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LOOKOUT

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FEAT FIRST

MCpl Cynthia Wilkinson, CFJIC ACPRO
Lt(N) Anna Kocot suffers the pain of her effort at the 12.7 kilometre mark during day two of the International Four Days Marches July 17 in Wijchen, Netherlands.

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Changes to food delivery at Chiefs and Petty Officers' Mess

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The Otter and the aircraft carrier; an unusual pairing



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From the Tudor House

On behalf of all of The Tudor House family, I would like to thank the emergency response teams for their efforts and the entire community for their outpouring of support after hearing of the fire.

While we are thankful that no one was hurt, our thoughts and prayers are with all those affected in our community by this tragedy and especially our staff members during this difficult time.

In the coming days and weeks our priority is to offer support to our staff members and to work with them to find new employment. God willing, we will then begin the process of rebuilding this pillar of the Esquimalt community.

- Tim Dumas,
General Manager
The Tudor House Pub
& Liquor Store

Base platoons play integral role in fighting fire

Carmel Ecker
Staff Writer

It only took three minutes for CFB Esquimalt firefighters to respond to the 2:30 a.m. emergency call last Tuesday; however, when they arrived on scene the Tudor House was already engulfed in flames.

"As soon as I pulled out of the station I saw flames three metres above the roof," says Battalion Chief, Randy Morton.

Bright orange flames were consuming both floors of the building and the unique castle-like tower. But the fire hadn't quite taken the beer and wine store, and Morton knew it wouldn't be long before the alcohol inside became fuel for the fire.

With no one inside the building, Morton and the Incident Commander from Esquimalt Municipal Fire decided their mission would be to contain the fire to the 109-year-old structure and keep surrounding buildings safe.

The two fire departments, which have a mutual aid agreement, set up a perimeter of people and equipment, dousing the structure with water from three hydrants to ensure



Cameron Dopler, Contributor

Taken between 2:45 and 3 a.m., these photos show the blaze at its peak.

the flames wouldn't reach the building next door, which housed residents and several businesses.

"It was in such close proximity to the building behind it, it would have set that building on fire," says Morton.

Even though firefighters managed to contain the fire by about 4:20 a.m., smoke from the blaze migrated through open windows in the next building setting off fire alarms. Residents were being evacuated.

Adding to the inferno was alcohol from the bar

and grease from the kitchen fryer. There was also a gas line that had to be closed off. Fortis BC employees arrived at 3:30 a.m. and dug into the ground with a backhoe to manually pinch the line.

Eliminating at least one fuel source for the fire went a long way to help crews douse the flames, but the age of the building made the job challenging, says Morton.

"Given the old construction of the building, it didn't have the fire stops that newer buildings have - fire protection, sprinkler

systems etcetera - so the fire just worked its way through."

Unable to get inside due to the intensity of the blaze, fire crews could only watch the flames migrate through the building.

"We could see it going through the building but we couldn't get in there to stop it from extending from one section to another," says Morton.

As the structure collapsed, firefighters were unable to reach the smoldering hot spots that were feeding the fire.

By the time shift change rolled around at 7 a.m., firefighters were still working to reach those spots; by mid-morning a second backhoe was brought in to remove the walls and debris that blocked the water's path.

It took several days for fire fighters to get to all the smoldering embers, allowing a clean-up crew to come in and remove the rubble.

The pub's owners hope to rebuild now that the history book has closed on this piece of Esquimalt history.

We could see it going through the building but we couldn't get in there to stop it from extending from one section to another.

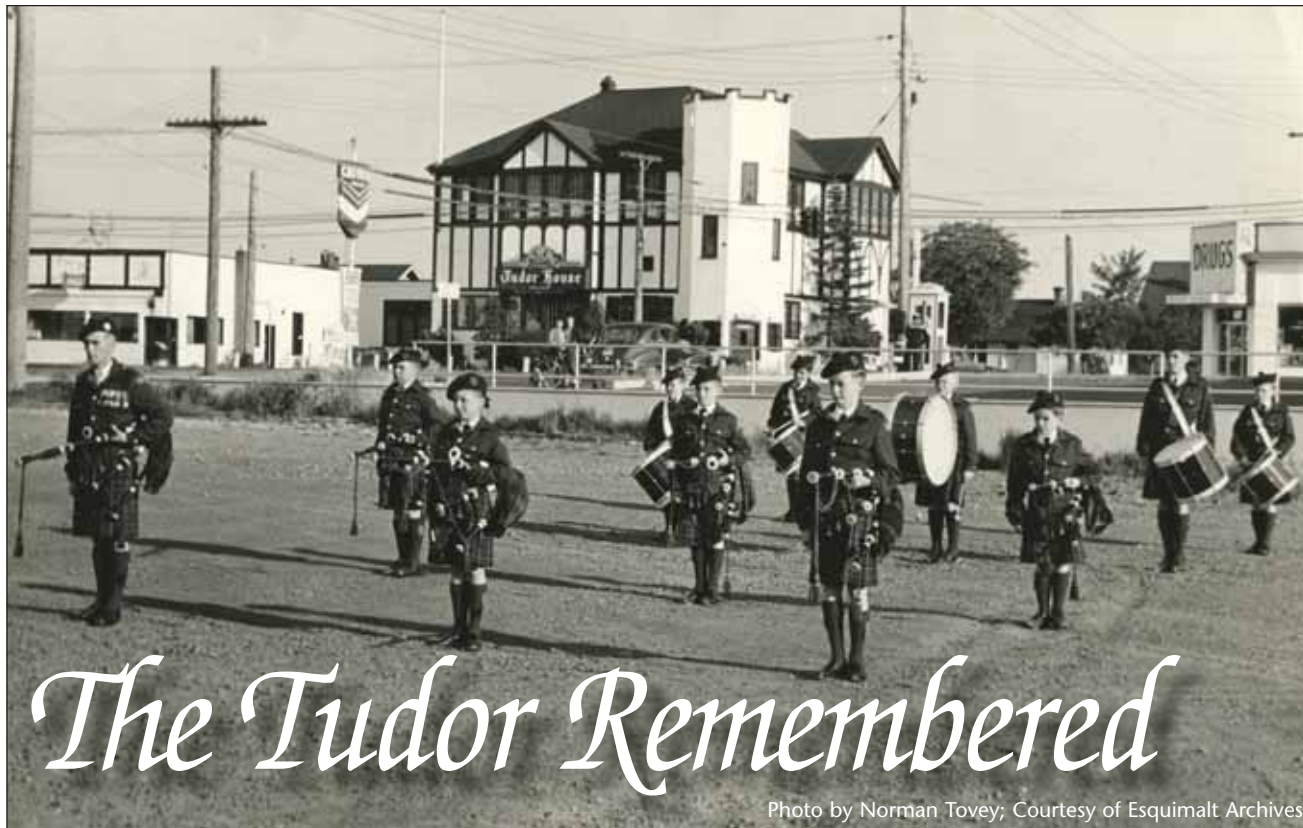
-Randy Morton
Battalion Chief



Left & inset: As base employees returned to work Tuesday morning, fire crews were still working to dampen the smoldering embers that remained of the fire that ripped through the Tudor House Pub.

Above: By Wednesday afternoon, the pub was being demolished and the rubble removed.





The Tudor Remembered

Photo by Norman Tovey; Courtesy of Esquimalt Archives

A very young (and naïve) Ordinary WREN arrived in Esquimalt in June 1977 from HMCS York, Toronto, for her TQ3 COMM course. Imagine being greeted by the turret of the Tudor House as the DND Blue Bird Bus took us to our final destination in Naden: Nelles Block.

While on course (and in the years to come) we spent many weekend afternoons/evenings in the Tudor House, as that was the only source of entertainment close to the base, and it was less of a stumbling distance than the Fleet Club. The character of the pub engulfed you as you entered: dark and grungy, reeked of beer: it took a few moments for your nose and eyes to adjust to your surroundings.

