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RACE READY

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Shelley Lipke, Lookout

A/SLt Sacha Gagnon, A/SLt Adam McAllister and A/SLt Eric Misener paint and detail parts of HMCS Oriole in preparation for their departure on the 68th annual Swiftsure Yacht Race on May 28. See the full story on page 3.

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Local reservists lend a hand with Manitoba floods

Ben Green
Staff writer

Five naval reservists from Victoria have joined hundreds of other Canadian Forces personnel to help control flooding in southern Manitoba's Red River Valley.

The sailors from *HMCS Malahat*, Victoria's naval reserve unit, have been in the devastated region since May 10 as part of Operation Lustre, the Forces contribution to combat the rising waters of the Assiniboine and Red River.

Since their arrival, PO1 Geoffrey Letwin, OS Mikhail Joukov, LS Matt Savola, MS Rebecca Charlesworth, and CPO2 Chris Preston have been rotating in 12 hour shifts from their home base at *HMCS Chippawa*, Winnipeg's Reserve naval unit. Originally they were chosen for their expertise with small crafts (harbour patrols is one of the Reserve's main mandates), but have mostly had their feet on the ground, filling thousands of sandbags.

"At first we were just getting the boats ready for search and rescue, and search and recovery," says MS Charlesworth. "But due to the depth of the water, and much of the flooding mainly through farmland, there has

been no need for boats in that location. Right now they need help with more sandbags."

The concentration of their efforts has been placed in reinforcing dikes along the banks of the rivers. The first night they arrived, working side by side with C Company of 1 Princess Patricia's Canadian Light Infantry (PPCLI), the Reservists helped fill and position 58,800 sandbags in nine hours. The previous record was 50,000 bags in a 24 hour period.

With the rivers having recently crested in the past few days, there was a lingering misconception that the worst was behind them. CPO2 Preston says it isn't so much the height of the rivers that's causing huge concern, rather the pressure and increased flow of the water that's building up. This puts great strain on the dikes and can cause them to erode, fail, and leak.

Part of the solution was a controversial controlled release a week ago, a slow release of water to ease the bulging rivers. Unfortunately, this has put a number of residences in the water's path, but despite the inevitable flow creeping closer to homes, MS Charlesworth says locals are remaining defiant.

"People are staying in their homes; we saw one house with



MCpl Holly Cowan, Army News

Navy reservists and members from the 1st Battalion Princess Patricia's Canadian Light Infantry load a truck with sandbags that will be delivered further down the dike.

sandbags around the perimeter of the home and sandbags leading out to the road," she says. "The entire yard was flooded out."

With damages already estimated in the millions of dollars, she says locals appreciate all the help they can get. At various sandbag loading stations, or bake sales as they're called, residents con-

stantly provide volunteers and CF personnel with freshly baked cookies, juice, and snacks.

"They've been very friendly," says MS Charlesworth. "They've even opened up their homes for personnel to use their washrooms if outhouses are unavailable."

While the *Malahat* contingent is unsure of how long their efforts

will be needed in Manitoba, morale was boosted recently when Capt(N) Paul Dempsey, Deputy Commander of Canadian Fleet Pacific, stood in line and bagged sand for two nights.

"I think it meant a lot to the kids (the sailors) to see him out there," says CPO2 Preston. "To me it's important."

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Shelley Lipke, Lookout

As the new commanding officer of HMCS Oriole, LCdr Jeffrey Kibble will guide the tall ship through this year's Swiftsure Yacht Race.

Oriole crew ready to tackle Swiftsure

Shelley Lipke
Staff Writer

It's the oldest ship in the annual Swiftsure Yacht Race - the biggest and the best according to HMCS Oriole's crew.

This Saturday, seasoned and novice sailors aboard the 90-year-old tall ship will head to Clover Point for the race start. Of the 67 years the Swiftsure has run, Oriole has sailed 52 times - the most dedicated veteran of the race.

This year brings a brand new skipper to the helm when LCdr Jeff Kibble takes over as Commanding

Officer just four days before the May 28 race. He replaces LCdr Erik James.

He's no stranger to yacht sailing though.

"I have sailed in Swiftsure more than ten times, three of them in Oriole as crew," he said. "This year we are embarking 12 members of the 4th Canadian Ranger Patrol Group from all over B.C. We may also have some junior officers from Naval Officer Training Centre (NOTC) Venture joining us," he says.

Standard race preparations are underway on the jetty as several NOTC Venture sailors embark sup-

plies, conduct maintenance and repairs, and inspect the sails, lines and rigging to ensure maximum speed and efficiency during the race.

The race itself is a tough one and LCdr Kibble is hoping for strong winds.

"I remember one year it was very windy and the ship looked awesome and sailed spectacularly. Other years, more often than not, it's light air, known as Driftsure instead of Swiftsure."

There are usually 180 to 200 boats in the race and the start line can be hectic.

"Because Oriole is limited in her ability to tack compared to the other smaller boats it's a huge challenge to safely get across the start line. It looks very disorganized from the shore and it can seem even more disorganized on the water."

The start line is marked by a Maritime Coastal Defence Vessel (MCDV) and a Royal Victoria Yacht club boat separated by about half

of a mile. There will be five starts and Oriole will be in the first start as it is sailing the longest race, going the entire 150-mile distance.

Once under sail, it's a race to the Swiftsure Bank with a cut off time of 2 p.m. the next day to round the MCDV marker ship.

"The Rangers will be working hard as there are no winches or any modern sailing technology on board. It takes eight to ten sailors to haul in the sails depending on the wind. They will work hard and earn their room and board for the night," says LCdr Kibble. "It usually takes about two days on board to find their feet and start building a bit of team spirit and get comfortable on the ship, so my crew will coach them through that."

The biggest challenge, he adds, is making the mark boat on Swiftsure bank on Sunday by 2 p.m. or face disqualification.

Revisions to National Defence Act reviewed

On Monday, May 30, Patrick J. Lesage, former Chief Justice of the Ontario Superior Court of Justice, will visit Victoria as part of his appointment by the Minister of National Defence to conduct the second independent review of the amendments to the National Defence Act made by Statutes of Canada 1998, c.35 ("Bill C-25") and Statutes of Canada 2008, c.29 ("Bill C-60"). This review involves consideration of the operation of aspects of the military justice system, the military police complaints process and the Canadian Forces grievance process.

Lesage will visit meet local leadership, Military Police, Legal Officers and other personnel working with and implementing the military justice system, the grievance process and the military police complaints process in the afternoon.

The morning is an opportunity for him to meet with the DND/CF population at large, civilians, and dependants from 9:30 a.m - 12:15 p.m. at the Chief and Petty Officer's Mess Conference Room. Dress will be dress of the day.

The call for submissions link will be available on the www.forces.gc.ca website under the "Feature" section and on the Defence Team intranet site under "What's New".

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FILM *friday*

"Bridesmaids" better than the trailers let on

W. Andrew Powell
The GATE

Opening at a theatre near you, Kristen Wiig stars in what could be the break-out comedy of the season, *Bridesmaids*; and Paul Bettany battles vampires in the disastrously reviewed action film, *Priest*.

Bridesmaids

In what might be one of the few examples that you really can't judge a film by its trailer, *Bridesmaids* is miraculously one of the best reviewed comedies to come out so far this year.

