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Operation Palaci

Photo by SLt M.X Dery

A gunner from the 1st Regiment, Royal Canadian Horse Artillery, prepares for a bore sight inspection of the C3 105mm Howitzer by the Parks Canada Agency prior to the opening of Operation Palaci at Rogers Pass. The job of the gunner is to trigger controlled avalanches to keep the Trans Canada clear during the winter months. Read more on page 7.

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CANADA'S FIRST SEA KING LANDS IN TRENTON

FINAL FLIGHT



Members of 8 Wing Trenton capture a moment in history as CH-12405 Sea King lands for one last time on Nov. 20.

Photos by Makala Chapman

Makala Chapman The Contact Newspaper

One of the Royal Canadian Air Force's (RCAF) longest-serving helicopters has landed in Trenton and is now calling Quinte West home.

A modest crowd gathered at 8 Wing Trenton to watch as CH-12405 Sea King emerged from the grey horizon, savouring its final moments of flight on Nov. 20, as this year marks the retirement of the Sea King helicopter.

Having arrived from Patricia Bay, British Columbia, the aircraft will soon be put on display at the National Air Force Museum of Canada (NAFMC), where it will continue to serve as a reminder of Canada's rich aviation history.

On hand to marshal the maritime helicopter was Wing Chief Warrant Officer Troy Zuorro. While not a normal duty of the Wing Chief, with an extensive career working with the Sea King, he noted it was an opportunity he didn't want to miss and was honoured to have been a part of the arrival.

First procured by Canada and put to work in 1963, the maritime aircraft has been at the forefront of missions both domestically and abroad, as well as having worked extensively with the Royal Canadian Navy.

Initially tasked with keeping watch for enemy vessels, as the aircraft is equipped with sonar equipment, radar and homing tor-

pedoes, the role of the Sea King eventually broadened.

Boasting a compact design with a fold-up rotor and tail, the Sea King is a versatile aircraft that's been used for search and rescue (SAR) operations to disaster relief. Overseas, the aircraft has been used during peacekeeping operations to help transport troops and for surveillance.

Since it is maritime aircraft, it operates primarily on the coasts of Canada out of 12 Wing Shearwater, Nova Scotia, and Patricia Bay, B.C.

On hand to watch the arrival of the Sea King was the museum's executive director Kevin Windsor. He noted that he couldn't have been more thrilled to have a Sea King join the museum's current collection and added that CH-12405 was a particularly special acquisition.

"This is historic," said Windsor. "This was the first Canadian-built Sea King. It's the iconic helicopter of Canada."

The first four Sea Kings in service in Canada were built by Sikorsky Aircraft at their factory in Connecticut, whereas CH-12405 was built in Montreal. Windsor went on to share his delight at having a piece of the Maritimes at home in Trenton.

"Not many people around here get to see things like the Sea King or the CP-140 Aurora, which we also have here," he said. "A lot of the guys at the museum who are working on the aircrafts in the restoration department are old Sea

King maintainers and will continue to work on it. They're really excited."

But before the museum can have possession of the helicopter, a lot of work goes into ensuring it's safe to be put on display. That's where aviation systems technicians (AVN) technicians from British Columbia's 443 Maritime Helicopter Squadron come in.

Travelling with the Sea King to Trenton was Master Corporal Mac Neilson, an AVN tech. He noted the final journey was bittersweet as it marked the end of an era.

"I've worked on this one here on and off for the past 12 years," he said. "But overall, this aircraft is in really great shape."

He added he was glad it would be preserved at the museum so its legacy could continue.

"That's where it should be since that's where the rest of the history of the air force is," he shared. "Honestly, I'm very proud to have been part of the final flight because I've put a lot of blood, sweat, tears, and hours into it."

Before it could be handed over to the museum, a safety check was completed. That included removing any explosive carts on emergency equipment, draining nitro-

gen, stabilizing the blades and any other necessary safety measures. While the aircraft arrived fully serviceable, once on display there will be no potential dangers to the public and it won't be able to fly.

