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Air Reserve recruits look to challenge themselves, serve others

Sara White,
Managing editor

August 13 marked a series of firsts at 14 Wing Greenwood.

14 Wing Greenwood Commander Colonel Brendan Cook officiated for his first time over the swearing in of two new Royal Canadian Air Force Reserve candidates.

One of the candidates is the wing's first air operations support technician, a trade created last year to support operations in a number of targeted roles.

And, new Aviator Sandy Coldwell took the first steps on what she herself describes as "a 40-year quest" to join the Canadian military.

"Welcome," said Cook. "Joining the Canadian Armed Forces means you're making a commitment, a huge commitment. If required, you're going to lay down your life for your comrades and Canadians. Not a small thing. The Canadian Armed Forces and the Royal Canadian Air Force prides itself on challenge, professionalism and teamwork: the folks here today have embraced this, and you are, too, already – or you wouldn't be here."

Coldwell recently retired and moved back to nearby Weston with her husband, Bill, after 22 years living in the United States. Coldwell worked for years as a mechanical engineer,

then in commercial property insurance as a loss prevention officer and underwriter.

"As a kid, Dad really instilled in me a respect for the military," Coldwell says. "He was of age during the war but he'd had polio, so couldn't serve. He always took me to the cenotaph."

In years to come, she joined Cadets, and she and her father looked at the military for her education or perhaps the Reserves, but Coldwell couldn't juggle the commitment – and then she'd moved out of the country. August 13, she said she has "pretty good determination" about her decision to join the Air Force Reserves now as an AOS tech.

Also swearing the oath is Aviator Scott Nogler, signing in as a human resource assistant. He grew up in Kingston, attended Middleton Regional High School and the Nova Scotia Community College for business administration. Finding work close to home with McDonalds, he's been looking after eight of the franchise's books and paperwork from the Greenwood location for the past three years.

"I've heard a lot of great things from the military – you're right, there are a lot of military spouses and youth working at McDonalds, and I hear good things. And, I know it's time for me to move on.



As of August 13, Aviator Scott Nogler, centre, is a member of the Royal Canadian Air Force Air Reserve.
S. White

This will be a great challenge for myself."

Nogler's mother and father watched as he joined the Reserves: he's the first on his mother's side of the family to serve, but he's following in the footsteps of his grandfather on his father's side, who fought during the Second World War and spent six months as a prisoner of war in Germany.

"We are more than happy for him," Cheryl Nogler said. "This will give him a lot of opportunity and good growth. We're very much proud of our son – he's worked so hard." →



Aviator Sandy Coldwell swore her oath, joining the Royal Canadian Air Force Air Reserve, before 14 Wing Greenwood Commander Colonel Brendan Cook August 13.

S. White

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National Air Force Museum of Canada

Two pilots race to their awaiting Hurricanes.

14 Wing to mark 80th anniversary of Battle of Britain September 20

14 Wing Greenwood will mark the 80th anniversary of the Battle of Britain with a small ceremony Sunday, September 20 at 10 a.m., at the memorials behind the VPI Building just before the base's main gate entrance.

Due to the current COVID-19 public health restrictions, this year's significant anniversary will be recognized in person by the wing command team, including the wing and several squadron leadership teams and a few distinguished guests. The wing will be lay a wreath, and will take photos and video of the ceremony to share via 14 Wing Greenwood social and print media for wider community viewing.

Nationally, the Royal Canadian Air Force will mark the 80th anniversary with a ceremony from the Beechwood National Military Cemetery, including a second small, representative gathering, a wreath-laying and fly-past of Second World War aircraft, weather permitting. Watch the ceremony live on the RCAF's Facebook page at 11:30 a.m. (AST).

The Battle of Britain, says Canadian historian Hugh Halliday, "represented the first commitment of the Royal Canadian Air Force to combat in [the Second World War], although the Canadian role was small compared to future operations."

The summer of 1940 was a dark time for the Allied Forces. A large portion of continental Europe had fallen to the Nazis, and Hitler was preparing to launch a full-scale invasion of Great

Britain. First, he needed to dominate the airspace over the English Channel. His Luftwaffe (air force) needed to destroy the Royal Air Force (RAF).

Overseas, the RCAF formed five new day-fighter squadrons in 1941. More than 100 Canadians are deemed to have participated in the Battle of Britain, and 23 lost their lives. The experience the Battle of Britain provided to its RCAF participants built future leaders, who understood what was required of fighter squadrons and their leadership. When the RCAF formed new squadrons in Canada and the United Kingdom, these Battle of Britain veterans provided the experience and knowledge to more than half of the new RCAF fighter squadrons up to the end of 1942. →

CAF releases policy defining, addressing hateful conduct

The Canadian Armed Forces has released a new policy framework in the form of a Defence Administrative Order and Directive (DAOD) that addresses harassment, violence and discrimination, including hateful conduct, within the institution.

Racism and discrimination exist, and they continue to surface in violent and very tragic ways, as has been witnessed with the violence experienced by Black and Indigenous people recently in the news. This has prompted a discussion about where Canada is as a society in terms of respecting the dignity of every person, without prejudice based on race, colour, national or ethnic origin, or other prohibited grounds.

Equality is a human right; respect and dignity for all are core values of Canada. We must foster a safe and healthy

workplace for all members of the Defence Team, which means upholding the *Canadian Human Rights Act*. It is unacceptable for a Canadian Armed Forces member to participate in an activity or have membership in a group or organization connected with hate-related criminal activities, and/or promotes hatred, violence, discrimination or harassment on the basis of a prohibited ground of discrimination, as defined in the *Canadian Human Rights Act*.

Although a Military Police report for 2013-2018 cited some CAF members were involved in incidents related to hate/racism during that period, discrimination, including systemic racism, continues to exist in the organization, and it is completely unacceptable.

We also know from Statistics Canada research studies, of-

ten, incidents related to hate/racism may be underreported by the victims due to fears of retaliation or the perception no action being taken to hold the perpetrators accountable.

Racism, discrimination, bullying and microaggression in any form damage are harmful to an individual, and also undermine the organization's operational effectiveness. The new DAOD addresses these behaviours and also defines what constitutes hateful conduct. The new policy framework provides a path forward to addressing unacceptable behaviour, with the goal of eliminating it from within the organization.

Chief of the Defence Staff General Jonathan Vance has made it clear hateful conduct will not be tolerated within the CAF. Vice-Admiral Haydn Edmundson, Commander Military Personnel Command,

is on record as stating hateful conduct, be it through words or actions, is completely incompatible with CAF ethics and values.