Well-worn wooden slats served as the floor, hardwood booths and tables (many with their very own carvings) signified ownership of their frequent visitors to that particular space, some had lanterns, most had a candle as its source of light. Some visitors were rowdy, while some slunk into their booth, with husbands, wives, girlfriends, boyfriends, sneaking a few moments together. Many relationships were formed, rekindled or celebrated in the Tudor House, sure opened my eyes to the meaning of the old Naval Toast: "To our Wives and Sweethearts, may they never meet."

The walls were covered with huge pictures of various Esquimalt landscapes, many covered with their very own splatters of years worth of alcoholic beverages. Pictures included the smiling faces of sailors past,

old sailing ships of the RN (like the Rainbow and the Patrician), B.C.'s very own subs the CC1 and CC2, landscape around Duntze Head, Figgard Light house, Lang Cove, the Graving Dock, and many others.

It was truly a step back in time, a relic from years past, and a vital part of Esquimalt's heritage – fond memories of my youth.

-Zsuzsa Toth

In 1996, The Tudor House was our Team Sponsor for the 24-Hour Relay Easter Seals Camp at Shawnigan Lake that took place at the UVic Stadium. We were dressed up in our Scottish attire (kilts, black t-shirts w/ The Tudor House logo, and boots) and the movie of the year was Braveheart with Mel Gibson - our team name was The Clansmen. Our campsite was scattered with bales of hay and our green modular tent was covered with Scottish paraphernalia and tied-off strips of tartan material of all colours.

Arriving with their horns honking and being greeted by loud cheers from The Clansmen, in came The Tudor House's cube van and caravan with Mike and The Tudor Crew amid all the craziness of the setting up of the campsites. Out of the back of the van appeared the barbecue pit along with the cooking coals and decorating the spit was a beautiful and huge stuffed pig with a big ol' apple in its mouth. We had the barbeque pit lit up and had that pig rotating and starting to roast within 45 minutes.

In the meantime, the party had started by The Clansmen with the kigs being tapped and loud music being played

(thanks to The Q-FM). Our clan had grown from 40 to 100 along with hundreds of interested spectators including A Scottish Bagpiper who piped us into the UVic Stadium.

Yes, sir, Esquimalt had taken over Gordon Head for the weekend thanks to The Tudor House and The Clansmen. We sold nearly 200 dinners (at \$5 per plate) comprising of roasted pig, a beer, and all the side fixings that were entirely prepped by The Tudor House Crew - all of which was donated to our 24-Hour Relay team total of just over \$8,000 for the kids to go to Easter Seals Camp Shawnigan Lake.

Thank-you Tudor House for all the other awesome memories that you have created for us and your commitment to supporting all the sports teams and events over the years, as well.

-Dwayne "Woody" Boyd

I remember arriving here on a Friday from basic training, June 18, 1999. We did our in routine and when we got to the last signature we were told to "stop marching everywhere you go...and get changed and go for a beer at the Toots", which we proceeded to do. I don't remember much from that night, but I'll always remember walking in to the Tudor House for the first time....

-MS Jay Maynard

My fondest memory of the Tudor House is going there after my wedding reception, still in my wedding gown and dancing with my husband and wedding party to Billy Idol's White Wedding. I'm not sure if that is considered funny or just plain sad. Either way it was a great

memory that still makes my husband, friends and I laugh.

-PO2 Fiona Borland

Fondest memory: No single one, but the Tudor House always felt like you were home (a Nelles Block Annex?).

My son recently joined the navy and was just beginning his relationship with the Tudor. Hope they re-build.

To the owners and staff: many, many sailors' (East and West Coast) thoughts and prayers are with you.

-PO1 Mike Valentine

Growing up in Esquimalt, I started going to the Tudor at 16 when there were line ups to get in and huge bouncers. We discoed the night away with our big hair and blue eye shadow, unfazed by the pungent fog of Players Light that stung our eyes and made our clothes reek. Each Saturday night, and the odd Friday, the PPCLI would take a field trip west from the Halfway to hit on "navy" women and get into a good old fashion army/navy brawl.

A refuge for sailors and blue collar workers, the Tudor was like our very own Sodom and Gomorrah. Spouses would cringe at the thought of their partners there, where no good could happen and hedonism started early. No one will ever know how many billions of dollars in child support resulted from "brief relationships" borne at the Tudor or how many relationships ended as result of the Tudor.

A huge shout out to my favourite Tudor House Manager Tim, who brought in half priced wine on Tuesdays and rarely cut us off.

-Marie Ormiston

The Tudor house was my living room when I first arrived here 12 years ago. It served as a gathering place for my friends and was crawling distance from my apartment.

Over the years it was always an important place to meet up for lunch or a few beers after work. It will be missed and I hope they rebuild

-MS Warren Danforth

What a devastating loss for Esquimalt and the naval community. I recall many a Saturday night with my friends eating nachos out of a Cadillac hubcap and hoisting a pint or two. More recently, my wife and I enjoyed wonderful Sunday lunches.

What a heartbreaking loss.

-CPO1 Sean Pól Mac Úisdin

Very sad that I won't be seeing the liquor store staff for my weekly Rockstar vodka. Thanks for the wonderful service over the last few years.

-Jenna Boon

I was shocked and saddened this morning when I heard what had happened.

My husband had recently lost his sister and the Tudor House was a place that she frequented when she was younger. She actually met her husband in the Tudor. At the service, the Tudor was the subject of many a conversation. LOL.

For myself, back before they changed the menu my unit would frequent the Tudor every Friday (or pay day) to order their crispy chicken wrap. It was so good. It was a great break after a hectic week.

The Tudor House will be greatly missed.

-Amy Markham

I do have a very fond memory of the Tudor House. The night I met my husband-to-be we went to the Tudor House. It was my first time there! We had some drinks and danced and had a fantastic time! We went back to the Tudor countless times after that and each time I went, I remembered the first time!

How very sad it has burnt down. I dread driving by and not seeing it there.

-Tracey Jeffery

My band Steel Beach played in the Tudor House in 2009. It was a terrific atmosphere in which to play Rock and Blues. We all enjoyed the experience, as did the audience and regulars of the Tudor House. Its distinctive

architecture and ambience will be sorely missed.

-Sgt Dave Burke

I remember sailing home from South America in 1989; as a communicator one of my legendary, beer glass eating colleagues altered the incoming broadcast news (there was no internet, email or satellite TV) to include a local feature stating, "Historic Landmark, Tudor House Pub burns to the ground". He convinced a junior officer to read the article over the ship's broadcast and I remember the ship going silent. We were stunned. A few minutes after that the CO came on over the main broadcast announcing if upon return to Esquimalt the Tudor was still standing, the junior officer who read the terrible news about our beloved pub would be obligated to buy the entire ship's company a beer.

Having multiple extended deployments under my belt, I always looked to up their events sign welcoming every HMC Ship home. That always felt good and I am grateful that they always took time to acknowledge our return. It made coming home, feel like home.

-PO1 Jeff McCartney,

In my younger days, I've played a lot of pool at the Tudor. Great place to meet, and lots of fun. Had my "wetdown" when I got promoted back in 1984.

Hope they rebuilt the place the same way!

-Francois Beaumier

My fondest memory of the Tudor house dates back to the first day I arrived at my posting to CFB Esquimalt five years ago. Having never been to B.C. before and having no idea where to go, my sister told me to meet her at the Tudor House. When I went in and saw her waiting for me at one of the tables, I knew I was home.

Since that day, the Tudor has been the place with the familiar faces, the place where we said goodbye to friends, the place to get away from the office and the only place I know of that had bacon popcorn.

Thank you for the service and the friendly smiles throughout the years. I will miss you Tudor House.