Also speaking about his fondness of CH-12405, and having taken part in its last journey across Canada, was Major Chris Inchley of 443 Maritime Helicopter Squadron. For the seasoned pilot, this trip was both a historic moment and a milestone in his career.

"I just so happened to break 3,000 hours on the Sea King during this trip," he said with a smile. "That's 14 years of flying. We just did the last shut down there and in 12 hours it will be a museum piece. It's pretty significant."

As for his favourite part of flying the aircraft, he said it was its maneuverability. Since it's not electronic, and engaging autopilot isn't really any option, Maj Inchley

noted it's like the helicopter and the pilot become one.

"It goes where you want it to go and you have to make it do that," he explained. "What we do with the aircraft is amazing. We can put it on the back of a small ship or we can take 11 technicians and eight aircrew and fly it all over the world in all crazy sea state, day or night. It's just an amazing aircraft. It always has been and always will be."

The final trip from B.C. to Ontario took approximately 25 hours. Despite having to wait for some coastal rain in Victoria, B.C., and a snowstorm in Medicine Hat, Alberta, to clear, Maj Inchley said the trip went well. But he's not done flying the Maritime helicopters just yet. There are still four Sea Kings out west that members of 443 Maritime Helicopter Squadron will use before the helicopter's final day of service in December.



The final crew of CH-12405 at 8 Wing Trenton on Nov. 20.

Man's best friend needed for Autistic child

Peter Mallett
Staff Writer

A military family from Belmont Park have launched a fundraising campaign in hopes of getting the funds needed to pay for an autism service dog for their child.

Stay-at-home mother Alexandra Howe and her husband Leading Seaman David Howe, who works as a Marine Technician aboard *HMCS Ottawa*, say a professionally-trained canine companion is the perfect solution to help control some of the Autism Spectral Disorder (ASD) symptoms their four-year-old daughter Anabelle experiences.

But service dogs don't come cheap. A dog professionally trained to combat symptoms of ASD will cost the Howes over \$40,000.

"We hope the service dog would be able to help console her, but also be there to save her life," says Alexandra.

ASD covers a broad range of complex disorders of brain development and can include problems with social interaction, communication and repetitive behaviours. Some of Anabelle's other ASD symptoms include using words that don't seem to be in context, and rocking motions.

"We constantly need to be

on our toes because one of Anabelle's symptoms leads to her banging her head on the ground," says Alexandra. "We also hope that in situations like this, the dog will be trained to get its body in the way of the ground and her head, to prevent her from becoming concussed."

Autism service dogs work with parents to protect their children from the dangers of uncontrolled and unpredictable actions.

One of the most concerning symptoms is Anabelle's desire to take off running, which a service dog could also remedy.

"She doesn't understand the concept of danger especially when it comes to cars on the roadway; trying to go out somewhere with

her can honestly be scary sometimes," says LS Howe. "When she runs, she doesn't respond to her name or if you tell her to stop."

Despite the enormous cost, the two hope to have a service dog soon. The Howes have been in touch with retired Master Seaman Tyson King who trains service dogs for his recently established business Vancouver Island K-9

Consulting and Training Inc (VIK-9). His dogs are tested by the provincial government before being put into service and King says his training standards are higher than required by law.

To help pay for a service dog, the family have launched a Go Fund Me campaign <https://www.gofundme.com/autism-support-dogs>



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WHAT SAY YOU

Punjabi's unheralded role in the Great War

Steve Purewal
Author *Duty,*
Honour & Izzat

After 100 years, it is time to tell the tale of the unsung heroes of the Punjab who stood as brothers-in-arms with Canadians to make a critical contribution to Allied victories in the First World War.

This story of diverse communities coming together with a common goal to make the ultimate sacrifice is presented in my book *Duty, Honour & Izzat*, released to commemorate the centennial of the Armistice. It details the contributions of Punjabis that helped win the war.