"The women and men who serve in the Canadian Armed Forces are held to the highest standard for their professional and personal conduct and are expected to exemplify Canadian values, including respect for diversity, whether they are here at home or abroad," he said. "Any instance of misconduct by a member diminishes our authority as a force for good in Canadian society, and around the world. Every member of the DND/CAF Team has a part to play here as we seek to eradicate racism and bias in all their forms, whether conscious or unconscious. We will listen, we will learn, we will act going forward; we expect measurable progress

as we seek change."

The military and civilian leadership of the Defence Team are jointly coordinated efforts so there is a shared understanding of the new policy framework for everyone within National Defence. National Defence remains committed to increasing the representation of visible minorities, Indigenous peoples, women and people with disabilities both in numbers and in senior leadership roles. Leaders are engaged and having discussions with representatives from our Employment Equity Defence Advisory Groups (DEAGs), which included the Defence Visible Minority Advisory Group, the Defence Indigenous Advisory Group, and the Defence Women's Advisory Organization, Persons with Disabilities and the Defence Team Pride Network.

In addition to substantial training and awareness campaigns, the Integrated Conflict and Complaint Management Program assists CAF members and civilian personnel to identify, translate and communicate the harmful effects of these behaviours between individuals and within DND workplaces.

The CAF is also implementing a new system which will allow for systematically tracking and monitoring any suspected incidents of hateful conduct within the organization. It will also have access to subject matter expertise through a network of researchers who specialize in radicalism and the extreme right in Canada and internationally.

For more information on CAF policy on Hateful Conduct, visit the intranet page on hateful conduct. →

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Circulation | Circulation: **4,500 Mondays** | Lunds Agreement No. | Numéro de contrat : **462268**
Fax: 902-765-1717

Website | Site Web : www.auroranewspaper.com
The Aurora, PO Box 99, Greenwood NS B0P 1N0
L'Aurora, C.P. 99, Greenwood (N.-É.) B0P 1N0

Location | Emplacement : **61 School Road, Morfee Annex**
61 School Road, Annexe Morfee

Mail subscriptions: annual \$105 plus tax, weekly \$2.18 plus tax.
Abonnements par correspondance: 105\$ par année plus taxes, 2,18\$ par semaine plus taxes.

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The Aurora News
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Royal Canadian Air Force website
Site Web de l'Aviation royale canadienne
www.rcfa-arc.forces.gc.ca

CAF Connection Site
Site du portail communautaire des Forces canadiennes
www.cafconnection.ca

14 Wing Greenwood Site
Site de la 14e Escadre Greenwood
www.airforce.forces.gc.ca/en/14-wing/index.page

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www.cafconnection.ca

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Les FAC publient la politique qui définit et aborde la conduite haineuse

Les Forces armées canadiennes (FAC) ont publié un nouveau cadre politique sous la forme d'une Directive et ordonnance administratives de la défense (DOAD) qui traite du harcèlement, de la violence et de la discrimination, y compris la conduite haineuse, au sein de l'institution.

Le racisme et la discrimination existent et continuent à se manifester de manière violente et très tragique, comme nous l'avons récemment vu aux nouvelles avec la violence dont ont été victimes les Noirs et les Autochtones. Ces événements ont donné lieu à un débat sur la situation actuelle de notre société en termes de respect de la dignité de chaque personne, sans préjugés fondés sur la race, la couleur, l'origine nationale ou ethnique ou autres motifs de distinction illicite.

L'égalité est un droit de la personne; le respect et la dignité pour tous font partie des valeurs fondamentales du Canada. Nous devons favoriser un milieu de travail sain et sécuritaire pour tous les membres de l'Équipe de la Défense, ce qui signifie qu'il faut faire respecter la *Loi canadienne sur les droits de la personne*. Il est tout à fait inadmissible qu'un membre des FAC participe à une activité ou soit membre d'une organisation ou d'un groupe

liés à des activités criminelles ou incitant à la haine, à la violence, à la discrimination ou au harcèlement, sur la base des motifs de distinction illicite énoncés dans la *Loi canadienne sur les droits de la personne*.

Même si, selon un rapport de la police militaire pour 2013-2018, peu de membres des FAC ont été impliqués dans des incidents liés à la haine ou au racisme au cours de cette période, la discrimination, y compris le racisme systémique, continue d'exister au sein de l'organisation, et c'est totalement inacceptable. Nous savons aussi, selon des études de Statistique Canada, que les incidents liés à la haine et au racisme ne sont pas tous déclarés par les victimes par crainte de représailles ou parce qu'elles ont l'impression qu'aucune mesure n'est prise pour que les agresseurs répondent de leurs actes.

Le racisme, la discrimination, l'intimidation et la micro-agression, sous toute forme, nuisent à la dignité d'une personne, tout en nuisant à l'efficacité opérationnelle de l'organisation. La nouvelle DOAD traite de ces comportements et définit également ce qui constitue une conduite haineuse. Le nouveau cadre stratégique offre un chemin vers l'avant pour

aborder les comportements inacceptables, dans le but de les éliminer de l'intérieur de l'organisation.

Le chef d'état-major de la défense (CEMD), le général Jonathan Vance, a clairement fait savoir qu'une conduite haineuse ne sera pas tolérée au sein des FAC. Le vice-amiral Haydn Edmundson, commandant du Commandement du personnel militaire, affirme que la conduite haineuse, que ce soit par des paroles ou des actions, est complètement incompatible avec l'éthique et les valeurs des FAC.

« Les femmes et les hommes qui servent dans les Forces armées canadiennes (FAC) sont tenus de respecter les normes les plus élevées pour leur conduite professionnelle et personnelle, et on s'attend à ce qu'ils illustrent les valeurs canadiennes, y compris le respect de la diversité, qu'ils soient ici au pays ou à l'étranger », a-t-il dit. « Tout cas d'inconduite de la part d'un militaire diminue notre autorité en tant que force du bien dans la société canadienne et dans le monde entier. Chaque employé de l'équipe du ministère de la Défense nationale (MDN) et des FAC a un rôle à jouer dans le cadre de nos efforts visant à éliminer le racisme et les préjugés sous toutes leurs formes, qu'ils soient

conscients ou non. Nous écouterons, nous apprendrons et nous agirons; nous nous attendons à des progrès mesurables au fur et à mesure que nous cherchons à changer les choses. »

Les dirigeants militaires et civils de l'Équipe de la Défense font des efforts coordonnés conjointement pour qu'il y ait une compréhension partagée du nouveau cadre stratégique pour tous les membres de la Défense nationale. La Défense nationale demeure déterminée à accroître la présence des minorités visibles, des Autochtones, des femmes et des personnes atteintes d'un handicap, à la fois en nombre et dans les postes de haute direction. Les dirigeants sont engagés et prennent part à des discussions avec des représentants de nos Groupes consultatifs de la Défense (GCD) en matière d'équité en matière d'emploi, qui comprennent le Groupe consultatif des minorités visibles de la Défense, le Groupe consultatif des peuples autochtones de la Défense, l'Organisation consultative des femmes de la Défense, le groupe pour les personnes handicapées, et le Réseau de la fierté de l'Équipe de la Défense.