Kristen Wiig stars as Annie, a woman who is set to be her best friend's maid of honour, but she's having a hard time with her messed up life, including her boyfriend and her career. She's a true friend though, and despite her issues she'll do anything to make her best friend happy for her wedding, and that includes dealing with all of the other bridesmaids, the strange wedding rituals, and everything in between.

Co-starring Maya Rudolph as Annie's best friend Lillian, plus

Rose Byrne, Melissa McCarthy, Wendi McLendon-Covey and Ellie Kemper, *Bridesmaids* is a surprising hit among critics, and a rare film that gives women the chance to behave a little badly on screen.

Clearly the film needed a better trailer, but it's set to be this week's big opening film if it can just overcome last week's dominate actioner, *Thor*.

Priest

Scott Stewart deserves a pat on the back, but so far it's not for his directing career.

Look back just a few years and Stewart was involved with some of the better special effects coming out of Hollywood, working with visual effects company The Orphanage on films such as *Iron Man*, *Pirates of the Caribbean: At World's End*, and *Harry Potter and the Goblet of Fire*.

As a director though, Stewart has so far failed to do much more than irritate critics, whether you're talking about his dud *Legion*, or his latest sci-fi offering, the big screen adaptation of *Priest*.

Based on Min-Woo Hyung's Korean comic book of the same



Photo courtesy of Universal Pictures

Bridesmaids stars Kirsten Wiig (centre), and co-stars Maya Rudolph, Rose Byrne, Melissa McCarthy, Wendi McLendon-Covey and Ellie Kemper.

name, the film is set in a post-apocalyptic version of Earth where mankind has been fighting with vampires for a long, long time. Trying to protect themselves from the thirst of the vampires, humanity now lives inside city fortresses run by the Church.

When his niece, played by Lily Collins, is captured by vampires, one warrior, played by Paul Bettany, will have to

set aside his life to hunt down the blood suckers. *Priest* will get a little help on his mission though, including from his niece's boyfriend, played by Cam Gigandet, and a Warrior Priestess played by Maggie Q.

Based on the fact that distributor Screen Gems decided not to offer the film for review to the press, it's clear this is a film you can save for television or DVD.

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Scenery change for Northern reservist

Ben Green
Staff writer

Capt Dwayne Coad has called Yellowknife home for the past six years. Embedded in the vast wilderness of Canada's north, the reservist medical officer spends his summer months navigating the pristine lakes of the Northwest Territories in his 35-foot sailboat.

However it was last fall, after a chance encounter down east, that the soon-to-be flight surgeon with 440 Transport Squadron upgraded his pleasure craft to a 450-foot warship, and exchanged the calm, northern lakes for the turbulent West Coast waters.

"I met WO Eric Adkins [from HMCS Winnipeg] on the basic aviation course at DRDC in Toronto," says Capt Coad. "We became friends and spoke a fair bit about the type of work that the health services folks deal with at sea. It was not unlike

my rural medicine days and very much like some of the current issues I deal with in my civilian role as a medical director in the NWT."

Capt Coad easily related WO Adkins' tales to those of his 20 years practicing medicine in smaller communities; positions that took him from rural towns in Ontario and the Northwest Territories to those in Saipan and other Pacific islands.

"I felt it may be beneficial to gain a greater understanding of the environment, so I asked and received permission from my very supportive chain of command to proceed [sailing in the Winnipeg]," he says.

As the end of March approached, Capt Coad traded in the harsh Arctic winds for a more sea-faring breeze and boarded Winnipeg for a week. His five days on board saw him weave in and out of the Gulf Islands observing the ship's Fleet Navigational Officer (FNO) training.

"I spent a fair amount of time on the bridge as they were taken through their final sea trials through the Gulf Islands," he says. "The frigates would go at higher speeds through the narrow channels while the FNOs would navigate under the close scrutiny of the captain and other senior officers."

His sea legs came quickly as did his familiarization with Winnipeg's narrow ladders and passageways. Shadowing ship's personnel allowed him to lend his professional expertise as well as peak his personal interests.

"Various senior NCMs would take me through their departments and explain how the systems would work; much to my delight as I enjoy engineering and mechanics almost as much as medicine," he says. "From a medical point of view I assisted the PA on an occasional case when my advice was sought."

At week's end, a head

full of new experiences and a salty taste of life on the oceans solidified his desire to return to the waters some day.

"Most definitely I want to do it again," he says. "The medical officer would be assigned to HMCS Protecteur, but I would enjoy doing some relief work on board if the opportunity arose."

Capt Coad's expertise has seen him work with all three facets of the Canadian Forces. After accomplishing his most recent sail with the navy, he says his affinity for the traditions of all serving personnel has never been stronger.

"The navy by far and away has a different set of traditions that distinguish themselves from the other two services (Army and Air Force)," he adds. "I must say, despite seeing the differences I enjoy all three environments for what they are."

Yarr... you ready for some rugby fun?

Ben Green
Staff writer

All ye' land-lovers put forward ye' best scallywag scowl and come down and enjoy some hard-hitting rugby action on Saturday, June 11.

The Buccaneer Rugby 7's Tournament, which coincides with the annual Buccaneer Days' festival, will take place all day at Bullen Field, and a navy team will compete for the first time.

There are an estimated 12 teams competing in the men's section of the tournament. The navy team will square off against Old Puget Sound Beach RFC (U.S. National 7s champs), Global Fijian

Lighthouse Team (BC 7s champs), JBAA, Velox, Fire Fighters of B.C., and the Dog River Howlers Rugby Club to name a few. Twelve CF personnel have joined the team.

"Rugby is not a core CF sport, but we're trying to develop it," says Matt Carlson, Personnel Support Programs Fitness and Sports Instructor. "It's really great that we have a team and it shows we have a presence now in the sport. For us in the sports department, we want to ensure our team is ready to compete come tournament time."

The tournament has partnered with the James Bay Athletic Association (JBAA) to increase the sport's promotion across B.C.

Rugby is officially slated as a sport in the upcoming 2016 Olympics. The B.C. Rugby Union has scheduled a Summer Rugby 7's Series across the province to identify new talent leading up to the games. Buccaneer Rugby 7's is the first in this summer series.

Rugby 7's is similar to 15-side rugby, but with a few differences: teams field seven players at a time and the halves are cut down to seven minutes each.

The games are free for spectators with the action kicking off at 9 a.m. For more information contact Matt Carlson at 250-363-4540.

Buccaneer Days is an annual Esquimalt-based festival that takes place at Archie Browning Arena.

