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LOOKOUT

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Honouring the Fallen



A member of the Canadian Air Force carries a pillow with the headdress of Sub-Lieutenant Abbigail Cowbrough during a dignified embarkation ceremony in Taranto, Italy, on May 6. Capt Brenden MacDonald, Capt Kevin Hagen, Capt Maxime Miron-Morin, SLt Matthew Pyke, SLt Cowbrough and MCpl Matthew Cousins were repatriated to Canada the same day. They lost their lives in the crash of a CH-148 Cyclone helicopter in the Mediterranean during Operation Reassurance on April 29.

Photo courtesy of the Forze armate italiane (Italian Armed Forces)



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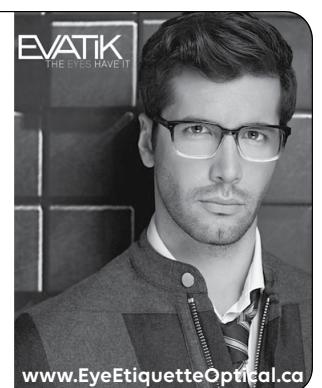
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A MESSAGE FROM THE BASE COMMANDER



CFB Esquimalt Defence Team

The Chief of the Defence Staff and the Deputy Minister provided updates last week regarding our current priorities. Both stressed that, although many are beginning to talk about returning to work and reopening the economy, our current guidance is to continue to remain focused on physical distancing and flattening the curve in our communities.

I know some members of our Defence Team are anxious to get back to a regular routine and I assure you, when the time is right, we will be prepared to gradually and responsibly return members to their work sites.

I continue to liaise closely with labour leadership and unit command teams to design Resumption of Work plans that are practical, safe, and in line with provincial and national policy. Our priority remains ensuring the health and safety of our members, their families, and our communities and we are focused on increasing our stocks of PPE, hand sanitizer, and protective health measure.

I assure you that, when the time comes, these plans will provide clear expectations for safety procedures and your chain of command will be well equipped to provide guidance and support as we adjust to our new normal. At this time, it is not possible to provide a date for when business will resume as this deci-

sion remains conditions-based. I understand this is frustrating for some; however, once we are in a position to accurately determine when this will be possible, you will be informed. In the meantime, continue to stay focused on our current priorities of being ready to support by staying home and staying healthy.

In response to the unprecedented circumstances currently facing Canadians, the Government of Canada announced last week that it has launched an Emergency Charity Campaign to give public servants a way to support those impacted by COVID-19 within their communities.

CFB Esquimalt has always been a proud supporter of our local community, whether through our yearly National Defence Workplace Charitable Campaign (NDWCC) or the numerous volunteer initiatives and charities our members support. In this challenging time, I encourage those who are able to consider supporting this important campaign as we work to help make a difference for those in need. For those wishing to give, our workplace name is DND-CAF – CFB Esquimalt. You can provide either your home address or the Base address (PO Box 17000 Station Forces, Victoria BC, V9A 7N2) to ensure your funds are directed to our local community. The money raised through this campaign will be included in our 2020 NDWCC total at the end of

the year. You can visit the National Defence COVID-19 Emergency Charity Campaign for more information and to donate (www.canada.ca/en/department-national-defence/campaigns/covid-19/national-defence-covid-19-emergency-charity-campaign.html.)

Last week we recognized Mental Health Awareness Week under the Canadian Mental Health Association's theme, Let's #GetReal about how we really feel. It has been a challenging few months for all Canadians and now, more than ever, it is important to be open and honest about mental health issues and the challenges many of us face on a daily basis. In our physically distanced reality, it is important to continue to connect with friends and loved ones virtually and to access the mental health resources when needed. More information on Mental Health Week, including some great tips and articles, is available through the Canadian Mental Health Association.

A great way to improve overall physical and mental health is to stay active. Many have been following the online PSP workouts (www.facebook.com/pspesquimalt-naden) which is a great option for maintaining your physical activity at home.

In addition, we've just announced that our annual Navy Run is going virtual! In the spirit of maintaining fitness while following physical



distancing protocols, everyone is invited to take part in a virtual run this year completing either 5km or 10km runs during the week of June 13-21. Visit the www.navyrunesquimalt.com for details.

I am also pleased to confirm that Victoria will be one of the locations for the Canadian Forces Snowbird's Operation Inspiration, a cross-country tour to salute Canadians doing their part to fight the spread of COVID-19. Specific details on the date and time the Snowbirds will be shared over Victoria will be shared on our social media pages as soon as they become available.

In closing, I'd like to thank every member of CFB Esquimalt for your hard work and dedication, whether you've been working on-site, working from home, or keeping safe at home. The actions you have taken, since we shifted to critical core services in March, have been instrumental in ensuring the overall health of our team and our community.

Stay focused. Stay healthy. Stay ready to support. Let's keep crushing the curve!

Yours Aye,
S. Sader
Captain (N)
Commander

WATCH FOR SNOWBIRDS FLYBY SALUTE THIS WEEK

Peter Mallett
Lookout Staff

Victoria residents should look to the skies later this week for the Canadian Forces Snowbirds to appear as part of their nationwide COVID-19 salute to Canadians.

Members of the Royal Canadian Air Force (RCAF) 431 Air Demonstration Squadron are currently in the midst of their cross-country mission dubbed Operation Inspiration.

Exact times and flight locations are up in air due to the unpredictability of weather and flying conditions this time of year.

Their fly past operation is a salute to front-line healthcare workers, first responders, essential workers, and all of Canada as

our country fights the COVID-19 pandemic.

"We've been asked to do what we do best, inspire Canadians," said LCol French. "We want Canadians to know that we're in this with you."

He noted the squadron's thoughts are also with Canada's maritime helicopter community and the Royal Canadian Navy after their recent loss of crew at sea off the coast of Greece.

Operation Inspiration kicked off in the skies over Nova Scotia, New Brunswick, and P.E.I. on May 2. Since then, the tour has gradually made its way west with Snowbird pilots flying their nine-plane formation of bright red CT-114 jets over major cities and population centres, with a specific emphasis

on hospitals and residential areas.

Flyovers occur at an elevation of no lower than 500 feet above all obstacles.

When the squadron makes it to the West Coast they will have Captain Logan Reid of Victoria piloting Snowbird 8.