En plus des importantes campagnes d'instruction et de sensibilisation, le Programme de gestion intégrée des con-

flits et des plaintes (GICP) aide les membres des FAC et le personnel civil à identifier, à traduire et à communiquer les effets néfastes de ces comportements entre les personnes et les milieux de travail du MDN.

Les FAC mettent également en œuvre un nouveau système qui permettra de suivre et de surveiller systématiquement tout incident présumé de conduite haineuse au sein de l'organisation. Elles auront également accès à l'expertise en la matière par l'intermédiaire d'un réseau de chercheurs qui se spécialisent dans le radicalisme et l'extrême droite au Canada et à l'échelle internationale.

Pour obtenir de plus amples renseignements sur la politique des FAC sur la conduite haineuse, veuillez consulter notre page intranet sur la conduite haineuse. →

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This new pump house on the operational side of the wing will be the final connection for Well 10 piping, coming under the airfield now. Once connected and tested later this fall, it means potable water on the ops side – the first since 2010.

2020 a good year for wing work

Sara White,
Managing editor

In the Real Property Operations world at 14 Wing Greenwood, 2020 was looking like a good year. It still is.

Rick Nippard, with Real Property Operations – Detachment Greenwood, says an influx of funds early on moved some inactive projects onto the to-do list, and meant new projects were scheduled in to a full calendar: the section had been expecting about \$14 million, but is now working on investing \$21 million.

“Then, March 13 – like every other unit, there was a limited amount of RP Ops folks in the hangars,” as COVID-19 public health protection measures moved people into work-from-home scenarios. Nippard says, though, engineers, project managers and designers are well-equipped to work that way.

“There may have been a brief slow down, but there was no stop. Projects and maintenance on the wing haven’t suffered.”

And even with the scale of the work and the number of contractors carrying it out, “I don’t think there’s been one day there hasn’t been a contractor on base,” Nippard says. Contractors were provided a document of wing health precaution expectations, and adapted their own practices to protect and screen their workers.

“So we’re getting back to normal; I think the majority of RP Ops is on the ground now. We just had our steering committee meeting to look at next year and get things lined up. We’ve been able to do some nice stuff.”

Tower opening on the horizon

The long-awaited opening of the wing’s new air traffic control tower has a date on Nippard’s wall calendar: the structure is complete, but the



Rick Nippard, with Real Property Operations – Detachment Greenwood, August 24 signs off on a half-million dollars’ worth of proposed 14 Wing Greenwood work, as he sends three files up for review and – hopefully – approval.

building’s radar set up and systems need to be installed and tested, then operate for a month in conjunction with the tower it’s replacing. If all goes well, an October in-use date is possible. The ground breaking for the build was in 2016, with an expected completion date then of 2018.

Waterway underway

There’s great news for workers on the operational side of the wing, as it’s expected the underground hookup to Well #10 will be in place by Christmas. This means potable water in all airfield buildings, for the first time since 2010, when firefighting chemical contamination was first identified. Contractors are side drilling under the AOZ access road, the airfield and runways and aprons to reach a new



Repair crews spent time in August repairing 2019 sidewalk work along Kingswood Road. They’ve improved the drainage and rebuilt the sidewalk, after water pooled in the settled site last season.

a five-year plan to do the same work throughout the RHUs: heads up, residents of 3rd and 4th Crescents, for work there in 2021.

“We’re hoping this year to be done by mid-October,” Nippard says. “We’ll do all the main line, close it up, and the do the laterals to each house. We’re trying to minimize disruption as we can, but we know it’s an inconvenience.”

Training ground add-on

14 Fire and Emergency Services firefighters will be able to use a new \$400,000 confined space trainer, now under construction in the department’s training compound. The concrete structure will be one-third buried when complete.

Runway concrete-a-thon

The last of 14 Wing’s ZX airfield runway “buttons” will soon be concrete. Work is underway now to dig out the pavement pad at the southwestern end of Runway 1230, the spot aircraft would typically turn or sit awaiting take-off.

As part of the wing’s ongoing energy performance contract work, a compressed natural gas “daughter” station is under construction. The site on the operational side of the base is being “grubbed out” now, and will allow three natural gas tankers to park up to direct use piping until they’re empty. New tankers will simply move into a fourth, empty berth, hook up to fuel, and its truck will take away the most recently emptied tanker, freeing up a berth for the next tanker arriving. Nippard says the parked tankers and the fueling berths are a far less expensive way to operate, as little fuel has to be stored in standing tanks. Underground pipes will carry the fuel across the street to the heating plant. It all means two large bunker sea oil tower tanks can eventually be removed, taking the envi-

ronmental black mark use of bunker oil off the base’s score card. The installation should be done by December.

A little more than potlighting

A FATO – final approach and take off – lighting project along the Lima runway, south

of Hangar 14, will see 85 potlights sunk in level with the pavement. The patterned light array will guide Cormorant helicopter crews into position. The lighting installation will cost \$740,000 and be done by December.

A welcome workspace

Buildings 100 and 107 will soon be demolished in 14 Wing’s explosives storage and detonation area, replaced by a new, purpose-built, explosion-proof building to maintain heavy ammunition and perform torpedo maintenance. This build is a favourite of Nippard’s: “It’s satisfying to build something for the workers: they put in a work order, and they finally get it.” The new building sits in the middle of Second World War-era ammo storage buried bunkers and concrete buildings, and fully compliments the Explosives Ordinance Division’s new garage and office space, opened just a few years ago.