-LS Malisa Ogunniya

Really going to miss this place, nothing will be able to replace it. Fondest memory? Goes like a Gord Bamford song, "Went for one, stayed till two..."

Sad day for the Navy and for the Dock/Shipyards.

-LS J Girardin

matters of OPINION

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People Talk

Base tour guides asked this question of military members:

What did you discover about CFB Esquimalt that you didn't know before coming here?



I didn't know the size!

LS Scott Mathieson



That the Admiral lives in the Admiral's Residence. I thought it was just a nice show piece.

Padre Andrew Hewlett



The NCDs have less room than the CADPATs.

Cpl Oliver Youngblud



How different it is from basic.

OS Pavel Petkov



How many family events there are like the runs, barbecues and Formation Fun Day.

AB Heal

WHAT SAY YOU

Operation Artemis: Bravo Zulu Toronto!

After travelling more than 45,000 nautical miles, 147 days at sea and 14 port visits, *HMCS Toronto* and her crew have surpassed all expectations while employed on this very specific mission.

Operation Artemis is the Canadian Armed Forces' current participation in maritime security and counter-terrorism operations in the Arabian Sea. This operation clearly demonstrates our solidarity with partners and allies as we continue to work together for peace and security in the maritime environment of the greater Middle East region.

HMCS Toronto and her crew of about 250 personnel departed her home port of Halifax, Nova Scotia, Jan. 14, and joined the multinational Combined Maritime Forces/ Combined Task Force 150 (CMF/CTF-150) on Feb. 3.

As the ship is about to conduct a crew change in theatre, I insist on highlighting some of the key successes of this deployment.

During her time at sea, along with our partners and allies, *HMCS Toronto* helped detect, deter and protect against terrorist activity by patrolling and conducting maritime security operations in the Arabian Sea, the Gulf of Oman, Gulf of Aden, Southern Red Sea and the Indian Ocean, an area that contains some of the world's most important shipping lanes.

I would like to personally congratulate and thank Commander Jeff Hamilton for his exceptional leadership during this deployment. As well, to the entire crew aboard *HMCS Toronto*; thank you for your outstanding efforts. Your consistent hard work

while executing missions across a broad spectrum of operations directly contributed to international efforts to fight terrorism and promote global security.

During your tour of duty, you focused on combining accurate intelligence, careful observation, and monitoring to carry out very important activities, such as flag-verification boardings which greatly assisted in making the region safer.

The numerous port visits you conducted helped to foster improved strategic relationships and reassured our regional allies – a vital component to the success of this mission.

In addition to maintaining momentum on a daily basis, you have established a noteworthy track record that is worth high-

lighting. Since the end of March, *HMCS Toronto* tracked, searched and conducted no less than six interdictions and seized over seven tonnes of illicit narcotics.

Thanks to your efforts, those drugs did not fund the operations of narco-criminal organizations with obvious links to terror. You can be proud of what you have achieved.

With the experience developed by *Toronto's* crew over the course of her deployment, and with the knowledge and cooperation of our allies and partners, we are seeing great success. I am proud of *HMCS Toronto's* contribution to the safety of ocean commerce by sustaining good order at sea.

Overall, the cohesion, skill, and professionalism of the *HMCS Toronto* team reflects the outstanding work we do every day together and I trust that will carry on as you hand over your duties and responsibilities to the new crew.

I thank all of you for looking out for one another, as well as your coalition allies to ensure you remain safe while conducting your mission.

Finally, thank you to all your families and friends; they are without a doubt looking forward to your return to Canada. We often forget we would not be able to do our work without their unwavering support as they share the sacrifice of deploying on difficult missions. A special thank you also to the communities we serve and call home. It is reassuring to know Canadians are behind us every step of the way. Bravo Zulu and safe travels home.

**LGen Stuart A. Beare,
Commander CJO**



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Q&A

Questions answered regarding food services changes

Why is the dining room at the C&PO's closing and not one of the other messes?

A comprehensive study was conducted on galley services in CFB Esquimalt. After reviewing the data, it was determined that the most viable interim option in order to increase efficiency, reduce redundancies, reduce waste, be financially responsible, increase effectiveness, and improve working conditions is to amalgamate the dining services at the C&POs' and Wardroom.

The layout of the Wardroom allows for the segregation of the dining facilities; however, mess functions at both facilities will remain separate and unchanged.

As a member of the C&POs' Mess, do I have to eat in the Wardroom?

No. The Nelles Galley and Venture Galley will remain open to all ranks and includes full meal services, and if you just want a light lunch Monday to Friday there will be soup and sandwiches offered at the C&PO's Mess.

What if I don't want a hot meal for lunch?

If you prefer a light meal, the C&POs' Mess will still be offering a soup and sandwich service over the lunch hour from Monday through Friday, excluding holidays.

How will the new combined C&PO/Wardroom facility service work for diners?

Everyone will go through the main steam line; however, the dining room will be separated into two sections with separate entrance and exit points.

Will there be any change in service at the Wardroom?

Yes. Day-to-day dining service at the Wardroom will no longer include Limited Table Service. Cafeteria style dining will now be in place similar to service at most messes across the country and match the service at the Nelles and Venture galleys.

If there is no limited table service being provided, will menu prices change?

Yes. There will be a reduction in menu prices

to reflect the decreased labour costs associated with cafeteria style service. The cost of food at the Wardroom will now be the same as those at Nelles and Venture galleys.

What about bar services....are they being combined as well?

No. Bar services will not be affected by this change.

Will this change affect NPF, private or mess functions?

NPF functions, private functions and official functions will not be affected. The C&POs' Mess and Wardroom will continue to support functions at both facilities. Only the day-to-day dining location

Mess dues will not change. Mess dues are totally separate and not related to dining service.

and service is affected by this change.

If there is an NPF Function in the Wardroom that requires use of the dining room where will diners eat?

As per normal practice, meals will be served in the lower lounge, which will be converted into two dining sections.

Will my mess dues change as a result of the combined dining rooms?

No. Mess dues will not change. Mess dues are totally separate and not related to dining service.

When will this take effect?

The consolidation of C&POs' and Wardroom galley services and the change to cafeteria style service will occur 1 August 2013.

How long will this change be in effect?

There is no anticipated end date at this time; however, the situation will be reviewed periodically.

Pourquoi est-ce qu'on ferme la salle à manger du mess des OM plutôt qu'une autre?

Nous avons réalisé une étude exhaustive sur les services de cuisine de la BFC Esquimalt. Après examen des données, il a été déterminé que pour accroître l'efficacité, éliminer toute redondance, réduire les déchets, assumer les responsabilités financières et améliorer le fonctionnement et les conditions de travail, que la meilleure option consistait à amalgamer les services alimentaires du mess des OM et du mess des officiers à combiner les services alimentaires du mess des OM et du mess des officiers.

L'aménagement du mess des officiers permet la séparation des salles à manger, toutefois, les réceptions de mess aux deux endroits demeurent séparées et inchangées.

En tant que membre du mess des OM, suis-je obligé de manger dans le mess des officiers?

La cotisation restera la même; les cotisations sont des éléments séparés non liés aux services alimentaires.

Non. Les salles à manger Nelles et Venture resteront accessibles à tous les grades et offriront des repas complets. Du lundi au vendredi, des diners légers (soupes et sandwiches) seront offerts au mess des OM.

Et si je n'ai pas envie d'un repas chaud pour dîner?

Si vous préférez manger léger pour le repas du midi, le mess des OM offrira encore des soupes et des sandwiches, du lundi au vendredi (sauf les jours fériés).

Pour souper, quel sera le processus de restauration appliqué dans la nouvelle installation combinée du mess des OM et du mess des officiers?

Tout le monde passera par la file principale toutefois, la salle à manger sera séparée en deux sections avec entrées et sorties respectives.

Des modifications seront-elles apportées aux services du mess des officiers?