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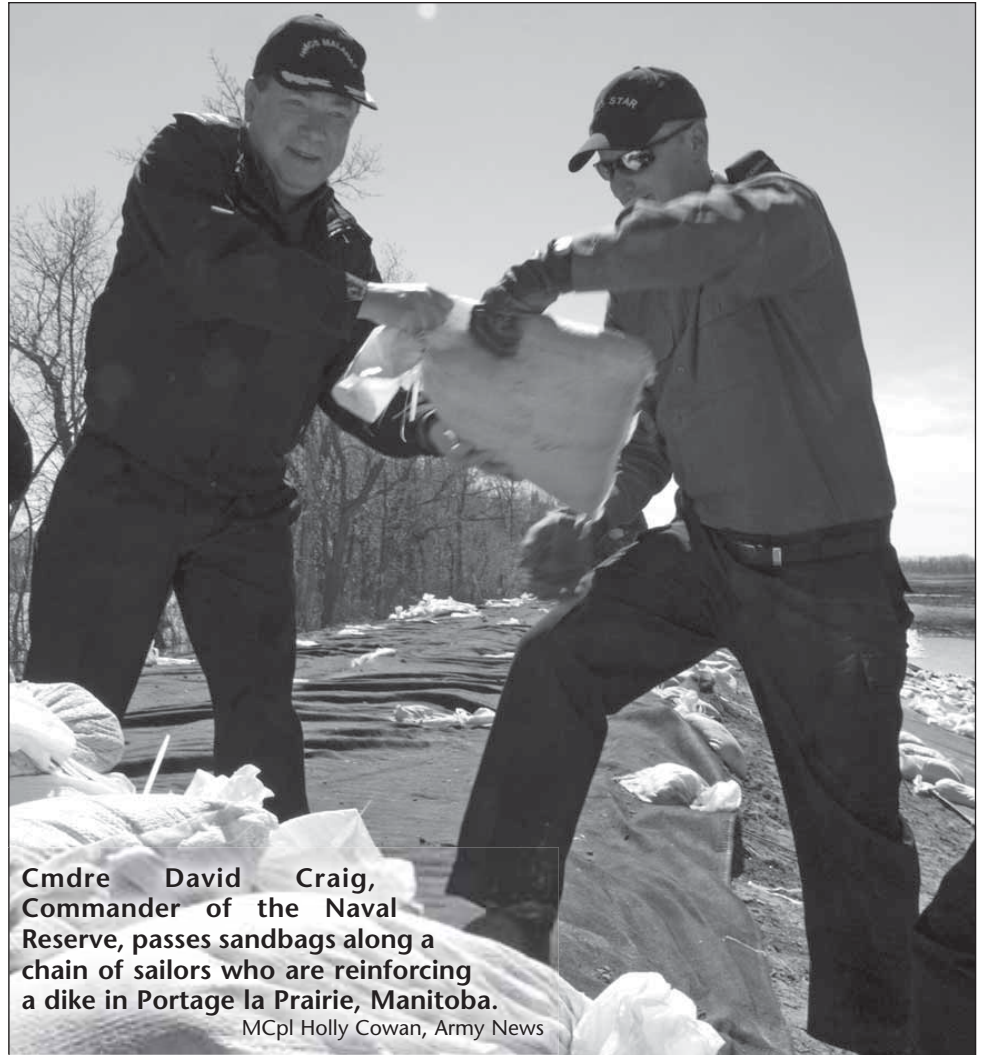
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Cmdre David Craig, Commander of the Naval Reserve, passes sandbags along a chain of sailors who are reinforcing a dike in Portage la Prairie, Manitoba.

MCpl Holly Cowan, Army News

Reserve Commodore visits naval reservists deployed to Manitoba

SLt David Lewis
PAO Op Lustre

Cmdre David Craig recently visited the flood ravaged area along the Assiniboine River in Manitoba. As the commander of the Naval Reserve, he wanted to personally express his appreciation and pride to the many sailors deployed to the province.

More than 120 sailors from across Canada have volunteered to assist in Operation Lustre. Of the 24 Naval Reserve Divisions (NRDs) in Canada, 21 are represented by sailors assisting in flood protection efforts.

Most reservists are

being housed at HMCS Chippawa, the NRD in Winnipeg. This was the Commodore's first destination. He toured the facilities accompanied by Capt(N) Paul Dempsey, the Maritime Component Commander, Operation Lustre. After a briefing on operations, he walked through the unit asking questions concerning the welfare of the sailors. Almost every office and classroom at Chippawa has been converted to a temporary dormitory. Military cots are in every available area.

After lunch he was driven to 17 Wing Winnipeg to board a CH-146 Griffon.

As the helicopter banked

to the west, Commodore Craig looked down on the inundated fields and farmlands. Even from this height the white ribbons of sandbags were visible along the river's edge. It was to the sailors placing those sandbags that he was heading.

The chopper touched down on a muddy dirt road. Commodore Craig jumped out and headed towards the blue shirts on the dike. Surveying the situation, his first question was regarding the water - not the flood waters, but whether his sailors had enough drinking water. Did they have latrine facilities? Did they have rain gear?

Moments later he was standing in a group of a couple dozen young sailors. A circle of muddy boots, tired shoulders, and warm smiles surrounded him. All listened as he expressed his personal pride in them and the incredible job they were doing. They had already placed 10,000 sandbags along the river's edge.

As he re-boarded the Griffon, the sailors turned back to their sand-bagging mission. Once again the long white line of sandbags began moving towards a weaker spot in the dike. The wider mission of flood protection still loomed before everyone, but a smaller mission had just been accomplished.

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Star Trek inspired technology pushes military innovation into the future

Ben Green
Staff writer

After a decade of collaboration, Defence Research and Development Canada - Atlantic (DRDC Atlantic) and the National Research Council (NRC) have harnessed the first generation of a sci-fi inspired technology.

One of Gene Roddenberry's most imaginative creations on Star Trek was the "replicator," a machine that produced any product immediately with the push of a button. The newly designed laser consolidator (as the replicator is properly called) is an example of laser-manufacturing where a computer controlled laser melts a fine, metal powder that's sprayed through a nozzle, building objects layer by layer.

"The DRDC Atlantic team wanted to explore new sonar designs, which needed metal parts that were very hard to make by conventional methods," explains Karen Shewbridge, Group Leader of Information Services at DRDC Atlantic. "The process can make parts with exotic shapes in high strength metals such as inconel, stellite, tool steel, nickel, aluminum, bronze, and titanium."

Unlike the "rapid prototyping" machines on the market that print in plastic, the metal products are grown continuously from a weld pool about 0.5 mm in diameter. As the green laser spot moves, more dust is added to create the next layer.

"Since this is grain-orientated growth, the parts formed have excellent metallurgical properties such as high strength and corrosion resistance," she says. "Any spilled dust is vacuumed up and reused so the process has no waste."

Since the process is based on computer aided design (CAD) part files, Shewbridge says it could someday be

used for generating spare parts of all kind on demand.

"Instead of carrying a lot of parts, one could imagine carrying 'cartridges' of metal powders and CAD files of all the parts on a computer or accessible over the network," she says. "For DRDC Atlantic the process has already been very useful since it was possible to try a number of sonar designs without the expense of tooling."

Additionally, the technology can be used to repair and restore parts, a process called laser cladding. For example, applied to expensive turbine engine components (valves, pumps, impellers), laser cladding can return them to like-new condition without the cost of purchasing new ones.

DRDC Atlantic was one of the first defence agencies to evaluate this technology, and now is helping NRC convince Canadian companies to adopt it.

As part of their collaboration, NRC and DRDC have embarked on a series of workshops to brief Canadian industry segments on laser consolidation. Their next stop will be June 10 at the Nova Scotia Community College in Dartmouth, N.S.

DRDC's primary partner is the Department of National Defence and the Canadian Forces, a relationship Shewbridge says fosters a creative drive within their departments.

"It's very rewarding when our systems are successfully tested and implemented for the military," she says. "The close proximity of our labs to naval clients is beneficial. The work is not without its frustrations, like any other, but on the whole it is a challenging and highly satisfying job."