Fuel work

As part of the wing’s ongoing energy performance contract work, a compressed natural gas “daughter” station is under construction. The site on the operational side of the base is being “grubbed out” now, and will allow three natural gas tankers to park up to direct use piping until they’re empty. New tankers will simply move into a fourth, empty berth, hook up to fuel, and its truck will take away the most recently emptied tanker, freeing up a berth for the next tanker arriving. Nippard says the parked tankers and the fueling berths are a far less expensive way to operate, as little fuel has to be stored in standing tanks. Underground pipes will carry the fuel across the street to the heating plant. It all means two large bunker sea oil tower tanks can eventually be removed, taking the envi-

ronmental black mark use of bunker oil off the base’s score card. The installation should be done by December.

A major horizon project on the operational side of the wing is a replacement for the refueling tender garage. The old one near the Greenwood Square Cemetery will be torn down, and the new, \$17 million facility will be underway next April or May, located closer to the POL (petroleum, oils and lubricants) lot near the back gate.

Paving: ‘you’ve got to do it’

Small paving jobs – that still add up to \$600,000 – are underway around the wing: Administration, Chimo, Pathfinder and Schooner roadways will also see new black asphalt.

Air work

A new Venmar system will be added to the 14 Wing Fitness and Sports Centre and, to much relief, the 14 Wing Greenwood Community Centre will be air conditioned (an \$800,000 project that has been bumped for several years). Two base chapels – St. Mark’s and Queen of Heaven – will also be air conditioned (\$600,000).

Nippard is pleased with the community centre and the chapels’ air conditioning, two long-identified projects that have been approved and designed but “were on the shelf as they never really scored high enough. It’s nice to get them out of the way, get them done before the designs go stale.”

Hangar work

Hangar 11, the home of 405 (Long Range Patrol) Squadron, is getting a set of new hangar door rollers, worth a half-million dollars.

Hangar 9, the Second World War-era barrel hangar along the airfield, is getting a new \$600,000 drain and sanitary

system to meet modern environmental compliance. The second floor renovations are just about done, and there are all new exterior windows, doors and siding.

Hangar 7, a Transport and Electrical and Mechanical Engineering space, is seeing \$800,000 in interior and service entrance electrical upgrades.

“This is what you get when you have old hangars,” Nippard says.

Not a hangar, but space for 413 (Transport and Rescue) Squadron to spillover some of its storage and prepare for the arrival of the new fixed-wing search and rescue aircraft, is a new covered arched shelter. The pad is now in place on the southeast end of the building.

What’s old can be new

What Nippard thinks is an old train station building – the home of the wing’s Airfields and Grounds and some Cadet offices, Building 60; is also seeing some exterior work: a new roof, windows, doors and siding.

Underway at Aldershot

A new build is underway at 5th Canadian Division Support Base Detachment Aldershot. The camp is getting a \$1.3 million purpose-built, explosion proof ammo sorting building. Empty casings from range activity will come here for safe sorting and material reclaiming.

A half-million dollar perimeter fencing project is also happening this season; a mir-

ror project will take place in 2021/ 2022.

Several accommodations quarters are also seeing a refresh: in all, a half-dozen buildings will be touched with some smaller work.

Under the dome

Further afield, but under the care of 14 Wing Greenwood, the radar station in Barrington is seeing \$900,000 in exterior improvements, including nine stories’ worth of siding. The tower has a domed radar feature at its top, similar to the one on the North Mountain overlooking 14 Wing. Portions of the dome’s panels will be removed in sequence as the siding comes up underneath its lower edges.

Woods work

A survey is underway now to look at runway obstructions on base property, and in the glide paths over private property and in the restricted airspace surrounding the base. That includes growing trees and any built structures. Contracted arborists will be brought in to selectively remove too-tall trees on base and identified private property, working closely with Wing Environment to take care of protected wood turtle and monarch butterfly populations and habitat.

Roof work x 4

Roof work on several 14 Wing structures is in various stages of progress.

The Annapolis Mess should see 20 to 30 years of new life out of a \$700,000 roof re-do



The \$3 million job to replace Runway 1230’s paved button with concrete is underway: it’ll take 50 days of straight pouring to do the cement work alone.

this summer. Hangar 14’s lower roof, over the side housing the Cormorant helicopters, is getting \$1.8 million worth of work. Hangar 5, home to Real Property Operations and Construction Engineering, is seeing \$600,000 in work. Roof work for the 14 Wing Fitness and Sports Centre will soon be out for tender as well, and it’s hoped at least half of the \$800,000 project could be completed before winter, with the rest to follow come spring. →



In the first phase of a five-year project, this summer’s work under 1st and 2nd Crescents will replace all the old iron main and lateral water lines to Residential Housing Units.

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All the assets

Search and rescue resources 'won the lottery' in search for Northern hunter

Captain Jamie Ellis, 413 (Transport and Rescue) Squadron

Halifax, Nova Scotia... Royal Canadian Air Force Captain Britani Jeans, deputy officer in charge at Joint Rescue Coordination Centre (JRCC) Halifax, took the morning hand-off at 6:30 a.m. August 18. Overnight, a Coast Guard helicopter from the Canadian Coast Guard Ship (CCGS) Henry Larsen, moored east of Iqaluit, had successfully completed a medevac. Another case was on the radar: an overdue hunter on Baffin Island.

JRCC Halifax, a joint RCAF and CCG unit, coordinates all

federal air and sea search and rescue response, with a secondary mandate to support the provinces and territories with their ground search and rescue emergencies. It handles 2,500 cases a year over 5.5 million square kilometres, including the Atlantic Ocean, Atlantic Canada and Eastern Baffin Island.

Jeans' attention focused on the developing situation on Baffin Island. Nunavut's Emergency Management Office reported 43-year-old Robert Joamie had been missing since he left his hunting camp August 16. Jeans was in luck: not only was the CCGS Henry Larsen stationed up North, a search and rescue Hercules

from 14 Wing Greenwood had spent the night in Goose Bay, already heading further north and full of fuel for a day's training.

Goose Bay, Labrador...

The 413 (Transport and Rescue) Squadron crew of Hercules 343 was on Day Two of a three-day training designed to upgrade a first officer to an aircraft captain. Day One was a seven-hour slugfest, and the crew knew Day Two was set to be even longer.

As the plane departed Goose Bay, navigator Captain Sarah Fralick called JRCC for a routine traffic check. The crew received the mission to search

for Joamie, and changed their call sign to Rescue 343 (R343) to ensure priority with air traffic control.

The back of the Hercules became a hive of activity, with the search and rescue technicians (SAR-Techs) and load master preparing for all scenarios, including supply bundles if they needed to parachute down to Joamie. Shotguns were also checked: the search area was deep into polar bear country.

