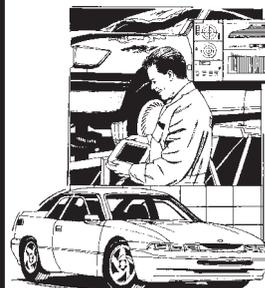
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Sailor sheds his locks for kids helping kids

Mary Ellen Green
Staff writer

A naval weapons technician at CFB Esquimalt is offering up his hair and moustache as fundraising fodder for kids wanting to support the Cops for Cancer Tour de Rock.

For the second year PO2 Jeffrey McDonald will join the children from the Cowichan Valley Football Association (CVFA) in going under the clippers to raise money for the annual charity event.

Money raised from the tour funds research and programs supporting children with cancer.

"[Last year] I told the kids that if they raised \$500 I would shave my head and handlebar moustache. Imagine my surprise, when on the last day of the campaign, not only did over 40 kids, coaches and parents shave their heads but the final count was over \$10,000," says PO2 McDonald, an Atom coach and father of two budding football players.

The association's players, ranging from seven to 18 years old, hope to outdo last year's total and have \$12,000 in pledges to hand off to the Tour de Rock team when it passes through the Cowichan Valley this fall.

"\$12,000 is a lot of money, but the kids have set a goal and I want to help them as much as possible to reach it," says PO2 McDonald. "There aren't many people who live around here whose lives haven't been touched by cancer and it's great that the kids



Above: PO2 Jeffrey McDonald coaches the Cowichan Valley Football Association Atom team.

Right: The Bulldogs' Conary Neilgan was the first to get his head shaved at last year's event that raised over \$10,000 for the Cops for Cancer Tour de Rock.



understand that."

PO2 McDonald and other event volunteers will shed their hair at McAdam Park in Duncan on Monday, Sept. 29, the day before the team passes through the Cowichan Valley. Until then, the daring volunteers will go door-to-door, collecting as many pledges as possible.

The Tour de Rock will start in Port Alice Sept. 21 and zigzag down the island before ending with a grand finale at the Bay Centre in downtown Victoria on Saturday, Oct. 4.

If you would like to make a pledge or

donation towards the Cowichan Valley Football Association head shave, contact PO2 Jeffrey McDonald by phone at work 363-5991, at home 250-715-1740, or by email at McDonald.JW@forces.gc.ca.

The Pacific Region Service Women's Soccer team is recruiting

players interested in competing at the CF Soccer Nationals in Borden Sept. 19-26, 2008 and/or developing their soccer skills.



For more information please contact
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†The 2008 vehicle's Powertrain components are covered by a limited Powertrain Component Warranty for up to 5 years or 160,000 km, whichever comes first. See Retailer for details and conditions on limited warranty and customer assistance/service features. *Coverage for up to 5 years or 160,000 km, whichever comes first. †Within the first 30 days or 2,500 km of delivery, whichever comes first. You should know this: † Freight (\$1,300) on a 2008 Saturn Astra 5-Door XE included. Air tax (\$100) if applicable. taxes, license, insurance, registration, administration fees, fees associated with publication/filing at the movable property registry/PPSA, duties, and optional equipment extra. PDI included. Retailers are free to set individual prices. Retailer order or trade may be necessary. Offers apply as indicated to new 2008 Saturn Astra 5-Door XE and apply to qualified retail and eligible fleet customers in the Atlantic Marketing Association Area only. Time limited offers subject to change without notice. See your Retailer, visit saturncanada.com or call 1-888-4SATURN for conditions and details. Financing on approved GMAC credit only. Down payment, trade or security agreement may be required. Monthly payment and cost of borrowing will vary depending on amount borrowed and down payment/trade. Example for a representative credit agreement: \$10,000 at 0.0% APR, the monthly payment is \$139 for 72 months. Cost of borrowing is \$0. Total obligation is \$10,000. Monthly payment of \$218 based on purchase price of \$18,450 for 2008 Saturn Astra 5-Door XE with \$1,750 down payment. Financing offer applies to qualified retail and eligible fleet customers only. *Fuel efficiency data was determined using approved EnerGuide ratings. EOn approved GMAC credit only. See Retailer for details. Donated vehicles must be licensed and insured for the previous consecutive 6-month period. For eligibility requirements, visit carheaven.ca. With purchase or lease of virtually all 2008 new or demonstrator models delivered from retailer stock between June 19, 2008 and September 2, 2008, and with payment of an additional \$0.01, customers receive a Preferred Price™ gas savings card, redeemable for \$0.20 per litre savings on 2,500L of motor fuel. The \$0.20 savings includes applicable taxes. Cards valid as of 72 hours after delivery. Cards valid in participating Petro-Canada locations (and other approved North Atlantic Petroleum locations in Newfoundland) and not redeemable for cash. GM reserves the right to amend or terminate this offer and/or the program for any reason in whole or in part at any time without notice. †Trademark of Petro-Canada. Used under licence. OnStar is a trademark of OnStar Corporation. © 2008 Saturn Corporation. Saturn and its logos and vehicle names are trademarks or registered trademarks of Saturn Corporation. All Rights Reserved.



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