DRDC has some 1,800 civilian and military scientists and engineers spread out across nine research centres. Each research centre has specific areas of



Some of the small, intricate metal pieces the replicator can manufacture.



expertise that they focus on with an overall mandate of ensuring the CF remains scientifically and operationally relevant. Specifically, DRDC Atlantic is responsible for programs in underwater warfare, naval/air platform technology, command and control applications, and emerging materials and power sources.

The replicator is just one of a diverse range of projects currently underway behind DRDC and DRDC Atlantic's doors. Interested parties can get a sneak-peak at other projects at www.drdc-rddc.gc.ca or for information on their workshops visit www.reseaumateriauxquebec.ca/ManufacturingAtlantic/index.html.



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PSP NEWS: GET FIT

Personal trainers offered evenings and weekends

Ben Green
Staff writer

Personnel Support Programs (PSP) has recently added evening and weekend personal training to its list of services, officially closing the door on the excuse, "I just don't have the time!"

Three contracted trainers, all certified by British Columbia Recreation and Parks Association (BCRPA), are now available after regular work hours to CF members, their families, and DND civilians.

Ann Henslowe is a former competitive rower and cyclist certified in personal training, weight training, group fitness, fitness theory, and land and aquatic fitness.

Shawn Dahl has an extensive hockey background and is certified in personal training and weight training. He has taught a navy bootcamp through PSP before and has experience working with multi-joint exercise and injury rehabilitation.

Darlene Choo is also certified in personal training and weight training. She has experience teaching spynga, the intense indoor cycling and yoga combination workout.

The PSP Fitness department operates primarily during an 8 a.m. to 4 p.m. window, so the contracted trainers will be a nice compliment to their services, says Richard Schertzer, PSP Recreation Coordinator.

All three trainers are insured, which means clients aren't limited to training in one of the base gyms. If they have a set up at home, or prefer outdoor workouts, they can request this with their trainer.

One session costs the standard rate of \$50; however, there are eight different packages clients can choose from ranging up to 10 sessions, such as private sessions, one-on-one or semi-private sessions. Information on the packages, including a full list of prices, can be found on page 43 of the Spring-Summer MARPAC Activity Guide.

Sessions last about an hour.

To sign up for sessions, call or visit the Naden Athletic Centre kiosk (250-363-5677) or the Colwood Pacific Athletic Centre front desk (250-363-1009). Sessions can be paid for by credit card, debit, or cash.

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EVES OF DESTRUCTION

make mayhem look good

CF member shows life as a roller derby diva isn't just for social misfits.

Ben Green
Staff writer

By day, Cpl Mélodie Dubé-Bélanger serves her country as a dental technician caring for the oral hygiene of CF personnel. At night, she's InciseHer, hell on wheels serving opponents a hot platter of destruction.

Shedding her scrubs for silver spandex and fishnet stockings, the transformation from soldier into roller derby goddess is something she relishes each time she laces up the four-wheel skates and throws in the mouth guard.

"You kind of play a role out there, you're tough but sexy" she says. "[When creating my persona] I was looking at different names and someone said Incisor to me one day. I tweaked it a bit; it's a representation of something in my life."

The name ties together her profession as well as her demoralizing ability to cut apart the competition on bout night.

A member of the Eves of Destruction (EOD), the local women's roller derby team, Cpl Dubé-Bélanger says it's the perfect outlet to stay active and step outside the average daily routine.

"It's different," she says. "People ask me what's with derby all the time. It's the atmosphere; it's girly but tough at the same time."

And tough it is. Unlike the scripted WWE-style roller derby that used to be on TV, these ladies are all contact. Of course there are safety protocols in place by the Canadian Women's Flat Track Derby Association (governing body of the league), but the hits, the falls, and the injuries are all real.

"It's full contact," she says. "There is no bad blocking, head blocking, blocks below the knees, no elbowing, and no punching though."

EOD trains hard and takes matches where they can get them. Being slightly isolated on the Island, most of their quality competition comes from Vancouver

or down into the U.S. The beginning of April saw them entertain a crowd of almost 2,000 at Archie Browning Arena in their season opener versus Port Scandalous from Port Angeles, WA. The ladies in purple sent a message they mean business with a 154-79 victory over the visitors; something Cpl Dubé-Bélanger credits to how hard the 60 women of EOD train year round.

"Commitment is the biggest thing to being successful," she says. "There are three practices a week during the summer and two per week during the winter; our camaraderie is very important. I think it's [roller derby] for anyone who loves competition and also enjoys having fun."

Their next home game is June 25. EOD hosted a boot camp May 20-22 where roller derby enthusiasts from all over the region came and learned more about the sport.

"It was for people of all levels," she says. "There was a separate workshop

for referees as well. People came from Seattle, Vancouver, and up Island with it all focusing on strategy, footwork, endurance, etcetera."

With the team always looking for fresh talent, prospective EOD members or "fresh meat" as they're endearingly referred to, must be female and must be at least 19 years of age. They should be able to make training at least twice a week where they will be taught proper technique, safety, and rules. After three months they must pass a skills test in order to make the squad.

EOD formed in 2006 and is a grassroots, non-profit organization. They're dedicated to excelling in sport while promoting healthy living through physical activity, health education, and public awareness. The team participates in a variety of local events including many of the local parades, as well as the Times Colonist 10K. Anyone interested in joining the team, watching a game, or finding out more information in general can visit their website at www.evesofdestruction.com



Above right and left: As part of the Eves of Destruction Roller Derby team, Cpl Mélodie Dubé-Bélanger takes on the persona of InciseHer, a fitting name for someone who can demoralize her opponents in a bout.

Bottom right: By day Cpl Dubé-Bélanger is a dental technician at the Canadian Forces Health Services Centre dental clinic.

Roller derby photos by Dani Boynton, Dani Boynton Photography



Photo by Ben Green, Lookout

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Above: OS Sarah-Mae Pyndus proudly shows off her finishing medal shortly after completing the Boston Marathon on April 18.

Below: OS Pyndus runs through the finish line of the Goodlife Fitness Victoria Marathon on Oct. 10, 2010, with a finishing time of 3:25:34.

Unstoppable sailor runs Boston marathon five months after major injury

Lt(N) Hayley Mooney
Contributor

Last October, OS Sarah-Mae Pyndus had a tough break. She fractured a hip and was diagnosed with osteoporosis.

For many this diagnosis would mean months of convalescence, but not for this sailor. On April 18, she completed the gruelling world-class Boston Marathon.

"I'm not the type of person to stop," reflected OS Pyndus, "or slow down at all really."

She has been an athlete all her life, but a runner for only a year and a half. She started running competitively in 2008 while waiting to change jobs from the naval reserves to her current trade of naval communicator in the regular forces.

Once she started, she was hooked.

Two years later, while running in the October 2010 Goodlife Fitness Victoria Marathon, her finishing time of 3:25:34 qualified her to enter in the Boston Marathon.

However, in the last three kilometres of the race she partially fractured her hip.

"It hurt when it happened, but I had never completed a marathon before so I figured of course it hurts," said OS Pyndus. "But the pain became unbearable after the finish line."