Those interested in watching the flight are encouraged to observe the flyovers from the safety of their home, and refrain from travelling to see flyovers in order to maintain physical distancing practices.

Flight times are updated 24 to 48 hours in advance. For updates on the tour and a full itinerary of their B.C. flight path go to the Snowbirds Facebook Page https://www.facebook.com/CFSnowbirdsFC/?ref=br_rs or on their Twitter feed @cfsnowbirds.





Sub-Lieutenant Matthew Pyke

STATEMENT FROM NEXT OF KIN

Sub-Lieutenant Matthew Pyke, our beloved son of only 34, was lost in the Ionian Sea on the 29th of April 2020, in the crash of HMCS Fredericton's CH-148 Cyclone.

He passed away doing what he felt he was born to do – serve others.

Matthew was a proud member of the Royal Canadian Navy, and a patriotic Canadian. He fell in the line of duty for his nation, a finality which deeply aligned with his ethos of honour, and helping others before self.

Matthew was not just a son, brother and fiancé, he was a community leader, and a loyal Bluenoser. His roots in his Nova Scotia neighborhood ran deep, so deep, that Matthew, throughout his entire life, was pulled by his sense of duty which drove him to set his goals. Whether he was protecting his hometown in Rawdon, Nova Scotia, as a volunteer firefighter, or while in service in the Royal Canadian Navy, Matthew was happiest when he knew he was contributing to something greater than himself.

A true Maritimer, Matthew led with his heart on his sleeve, and was always ready to help. And as East-Coasters are known for, he loved a good time. His easy-going nature and happiness were his most infectious gifts. He had a laugh which could light up any room, and a sharp sense of humour. He was continually on the lookout for his friends and family, and could make the best of most any situation.

When we think of Matthew, we recall the poem *Remember Me*:

*Don't remember me with sadness,
Don't remember me with tears,
Remember all the laughter,
We've shared throughout the years.
Now I am contented
That my life it was worthwhile,
Knowing that I passed along the way
I made somebody smile.
When you are walking down the street,
And you've got me on your mind,
I'm walking in your footsteps
Only half a step behind.
So please don't be unhappy
Just because I'm out of sight,
Remember that I'm with you
Each morning, noon and night.*

We would like to express our most sincere condolences to the families of Sub-Lieutenant Abbigail Cowbrough, Captain Brenden Ian MacDonald, Captain Kevin Hagen, Captain Maxime Miron-Morin, and Master Corporal Matthew Cousins. Our hearts are eternally tied to the families who share the scar we shall all forever carry.

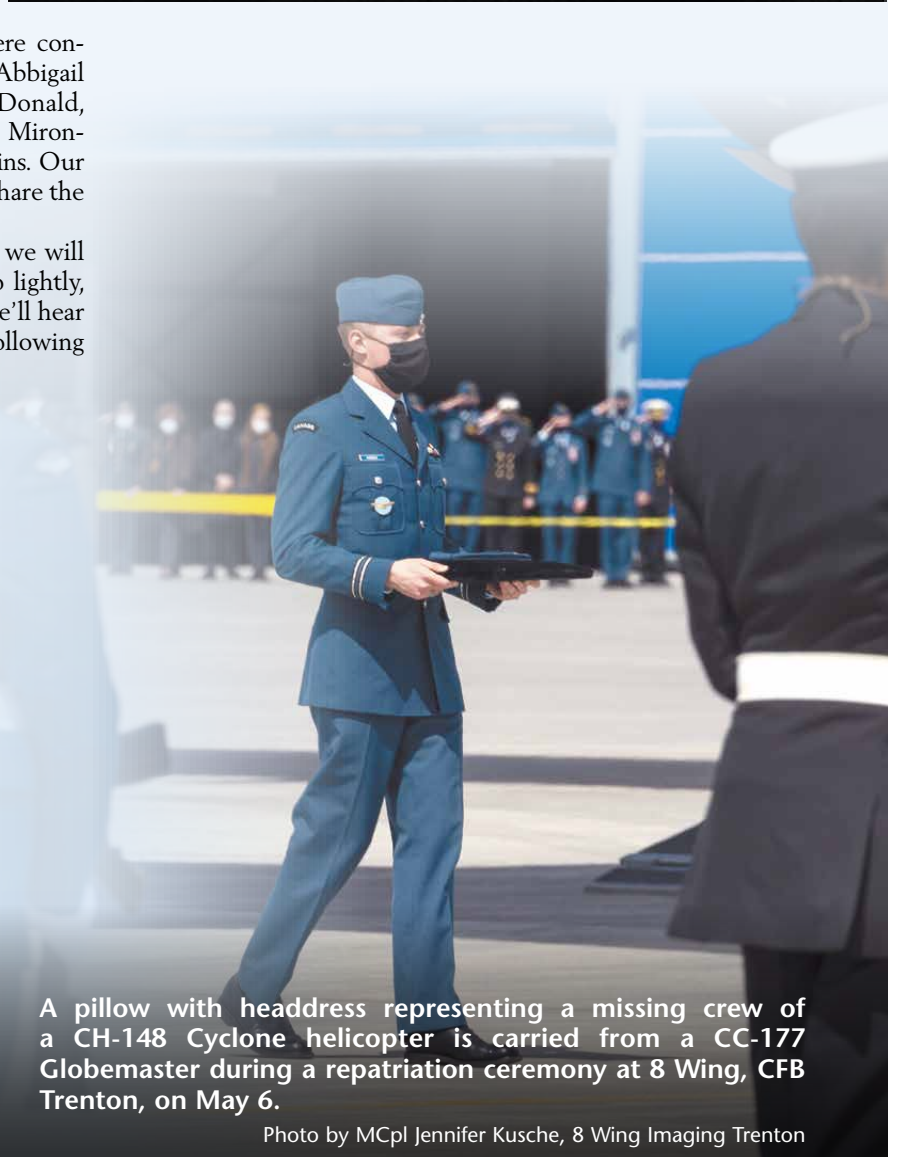
Though we know he is not coming home, we will carry the light of his memory within us. Go lightly, fair son, and do not worry for us. We know we'll hear your laughter from above. Fair winds and following seas, our beloved sailor. We have the watch.