War's start

Arriving Sept. 26, 1914, in Marseille, France, British Punjab's Lahore Division of pre-partition India became the first colonial force to deploy in Europe to defend liberty and freedom while millions of Europeans had yet to enlist.

With the fate of the Channel Ports hanging in the balance, the Indian Expeditionary Force quickly plugged the gap in the last British line of defence before Calais. They thwarted the German advance by forcing the opposing armies to complete a series of trenches in a stalemate that would stretch south from the Flanders coast to Switzerland.

After this First Battle of Ypres, the Western Front would remain more or less static for the next four years until August 1918 when the Canadians were able to punch a hole in the German line during the 100 Days offensive, which finally put the end of war within sight.

Speaking after the war, the Supreme Commander of the Allied Forces, Ferdinand Foch, identified the Indian Army as having delivered the war effort's first decisive steps to victory; they were critical in stemming the tide of the German invasion of Belgium and France. Without their arrival in the nick of time, the port of Calais would not have been saved for a Canadian landing, the Western Front would have been breached, and the British Expeditionary Force annihilated. Without them, history may have indeed unfolded as strategized in Alfred von Schlieffen's master plan with the taking of Paris in 42 days, and the war could well have been over by Christmas as many speculated at the time.



A what if moment

The Allied victory in November 1918 could have gone differently because of events in the waters off Vancouver in 1914, two weeks before war was declared in Europe.

For it was here, far from the fabled battlegrounds of Flanders, that the raising of HMCS Rainbow's guns against British subjects aboard the Komagata Maru could have changed tides for the Empire.

In the summer of 1914, Punjabis, British subjects, many of whom were former soldiers, were denied entry to Canada and deemed undesirable. They were forced return to Calcutta (present day Kolkata), India. This was one of several incidents in the early 20th century in which exclusion laws in Canada were used to exclude immigrants of Asian origin.

People from this rejected community would eventually become 45 per cent infantry, 66 per cent cavalry and 85 per cent artillery of the only battle-tested colonial army available to the Crown when the war broke out.

More than a year later, some of these evictees would come to the side of Canadian soldiers to help hold the line at Ypres.

Second Battle of Ypres

It was April 22, 1915, when Germany resorted to chemical weapons to shatter Allied defences and standing directly in the path of their assault on Ypres were Canadian soldiers. After four days of brutal fighting allied reinforcements were dispatched - and as fate would have it those friends in need arriving to help hold the Canadian line were the Jalandhar and Ferozepur Brigades of the Lahore Division. These regiments hailed from the heartland of the Sikhs and com-

prised the exact same community aboard the Komagata Maru.

This Second Battle of Ypres marked a pivotal point in Canada's nation-building myth, as it was arguably Canada's most significant battle.

It set the Canadian Army's tenor, style, and esprit de corps behind a fearsome reputation that would carry Canadian troops through the subsequent campaigns of the First World War on the road to Vimy.

Many of these battles would again feature Punjabi troops fighting alongside Canadians as at Festubert 1915, Somme 1916, Vimy 1917, Cambria 1917 and Passchendaele 1917.

All told, across the various theatres of war, India deployed as many men in the war effort as all the Crown's white colonies put together.

Ultimately more than 74,000 South Asians were killed in the First World War; Indian casualties on the Western Front are buried or commemorated alongside Canadians in 115 cemeteries in France and Belgium.

Lest We Forget, 100 years on, we should honour all soldiers of the King that fought in The Great War for Civilization, and made the ultimate sacrifice for the freedoms and democracy we all enjoy today in Canada.

The all-volunteer Indian army upheld the Izzat (honour) of India on a global stage; they stood tall as friends in need at the darkest hour, winning more than 9,000 awards for gallantry (including 11 Victoria Crosses). This is a shared history between the mainstream and the Indo-Canadian minority. It is a dialogue around the ties that bind and the shared values of courage, integrity and selfless sacrifice. This is a common heritage that confronts the rise of divisive voices; it is a foundation for a shared future within a multicultural Canada.