Oui. Les services alimentaires quotidiens du mess des officiers ne comprendront plus le service aux tables limité et seront dorénavant de style « cafétéria », conformément aux services de la plupart des autres mess canadiens ainsi qu'à ceux des salles à manger Nelles et Venture.

Est-ce que les prix du menu changeront maintenant qu'il n'y a plus de service aux tables limité?

Oui. Il y aura une baisse des prix conformément à la réduction des coûts de main-d'œuvre en raison de l'application d'un service alimentaire de style « cafétéria ». Le prix des aliments du mess des officiers sera le même que celui des aliments des salles à manger Nelles et Venture

Qu'en est-il des services de boissons... seront-

ils combinés aussi?

Non. Les services de boissons ne seront pas touchés par ces changements.

Ces modifications toucheront-elles les activités financées au moyen de FNP, les activités privées ou les activités de mess?

Les activités financées au moyen de FNP, les activités privées et les activités de mess ne seront pas touchées par les modifications. Le mess des OM et le mess des officiers continueront de soutenir les activités organisées dans les deux installations. Seuls les lieux de repas et services alimentaires quotidiens changeront.

S'il y a une activité financée au moyen de FNP dans le mess des officiers et pour laquelle il est nécessaire d'utiliser la salle à manger, à quel endroit pourra-t-on manger?

Comme d'habitude, les repas seront servis dans le salon inférieur transformé en deux salles à manger.

Est-ce que ma cotisation de mess changera à la suite de la fusion des deux salles à manger?

Non. La cotisation restera la même; les cotisations sont des éléments séparés non liés aux services alimentaires.

Quand ces changements prendront-ils effet?

La fusion des services de cuisine des salles à manger du mess des OM et du mess des officiers et l'adoption de services de style « cafétéria » auront lieu le 1er août 2013.

Pendant combien de temps ces changements seront-ils mis en œuvre?

Aucune date de fin n'est prévue pour l'instant toutefois, la situation sera évaluée périodiquement.



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Police lay charges against two soldiers for drug trafficking

DND

Two Canadian Armed Forces members were charged with drug-related offences last Wednesday as part of a joint investigation by the Canadian Forces National Investigation Service (CFNIS) National Drug Enforcement Team (NDET) and the 2 Military Police Regiment Detachment Petawawa.

Private Matthew Harley and Corporal Fritz Pfahl, both of CFB Petawawa, were charged by military police of the CFNIS NDET for allegedly conspiring to produce and attempting to sell illegal drugs in the CFB Petawawa area.

Private Matthew Harley of 2 Combat Engineer Regiment was charged with one count of Trafficking of a controlled substance in accordance with section 5(1) of the Controlled Drugs and Substances Act (CDSA) and pursuant to section 130 of the National Defence Act (NDA); one count of Possession of a controlled substance in accordance with section 4(1) of the CDSA, pursuant to section 130 of the

NDA; one count of Conspiracy to commit an indictable offence in accordance with section 465(1) of the Criminal Code of Canada (CCC), pursuant to section 130 of the NDA; and one count of Attempt to commit an indictable offence in accordance with section 463 of the CCC and pursuant to section 130 of the NDA.

Corporal Fritz Pfahl, also of 2 Combat Engineer Regiment, was charged with one count of Conspiracy to commit an indictable offence in accordance with section 465(1) of the CCC and pursuant to section 130 of the NDA, and one count of Attempt to commit an indictable offence in accordance with section 463 of the CCC and pursuant to section 130 of the NDA.

Both cases will now proceed through the military justice system.

Anyone with information regarding drug trafficking or illicit drug use is invited to call the CFNIS NDET toll-free hotline at 1-855-504-DRUG (3784). The service is free, bilingual, confidential and anonymous.

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Sea Kings on operational pause

DND

An aircraft incident occurred with a Royal Canadian Air Force (RCAF) CH124 Sea King helicopter at 12 Wing Shearwater on the night of July 15. The cause of the incident is currently under investigation by the Directorate of Flight Safety.

The Sea King helicopter had returned from a training flight and while on the tarmac the tail began to lift until the main rotor blades impacted the ground. This caused significant damage

to the aircraft. Fortunately, all four crew members escaped uninjured.

As a result of this incident, the fleet of 26 aircraft has been placed on an operational pause until further facts are known. The operational pause is a precautionary measure taken to ensure there are no issues impacting the fleet of helicopters.

"Firstly, I am thankful that none of our personnel were injured during this incident," said Lieutenant-Colonel James Hawthorne, Commander of 12 Wing Shearwater. "We have

secured the aircraft and the scene with all necessary safety precautions. Our focus is now on the investigation to determine what may have caused this incident. The Sea King fleet will return to operations once we determine it is safe to do so."

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Cpl David Randell, 12 Wing Imaging Services, Shearwater, N.S.

Canada's fleet of Sea King Helicopters have been grounded after one tipped forward on the tarmac at CFB Shearwater in Halifax last Monday. The aircraft's rotor blades smashed into the ground sending debris flying and damaging surrounding buildings. The crew was taxiing to the hangar when the incident occurred. No one was injured. Investigators from the military's directorate of flight safety are investigating.



Above: Maj Nickolas Roby, Maj Dany Hétu, Maj Dany Jacob-David, and Kimpoko school children move their new desks in their classrooms.

Below: School children sit in their classroom prior to the arrival of their new desks.

The Boomer's Legacy touches schools

Maj Nickolas Roby Operation Crocodile

As the newly procured school desks were off loaded from the United Nations (UN) cargo vehicles, the children and villagers of Kimpoko began to chant a traditional Congolese song, thanking the Mundèle (the white travellers) for giving them a helping hand.

The children danced and assisted us in moving the desks into their classrooms; it quickly became evident that The Boomers Legacy Fund had once again changed the lives of those less fortunate, but this time it was far from the Afghanistan desert.

The village of Kimpoko is situated approximately 45 kilometres east of Kinshasa in the Democratic Republic of the Congo (DRC) and houses 100 civil war widows and their children. In 2006, Canadian Armed Forces members here in the DRC recognized the requirement for assistance in the village.

Since then, various pro-

jects have been initiated and completed including the construction of water wells, and the construction of 40 homes.

More recently, CAF members have assisted in the financing of the education of the children of Kimpoko by paying \$8,000 in tuition costs per year.

During a recent visit, Operation Crocodile Task Force members identified the requirement for classroom desks, as many students were either sitting on the dirt floor, or were crowded three to five children on one bench, which was originally constructed for only two children.

It was clear these conditions were not conducive to a beneficial learning environment.

Remembering the work that had been completed under the auspices of The Boomer's Legacy Fund, a request was submitted for funding in order to assist in the purchase of school desks.

About \$10,000 was allocated for the acquisition



allowing us to purchase 150 desks for the three Kimpoko schools.

Maximizing the humanitarian assistance, the desks were purchased from a technical college for teenagers and young adults, which is funded through private donations.

Not only has The Boomer's Legacy Fund assisted Kimpoko schools, but also has assisted approximately 325 students of this technical college, who will continue to learn the academic and technical skills that are required to prosper in the DRC.

Unbeknownst to us, a formal ceremony was hosted

by the villagers and the various school children following the delivery of the desks.

A principal of one of the schools tearfully asserted, "We cannot put into words, the joy and the good that you Canadians have been able to accomplish in Kimpoko, and we will forever be indebted to Canada for your assistance in our village."

This sentiment was apparently shared by Kimpoko residents, as we were overwhelmed by the children and their parents who continued to embrace us. Boomer's Legacy continues to live on in Africa.