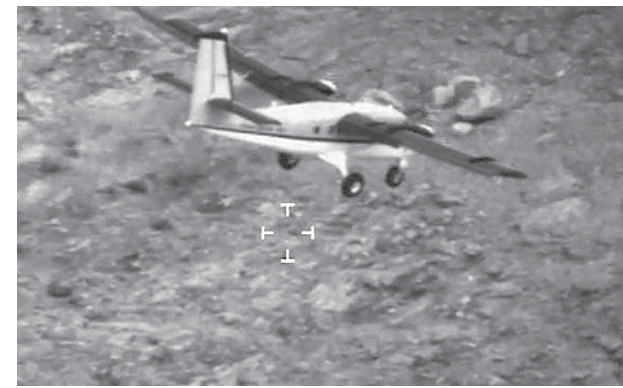
Baffin Island, Nunavut, between Cape Edwards and the Littlecote channel...

R343 arrived on scene an hour-and-a-half later, and locating the hunting camp didn't take long. The tents were only a couple miles from the coordinates provided. After dropping a radio, R343 got in contact with Joamie's father-in-law, Noah, who relayed the events of the previous days.

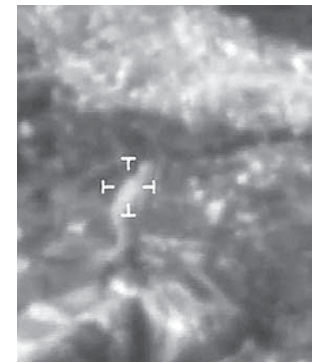
By his account, Joamie had actually been missing since August 15, and was only carrying a rifle and a knife. Using the tail of the radio dropping sleeve, the family signaled which mountain Joamie had gone up, giving R343 an area to begin the search.

The aircraft flew patterns east to west, then more north to south. As they combed over the rugged terrain, crew members realized what a challenge it would be to spot someone dressed all in black in a patchwork of rock and shadow.

As the plane continued to change its search patterns in an attempt to fit the aircraft into the terrain, the CCGS Henry Larsen's helicopter arrived. Piloted by Matthew O'Brien, the helicopter had already had a busy morning with its own medevac tasking. Once on scene, O'Brien and R343 attempted to split the terrain in the most efficient way possible; R343's loadmaster, Master Corporal Marc Lapensee, suggested O'Brien pick up Noah and have him guide aircraft to



A 405 (Long Range Patrol) Squadron Aurora, Rescue 103, watches through its sensors as a Twin Otter flying below prepares to mark its missing hunter Robert Joamie with an innovative toilet paper roll drop.



From the 405 (Long Range Patrol) Squadron Aurora, Rescue 103: eyes on missing hunter Robert Joamie.

Submitted

the areas of highest probability.

Armed with the resulting information, R343 began several sector searches and valley shoots in an attempt to get every angle on the terrain. O'Brien turned to head back to Iqaluit for fuel, with one last contact from Noah to R343: although he had previously suggested his family members at the camp were OK, after consulting his wife on the matter, if there was some food that could be dropped, he would be all right with that. R343 lined up for the run, descended to 300 feet and acting team lead Master Corporal Stephan Desrosiers called a perfect drop, delivering the needed supplies via parachute.

While finishing up, the Hercules crew noticed boats heading up the channel. Once ashore, three people agreed to have O'Brien in the CCG helicopter take them up the mountain to search. Looking down on the mountain, the crew of R343, was shocked to see just how small the trio looked on the terrain, and quickly lost track of all the ground party members. As the crew ran the aircraft's fuel down to bingo, they promised Noah more help was on the way.

Gander, Newfoundland...

Stationed at the Gander International Airport, the RCAF's 103 Rescue Squadron flies the same Cormorant helicopter flown in Greenwood. Early Tuesday afternoon, August 18, Jeans tasked a Cormorant crew to join the search. At roughly 12 hours in transit time, the crew was still able to arrive on scene with some crew day left to continue the search in the wee hours of the morning, August 19.

Greenwood...

Jeans then further engaged 413 Squadron regarding the use of its back up aircraft to transport a second Cormorant crew north. Once on scene, the crew could take over using Gander's Cormorant and continue the search with both assets. 413 Squadron's maintenance sec-

tion had put in a tremendous effort through the summer, and the availability of the second aircraft allowed for the sustainment of the search by both Hercules and Cormorant.

Also stationed at 14 Wing Greenwood is the CP140M Aurora, a maritime patrol aircraft with a suite of sensors able to see beyond the naked eye; its secondary mandate is search and rescue. Jeans was quick to recognize its value on this challenging search. One a.m. phone calls to crew members changed their plans from an expected training mission to an overland Northern SAR. Although this would be the first SAR mission for Aurora Crew 4, from 405 (Long Range Patrol) Squadron, many of its members have flown together for years and have multiple SAR missions to draw experience from. The long transit north allowed the Aurora crew to devise a plan best suited for the daunting task ahead, and time "on station" for as long as the search might take. Although well-suited for searches in a maritime environment, there is no "play book" for overland SAR missions. Instead, crewmembers rely on their skills and expertise to best employ the aircraft, given weather conditions and safety of flight considerations.

Once on scene and actively searching, the Aurora crew quickly realized just how difficult the search for Joamie would be. The terrain was littered with rocks that could easily block sight of an injured person. Steep cliffs and deep valleys made searching with both the sensors on the Aurora and spotters in the windows an arduous task. The crew pushed through many hours, knowing someone needed help.

Iqaluit, Nunavut... The Civil Aviation Search and Rescue Association (CASARA) is a Canadian volunteer organization which supports the RCAF with members' private aircraft to compliment RCAF search assets. The CASARA Iqaluit base is unique, contracting aircraft through Kenn Borek, a renowned Canadian aviation company specializing in Arctic/Antarctic services. CASARA and Kenn Borek were also called in, with the search leveraging their proximity, their use of the highly capable Canadian-made Twin Otter, and their unique ability to use local spotters who know the North.



Cormorant search and rescue technicians Sergeant Brad Nisbet, left, and Master Corporal Vincent Brousseau with Robert Joamie.

Submitted

By August 19, the combined effort now included two Kenn Boerk Twin Otters, a CCG helicopter and the RCAF Cormorant helicopter (and two crews), Aurora and two Hercules aircraft. The search stretched on.