At first it was a partial break, but within two weeks of the race her hip was fully fractured. She had three pins inserted in her femur and was on crutches for the next two months. After the surgery her boyfriend prepared the couch with blankets so she could begin her convalescence. But she had other ideas.

"It never occurred to me to stop. After I was injured I just thought, 'when can I start again?'"

As soon as she was off her crutches in January, OS Pyndus was lacing up her shoes. With the knowledge that she had osteoporosis, a disease characterized by low bone mass and deterioration of bone tissue, she was more careful. She hired a coach and focused on strength training and nutrition along with running. She also credits her physiotherapist with her quick

return to the sport.

"JR Justesen of Parkway Physiotherapy holds a running injury clinic that has helped me a lot," she says. "He does a 3D gate analysis on a treadmill; by hooking me up to a whole bunch of electrodes, cameras could map out my stride and gate and show me if I'm limping or where I may be having problems. He has a real passion for injury prevention in runners."

By April OS Pyndus was ready to compete in the Boston Marathon. She finished in 4:04:24, a time that surpassed her expectations of just completing the race. She says the last few kilometres were the hardest, but she used her own personal mantra to keep her going.

"I just tell myself to 'keep the momentum going,'" she says. "I've learned a lot through my injury, I now know that walking is enough. Crutches taught me not to take walking for granted."

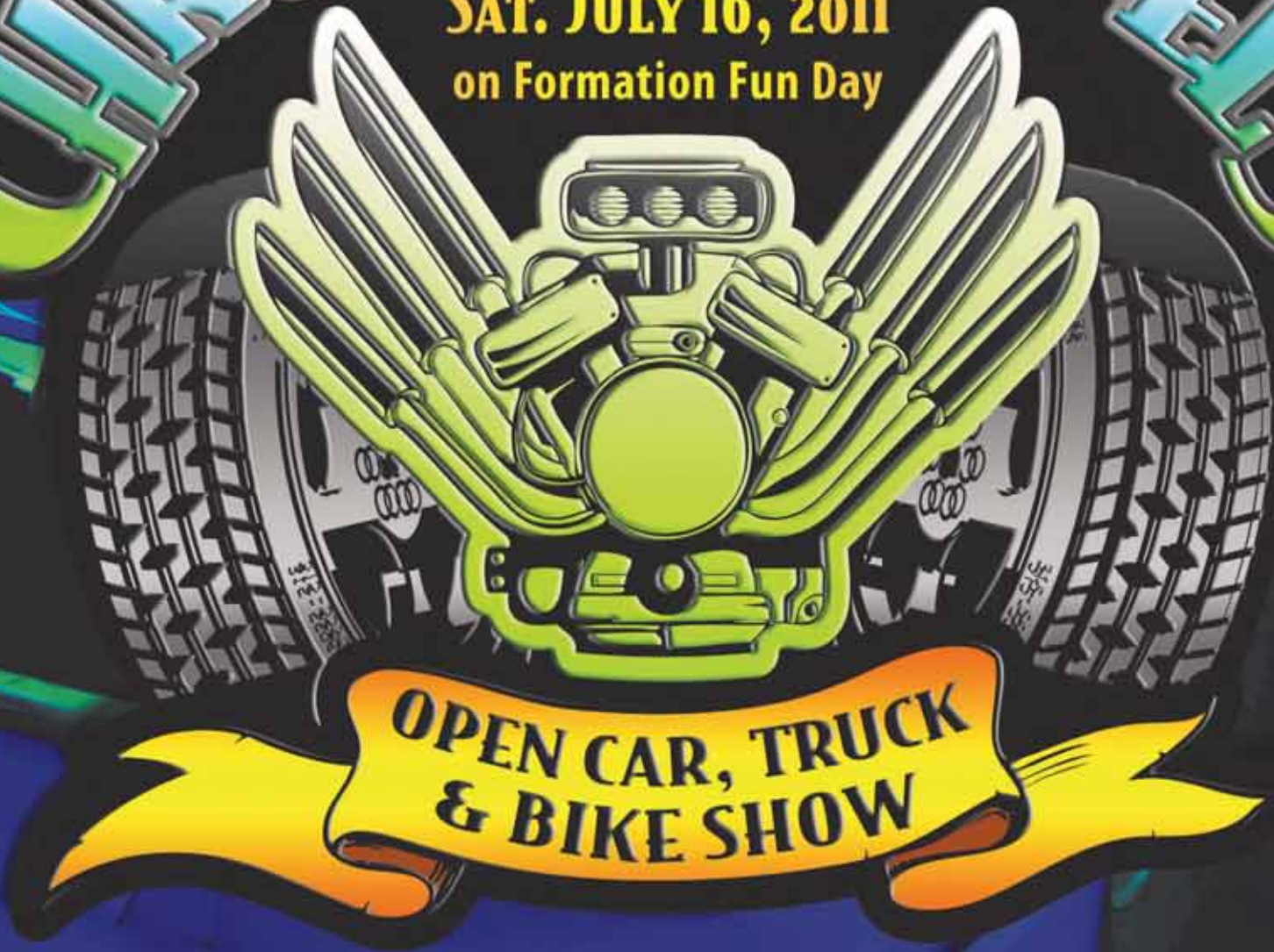
OS Pyndus looks forward to rejoining *HMCS Winnipeg* as soon as doctor's can pinpoint the cause of her osteoporosis.



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TASK GROUP EXERCISE: **WORKING TOGETHER**

TGEX - Air defence heard but not seen

Ben Green
 Staff writer

Green blips come over HMCS Winnipeg's radar screen fast.

Approaching from the southwest, a pair of CF-18 Hornets, or "Beavers" as they're code named, covers the 80 kilometres to the convoy in a matter of minutes. Dispatched from CFB Comox, the jets were an intricate piece to the air defence exercise (AIREX), that took place during Exercise Trident Fury.

The jets worked to simulate aerial threats to the convoy, possibly enemy fighters or incoming missiles.

Positioned in the center of the vessel formation, encircled by the other warships for protection, was the high value unit (HVV). In a real-world situation the number of rings around the HVV depends on the number of ships in the convoy, and the type and level of threat.

"We circle around the HVV to protect it," explained LS Andrew Bishop, naval electronic sensor operator on board Winnipeg during the exercise. "They could be carrying supplies, missiles, personnel; but usually it's an aircraft carrier."

During the exercise, the HVV was HMCS Algonquin. HMC Ships Vancouver, Ottawa, Winnipeg, and USS Lake Erie formed a ring around the destroyer. HMC Ships Nanaimo and Saskatoon (anti-submarine warfare minesweepers) were kept on the outer rim due to their lack of missile

Flying kilometres above the ships, the supersonic jets scream overhead, which signifies an aerial attack or strafing run.

defence equipment.

In an actual threat, the ships try to maintain a distance of 500 yards from each other.

As the CF-18s approached the convoy, they could be heard but not seen; flying kilometres above the ships, the supersonic jets screamed overhead, which signified an aerial attack or strafing run. This triggered the vessels to crank up to top speed and complete a few stomach-churning evasive manoeuvres before returning to their defensive formation.

SLt Robert Davenport, Winnipeg's Officer of the Watch for the exercise, said it was nice to have the American Navy involved. Armed with more than 130 surface-to-air missiles, Lake Erie can shoot pretty much anything out of the sky.

"She carries Tomahawk missiles," he says. "Those things can shoot down satellites."