About the Author: Steven Purewal is a community historian, curator and Managing Director of Indus Media Foundation, a registered non-profit society based in the lower mainland that seeks to foster an appreciation for Punjabi culture within the wider community. Steven has curated and produced the Duty, Honour & Izzat a WW1 Centennial commemoration exhibition that defines South Asian contributions to the Great War. Steven's work has been featured at The National War Museum, Provincial museums, municipal venues and the Prime Minister's Reception for the Komagata Maru Apology in Ottawa.

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OPTOMETRY CLINIC



Leading Seaman Mark McInnis re-enrolled in the RCN under the Skilled Re-enrolment Initiative.

Naval Communicator re-enrols in navy

RCN Public Affairs

Leading Seaman Mark McInnis decided to re-enrol in the Royal Canadian Navy (RCN) after missing the camaraderie of his fellow sailors.

The Naval Communicator, now working at Base Information Services in Esquimalt, B.C., had previously served two years in the navy aboard *Her Majesty's Canadian Ship Ville de Québec*.

He decided to leave due to personal reasons and returned to civilian life as a supervisor and carpenter. But he missed life in the RCN and recently returned under the Skilled Re-enrolment Initiative.

LS McInnis says the feeling of camaraderie you get in the RCN is unique.

"It's something that you don't find or come across too often in civilian life," he says. "In the civilian world people are more self involved. In

the RCN you need to work as a team to accomplish your collective goal. It gives you a great sense of accomplishment."

LS McInnis says his parents were "thrilled" when he made the decision to re-enrol.

"They are very proud of me serving my country; especially my mother, whom I lost last October. She was in Maple Ridge, B.C., and being posted to Esquimalt made it easier for us to spend some special and priceless time together."

LS McInnis also missed the adventure and chance to make a difference in the world that wearing a uniform brings. He highly recommends re-enrolment to other people who have left the RCN.

"There is the competitive pay, benefits and medical," he says. "You and your family are completely taken care of. And you have the opportunity to go as far as you want

if you're willing to do the work."

Due to attrition rates in recent years, certain RCN occupations have become stressed due to the lack of personnel.

As a result, the RCN decided to reach out to former sailors in certain occupations, including the Naval Combat Information Operator, Naval Electronic Sensor Operator, Sonar Operator, Naval Communicator, Weapons Engineering Technician and Marine Technician occupations to invite them to re-enrol into the Regular Force in their former occupation and rank.

Personnel who meet specific criteria and who were favourably released from the Regular Force within the last five years are eligible for the Skilled Re-enrolment program.

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Photo by SLt M.X. Déry

Big guns are ready for Operation Palaci

SLt M.X. Déry
JTFP PA Office

Every year since 1961, Canadian Armed Forces' (CAF) gunners from all over Canada come together during Operation Palaci in Rogers Pass, British Columbia. Their job: to trigger avalanches using C3 105mm Howitzers in this vital choke-point in Canada's transportation corridor.

These carefully planned artillery strikes are conducted to support the Parks Canada Agency's (PCA) Avalanche Control Program that keeps the Trans-Canada Highway and the Canadian Pacific Railway safe from large, natural avalanches. Parks Canada avalanche

technicians determine when avalanche control is needed and choose the target avalanche start zones using increasingly refined snow science.

Troop Commander Lieutenant Kevin Little is the first of two rotations, comprised of 17 members from 1st Regiment, Royal Canadian Horse Artillery, based out of CFB Shilo, Manitoba, and augmented by members from various reserve artillery units.

"I think Op Palaci is exciting for all members because of its unique nature," said Lt Little, adding that the beauty of the Pass is definitely a highlight.

Seeing the majestic peaks in Rogers Pass, like towers

along a giant, snow-covered stone wall, it is no wonder that this "palace" in the sky was the source of the operation's name: Palaci, the Latin for palace. Although beautiful, these mountains, surrounding the short 39km stretch of the transportation corridor that connects BC to the rest of Canada, are home to the most active avalanche areas in the country.