From the Aurora crew, as the search reached its climax: "Completing sector after sector with still no sign of the hunter, the Hercules and Cormorant helicopter both returned to Iqaluit to re-fuel. The CASARA Twin Otter was getting lower on fuel, and it looked as if soon it would be only the CP140 on scene searching into the night.

"Suddenly, across the radio, the Twin Otter announced they had eyes on the missing individual. We moved to their sector to take over and remain on scene to vector in the helicopter upon its return. Even with the co-ordinates given by the Twin Otter, it was practically impossible to distinguish the hunter from the surrounding terrain. The quick thinking of the sensor operators on the CP140 to ask the Twin Otter to drop streamers over the hunter, and the resourcefulness of the Twin Otter crew - not having any aboard, lead to the camera operator tracking a roll of toilet paper dropped from the Twin Otter falling in close proximity to the hunter. This improvised solution by the Twin Otter crew was all that the sensor operator needed to finally locate the hunter.

"From that point, the CP140 was able to maintain visual contact on the hunter until the helicopter returned and was vectored on to transport him

to Iqaluit."

The crew of the Twin Otter was jubilant. With five spotters on board plus the two pilots, they had searched all morning for Joamie. Twin Otter Captain James Steward:

"I've only done a couple missions, all of which have been successful though. It was a pretty challenging day, with the winds as high as they were, trying to follow the topography at 500ft while getting bumped around, and trying to coordinate with the other aircraft and heli-

copters in the area. It was busy airspace. I was just focusing on flying and looking out for other aircraft. I couldn't spend any time looking for the hunter; that task went to my spotters and my FO, Doug Sperlich, who was actually the guy who spotted him.

"We were just about done and were flying up a valley when Doug said, 'I saw a guy with his hands in the air!' so I circled back around and, sure enough, there he was. I really don't know how Doug spotted him. Then we just proceeded to watch him: he

was jumping around, clapping and waving. We stayed until (the CP140) got a visual on him from dropping toilet paper out our window over top of him as a marker."

The Gander Cormorant, now being flown by the Greenwood crew, had, in the meantime, been re-tasked for a medevac from Clyde River, and was in Iqaluit refueling. With eyes now on Joamie, the helicopter made its way to the location the Aurora was holding over, getting ever closer to their bingo time, when they would need to depart for fuel. The Aurora was able to vector them directly to Joamie's location and, once visual, the Aurora departed. Cormorant flight engineer Corporal Matt Metivier:

"I opened the door to let him know we got him. Our eyes met, I shot him a very enthusiastic thumbs up, at which point he proceeded to return the very enthusiastic thumbs up followed by what looked like blowing kisses. We landed to pick him up and he was in exceptionally great spirits for someone so undoubtedly hungry, cold and tired.

"Robert told us he was in close proximity to five polar bears during his time (he was tracking one for a day-and-a-half). As we took off and proceeded to Iqaluit for patient transfer, we got his family on

the radio to inform them of the good news (they were on the ground searching as well). The pure joy in their voices will stay with me for a very long time. It was a very emotional exchange of thank yous, and the message that everyone's souls were so happy and full."

The Cormorant transported Joamie to the hospital in Iqaluit with minor injuries. Metivier confirmed Joamie consumed his weight in snacks during the transit.

As the crews of the CP140 and CC130 from Greenwood transited off scene, they exchanged information about the conclusion of the search. The Aurora's Crew 4 felt "like they had just won the lottery," knowing Joamie was OK. All the challenge of the last two days' effort had been instantly replaced by relief a father was returned to his family. →

Television viewers may recognize Robert Joamie, the subject of a 1993 *Historica Canada Heritage Minute*, in which an inukshuk, a stone landmark or cairn, is built on Baffin Island; and from *Map of the Human Heart*, a 1992 movie.

With files from Master Corporal Robert Hovey and Captain Richard Harding, 405 (Long Range Patrol) Squadron.

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Tanya Cheeke at 902-802-9950 or t_collicutt@hotmail.com



No holiday for SAR crews

The holiday weekend was anything but restive for search and rescue crews with 413 (Transport and Rescue) Squadron at 14 Wing Greenwood. The Halifax Joint Rescue Coordination Centre called for assistance several times over the weekend.

September 4, Cormorant R911 was in the air just before 2 p.m. to do an electronic location transmitter search just north of Sydney. With nothing found, assets stood down around 4:30 p.m. and returned to Greenwood. September 5, around 8 p.m., a Cormorant was tasked to respond to three people in the water in the Digby Neck area; the helicopter stood down just as crew started the aircraft for take-off. September 6, just before 2 a.m., Cormorant R911 was tasked to the Sheet Harbour area after a report of a missing 62-year-old man in a green and white dory, overdue by two hours. The call for help came in from his brother. The men were camping. Both a Hercules and an Aurora were dispatched

just after 5 a.m. An hour later, the man was located in good condition on Sober Island, and all aircraft were stood down. September 7, around 5 p.m., Cormorant R911 was tasked to assist an injured hiker in Taylors Head Provincial Park who had sustained wasp stings and was experiencing repeated fainting episodes in a remote area. R911 hoisted the patient and took her to the Windsor Park Landing site in Halifax, where she was transferred to EHS staff. R911 returned to Greenwood. September 8, leaving 14 Wing around 3:30 a.m., to medevac a stroke victim off a vessel 220 nautical miles south of Nova Scotia. The Cormorant was followed by a Hercules to provide top cover. Search and rescue technicians aboard the helicopter hoisted the patient and returned to 14 Wing at 7 a.m., as all other airfield options were fogged in; Military Police guided EHS to the base's Air Movements Unit. The Hercules returned to base as well. →

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August 19, Lieutenant Jean Michel Noubibou Kouemo, centre, was promoted to captain by Major Jason Moisan, left, with Chief Warrant Officer John Martin in 14 Wing Headquarters. Leading Seaman C. Moon, 14 Wing Imaging



Captain Jean Michel Noubibou Kouemo, centre is presented the Deputy Wing Commander's Certificate of Appreciation for hard work and contributions to the branch by Major Jason Moisan, left, and Chief Warrant Officer John Martin in 14 Wing Headquarters August 19. Leading Seaman C. Moon, 14 Wing Imaging



September 1, Captain Jon Emmett, centre, was promoted to current rank by 405 (Long Range Patrol) Squadron Commanding Officer Lieutenant-Colonel Tim Goldie, left, with Master Warrant Officer Gary Norris. Aviator H. Maher



September 1, Warrant Officer Derek Pye, centre, was promoted to current rank by 405 (Long Range Patrol) Squadron Commanding Officer Lieutenant-Colonel Tim Goldie, left, with Master Warrant Officer Gary Norris. Aviator H. Maher

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August 19, Captain Jean Michel Noubibou Kouemo, centre, was presented with his Ammunition Technology Certificate by Major Jason Moisan, left, with Chief Warrant Officer John Martin in 14 Wing Headquarters. Leading Seaman C. Moon, 14 Wing Imaging

EMPLOYMENT OPPORTUNITY Greenwood Military Family Resource Centre (GMFRC)



COORDINATOR OF DEPLOYMENT SERVICES Full-Time Position

As a member of a multi-disciplinary team of professionals, this Coordinator is responsible for the education, information and outreach to families of CAF and Defence Team members who are required to be absent from the family because of military duties. Provides a wide range of direct individualized and group services to family members, including emergency response.