SLt Matthew Pyke with his fiancée.
Photo Courtesy the Pyke Family



Members from the local community gather along the Highway of Heroes to pay their respects to the six fallen military members. Photo by Private Natasha Punt



A pillow with headrest representing a missing crew of a CH-148 Cyclone helicopter is carried from a CC-177 Globemaster during a repatriation ceremony at 8 Wing, CFB Trenton, on May 6.

Photo by MCpl Jennifer Kusche, 8 Wing Imaging Trenton

matters of OPINION

WHO WE ARE

MANAGING EDITOR

Melissa Atkinson 250-363-3372
melissa.atkinson@forces.gc.ca

STAFF WRITERS

Peter Mallett 250-363-3130
peter.mallett@forces.gc.ca

PRODUCTION

Teresa Laird 250-363-8033
production@lookoutnewspaper.com
Bill Cochrane 250-363-8033
workstation3@lookoutnewspaper.com

ACCOUNTS/CLASSIFIEDS/RECEPTION

250-363-3372

SALES REPRESENTATIVES

Ivan Groth 250-363-3133
ivan.groth@forces.gc.ca

Joshua Buck 250-363-8602
joshua.buck@forces.gc.ca

EDITORIAL ADVISORS

Capt Jenn Jackson 250-363-4006
Katelyn Moores 250-363-7060

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WHAT SAY YOU

Sailor Bights

Sailor "Bights" is a featurette series to highlight sailors currently embarked in HMCS Nanaimo off Vancouver Island.



Lieutenant Commander Dave Schmidt, Executive Officer, HMCS Nanaimo

"I love being at sea and doing the business of being at sea."

That, in a nutshell, is LCdr Schmidt. When he's not on the water as part of his job as Executive Officer of HMCS Nanaimo, he's paddling. Even when he's already on the water as part of Nanaimo's current mission, LCdr Schmidt is thinking about boats.

"It's certainly something I'm passionate about. Right now I'm designing a canoe. I'm a competitive paddler and I can't find the boat I need so I'm building it myself."

He has been paddling since the age of four, and paddling competitively since 2010.

"I've been through the dragon boat circuit and the outrigger canoe

circuit. When I was in Ontario I did a lot of recreational canoeing, which is where I fell in love with the traditional Canadian canoe again. That's what I'm missing out here. I want to do some ultra-endurance races, particularly one up in the Yukon, so I need a boat that's capable of that, and that's gotten me into building."



Ordinary Seaman Jesse Roberts, Boatswain, HMCS Nanaimo

OS Roberts might be the youngest person on the boat, but she is a force to be reckoned with.

"She's probably one of the most impressive young sailors I have seen, ever," says Commander Jason Bergen, Commanding Officer of HMCS Nanaimo. "She doesn't stop. If we had more people with an ounce of what she has in terms of professional curiosity, professional

development, drive, energy, we'd be the better for it."

OS Roberts only joined the Royal Canadian Navy a couple years ago, but she pushes herself every day to perform to expectations that greatly exceed her rank. Her drive, coupled with her competence, means that she is quite often given opportunities to lead tasks normally reserved for members of a higher rank, such

as Boat Coxswain. She's also pushing herself to complete her QL4 package requirements as quickly as she can.

"I guess from my perspective, the more I push to get qualifications on this class of ship, the more likely I am to sail, and the more opportunities I'll get. In general, the more I learn the more I know, which will only help my career in the long run."



Commander Jason Bergen, Commanding Officer, HMCS Nanaimo

For anyone who hasn't set foot on an Maritime Coastal Defence Vessel (MCDV), they're in for a surprise. The minor warships are unique platforms that offer a training, confidence building, and tight-knit sailing experience quite unlike the frigates, according to Commander Jason Bergen, Commanding Officer of Nanaimo.

"If people come from larger ships,

where before there were seven of you [of the same rank and trade], now suddenly there's just one of you, and you can't hide," he says. MCDV crews are much smaller than the frigates, therefore there's more opportunity to punch above your weight and operate at a level higher than rank would normally dictate.

"People are given leadership oppor-

tunities here that they wouldn't always see on the bigger ships," says Cdr Bergen. "What I love about the small ship, the MCDV, is that as commanding officer, I see these people every day. We stand in the same steam line, and I can walk the ship's 180 feet and see everybody. I get to know everybody because there's only 40 people on board. We're all the Nanaimo family."

Dog Walk Day 2020 one hour challenge

This year, Dog Walk Day is Saturday May 16. So, Canadian Forces Morale and Welfare Services has created an hour walk challenge to encourage physical activity.

Participants will be reminded of requirements for social distancing and when and where outdoor exercise is permissive.

One participant will be the winner of a "dog goodies package" prize.

There are four ways to participate for a chance to win the prize:

- First way to participate: walk your dog for an hour, click on "going" on the Facebook event

and post a picture of your walk (<https://www.facebook.com/events/247106163035268/>);

- Second way to participate (if you don't have a dog): take a 60-minute walk, count the dogs you meet on your path, click on "going" on the Facebook event and let us know how many dogs you saw on your walk (<https://www.facebook.com/events/247106163035268/>);

- Third way to participate (if you don't have a dog): map your walk and take a walk in the shape of a bone, click on "going" on the Facebook event and post a picture of your

mapped walk (<https://www.facebook.com/events/247106163035268/>);

- Fourth way to participate (if you don't have a dog): put a bowl of water in your driveway for your neighbourhood's dogs taking a walk, click on "going" on the Facebook event (<https://www.facebook.com/events/247106163035268/>).

More information about the event: <https://www.cafconnection.ca/National/Virtual-Services/PSP-Recreation-Special-Events.aspx>
Due to questions from Soldier On, the registration incentive is on hold.



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CFAV Glendale assists HMCS Calgary as it comes alongside CFB Esquimalt for storing and refueling during a Task Group Exercise.
Photo by Cpl Jay Naples, MARPAC Imaging Service

The gates may be closed, but business continues

Auxiliary Fleet supports busy operational schedule

Katelyn Moores
Base Public Affairs

For nearly two months, CFB Esquimalt has been reduced to critical core services in response to the COVID-19 pandemic.

Although the Base has been closed to the public, there is still a tremendous amount of work taking place every day to ensure continued support to operations and required services.