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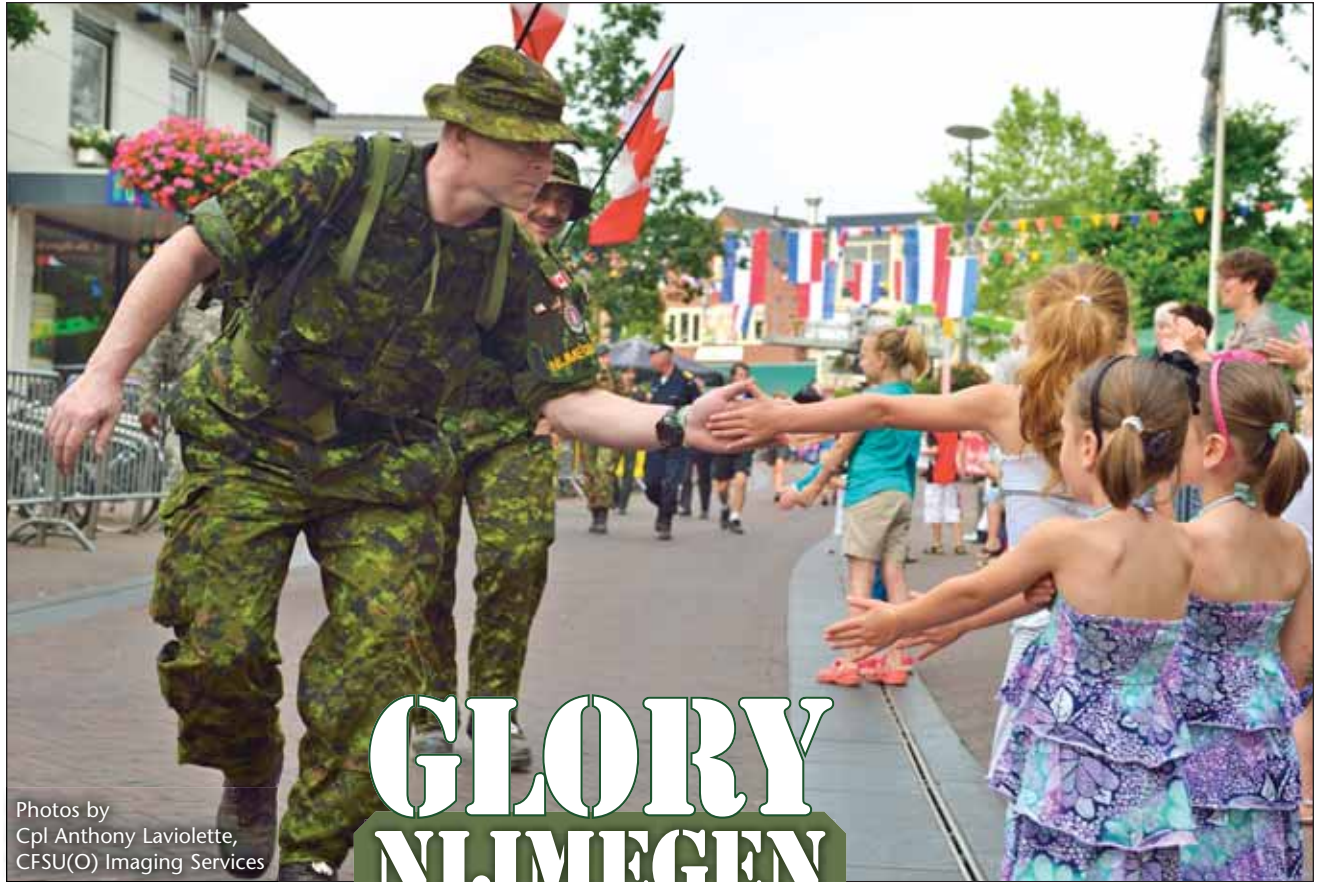
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Photos by Cpl Anthony Lavolette, CFSU(O) Imaging Services

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Above: Maj Richard Ferris and Capt Cory Lohnes of the Regional Cadet Support Unit (Central) Detachment London team receive encouragement from young Dutch twins in the town of Beuningen on day two.



Left: British soldiers Cpl Rachel Buddy and Pte Jack Nya care for Capt Al Cattel's feet in the rest area of Beuningen, 21.1 kilometres from the start line.

Bottom left: The Royal Military College team witnesses the gratitude of the Dutch.

Bottom right: Canadian Armed Forces 2013 Nijmegen Contingent members and VIPs tour the old trench system at the National Canadian Vimy Memorial in Vimy, France.

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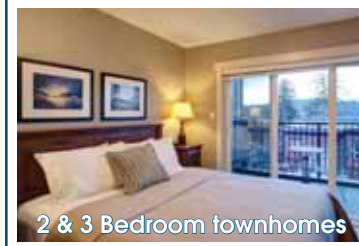
Photos by OS Rommel Billanes, HMCS Protecteur

Family Fun Day: The son of Jeff Murray, HMCS Protecteur's Executive Officer, eagerly awaits a snow cone, decked out in his new Protecteur shirt and ball cap.



Direct hit: Lt(N) Stephane Beaudoin, HMCS Protecteur Combat Officer, gets ready to be dunked – again. Members of Protecteur and their families had the chance to dunk senior leadership during the Family Fun Day at the West Shore Parks and Recreation Complex on Friday July 5. Other activities included a softball, flag football, golf, face painting, beach volleyball, basketball, a cotton candy machine, a bouncy castle, and a barbecue lunch. Family Day was an opportunity to relax and mingle with ship members and their families as Protecteur ramps up to sail for Westploy at the end of August.

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& The Otters the aircraft carrier

Major Bill March Air Force Heritage & History

One of the more delightful things about historical research is the interesting nuggets that I find when combing through old records and files. Often the nuggets that I uncover have nothing to do with the primary focus of my research (much to the chagrin of my boss), but they do often tend to generate a great story.

As a case in point, a few years ago I came across an approved unit crest for 115 Air Transport Unit (ATU).

Given the Egyptian image within the crest, I was curious to find out more about this particular unit of the Royal Canadian Air Force (RCAF).

In truth, I found many stories, but one of the best was that 115 ATU became the first, and to my knowledge, only RCAF unit to operate fixed-winged aircraft off the deck of one of Her Majesty's Canadian Ships.

This particular RCAF composite unit was part of the Canadian contribution to the United Nations Emergency

Force (UNEF). In its first iteration (there would be a second UNEF created in 1974), the UNEF was deployed beginning in November 1956 during the Suez Crisis.

In a nutshell, the Suez Crisis revolved around Egyptian President Gamal Abdel Nasser nationalizing the Anglo-French Suez Canal Company and the waterway from which the company got its name. When Israel and Egypt went to war in October of that year, the British and French governments, who had already worked out a deal with the Israelis, invaded Egypt ostensibly to safe-guard the canal.

It being the height of the Cold War, there was a significant danger that the Soviets (supporting Egypt) and the West (supporting Israel, Britain and France) might get drawn into the conflict, resulting in a major war. The UN brokered a ceasefire and, as a result of the efforts of the Canadian Minister of Foreign Affairs, Lester B. Pearson, a peace-keeping force was approved and deployed during the remainder

of the year to serve as a buffer between the belligerents permitting a peaceful resolution of the conflict.

In the 10 years of its existence (peaceful resolutions being

somewhat hard to come by in the Middle East), 115 ATU provided sterling service. However, for the purposes of this story, it is the very beginning that we must turn our attention to.

On Nov. 7, 1956, the Canadian government implemented the appropriately named Operation Rapid Step. In recognition of the need to transport large quantities of supplies to support



The de Havilland Canada Otter was well-suited for the surveillance and light-transport duties it had to perform. Its short take off and landing capabilities and overall ruggedness permitted it to operate from the less-than-ideal airfields.

the Canadian contribution to UNEF 1, the Royal Canadian Navy's aircraft carrier HMCS Magnificent, or the Maggie as she was affectionately referred to, was recalled from Belfast, Ireland.