In 2008, Lake Erie successfully destroyed a dead U.S. satellite prior to it re-entering and burning up. By firing a missile at it, the satellite's fuel tank was destroyed, which was carrying the frozen toxin hydrazine.

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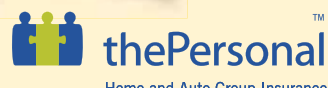
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Aboriginal youth graduates from Raven to Boatswain

Lt(N) Hayley Mooney
Contributor

The Public Service celebrates Aboriginal Awareness Week this week (May 24-27, 2011), which brings to light the upcoming Raven program that will draw 72 aboriginal youth from bands across the country to Esquimalt this summer.

This is the same program that drew LS Daniel Aguilar to join the military as a Boatswain following his participation in 2003 and 2004.

"I never wanted to join the navy until I started Raven. I didn't have much of a goal for life before this," said LS Aguilar. "But I enjoyed it so much I joined the reserves in 2005 and now am awaiting my component transfer to the regular forces."

When he first joined in 2003 the program started with 43 students from the Vancouver Island area. It didn't have a name at the time, but participants chose one in the first few days when they took part in a four-day culture camp.

"We were out in the forest listening to the sounds and speaking to the elders. You could hear the call of the Raven and it was distinct amongst the other birds. We had a vote and it won," said LS Aguilar.

Although the program has now expanded to 72 students and draws Inuit, First Nations and Métis youth from across the country, many aspects of the course LS Aguilar took in 2003 and 2004 have stayed the same. It begins with a

culture camp, in which Elders from several different First Nations communities come to meet and instruct the youth.

The culture camp is a relevant start to Raven, which is otherwise a six-week version of the same Basic Military Qualification (BMQ) that all non-commissioned members take when they join the military. Upon completion of the course, graduates have the option of joining a Reserve unit where their BMQ training will be fully credited; however, Raven is not considered a recruiting program.

"Raven is an outreach program for aboriginal youth, designed to give kids from the aboriginal community exposure to pursue a career in the government, if they wish," explains PO1 Joe Proctor, Raven Coordinator at NOTC Venture. "They gain some life skills outside their communities and a chance to witness Canadian culture in Victoria. It is not a push for the military, but it presents the opportunity."

For LS Aguilar, the program reached its mark.

"All I have to say is that since it started, Raven is the best program for Aboriginal youth. It gives them a chance to look at their life and change it around," he says. "After I graduated, my mom was happy, my brothers and sisters on the reserve were happy. Youth on the reserve now ask me how I joined the military and I tell them to join Raven."

LS Aguilar has now been in the reserves for six years doing contracts that have

allowed him to sail as a boatswain on four Maritime Coastal Defence Vessels off the coast of Vancouver Island, as well as complete courses in Halifax and Quebec City. He has never forgotten his ties to Raven though, attending several graduation ceremonies, and participating in some of the ceremonies for those events.

This year he has a direct hand in the course that began his career.

"I'm going to speak during the culture camp" he says proudly. "I will be telling them where I'm at, my life story to date."

This year will be the ninth year that Raven has run. Students participate in their training at NOTC Venture from July 11 until Aug. 18.



Above: Pte Daniel Aguilar lowers himself down the rapel tower near CFB Esquimalt during his training for the 2003 Raven Program.

Top right: Members of George Section prepare in the garrison at NOTC Venture for a ruck march during the Raven program.



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Base Commander Capt(N) Craig Baines presented a number of awards during Divisions on May 12.
Images by Cpl Alex. W. Croskery, MARPAC Imaging Services



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Sgt Cameron receives the first clasp to the Canadian Forces Decoration for 22 years of service.



PO2 Power receives the first clasp to the Canadian Forces Decoration for 22 years of service.



Cpl Erik Ibsen receives the first Clasp to the Canadian Forces Decoration for 22 years of service.



Capt Wilson receives the Canadian Forces Decoration for 12 years of service.



MCpl Fraser receives the Canadian Forces Decoration for 12 years of service.



LS Vigneault receives the Canadian Forces Decoration for 12 years of service.



LS McGregor is awarded the Canadian Forces Physical Fitness award for Aerobic Excellence. This marks the first achievement in the first level and represents 2,000 aerobic units for various physical activities.



Pte Costante receives a commendation for his professionalism and valour at the scene of a motor vehicle accident near Meaford on Sept. 24, 2010. He attempted to enter a motor vehicle to render First Aid in an attempt to save a casualty's life.



Ursula Mjolsness receives the Base Commander's Commendation.



Tom Campbell receives the Base Commander's Commendation.



Left: Cdr Francoeur receives his Operational Service Medal for Haiti from Chief of the Maritime Staff VAdm Dean McFadden during his May 16 visit to CFB Esquimalt.



Right: Chris Leger (centre) is promoted to Master Seaman by Cdr Derek Moss (right) with assistance from MS Leger's girlfriend Shannon Caine (left).



Pte Macdonald is promoted to Corporal.



Cpl Tim Brown, an Aviation Technician, helps Captain Iain Hannam, a CF-18 Hornet fighter aircraft pilot with Task Force Iceland, properly fit his Life Preserver Survival Vest in preparation for his flight from Keflavik Air Base, Iceland.

Sgt Dwayne Janes, 4 Wing Imaging Services

Cold Lake to Iceland: a chilly journey for one CF pilot

Ben Green
Staff writer

The view from Capt Iain Hannam's office is unlike anyone else's, probably because his office is the cockpit of a CF-18 Hornet.

His cubicle comes fully loaded with 32,000 pounds of thrust, air-to-air/air-to-ground missiles, a 20mm cannon, and a 360 degree bubble canopy view.

The fighter pilot from 409 Tactical Fighter Squadron (TFS) at CFB Cold Lake spent the past month surveying the skies over the European nation of Iceland. As part of Task Force Iceland, the Canadian contingent to the larger Operation Ignition, Capt Hannam provided increased aerial security in the region.

"Our primary task is NATO Air Policing of Iceland's ADIZ (Air Defence Identification Zone)," he said from Keflavik Air Base. "In between any NATO commitments that may occur, we have been flying between four and six training sorties a day. Secondary to this we continue our force generation training to maintain the squadron's readiness for whatever tasking the Government of Canada may see fit to ask of us next."

Iceland is the only NATO nation that doesn't maintain its own armed forces and upon request from their government, NATO periodically sends fighter aircraft to provide air defence coverage. Operation Ignition is Canada's participation in this Air Policing program.

Keflavik Air Base, located on a

long peninsula in the south-western corner of the island, shares a home with Iceland's International Airport. A U.S. military installation until 2006, the base provides fighter pilots with two long, perpendicular runways and arresting cables that are a necessity when battling the ever-changing Atlantic winds.

"We had winds of 125 km per hour gusting up to 151 km per hour one day, which is the highest that I have personally seen," he says. "I may be slightly more used to the Atlantic's changeable weather at this time of the year than some of my colleagues. It can offer multiple seasons in one day and is certainly very different from the very stable climate we enjoy in Alberta."

His experience in the north Atlantic stems from the fact that he's a native of the region, a self-declared oddity within the fighter community.

"I was born in Haverfordwest, a small town in western Wales," he says. "My father was a fast-jet pilot in the Royal Air Force (RAF), so we moved around the U.K. for awhile before he retired and began working for Cathay Pacific Airlines."