One of the many Base units that has remained busy delivering that support is the Auxiliary Fleet of tug boats and barges, whose critical core services include harbour opera-

tions and control, support to Royal Canadian Navy (RCN) operations, marine environmental protection, and emergency response with Canadian Forces Auxiliary Vessel (CFAV) Firebrand.

"RCN ships in Esquimalt Harbour are often assisted in one way or another by the Auxiliary Fleet," explained Jeff Climenhaga, Auxiliary Fleet Manager. "This could include the provision of tugs and harbour pilots for Canadian Fleet Pacific ships, brows and brow stands, oil containment booms, and assistance with spill response if required."

Currently, they are focused on providing support to Pacific Fleet ships deployed off the coast of southern Vancouver Island. They are currently at sea for the foreseeable future, protected from exposure to the virus and prepared to respond to any potential requests for assistance from the Government of Canada.

Part of the at-sea work was a Task Group Exercise with *HMC Ships Calgary, Regina, Brandon, Nanaimo* and *Whitehorse*, as well as three Orca-class training vessels. Sustaining a Task Group of this size required significant

resources. During the TGEX, the Auxiliary Fleet primarily assisted with ship departures and arrivals alongside for fuelling or stores replenishment. This can require 32 on-site personnel on busy operational days, to 10 personnel on days with a lower demand.

"Depending on the weather conditions, generally frigates will use one or two tugs and potentially embark a harbour pilot to assist with the alongside or departure," said Climenhaga. "The Auxiliary Fleet has also provided oily wastewater removal services with

the YRG 61 barge and, depending on the berthing, our jetty services team will assist with brow stand placement."

Regardless of operational tempo, CFAV Firebrand remains manned 24/7 to provide emergency harbour services, which requires a crew of three for each 12-hour shift, and Harbour Operations is available daily to support harbour movements and effect harbour control.

In order to keep those working on-site safe during the pandemic, the Auxiliary Fleet has adopted safety procedures, including increased sanitation and

separating crews into two watches to preserve capability if one team falls ill.

"Keeping the environments clean is extremely important, especially within the confines of small tug boats and yard craft," said Climenhaga. "Regular cleaning and sanitizing routines have been implemented and crew members physical distance whenever possible."

For those not required on-site, including most management and administration staff, remote work options are being embraced in an effort to help flatten the curve, while still ensuring critical business continues.

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Lt(N) Greg Menzies
PAO HMCS Calgary

It takes a lot of planning and preparation to feed 230 sailors on a Canadian warship, something the cooks sailing in *HMCS Calgary* know too well.

However, when *Calgary* came alongside F Jetty on April 30 to refuel and resupply before heading back to sea, the cooks were given the night off.

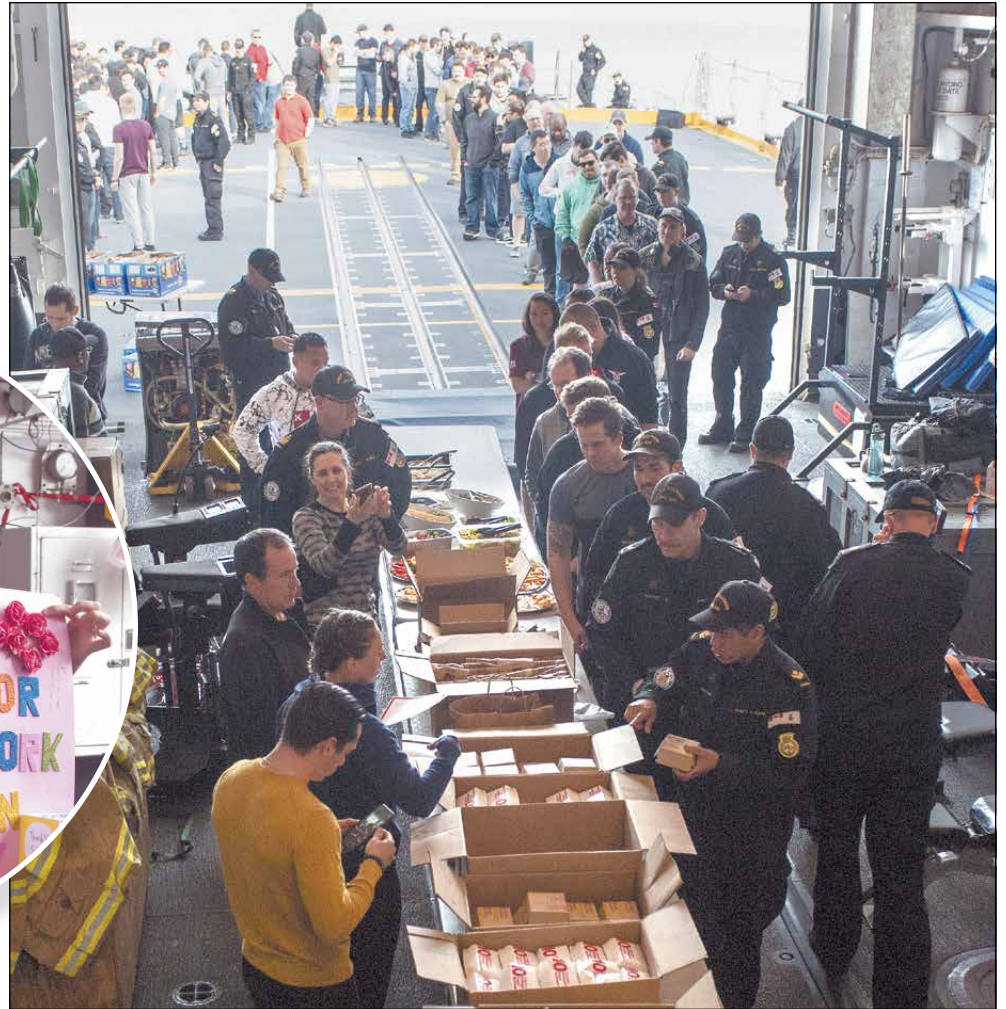
McDonalds did the cooking.

The McDonalds on Island Highway in Victoria donated a "McBuffet" for the ship's company consisting of 120 Quarter Pounders, 120 Big Macs, and 100 packs of 10 piece Chicken McNuggets, cookies, and apple slices.