The C3 Howitzers have been modified and are positioned on one of the 16 specialized rings that line the narrow highway. Space is at a premium, with gun positions just large enough for the howitzers and its transport, surrounded by deep ravines and tall cedar and hemlock trees.

The tight space is why the

C3 Howitzer is the weapon of choice in Rogers Pass.

"It is an excellent weapon, easy to manoeuvre, not particularly heavy, which is an advantage here, due to the small space we have to operate in," said Lt Little.

With two highly mobile detachments, the guns can be deployed at a moments notice, traffic halted, the guns put in place, fire rounds at any of the 300 predetermined avalanche trigger points, the roads cleared of snow and the pass re-opened in mere hours.

While safety is always king, speed and efficiency also rule this operation. With over 4,000 vehicles and up to 40 trains using Rogers Pass daily in the winter, traffic quickly builds up

on either side of the pass in the designated holding areas that keep vehicles out of the 134 known slide areas.

Such a complex dance of vehicles, weapons, ammunition and military and civilian personnel would not be possible without great communication and coordination.

"It is a very unique operation because of the relationship with Parks Canada, but they have great staff and we have a long enduring relationship supporting them," said Lt Little. "They are the experts at avalanche control and we are here to support that mission."

Rain or shine, or rather heavy snow or howling wind, the guns need to fire. "Ubique," latin for "everywhere," is the motto of the

Royal Regiment of Canada Artillery. In the field, you don't get to choose the conditions.

"At the end of the day, we are shooting the howitzer the same way we do in the field: round goes in the barrel, round comes out," said Lt Little, adding that that is what they are trained to do and he believes his troop is excited for the opportunity.

"It is an opportunity for us to be seen to be serving the public, supporting Parks Canada and enabling citizens of this country to move through Rogers Pass safely."

For more information on Operation Palaci please visit: www.forces.gc.ca/en/operations-canada-north-america-recurring/op-palaci.page

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VIH Reaching new heights



An airport within an airport, a view of VIH Aviation Group's Shell Aerocentre located on the grounds of Victoria International Airport.

Peter Mallett
Staff Writer

The man at the controls of Canada's oldest privately-owned helicopter company credits former Department of National Defence (DND) employees as being a crucial part of their success story.

From his company's giant hangars on the grounds of Victoria International Airport, VIH Aviation Group Chief Executive Officer, Ken Norie manages an impressive fleet of helicopters and airplanes, and many more thriving aviation companies.

With an appreciation of the training that DND employees undergo, and the subsequent expertise developed during their career, many are a great fit for the VIH Aviation Group.

Today, VIH Aviation Group, through its operating subsidiaries, employs about 55 employees with Canadian military experience.

"For years VIH Aviation Group has benefited from the talented and well-trained DND specialists who have had second careers with our diversified group of companies," said Norie.



Left: A VIH Sikorski S-61 helicopter, the civilian version of the Sea King, hooks up a long line during a job.

"Their expertise in supply chain management, aviation maintenance, flying, search and rescue, and organization management have contributed to our ability to diversify and succeed in a very competitive market."

All in the family

VIH has been a family-run enterprise involving three generations of Norie family members, starting with family patriarch Frank Norie. Ken's daughter Jennifer Norie currently manages the operations of VIH Helicopters, while his son Jeff is VP of Maintenance Services and Leasing, managing a lease fleet of approximately 12 large and small helicopters.

The original helicopter operating company, Vancouver Island Helicopters, first opened its doors in 1955. It was founded and owned by Ted Henson and Bill Boeing Jr., a Seattle-based aircraft dealer and son of the founder of Boeing Aircraft. Back then, VIH was a small one-helicopter operation that contracted its services primarily to British Columbia's resource industries, providing transportation in remote areas to forestry, mining and survey companies.

After purchasing a Bell 47 helicopter for his forestry business in 1969, Frank Norie learned to fly helicopters at VIH and gradually became involved in the company, leading to his purchase of Bill Boeings share interests in 1975.