Advanced verbal and written communication skills are necessary to fulfill need for public speaking, facilitating activities, and report writing. Ability to organize and prioritize workload effectively to meet deadlines is also essential.

Experience in program/event development, management and evaluation. Excellent interpersonal and assessment skills will aid the requirement to work with people experiencing a challenging lifestyle. Strong belief in the principle of volunteer involvement and leadership is required. A solid understanding of not-for-profit board-governed organizations is necessary, along with the advanced ability to work both independently with little supervision and as part of a team.

Probationary Period: 6 months
Responsible to: Executive Director

- Qualifications Required:**
- Undergraduate degree in the Social Sciences/Community Development field
 - Five years experience in program development, management, and evaluation
 - Clear understanding of the community development process is essential
 - Working knowledge of community resources in the catchment area is required
 - Demonstrated ability in facilitating workshops
 - Advanced communication skills, both written and oral
 - Awareness of risk management issues
 - Ideal candidate is bilingual and familiar with the military lifestyle

Hours:
• 37.5 hours per week (some evening & weekend hours are required. Flexibility is a must.)

Must complete a Child Abuse Registry Check, Criminal Record Check, Vulnerable Sector Screening, and Enhanced Reliability Check.

Eligible candidates should submit by fax, mail, or email a cover letter and resume clearly outlining their ability to fulfill all position requirements, **on or before noon on 25 September 2020** to:

Margaret Reid, Executive Director
Greenwood Military Family Resource Centre
P.O. Box 582, Greenwood, N.-É. B0P 1N0
Fax: (902)765-1747
email: home@greenwoodmfrcc.ca
Subject Line: resumé-Deployment
(MS Word or PDF format)
Applications can also be dropped off at the GMFRC Front Desk.
The GMFRC is located in the AVM Morfee Centre, School Road, in Greenwood.
Please note: Only candidates selected for further consideration will be contacted.
The Greenwood MFRC is committed to employment equity.
Please visit cafconnection.ca to learn more about the Greenwood MFRC.

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promotions & presentations

14 Wing Imaging unless otherwise indicated.

POSSIBILITÉ D'EMPLOI Centre de ressources pour les familles militaires de Greenwood (CRFMG)



COORDONNATEUR/ COORDONNATRICE DES SERVICES D'AIDE AU DÉPLOIEMENT Poste à temps plein

Le ou la titulaire du poste fera partie d'une équipe de professionnels provenant de plusieurs disciplines et sera responsable de l'éducation, de l'échange d'information et de la sensibilisation auprès des familles des membres des FAC et de l'équipe de la Défense qui doivent s'absenter du foyer familial en raison de leurs fonctions militaires. Il ou elle devra offrir une grande variété de services directs individuels et de groupe aux membres des familles, y compris des services d'interventions d'urgence.

Il faut posséder de solides habiletés en communication verbale et écrite pour être en mesure de parler en public, d'animer des activités et de rédiger des rapports. Il est aussi essentiel de pouvoir organiser la charge de travail et établir l'ordre de priorité des tâches de manière efficace en vue de respecter les délais.

Il faut posséder de l'expérience en conception, en gestion et en évaluation de programmes et d'activités. D'excellentes habiletés sociales et capacités d'évaluation aideront le ou la titulaire à travailler avec des personnes qui ont un mode de vie difficile. Il faut savoir faire preuve de leadership et être convaincu de la nécessité de l'engagement bénévole. Il ou elle doit également bien comprendre le fonctionnement d'organismes à but non lucratif gérés par un conseil, et doit être en mesure de travailler de façon autonome sous un minimum de supervision et au sein d'une équipe.

Période d'essai : 6 mois
Superviseuse immédiate : Directrice exécutive

- Qualifications :**
- Diplôme universitaire de premier cycle dans un domaine des sciences sociales ou du développement communautaire
 - Minimum de cinq ans d'expérience dans l'élaboration, la gestion et l'administration de programmes
 - Une excellente compréhension du processus de développement communautaire est essentielle
 - Connaissances pratiques des ressources communautaires dans la région desservie
 - Capacité manifeste d'animer des ateliers
 - Aptitude supérieure à communiquer de vive voix et par écrit
 - Bonne connaissance de la gestion des risques
 - La personne idéale pour combler le poste est bilingue et familière avec le mode de vie militaire

Heures de travail :
• 37.5 heures par semaine (le ou la titulaire est appelé à travailler le soir et la fin de semaine à l'occasion; il ou elle doit donc faire preuve de souplesse.)

La personne retenue doit passer les vérifications suivantes : registre des cas d'enfants maltraités, casier judiciaire et fiabilité approfondie. Les candidats admissibles doivent envoyer, par télécopieur, par la poste ou par courriel, une lettre de présentation et un curriculum vitae dans lesquels ils indiquent clairement en quoi ils satisfont aux exigences du poste, et ce, **au plus tard à midi, le 25 septembre 2020**, à :

Margaret Reid, Directrice exécutive
Centre de ressources pour les familles militaires de Greenwood
C.P. 582, Greenwood, N.-É. B0P 1N0
Télécopieur : 902-765-1747
Courriel électronique : home@greenwoodmfrcc.ca
Objet : cv - Déploiement
(en MS Word ou en PDF)
Il est aussi possible de venir porter sa demande en personne à la réception du Centre, qui se trouve dans le Centre AVM Morfee, School Road, à Greenwood.

Veillez prendre note que nous communiquerons uniquement avec les candidats retenus pour l'étape suivante du processus de sélection.
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The Aurora publishes items of interest to the community submitted by not-for-profit organizations. Submissions are limited to approximately 25 words.