After a suggestion was made by a crewmember to order McDonalds the next time the ship was alongside to keep morale high, Commander Alex Barlow, Commanding Officer of *Calgary*, reached out to Jeff Topping, McDonalds Director Restaurant Development Eastern Canada, for assistance.

The request was well received and Lt(N) Krisztina Rekeszki, ships Logistics Officer, and her team coordinated the details and delivery to F Jetty, while ensuring all health protection measures were taken.

Calgary's crew sends out a thank you to Ken Taylor and the Westshore McDonalds team for their support. The McBuffet donation was a great gesture and show of appreciation to *Calgary* during these difficult times. Every sailor was "lovin' it!"



Above: HMCS Calgary crewmembers line up to enjoy some McDonalds food provided by Westshore McDonalds while the ship was alongside F Jetty in Colwood on April 30.

Inset: Lieutenant Commander Lorraine Sammut, Executive Officer of HMCS Calgary, holds up a thank you card from the McDonalds staff.

Photos by Corporal Jay Naples, MARPAC Imaging Services

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Patrolling the Straits and Narrows: how HMCS Nanaimo is ready to help

Lt Chelsea Dubeau
Public Affairs Officer

It's around 10:15 a.m. on a chilly morning at sea, day seven for HMCS Nanaimo since rejoining Task Group Exercise (TGEX) 20-01 following a week of rest.

At around this time most days, depending on the ship's position, the pipe is made to close up boats' crews and lowers in preparation to launch the RHIB.

The sweep deck is a hive of activity as the key players step into their roles. The boat coxswain delivers her brief to the boat crew. The Officer of the Watch flips through her charts. The mission: Nanaimo's RHIB will conduct Maritime Domain Awareness (MDA) patrols in the narrow inlets of the B.C. coastline, those parts inaccessible to the ship itself.

"MDA is, basically, knowing what's in your waters," says Commander Jason Bergen, Commanding Officer of Nanaimo. "You have to establish a baseline, go through and under-

stand the pattern of life, see what's just the normal tug and tow, fishing vessels, and Canadians out here sailing, versus stuff that's out of the ordinary. So you have to establish that baseline first, which is what the task group has been doing."

Besides establishing what's out of the ordinary, the patrols are also treated to sights that feel distinctly extraordinary. Black bears foraging for food, seals languishing on the beach, and, probably the most spectacular, Orcas breaching in the distance.

The RHIB's engine is immediately cut when the presence of the marine mammals is known so as not to disturb them, and the crew floats, able to enjoy the moment. When the whales have safely passed, the RHIB continues the mission. There are still places to go and people to see. The patrols aren't just about vessels, they're also about people.

"We're out here for Canadians" says Cdr Bergen. "We're doing wellness checks. People really appre-

ciate it when we launch the boats and go up to them and say, 'Hey how's it going? Everything okay?' Because we're in some remote areas, people don't see other people unless we come around. It's nice to see a friendly face."

While the patrols take up an important part of the daily flex, they are but one piece of the overall mission, which is to stay ready to help.

Readiness covers all manner of activities and includes daily lectures, drills, and demonstrations that take place to help the crew maintain their edge.

"Readiness is the job. So that's nothing new to us," says Lieutenant Commander Dave Schmidt, Executive Officer of Nanaimo. "As long as we're here and at sea, we have the ability to train and be ready. In the midst of chaos, we are order. I think it's critically important that we are able to reassure Canadians there is a force out there ready to help them, and that if things go sideways, we're ready to help."



Leading Seaman Kayla Ruiz and Lieutenant (Navy) Miguel Perez conduct a maritime domain awareness patrol.

Photo by Leading Seaman Brendan Gibson, MARPAC Imaging

"I think it's critically important that we are able to reassure Canadians there is a force out there ready to help them, and that if things go sideways, we're ready to help."

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Flight Lieutenant Malcolm Colquhoun during the Second World War.

Peter Mallett
Staff Writer

103-YEAR OLD VETERAN RECALLS TIME AS A PRISONER OF WAR

'great' escapes

scratch while so many others died."

The camp was built in 1942 in the German province of Lower Silesia near the town of Sagan (now Żagań, Poland), 160 kilometres south-east of Berlin. The site was selected because its sandy soil made it difficult for prisoners to escape by tunnelling.

Shot down over Germany

Colquhoun was born and raised on a family farm near Maple Creek, SK. In September 1939, when war was declared on Germany, he was 21 years old; less than a year later he travelled to Regina to join the Royal Canadian Air Force (RCAF).

After passing aptitude tests and basic training, he was enrolled in a bombing and gunnery course at Jarvis, ON, in 1941. He honed his navigation skills aboard small planes at Pennfield Ridge, NB, before training in larger aircraft in Scotland and Wales the following year.

In August 1942, as a newly-minted Flight Lieutenant, Navigator, Colquhoun was posted for duty in Royal Air Force Squadron #102 in Yorkshire on a four-engine Handley Page Halifax bomber.

During a bombing mission on the night of Jan. 27, 1943, his plane was shot down over the North Westphalia valley shortly after his squadron had completed a bombing mission on a German industrial complex.

His plane took disabling anti-aircraft fire, says Colquhoun. He was the third man to parachute out of the plane's tiny escape hatch, and was the only survivor.

"Fortunately I had my flying boots over my new leather shoes, plus I had my air force issue

white wool sweater when I parachuted out. It was cold at 9,000 feet and not much warmer on the ground."

He landed uninjured on a ploughed field.

Facing frigid sub-zero temperatures, his optimistic plan was to travel only at night and make his escape across the border to the Netherlands. He spent three days trying to find a way out of Germany, surviving by eating frozen turnips and ice crystals, but by day three he was captured by the Germans near a heavily guarded border crossing near the Rhine River.

"My capture provided me with a certain amount of relief because after three days in the cold with little to eat or drink I was pretty much at the end of my stamina. I thought I was lucky to go to a POW camp because the alternative was being shot."

He was first sent to a jail 40 miles away from his point of capture before his eventual transfer to Stalag Luft III in April 1943.

A Trojan Horse style first escape

Stalag Luft III was built in 1942 for captured Western Allied airmen. It had numerous security features to make escape difficult, including sandy terrain and raised barracks that were under close scrutiny by the camp's guards. Colquhoun was imprisoned in the East Officers Compound.