His son Ken also learned to fly helicopters at VIH in 1972 and started working for the company as a junior pilot in 1973. He had grown up around helicopters and when he was 18 he became Canada's youngest commercially licensed pilot of the day. He moved on to become a flight instructor and eventually took on a role in management. He acquired a controlling interest in the company in 1990s and has guided the company ever since.

Operation Diversification

VIH's success in the business world hasn't gone unnoticed. In 2016, Norie earned a B.C. Aviation Council award for entrepreneurial spirit. In his acceptance of the award he declared that the expansion and survival of the company was largely owed to diversification of its business operations.

VIH still runs its flagship operation now known as VIH Helicopters Ltd., from its Victoria Airport hangar. Those helicopters are contracted, and sometimes leased out, to lift or fly, seismic, mining, wildlife operation, and forestry equipment, and people.

But there's much more to the company than just helicopters.

There is VIH Execujet, whose planes provide private domestic and international charter flights and luxury adventure tours; Shell Aerocentre, a premium airport terminal and passenger lounge for private aircraft, known as YYJ FBO Services; and VIH Aerospace, a high-tech firm that repairs helicopters and manufactures parts and tools, some of which are supplied to DND.

They also lease hangar space to other aviation operations such as Top Aces, who are an exclusive supplier of combat training services to the Canadian Armed Forces (CAF).

To round off the fleet of companies, there are Rotor Maxx Support located in Parksville, which repairs and overhauls dynamic components, engines and transmissions, as well as total helicopter airframe rebuild and refurbishment projects, and lastly Cougar Helicopters, headquartered in St. Johns, N.L.

Cougar Helicopters operates Sikorski S92 helicopters, the civilian equivalent to the new CH-148 helicopters, to provide 24/7 all weather search and rescue services and passenger transport service to the offshore oil industry in eastern Canada.

VIH through its Cougar subsidiary also supplies the Government of Canada with helicopter parts through its east coast operations.

For more information about the VIH Aviation Group and to get updates on career opportunities visit their website: <http://www.vih.com/>

VIH is also a Gold Sponsor for the Sea King Retirement events to be held Nov. 30 and Dec. 1.



Arne Arneson, VIH Aerospace General Manager, displays a helicopter part created on the company's automated precision milling lathe.



VIH Aerospace workers conduct a dynamic component overhaul on a Russian-made Kamov KA32 helicopter in one of the VIH's giant hangars at Vancouver International Airport.



A VIH Sikorski S-61 helicopter transports a Chevy Tahoe pickup truck at a mining work site.

Photos: top left and left: Peter Mallett; others courtesy VIH Aviation Group

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CALL IS OUT FOR Invictus athletes



Peter Mallett
Staff Writer

Soldier On is now accepting applications for the 2019 Warrior Games and 2020 Invictus Games.

Both international competitions are intended to inspire ill and injured military personnel and veterans to recovery through participation in adaptive sport.

Eligibility is open to those who acquired a permanent physical or mental health injury or illness as a member of the Canadian Armed Forces (CAF).

The application deadline is Dec. 31, 2018.

Canada will be participating in its second Warrior Games after its inaugural participation earlier this year. The tenth annual games kick off next June in Tampa, Fla. They will involve athletes from the United States, Great Britain, Australia, Canada, Denmark and the Netherlands competing in a variety of sports including archery, cycling, shooting, sitting volleyball, swimming, track and field, wheelchair basketball, indoor rowing and powerlifting.

Last month, 40 Canadian athletes travelled to Australia for the Invictus Game 2018 Sydney that included 500 competitors from 18 nations competing in 11 different adaptive sports. The Fifth Invictus Games will be held in The Hague, Netherlands, in May 2020.

Team Canada members will be required to attend two training camps in the

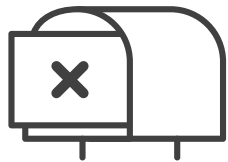
months leading up to the Games.