Spending much of his childhood in Hong Kong as his father continued working, he returned to the U.K. to finish high school and university before eventually following in his father's footsteps and joining the RAF as a pilot in 2004.

In 2007 he was selected for Phase 4 Fighter Training at CFB Cold Lake, and upon his return

When I did my training my instructor jokingly told me that there are only two times that you're allowed to giggle, your first Max Power take off and the first time you fire the gun.

-Capt Iain Hannam
CF pilot

home he made the decision to leave the RAF and immigrate to Canada to join the Canadian Forces. After completing the Hornet Operational Training Unit course late last year, he joined 409 TFS in January of this year and accompanied his new squadron on deployment.

"425 TFS at 3 Wing Bagotville were originally slated to sup-

port this operation, but after their deployment to spearhead Operation Mobile, 409 TFS was able to take over the Operation Ignition commitment," he says. "As a new member on the squadron I was fortunate to be asked to participate for the duration of the deployment."

With five Hornets and six pilots attached to the Task Force, he's



Capt Iain Hannam, 409 Sqn Cold Lake

Two CF-18 Hornet, en route from Canada to Keflavik Air Base, Iceland, maneuver into position for an air refuel from a CC-130T Hercules during a flight in support of Operation Ignition.

had the opportunity to fly almost on a daily basis. Navigating above the volcanically sculpted island has given him an appreciation of both its scenic beauty (albeit slightly distorted at times) and the people inhabiting it.

"I regret that between work commitments and the reliable European cloud cover I haven't been able to see as much of Iceland as I would have liked," he says. "But the parts that I have been lucky enough to see have been very beautiful. The people are extremely friendly and we have been made to feel very welcome."

Still awaiting Canadian citizenship, Capt Hannam is using his time to continue to familiarize himself with his new squadron, as well as log as many hours possible in one of the most "pilot-friendly" jets.

"The Hornet is an excellent aircraft and I consider it a huge privilege to be fortunate enough to fly it," he adds. "When I did my training my instructor jokingly told me that there are only two times that you're allowed to giggle, your first Max Power take off and the first time you fire the gun. Engaging the afterburners still puts a smile on my face and the gun mounted directly in front of the cockpit, at a rate fire of 6,000 rounds per minute, is ridiculously fun."

Task Force Iceland sees about 140 Canadian Forces personnel support the security zone at the Keflavik International Airport, about 50 km from the capital Reykjavik.

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HMCS Winnipeg, fastest unit in MARPAC

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In a field of 13,096 participants, HMCS Winnipeg Fleet Runners emerged as the top military team, and second team overall in the 22nd annual TC10K on May 1.

Results were determined by adding the times of the five fastest runners.

Winnipeg's top five were: Landon Zeeman, 38:22, Andrew Murphy, 38:34, Kevin Darling, 40:01, Kirsten Arensen, 40:07 and Dana Haley,

44:56, for a combined time of 3:22:00.

Second place team was the HMCS Regina Smokys in 3:32:47 and third was NOTC Venture in 3:36:55.

Winnipeg was edged out by the George Bonner Bears by 28 seconds, who was the first team overall out of the 337 registered teams.

Four out of Winnipeg's top five were also members of last year's team to claim the inaugural military title. Due to the team's success, the members have made a pact to form a team

every year, of Winnipeg members, past and present. This year's captain, MCpl Andrew Murphy plans to call upon past members of the ship's company to stack a team of solid runners, especially since Winnipeg has had some great fleet runners in the past few years.

The TC10K is the second largest 10K race in Canada, behind Vancouver's Sun Run. The total number of military teams declined from last year, 25 to nine.

COMMUNITY NEWS: LIL' POWERHOUSE



MS Derek Fedoryshyn, Contributor Jet Fedoryshyn, 7, ran with his dad, MS Derek Fedoryshyn, in the TC 10K. He completed the entire run with a time of 1 hour, 15 minutes and 28 seconds. His dad beat him by three seconds. Pictured here, he went on to run the kids 1.5 km run with his friends.

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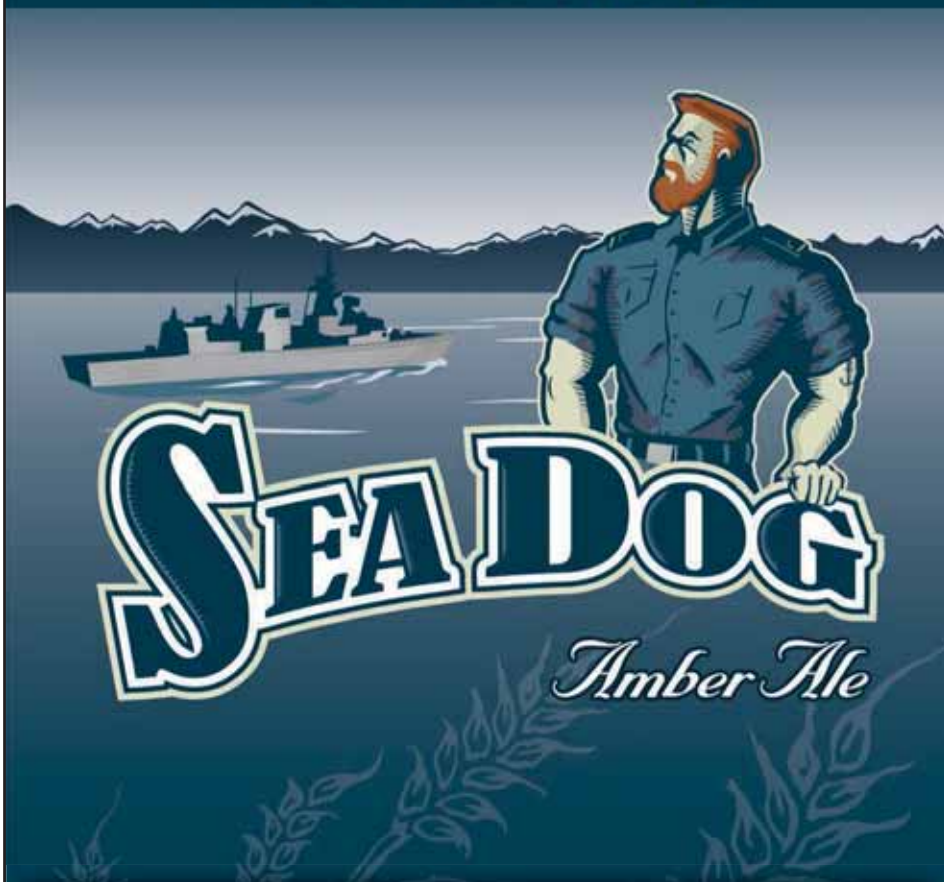
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EAST COAST NEWS: SAILOR SUPPORT



MS James Bremner, left, accepts a cheque from MS Christopher White, Formation Master Seaman and PMC of Fleet Club Atlantic. MS Bremner was recently diagnosed with terminal brain cancer and people across Formation Halifax made donations. This was done by both military and civilian employees through 50/50 draws, donations and proceeds from the door from Spring Fling. Donations can still be made through Fleet Club Atlantic.