Prisoners had very little news from the outside world; life in the camp was far from comfortable and they relied on relief packages to keep morale up.

"We really depended on weekly Red Cross packages for real food," he said. "The camp bread was sawdust and was the same dark bread the Germans were also forced to eat."

Time was passed by brainstorming escape plans. Colquhoun was at the centre of a successful escape akin to the Trojan Horse Greek legend.

They built a wooden horse that looked like a gymnastics vault and placed it near the barbed-wire perimeter of the camp. Inside were two prisoners who slowly and meticulously dug the tunnel. The other prisoners vaulted the horse and made plenty of noise to drown out the sound of digging.

"The soil was distributed by men walking the perimeter, scuffing in the sand from bags suspended inside their trousers. Gardens, established outside the cabins to grow vegetables and add to their diet, had the sand dug in."

It took five months to complete the 100 feet of tunnel 30 feet below the surface with a diameter of three feet. Three men were chosen to escape – those men had worked in Germany prior to the war and had good orientation, spoke the language, and knew the country well, says Colquhoun.

Lieutenant Michael Codner, Flight Lieutenant Eric Williams, and Flight Lieutenant Oliver Philpot made their escape on the night of Oct. 29, 1943. All three men made it to freedom. Williams and Codner then stowed away on a Danish ship, while Philpot caught a train to Stockholm, pretending to be a Norwegian margarine manufacturer.

The Great Escape - #2

Colquhoun and other prisoners in the East Compound were also involved in supporting the prisoners of the adjacent North Compound in their more grandiose escape plan.

It involved three tunnels named Tom, Dick,

and Harry, and, unlike the East Compound tunnel, it involved a massive amount of material to build and fortify the tunnel.

In total, 90 beds, 4,000 bed boards, 52 tables, 34 chairs, 76 benches, 1,219 knives, 478 spoons, 582 forks, 69 lamps, 246 water cans, 30 shovels, 1,000 feet of electric wire, 600 feet of rope, 3,244 towels and 1,700 blankets disappeared into the tunnel for its construction.

Seventy-six prisoners escaped through the tunnel, but only three made it to freedom.

"Camp life was much better prior to the Great Escape in 1944 as 50 of the men who were captured were murdered [by the Germans] contrary to conventions of warfare."

Less than a year later, in January 1945, with the Russians advancing on the camp, the 2,000 prisoners were marched out. Their journey led them to Stalag XIII-D at Nürnberg on Feb. 2, and eventually to freedom.

This exhausted and diminished group of men were liberated by British tanks in the last corner of Germany freed by the Allies. Instead of "hanging around while the Brits decided what to do with us", Colquhoun and four pals, New Zealanders, slipped away, borrowing an automobile which they drove on a deserted autobahn for a couple of hours south to Hannover.

At the U.S. air force base there, they dangled

the car keys in front of the manifest officer saying, "We'll trade this vehicle of questionable ownership for a lift to England." They were on a plane in 20 minutes, enabling Colquhoun and his friends to attend the May 8, 1945, Victory in Europe celebrations in London the next day. It was a celebration tinged with a great deal of relief and sadness.

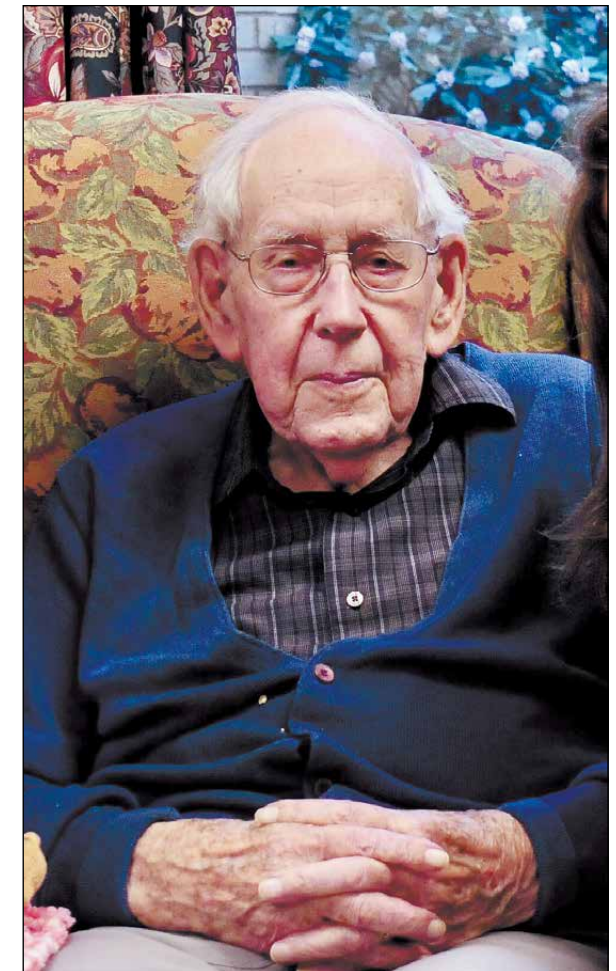
"A cousin and close friends were killed in the war along with my youngest brother, Carmen, a pilot, killed in action at age 21 when I was a POW," said Colquhoun. "We still felt very lucky to be alive with showers, shaves, new uniforms, and food in our stomach."

He returned to Maple Creek a month later where he said, "I've been born twice, once on March 1, 1917, and once when my 'chute opened.'"

He would later become a partner in a General Motors dealership before moving to California where he bought a motel. While managing the motel he studied accounting and auditing and eventually returned to Canada to work at Revenue Canada for 25 years before retiring.

His wife of 68 years, Jean, died in 2008. He moved into Veterans Memorial Lodge five years ago.

"He spent two years, three months, and 10 days at the infamous German prisoner of war camp Stalag Luft III. For those too young to know, the camp had two major prisoner escapes made famous in the movies: The Wooden Horse and The Great Escape."



Malcolm Colquhoun

Photo by Don Henry

The 75th anniversary of Victory in Europe (VE) came and went quietly this year due to fear of COVID-19 spread.

But memories of the final days of the Second World War will never be forgotten by those old enough to remember, including 103-year-old Malcolm Colquhoun.