On Dec. 29, Maggie departed Halifax for Port Said, Egypt, carrying 100 tons of supplies, 233 vehicles, one H04S helicopter (the naval version of the Sikorsky S-55) and the mighty aerial armada that would form the backbone of 115 ATU: four single-engine CC-123 Otters.

Laugh not, Oh Reader, at the perceived utility of such an aircraft. The de Havilland Canada Otter was well-suited for the surveillance and light-transport duties it had to perform. Its short take off and landing (STOL) capabilities and overall ruggedness permitted it to operate from the less-than-ideal (i.e., virtually non-existent) airfields that 115 ATU used throughout its operational area.

Furthermore, from the perspective of the RCAF senior officers, whose minds might have been on other issues in 1956 – such as commitments to the North Atlantic Treaty Organization (NATO), the soon-to-be-implemented North American Air Defense Command (NORAD) agreement, and a potential new fighter (the CF-105 Arrow) – it was plentiful, cheap to operate and maintain, did not come with a high personnel bill and was considered to be effective in the kind of missions planned for the UN. The Otter had certainly proven its worth in the Far North.

By the second week of January 1957, the Maggie had arrived at Port Said. On Jan. 13, the RCAF maintainers on board sprang into action bringing forth the four Otters from where they were stored below decks, and began to get them into shape for takeoff. Finally, five days later they were ready to go.

With the Maggie at anchor, the aircrew revved their engines and took off down the rapidly dwindling flight deck. One by one they lumbered safely into the air...except for one. Just as it struggled to gain altitude, one of the Otters dropped its starboard wing and "kissed" the Maggie's flight deck. Fortunately, the damage was minor and the four Otters made their way to their new home at El Arish, Egypt.

The departure of the Otters would be the first, and last time, that RCAF fixed-winged aircraft flew from a Canadian warship.

Eventually, 115 ATU added two RCAF CC-129 (DC-3) Dakotas to the fleet and operated primarily out of El Arish for the next decade. Of the four RCAF Otters, No. 3675 crashed near Rafah, Egypt, on April 15, 1957, and No. 3744 crashed at an airfield in Gaza Sept. 19, 1958. Both were written-off but fortunately there were no serious casualties.

The other two Otters, Nos. 3743 and 3745, were withdrawn from Egypt and replaced in due course. In the 10 years of operations in the Middle East, 115 ATU had many adventures, but I'll save those stories for future telling.

As a closing note, if anyone out there has a colour image of 115 ATU's crest, I would love to get a copy (william.march@forces.gc.ca) so that I can incorporate the colours in my records. And if you wish to learn more about 115 ATU, I recommend you check out www.115atu.ca, which is a site dedicated to the Air Force and peacekeeping.



Photos courtesy DND

Above: One of the four RCAF Otter aircraft transported to the Middle East on HMCS Magnificent and flown off the ship at Port Said for service with the UNEF.

Below: A member of 115 ATU, seated within a Caribou aircraft, talks with a camel rider.

Opposite page:

Top: Members of the Canadian Army stand guard over an Otter aircraft of 115 ATU at El Arish, Egypt.

Inset: The 115 ATU crest, with an Egyptian image at its centre.

Bottom: An RCAF Otter takes off from the flight deck of HMCS Magnificent.



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Vintage aircraft set to wow crowds at Comox Air Show

19 Wing PA

As more Royal Canadian Air Force aircraft are continually added to the line up for the Comox Air Show, several vintage and historic flight organizations have announced their intent to visit the Comox Valley as well.

"We will have aircraft from organizations like Vintage Wings of Canada, Historic Flight Foundation from Washington State, and the Cascade Warbirds from across the Pacific Northwest," said Air Show Director, Major Dwayne Kerr. "These organizations are renowned for their commitment to keeping historic and vintage aircraft flying, and we're thrilled that some of their airplanes will grace the skies of Comox on Aug. 17."

Among the Second World War-era aircraft expected is a Spitfire, three Harvards, a P-40 Kittyhawk, a B-25 Mitchell bomber and a DC-3. The DC-3 was the civilian model of the famous Second World War transport plane, the C-47 Dakota. During the war, Comox served as a training base for aircrew learning to fly this aircraft before going overseas.

"As we celebrate 70 years of Air Force history in Comox, we hope the inclusion of these historic aircraft will remind our visitors of the dedication and sacrifices made by our veterans – many of whom will be in attendance at the Air Show," said Col Jim Benninger, 19 Wing Commander.

Chance to fly

Before the Air Show, the Historic Flight Foundation will be offering flights from the Comox Valley Airport in both their immaculate "Pan-Am" DC-3 and B-25 Mitchell, nicknamed "Grumpy." Join the pilot-performers for a briefing,

local flight, and full post-flight photo opportunity. The experience spans an hour, with about half of it in the air. Patrons may include children accompanied by an adult and anyone in reasonable health as determined by the pilot.

The discounted early-bird prices for the Comox show are \$425 for the B-25 and \$295 for the DC-3. Flights are available hourly on Aug. 16 beginning at 8 a.m. and continuing until 2 p.m. For reservations, contact (425) 348-3200 or visitorservices@historicflight.org.

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Visitors are reminded to "Ride the Bus to the Comox Air Show!" B.C. Transit will provide two artery routes to and from the Air Show. For those who live far from the main bus routes in the Comox Valley, buses will service two 'park and rides' at North Island College and the Comox Valley Fair Grounds.

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Tickets for the 2013 Comox Armed Forces Day and Air Show are now available at the CANEX retail store located at 19 Wing, CFB Comox.

In addition to CANEX, people can also buy tickets on-line at www.comoxairshow.ca and at Thrifty Foods. "The box seating tickets along the airfield's show line have proven to be very popular," said Major Dwayne Kerr, Air Show Director. "In order to meet the demand, we will be adding more than 1,000 box seats that will get even more people up close to the action."

As the number of seats on the ground have been increasing to meet ticket demand, so too has the list of performers and demonstrators who will be in the skies above Comox on August 17. Pete MacLeod will perform in his high-performance Red Bull Edge 540 racing airplane and Dan Buchanan will thrill the audience with his aerobatic hang glider.

Audiences will also be able to witness a Search and Rescue demonstration put on by the crews of 19 Wing's own 442 Transport and Rescue Squadron, involving a Cormorant helicopter, Buffalo airplane and Search and Rescue Technicians parachuting into a simulated rescue scenario. Recently, Comox Air Show organizers were excited by the news that one of the RCAF's newest airplanes, the C-130 "J" model Hercules was expected to join a wide variety of other heavy military aircraft on the static display ramp.

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Search and rescue exercise reinforces strong bi-lateral relationship

Capt Trevor Reid
19 Wing Public Affairs

Members of 442 Transport and Rescue Squadron, 19 Wing Comox, visited their counterparts at United States Coast Guard (USCG) Air Station Sitka from July 13-14 for a joint search and rescue exercise.

Given the mountainous terrain, rocky and remote coastlines and unpredictable weather along the B.C. - Alaska border, USCG and 442 Squadron members regularly train together to ensure they are ready for potential emergencies, and are able to mutually support each other in an unforgiving part of North America.

This kind of cooperation was perhaps most famously demonstrated in October 1980 when the Dutch cruise ship Prinsendam caught fire 195 nautical miles west of Sitka. Crews from Air Station Sitka and 442 Squadron joined other USCG ships, United States Air Force aircraft and commercial vessels

to rescue all 522 passengers and crew members within 24 hours, all without serious injury.

"This type of training is essential for the SAR system. Missions on or near borders have happened in the past and will continue to happen," said Capt Luc Coates, Cormorant pilot.

The SAREX on Sunday, July 14, further built on this long-standing relationship.