Photo courtesy of Trident Military Newspaper

Le matelot-chef Zachary Champion du NCSM Vancouver nommé marin du trimestre

Dans le cadre de son programme de reconnaissance d'un marin pour accomplissement exceptionnel, la Flotte canadienne du Pacifique a choisi le premier marin du trimestre pour l'année 2011. Le 11 avril 2011, le Cmdre Peter Ellis, commandant de la Flotte canadienne du Pacifique, a annoncé que le Matc Zachary Champion, opérateur de sonar à bord du NCSM Vancouver, était le marin du trimestre de la FLT CANPAC.

Un groupe de capitaines d'armes de la Flotte avait étudié son dossier, ainsi que celui de 16 autres marins. En définitive, le Matc Champion a été retenu pour avoir fait preuve d'excellence que ce soit sur le plan de son rendement, de ses accomplissements exceptionnels, de son professionnalisme et de son action en tant que bénévole à la fois à bord de son navire et dans la collectivité.

Zachary Champion est né et a grandi à Barrie (Ontario). Il s'est enrôlé dans les Forces canadiennes en 2003 en tant qu'opérateur de sonar immédiatement après avoir terminé ses études secondaires. Dès le plus jeune âge, il a découvert en quoi consistait la vie militaire, car son beau-père et son père servaient dans les FC.

À bord du NCSM Vancouver, le Matc Champion est très actif dans le département du combat. Il a été superviseur du contrôle par sonar de la bordée de bâbord pendant la croisière d'endurance du navire et l'exercice SOUTHPLY. Il a réussi à accomplir toutes les fonctions opérationnelles et administratives, et les fonctions de supervision bien qu'il n'ait pas suivi la formation officielle du NQ6A. En

outre, il est le maître de contrôle (MC) à bord. C'est un travailleur tenace et dévoué qui travaille souvent tard et à de nombreuses occasions après son quart pour s'assurer que le travail est accompli convenablement et dans les délais.

Dans ses moments libres, le Matc Champion est l'organisateur des sports de combat. Il fait la promotion de la santé et de la bonne condition physique en organisant de nombreuses journées sportives pour faire en sorte que tout le monde participe. Durant le passage de son navire en Équateur, il a coordonné une collecte de fonds dans laquelle il était directement responsable de plusieurs activités et de

la surveillance de l'argent obtenu. Lorsqu'il est à Victoria, le Matc Champion fait du bénévolat une fois par semaine en tenant compagnie à des personnes handicapées.

Le Capf Bradley Peats, son commandant, a fait le commentaire suivant à propos du Matc Champion : « ...il faut lui accorder toute la considération qui lui est due pour la récompense du marin du trimestre. Il n'a cessé de montrer qu'il est un excellent chef et sa capacité de s'occuper des affaires administratives et de celles de l'organisation devrait servir de modèle. Son professionnalisme et sa motivation sont sans pareil et il mérite tout à fait d'être le marin du trimestre. »

La sélection des candidats à cette récompense prestigieuse a lieu en avril, juillet, octobre et décembre alors que le marin de l'année de la Flotte est choisi en janvier. Les marins du trimestre sont récompensés par un prix de 250 \$, des photos officielles et un article dans *Lookout* et dans les journaux locaux. Le gagnant est invité à un déjeuner où le commandant de la Flotte lui remet une pièce commémorative.

Le rendement du Matc Champion, son dévouement et son volontarisme font de lui un candidat exceptionnel pour le marin du trimestre et un exemple à suivre pour les autres. Bravo Zulu!

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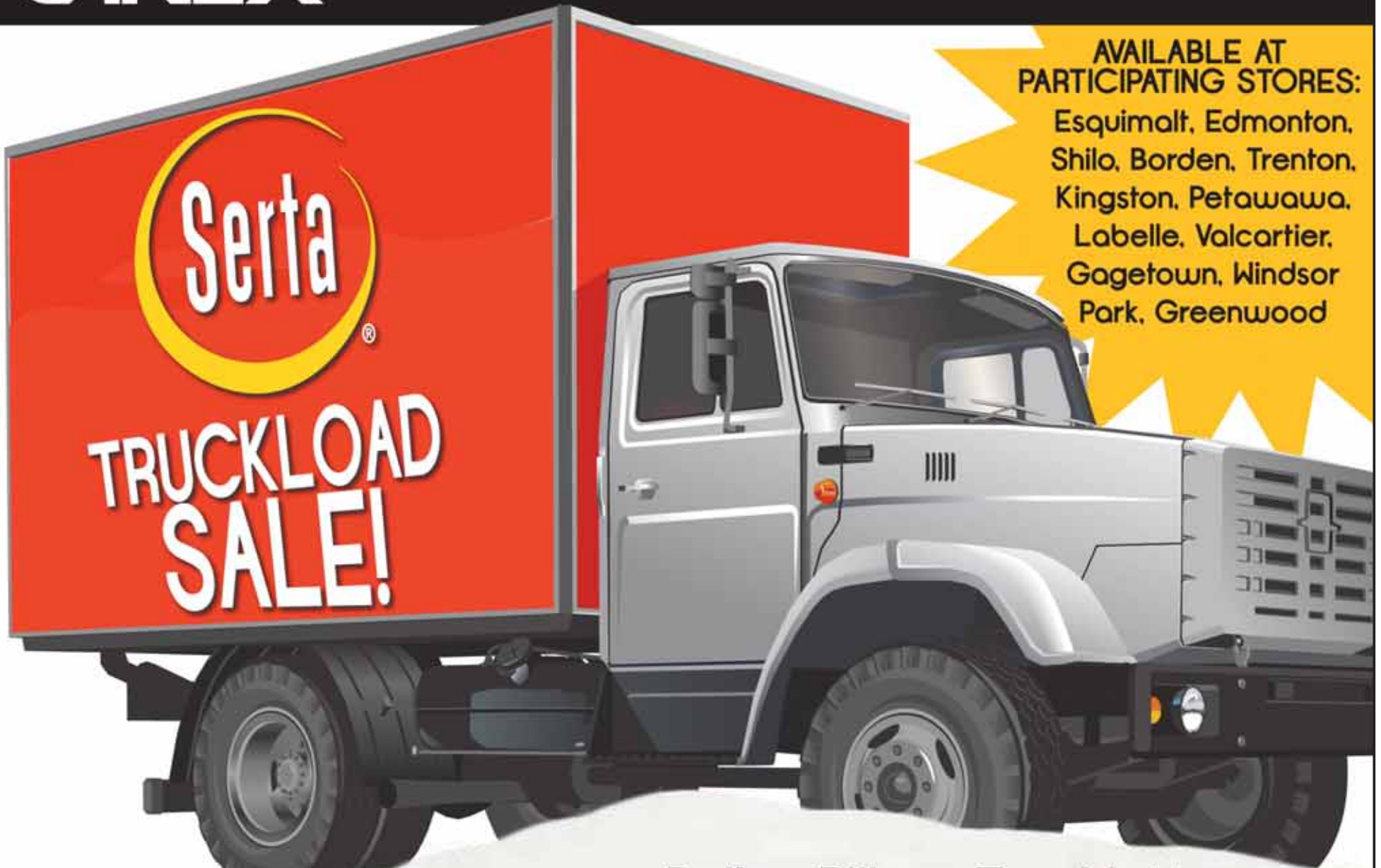
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