Canada's Games teams are run by the Canadian Armed Forces Soldier On program. Since its inception in 2007 it has assisted more than 5,000 ill and injured members obtain sporting or recreational equipment, gain access to high-level training from world-class instructors and supported their participation in sports competition, and also a wide variety of structured activities from skiing to fishing to adventure expeditions.

Soldier On spokesperson Lieutenant (Navy) Kelly Boyden of the Joint Personnel Support Unit (JPSU) said her staff are looking to fill approximately 40 spots on its roster for next year's Warrior Games, while the number of roster spots for the Invictus Games is still to be determined. As was the case with this year's Invictus Games team, Soldier On is looking for new participants and will not consider applications of competitors from past Games.

"It is important to provide these once-in-a-lifetime opportunities to as many participants as possible," said Lt(N) Boyden.

For more information on Soldier On and how to apply for the Invictus and Warrior Games visit their webpage: www.soldieron.ca/Get-Support/Activities-and-Events/Warrior-Games-2019-and-Invictus-Games-2020



RETURN YOUR REFERENDUM BALLOT TODAY

2018 Referendum on Electoral Reform

The deadline for Elections BC to receive completed referendum voting packages has been extended until December 7, 2018.

HOW CAN I VOTE?

You can return your completed voting package by mail or in person at any Service BC Centre or Referendum Service Office. For hours and locations, visit elections.bc.ca/rso.

Elections BC must receive your ballot no later than 4:30 p.m. on December 7, 2018. If returning your ballot by mail, mail it as soon as possible to ensure we receive it by the deadline.

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- if proportional representation is adopted, which proportional system do you prefer?
 - Dual Member Proportional (DMP)
 - Mixed Member Proportional (MMP)
 - Rural-Urban Proportional (RUP)

You can answer both questions or just one and your ballot will still count.

For more information about all four voting systems on the ballot, including short videos, visit elections.bc.ca/referendum. Refer to information from all sides in the debate, make an informed choice, and remember to vote.

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SAILOR PROFILE



LT(N) KAY VAN ACKER

MARPAC PA Office

Lieutenant (Navy) Kay Van Acker joined the Naval Reserve while going to university in 2001. Her full-time summer training to become a Naval Warfare Officer, part-time work throughout the year, and military grants provided her with sufficient income to fund her education.

After exploring a civilian career, having a family and working part-time at her Naval Reserve Division, she decided to work full-time with the Royal Canadian Navy.

She was selected to join the newly formed Naval Security Team (NST) as the Operations Officer for the unit's first deployment, and subsequent appointment as

NST Executive Officer.

"I am fortunate to have such an interesting job that challenges and engages me. The great thing about being a Reservist is the opportunity to switch back and forth between part-time and full-time service in order to suit the needs of the navy, my family and myself."

The NST is a deployable naval team that provides land and sea-based protection for Royal Canadian Navy ships and personnel, at home and overseas. The Team deploys in support of Government of Canada missions, and is responsible for liaising with host nations, as well as providing support and intelligence in foreign ports.

Due to the nature of NST's

work, Lt(N) Van Acker travels around the world in her current role. Over the last year, she travelled to South Korea, Denmark, Fiji and across Canada. In her recent deployment to Fiji on Operation Projection to build partner capacity with the Republic of Fiji Navy (RFN), she guided several workshops to support the RFN in their initiative to integrate women into their navy - an initiative that has now seen 26 female recruits successfully pass their first phase of naval training.

"I've embraced this remarkable opportunity and seen a very different part of the world," she said. "Being a Reservist has provided me with opportunities that I did not imagine were possible as a new recruit 17 years ago."

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Canadian Forces College tours base

Photos by Leading Seaman Shaun Martin, MARPAC Imaging Services



Major Susan Harris, who visited the base with other students from the Canadian Forces College in Toronto, ON, learns naval navigating techniques while touring the Navigation and Bridge Simulator at Naval Fleet School Pacific on Nov. 6.



Students from the Canadian Forces College practice fire-fighting techniques while at Naval Fleet School Pacific Damage Control Division.