"Working with our sister station to the north provides both agencies a better understanding of how each does the business of search and rescue," said Captain James Loose, Deputy Operations Officer at 442 Squadron. "An unfortunate reality is that it may be just a matter of time before there is an air or marine emergency along our shared border, where we will be asked by the Joint Rescue Coordination Centre in Victoria to work with Sitka to provide search and rescue assistance."

The day's training involved Canadian Search and Rescue Technicians (SAR Techs) para-

chuting from a Buffalo airplane into the water and swimming to a life raft, simulating a response to a marine emergency in which people were in need of extraction by helicopters.

"I appreciated the chance to work with the USCG Rescue Swimmers, see their equipment and SOP's (standard operating procedures)," said Sgt Andrew Mackenzie, a SAR Tech who worked with a USCG Rescue Swimmer embarked on a Canadian Cormorant helicopter.

The exercise concluded with a helicopter hoist scenario to a USCG boat, providing the Cormorant crew with a small and challenging craft onto which they lowered SAR Techs and Rescue swimmers.

"They conduct hoisting to boats a little differently than us. Learning how the USCG does it provided my whole crew with a few more tricks to put on our back pockets that will for sure come in handy to successfully complete a SAR mission," said Capt Coates.



Above: Search and Rescue Technician, Sgt Dan Verret, a member of 442 Squadron, and Rescue Swimmer, Petty Officer Ryan Tinsley, from United States Coast Guard Air Station Sitka, are hoisted aboard an MH-60 Jayhawk helicopter, off the coast of Sitka, Alaska, to simulate a safe recovery of people from a life raft.

Left: Sgt Verret lands his parachute in the water near a life raft after having jumped from a 442 Squadron Buffalo airplane.

Photos by Capt Trevor Reid, 19 Wing Public Affairs



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Photo by FSgt Kayleigh Smith



Photo by FSgt Kayleigh Smith

Top left: Cadet Alma Dean (Grand Forks) drills through concrete, practicing techniques used in Urban Search and Rescue (USAR). Air cadets on the Basic Survival Course spent the day learning about urban and ground search and rescue from SAR teams from CFB Esquimalt USAR, Metchosin Search and Rescue, and Victoria USAR.

Above: The Basic Drill and Ceremonial Course cadets challenged themselves on the Confidence Course as part of their sports recreation period, focusing on teamwork and safety.

A day at Albert Head Cadet Camp

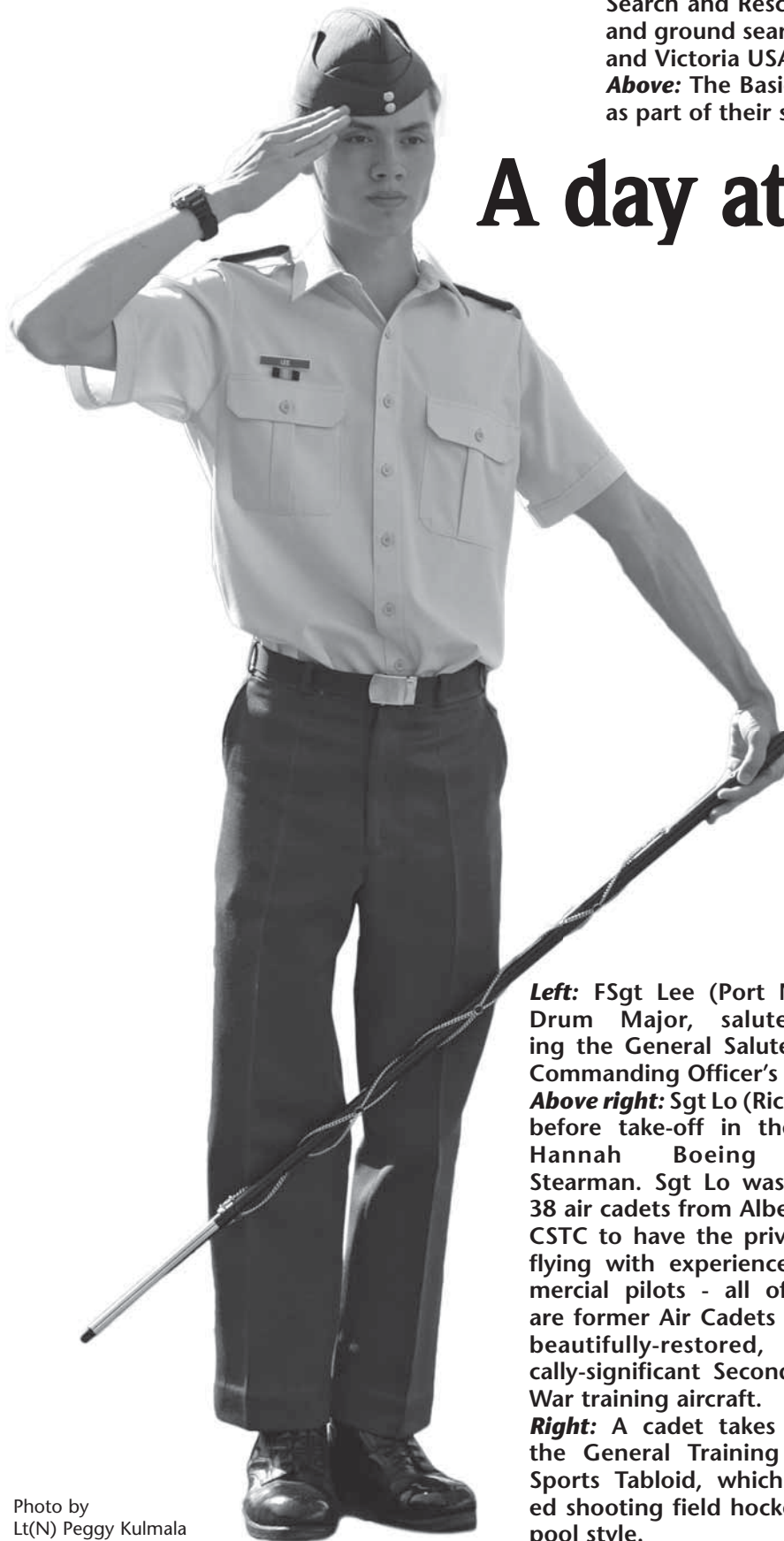


Photo by Lt(N) Peggy Kulmala

Left: FSgt Lee (Port Moody), Drum Major, salutes during the General Salute at the Commanding Officer's Parade.
Above right: Sgt Lo (Richmond) before take-off in the Harry Hannah Boeing PT-27 Stearman. Sgt Lo was one of 38 air cadets from Albert Head CSTC to have the privilege of flying with experienced commercial pilots - all of whom are former Air Cadets - in this beautifully-restored, historically-significant Second World War training aircraft.
Right: A cadet takes part in the General Training Course Sports Tabloid, which included shooting field hockey balls, pool style.



Photo by FSgt Kayleigh Smith



Photo by FSgt Kayleigh Smith

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Outgoing Commander, Cdr G.D. Everts; Cmdre S.E. Bishop, Commander Canadian Forces Pacific; and incoming Commanding Officer, Cdr P. Belhumeur, sign their Change of Command certificates during HMCS Winnipeg's Change of Command Ceremony on July 2.



Images by LS Alex Croskery, MARPAC Imaging Services
PO1 P. Goulet presents Cdr Everts with his Command Pennant mounted in the lid of a locally crafted humidor, which was constructed using mainly local woods.