He lives at Veterans Memorial Lodge, and through the aid of his daughter Rhonda and son Ross, has detailed life as a prisoner of war.

He spent two years, three months, and 10 days at the infamous German prisoner of war camp Stalag Luft III. For those too young to know, the camp had two major prisoner escapes made famous in the movies: The Wooden Horse and The Great Escape.

"It was our duty and job as officers to confound the guards and use up their time during the escapes," says Colquhoun. "It still amazes me that so many made it home alive without a



Memorial to "The Fifty" Allied airmen executed after the "Great Escape".

Photo by Vorwerk, Wikipedia



End of "Harry" tunnel showing how close the exit was to the camp fence.

Photo by Vorwerk, Wikipedia

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PROFILE

Andrea Lam

Health Promotion Specialist
Personnel Support Programs Health Promotion



Andrea Lam, Health Promotion Specialist.

2Lt Travis Winship
Base Administration

Shifting the military culture to embrace a healthier lifestyle has been a major goal of Personnel Support Programs Health Promotion department.

At CFB Esquimalt, the Health Promotion team of five have been working with command to improve the health of the more than 4,000 military members in Maritime Forces Pacific (MARFAC), and across the country.

One of those team members is Health Promotion Specialist Andrea Lam. She's been a part of the culture change initiative since 2018.

She achieved her undergraduate degree at the University of Victoria and then specialized in Public Health with a Master's from the University of Alberta.

"Our job is important to shift the

culture to support health and wellness," she says.

In their tool box is the Ottawa Charter of Health Promotion that details five pillars, or goals: create supportive environments, develop personal skills, strengthen community action, create healthy public policies, and reorient health services.

With this in hand, Lam and the other Health Promotion Specialists facilitate nationally developed courses that fall in line with the charter; work with the MARFAC Health and Wellness Strategy team of high level members; and develop creative solutions to a healthier workplace. They were at the fore of improving food selection at the messes, on board ships, and in vending machines. Through the MARFAC Health and Wellness Strategy they reduced the smoking areas, and ensured they were a proper distance from buildings, and out of sight. The list of achieve-

ments and ongoing initiatives is lengthy, and the tide of change is slowly turning.

As Lam puts it, "We are here to help people be the best that they can be."

Because of COVID-19, the Health Promotion team is working from home, but they are finding creative ways to keep the military community apprised of healthy ways to cope with the self-isolation through the Naden Athletic Centre social media - Facebook page @pspesquimaltnaden.

Lam had plans to marry in Hawaii this month, but she has postponed the wedding until 2021 due to travel restrictions from COVID-19.

Even with this disappointment, she has found a bright spot.

"It gives me greater appreciation for the normality I had before, being able to go to the grocery store, on vacation, being able to see my friends and family."

At CFB Esquimalt, the Health Promotion team of five have been working with command to improve the health of the more than 4,000 military members in Maritime Forces Pacific, and across the country."

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Base elder 'travels' into retirement

Peter Mallett
Staff Writer

Two weeks ago, Bill Stewart, 62, grabbed his drum and headed to Duntze Head to perform an Aboriginal drumming session one final time.

After 27 years at Fleet Maintenance Facility Cape Breton (FMF CB), the Ahousaht First Nation member decided to retire from his Technical Data Specialist position. The April 29 drumming and chants of his *Travelling Song*, with the Esquimalt harbour as back drop, marked his departure from the base.

"The song is a message of hope to those in combat or travels, sending good luck in travels wherever one goes," he explains. "I do it to help people understand Aboriginal culture is in harmony with our workforce, and to make sure we understand and respect the First Nations land on which we live, work, and play."

He began working at CFB Esquimalt in 1993 with Base Construction Engineering (now Real Property Operations) as a term clerk. A month and a half later he was hired at Naval Engineering Unit (Pacific) (now FMF Cape Breton) as Duplicating Equipment

Operator that was reclassified to Technical Data Specialist in 2004.

After receiving a DND Scholarship award in 2003, he continued to work part time until he obtained an Associate Degree in Indigenous Business Leadership. He then became the FMF Cape Breton Technical Information Centre drawings guy for 27-plus years. To continue with the superior customer service, he transferred all his knowledge into an e-file (manual) for future employee reference.

"He has extensive knowledge and has been a huge asset to FMF Cape Breton's Technical Information Centre," said Syndi Baker, department coordinator. "He is friendly, cheerful, and always ready to lend a hand to co-workers and management."

He was born and raised in Ahousaht First Nation areas, a tiny community located north of Tofino, B.C. His traditional name is (h)ooo-tuk-siah, meaning always learning, and Cu-Cuk, a hereditary name meaning keeper of Anderson Creek, locates his home reserve on Flores Island. He now resides in Lake Cowichan with his partner Juanita Sylvester and gets regular visits from their six children, numerous foster-adults,