Lieutenant Colonel Giorgi Lagiashvili of the Georgian Army sits in the Captain's chair on the bridge while visiting HMCS Ottawa.

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Bravo ZULU

Naval Warfare Officer Graduation Parade and Promotions

Presented by the Commander of Canadian Forces Base (CFB) Esquimalt, Captain (Navy) Jason Boyd at Naval Fleet School Pacific, NWO Venture Division, Nov. 9.

Photos by Leading Seaman Shaun Martin, MARPAC Imaging Services



Acting Sub-Lieutenant Josh Bedard (center) is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Mahmoud-Chawki Bensalem (center) is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Travis Boyko is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Nikoli Halerevich is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Ziyi Jin is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Gregory Johnstone is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Sarah Lemay is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Nicholas Lindsay is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Oliver Marechal is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Kyle Organ is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Timothy Stacey is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Yichen Xia is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Ashley Clark is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Daniel Bannerman is promoted to the rank of Sub-Lieutenant.



Acting Sub-Lieutenant Kyle Barber is promoted to the rank of Sub-Lieutenant.

Bravo Zulu

MARPAC Medal Presentations and Awards

Presented by Commanding Officer of Maritime Pacific Headquarters, Commander Jeffrey Watkins on Nov. 14.

Photos by Leading Seaman Valerie LeClair, MARPAC Imaging Services



Leading Seaman Gillian Good receives her Special Service Medal, North Atlantic Treaty Organization (SSM NATO).



Leading Seaman Valerie LeClair receives her Operational Service Medal Expedition.



Leading Seaman Andrew Tyler receives his Canadian Forces' Decoration Medal.



Master Seaman Margarita Maugile receives her Canadian Forces' Decoration Medal.



Major Jean-Marc Guerette receives his Canadian Forces' Decoration Second Clasp Medal.



Chief Petty Officer Second Class Paul McCoy receives his Canadian Forces' Decoration Second Clasp Medal.



Chief Petty Officer Second Class Alex Kirk with the Canadian Forces' Decoration Second Clasp Medal.



Chief Warrant Officer Dianne Doyle receives her Canadian Forces Chief Warrant Officer Scroll.



Bravo Zulu

Photos by Leading Seaman David Gariepy, MARPAC Imaging Services

Bravo Zulu to Mike Bodman from Formation Safety and Environment for his years of service supporting the Esquimalt Harbour Remediation Project and other large scale marine construction projects. Mike recently received the distinguished award for Issues Management from the Assistant Deputy Minister for Infrastructure and Environment (ADM(IE)). Base Commander, Captain (Navy) Jason Boyd and Marty Frank, Director General from ADM(IE), delivered the commendation. Mike has demonstrated leadership in addressing risks related to various marine construction and remediation activities in Esquimalt Harbour. He has worked hard to build relationships and consensus among key stakeholders to minimize the risk of contractor equipment to people, assets and the environment.



Photo By Capt E.F. Boulianne

MCpl Ryan MacLean is promoted to his current rank by LCol Matthew Sandy, RP OPs Unit (Pacific) Commander, and CWO Gilles Caouette, RP OPs Unit (Pacific) CWO.



CDT Level 5 Workshop

Photo by: Sergeant Justin Norman, Cadet Correspondent, 3005 Royal Canadian Army Cadet Corps

Flight Sergeant Nathanael Korby (left), from 89 Pacific Royal Canadian Air Cadet Squadron, and Warrant Officer Thea McLaren, from 2483 Royal Canadian Army Cadet Corps in Victoria, participate in a team activity during a Year Five Workshop at CFB Esquimalt Nov. 16-18. The workshop, offered to all cadets in their fifth year of training, focuses on leadership, teamwork and communication skills.

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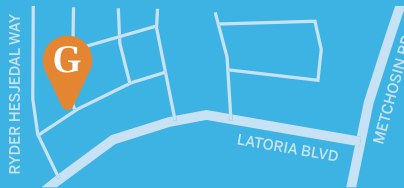
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