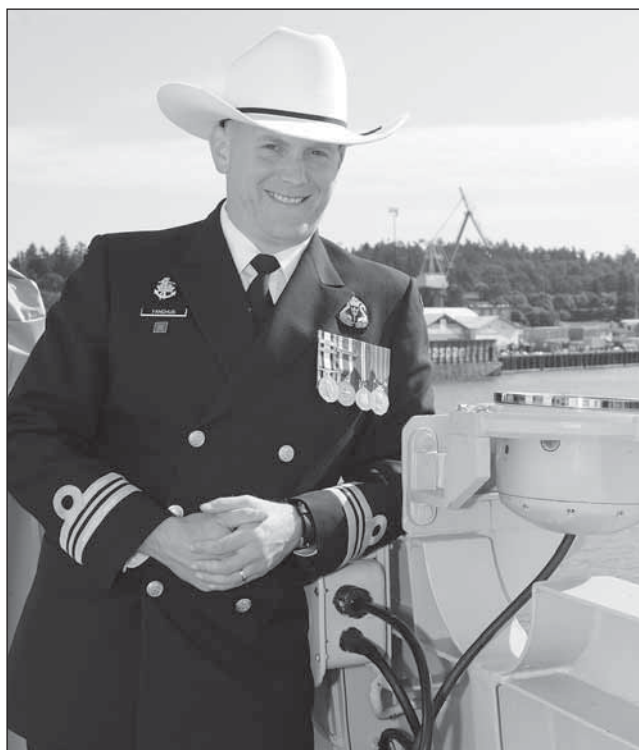


Above: Cdr J.K. Wilson on the starboard bridge wing of HMCS Calgary.
Below: Executive Officer LCdr J. Yanchus.



Incoming Commanding Officer, Cdr J.K. Wilson; Commander Canadian Fleet Pacific, Cmdre J.R. Auchterlonie, and outgoing Commanding Officer, Cdr P.E. Francoeur sign their Change of Command certificates for HMCS Calgary on July 12.

New Stetson and cabin for Cdr Wilson



Cdr Wilson and Cdr Francoeur slice the cake at the reception following the Change of Command Ceremony held on the flight deck.

Images by LS Alex Croskery, MARPAC Imaging Services



New Fleet Chief

Carmel Ecker, Lookout

Commander Canadian Pacific Fleet, Cmdre Bob Auchterlonie, (centre), oversees the turnover of Pacific Fleet Chief from CPO1 David Bliss (left) to CPO1 Michel Vigneault July 16 at the Chief and Petty Officers' Mess.

QA

CPO1 Michel Vigneault, New Pacific Fleet Chief

When did you join the navy and why?

I joined the navy in 1984 at the age of 17. After five years in the Sea Cadets, and being from a small Island in Quebec, the Magdalen Islands, I was always exposed to the sea and had dreams of travelling around the world.

How did you feel when you learned you would be the next Fleet Chief?

I felt a great sense of pride when I first learned of my appointment as Fleet Chief Pacific. I have spent two thirds of my life in the Canadian Armed Forces and to be selected in one of the most senior of RCN appointments was truly an honour. Isabelle and I are very much looking forward to our posting in beautiful Victoria.

How important is the role of Fleet Chief?

As the most senior Non Commissioned Member in the Pacific Fleet, the role of the Fleet Chief is most important as an advisor to the Fleet Commander, and also as a mentor to all Pacific Fleet sailors. I believe the Fleet Chief can have a positive impact by leading by example, looking after the overall welfare of the sailors, and in promoting a sense of pur-

pose into their daily tasks, as well as a sense of pride of being in the RCN.

What do you see as the biggest challenges you will face in your new position?

There will be many challenges in the coming years. Having spent 20 of my 29 years on the East Coast, coming to MARPAC will surely present some challenges, but nothing that I will not be able to overcome. I think that one of the biggest challenges I will face will be to ensure sailors remain happy to be part of such a great organization while the RCN goes through a period of significant change as we transition towards a renewed Fleet.

What can the sailors expect from you?

Sailors can expect to see me often. I like to be visible and I will "walk the deck plates" every opportunity I have, getting to know the sailors in the Fleet. I believe this to be the only way to truly get a sense of what the issues and concerns are with today's sailors. They can also expect a firm but fair approach in everything I do, and an unwavering commitment to their well-being and that of their families.

CPO1 David Bliss, New DGNP Chief

When did you join the navy and why?

I joined the navy from Toronto in October 1977, just a month after my 17th birthday. As to why the navy, it was due to a very effective navy recruiter. I had been in Army Cadets in Oshawa, ON, since I was 12 and had full intentions on joining the Armoured Corps when I turned of age. After a couple of hours discussing foreign ports and navy life in general with this PO, being in a ship seemed to be a much better idea than in a tank. So here I am 35-plus years later, and I'm glad I made that decision.

What have been the biggest challenges you've faced in your time as Fleet Chief?

The biggest challenges I've dealt with over these past three years has been keeping the sailors of the Fleet informed and engaged with the issues and policy changes we have all faced. Having context on how and why decisions are made is very important to any leader, more so for our Master Seamen who lead our most inexperienced sailors.

What has been your most memorable experience as Fleet Chief?

No single experience stands out. Each time I've had the opportunity to meet or sail in a ship and talk to the crew has been a great experience.

What is next for you and what are you looking forward to as you move on?

I'm heading back to Ottawa to takeover the

DGNP Chief position. When I was asked what my preferences were for the last posting in my career, I indicated that Naval Personnel Chief would be a great job. With my background in personnel management, as well as recent experience as a Coxswain and Fleet Chief, I saw it as a job with some pretty good challenges and I think I will be a good fit.

What mark do you feel you have made on the fleet?

The mark I've made on the fleet will be determined by others. On a personal note, I think that during the many opportunities I had to present and discuss leadership issues and challenges with town halls, PLQ, NELT, CDC and Coxswain courses during my appointment as Fleet Chief, that I've made a positive impact developing some of our future leaders.

Do you have any advice for the incoming Fleet Chief?

CPO1 Mike Vigneault is coming to the coast with a tremendous background in personnel management and leadership, so as for advice for doing the job of Fleet Chief, we talked about the importance of staying engaged at all levels of leadership. The position of Fleet Chief is a good gig, one of the best in the navy.

It will certainly be the highlight of my career, so in wrapping up my turnover with Mike, I told him to enjoy every minute of his appointment as my three years in the job went all too fast.

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IN MEMORIAM

REAR ADMIRAL (RETIRED) BILL HUGHES

On Thursday July 11, Rear Admiral (Retired) Bill Hughes died at age 86.

He was born in Quetta, India, on Oct. 24, 1927, and started his 38-year naval career at Royal Roads Naval College in 1944.

Upon completion of his initial training in 1949, he served in HMCS Ontario and HMCS Antigonish as a bridge watchkeeper and Armament officer.

His career took him across Canada and the world; highlights include serving as an officer in HMCS Sioux during the Korean War, instructor at HMCS Stadacona, Executive Officer in HMCS St Laurent and HMCS Terra Nova, Canadian member of NATO ASW working



group, Commandant of Canadian Forces Fleet School in Halifax, Chief of Staff (Sea) at MARCOM HQ and, in 1980, Rear Admiral Hughes took up

his final appointment as Commander Maritime Forces Pacific.

He retired in 1982, but remained active in retirement. In 2012 he was awarded the Canadian Forces Medallion for Distinguished Service for his work in creating the Naval Memorial Window for the Royal Canadian Navy's Centenary.

Rear Admiral Hughes is survived by his wife of 61 years, Miriam, and his two sons Cdr (Ret'd) Rod Hughes and Laughlin Hughes, four granddaughters and one great-grandson.

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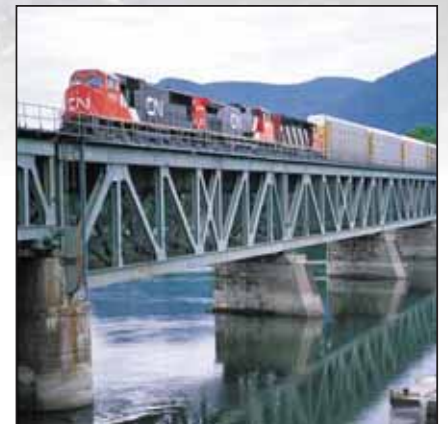
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