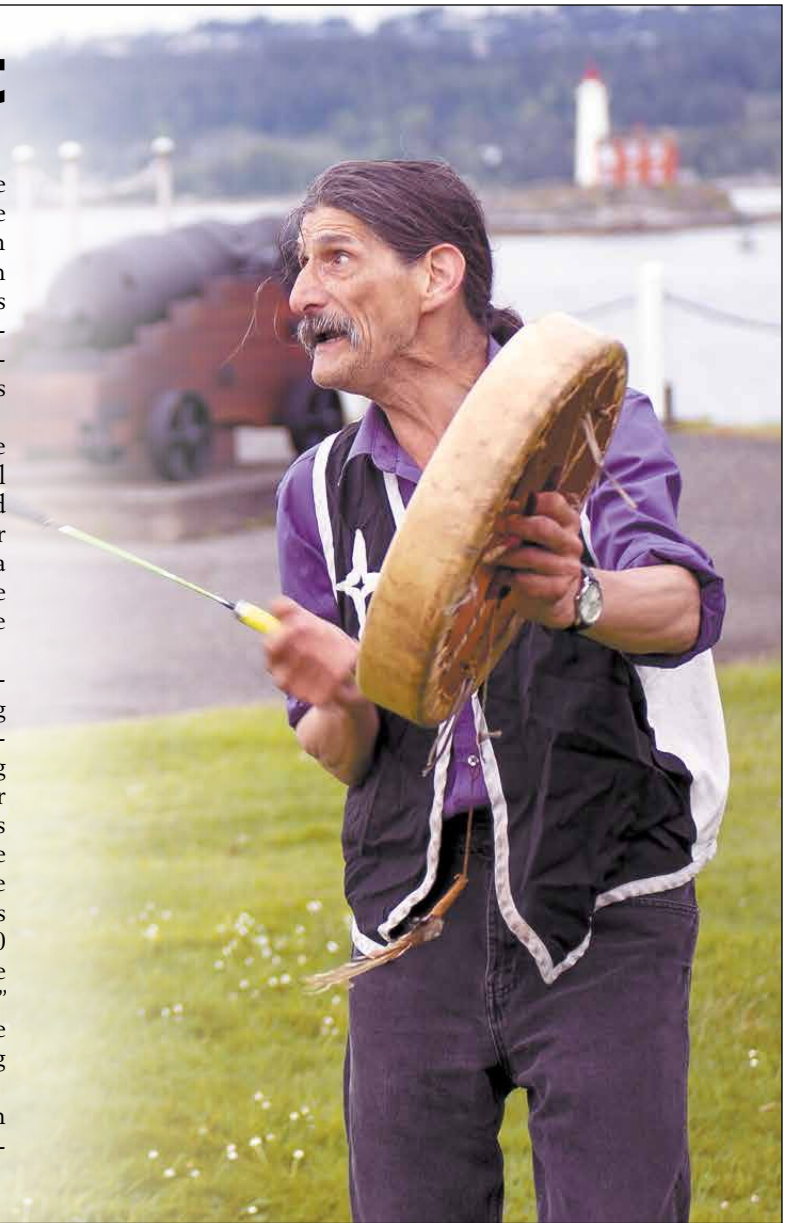
and 31 grandchildren.

A few years after joining the base, he helped create the Defence Aboriginal Advisory Group, which advises leadership on First Nation issues. He hopes improvements to an inclusive workforce, reconciliation, and cultural understanding will continue following his departure.

"The new generation will be eager for the challenges they will encounter, and perhaps win," said Stewart. "Diversity is a reward for everyone, and embracement of a very diverse workforce brings the best ideas out together, so please keep doing that."

With the base in his rear-view mirror, Stewart is looking to expand his home-based business Ooo-Tuk-Siah Consulting Services. He's also reaching for the keyboard to complete his autobiography entitled *Hear Me Here Now*, which highlights the struggles, challenges, and successes of a deaf Aboriginal. Stewart is 90 percent deaf, but over the years he has developed a "quite proficient" understanding of what others are saying through his lip-reading skills.

For those wanting to wish him well, email him at szloulum1958@outlook.com



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YOUTH REPORTER COMPETITION - STORY #1

How a Marching Band changed my life

**Melissa May
Holyhead-Miles**

I remember being absolutely terrified when my parents dropped me off at the local Air Cadet squadron's open house. The giant ugly-blue front doors were not what I would call welcoming; however, the inside – also painted ugly blue – had been laid out as a tour of what they offered. Long tables filled with colourful poster boards and sign-up sheets showcased a variety of activities and the one that caught my eye and that would change my life was "band".

I had only picked up the saxophone a few days prior; however, I knew deep down that band would really help my playing and advance me ahead of my school class. I have to say this happened very quickly. The band welcomed me and the band officer seemed excited to have a saxophone player (despite how poorly I played in the beginning).

It was not until my second year

of Cadets that I realized how much the band and the people in it truly meant to me. While many of my fellow Cadet bandies were there for the fun of it, I was there because I could see the potential of improving my musical skills, which my band officer was always willing to help with. Naturally, still being fairly new to a senior-level band had its disadvantages, such as learning and keeping up with complex rhythms; however, my band officer was always willing to work one-on-one to sort out any of my problem areas. I began looking up to him as a mentor and was excited to be working with him. One day, out of the blue, he announced to the band that he was not sure how much time he had left to work with us and that it had been a pleasure. We had never noticed anything wrong and assumed he would be retiring. That winter, he died from cancer.

The band began falling apart soon after. Our final piece together was "Flight of the Snowbirds",

which we played at his memorial service, as it was his favourite piece. What soon followed was a fight over who should be the next Drum Major and take charge of the band, which ended up falling into the hands of a Cadet with poor leadership skills. All of the seniors left the band and took parade positions so they did not have to deal with the infighting between the Drum Major and the second-in-command, which left only myself, a clarinet, and a French horn as the final members of the band.

Over the next two years, I dedicated myself to learning everything I could, so I could make the band great again. It was a slow process, attending both Intermediate and Advanced Musicianship courses in summer camp through the Cadet program. I also had to work hard to achieve a Level Three playing and theory proficiency level, so I could test to be a Drum Major for the band.

During the summer, I was often asked by my fellow campmates to

help them with their theory and playing, something I had not expected. I was often told that I was a great help and should pursue teaching. I'd shrugged it off as nothing because I was tired of my family also suggesting I teach.

I spent the following year teaching Cadets any marching band instrument they wanted, as long as they were in the band. That year, I taught twenty-four Cadets how to play their selected instrument and then raised the question: do you want to go to band competition?

Naturally there was mixed reaction, some indifferent, some nervous, and even some Cadets that had no idea. After some convincing, we agreed to go to competition for the fun of it.

I got laughed at by officers and my parents for the first couple weeks. How could one Cadet take a first year band to competition? I spent all my free time writing out music scores and creating a routine



Moments after winning our category at band competition back in 2019.

and when it came time, we were ready.

It was my turn to laugh after the competition. Not only had I taken a first year band to competition, but we also won our category. I decided to join the Cadet Instructor Cadre (CIC) as a band officer and go to the University of Victoria to complete a Music Education degree.

Marching Band has certainly changed my life.

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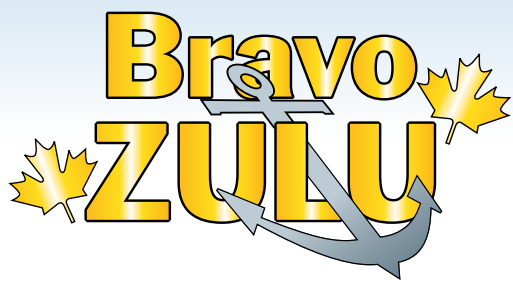
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