NOTICE: Many community events are affected as gatherings are affected by public health guidance around COVID-19.

517 F/Lt Graham Air Cadets Are you new to the Greenwood area, looking to transfer to a new unit or just interested in joining Cadets?

residents. Hope to see you! The start up date for Cadets is TBD. Op Shop now open The Op-Shop, located in the Greenwood Mall, is open Monday to Friday, 1 p.m. to 3 p.m.

Church services Sundays, 11 a.m., open air church services (weather permitting) at Wilmot Baptist Christian Fellowship Centre.

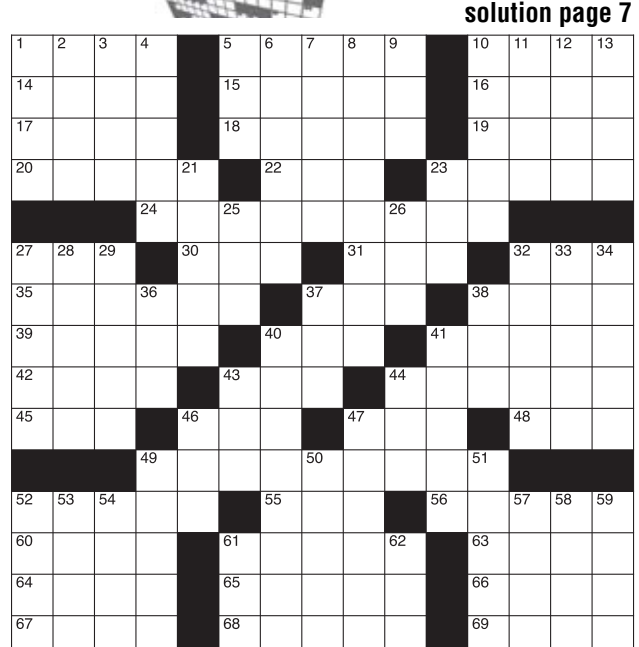
Lions 50/50 online fundraiser The Lions Clubs of Nova Scotia are excited to announce a monthly online 50/50 fundraiser.

Masonic Lodge museum exhibit To December 18, the Kings County Museum hosts an exhibit, "Kentville Lodge No. 58 Commemorating 150 Years of History: 1870-2020."

pursuits. This exhibit aims to draw back the curtain and offer a glimpse into the story and symbolism behind this historic and fascinating organization.

Moses Mountain Hike September 19, 2 p.m., Hike Nova Scotia and the Ladies Beer League present a guided hike on Moses Mountain in Windsor.

metro crossword



solution page 7

- ACROSS 1. Aurochs 5. Central Dravidian language 10. Split pulses in Indian cooking 14. Tropical starchy tuberous root 15. Well known constellation 16. About aviation 17. Bowfin genus 18. Proper 19. Expression of annoyance 20. Cabies 22. Bro or sis 23. Spiritual leader 24. Where football coaches work 27. Old TV part 30. A way to color 31. Touch lightly 32. Surround 35. Breached 37. Aristocratic young woman 38. Dry ravine 39. Hebrew measurement units 40. Supporter 41. Type of sword 42. Influential Irish playwright 43. Witch 44. Flower cluster 45. Mark Wahlberg's animal friend 46. Psychedelic amphetamine 47. Actors' group 48. Cool 49. Salts

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horoscopes

September 13 to September 19

ARIES - Mar 21/Apr 20 Aries, let yourself drift off into a creative mode this week.

TAURUS - Apr 21/May 21 This week you may be feeling especially loving and romantic, Taurus. Consider treating your special someone to a home-cooked meal or going for a stroll in the park.

GEMINI - May 22/June 21 Gemini, if things get a little confusing over the next couple of days, don't feel the need to try to figure everything out. Take what you need to get your tasks done.

CANCER - Jun 22/Jul 22 Cancer, it may seem like you are juggling a hundred things at once. Take a step back to exhale and recharge your batteries. This will prove a welcome break.

LEO - Jul 23/Aug 23 Leo, when faced with too many choices, you may find it hard to make a decision. Instead, select two or more and sample which is best. Don't let indecisiveness derail your plans.

VirGO - Aug 24/Sept 22 Calming, relaxing activities are the best way to fill up your week, Virgo. Spend time taking long walks with friends or hanging out without much advance planning.

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LIBRA - Sept 23/Oct 23 Libra, one minute you feel one thing and another you've changed your mind.

SCORPIO - Oct 24/Nov 22 Scorpio, your social schedule fills up quickly this week. You may enjoy getting out of the house or the office, but remember to do it in a responsible and safe way.

SAGITTARIUS - Nov 23/Dec 21 No one but you can start working toward your goals, Sagittarius. Stop dragging your feet and put a good plan into action in the next few days.

CAPRICORN - Dec 22/Jan 20 Capricorn, whether you realize it or not, you have a great deal of freedom to do what you want. Be spontaneous and start pursuing some of your goals.

AQUARIUS - Jan 21/Feb 18 People may not be receptive to your usual brand of humor this week, Aquarius. Do more listening than talking. Try to keep sarcasm to a minimum and lay low.

PISCES - Feb 19/Mar 20 Don't be overly concerned with what others think about you, Pisces. Even if you're feeling like a fish out of water, forge ahead with your unique ideas.

Fun By The Numbers Here's How It Works: Sudoku puzzles are formatted as a 9x9 grid, broken down into nine 3x3 boxes.

Sudoku puzzle grid with numbers 3, 7, 9, 6, 2, 8, 7, 3, 5, 8, 2, 8, 5, 5, 9, 7, 1, 5, 9, 8, 2

Level: Beginner

Hike N.S. offers fall courses, webinars

Hike Nova Scotia's fall schedule of courses and webinars across the province is now available. They focus on skills for novices all the way up to experienced hikers.

Legions get capital assistance funds

Royal Canadian Legions are gathering places where people of all ages connect with their communities. The provincial government is investing \$100,000 in the Legion Capital Assistance Program to help with upgrades to Legion facilities.

"Legions support veteran and youth activities, recreational initiatives and educational programs to help our communities stay better connected," said Communities, Culture and Heritage Minister Leo Glavine.

Government will assist 16 Legions with funds for work, including siding replacement, roof repairs, upgrades to bathrooms, on-site sewage system maintenance and heating system replacements.

Communities, Culture and Heritage support for 2020/2021 includes the Annapolis Valley's Middleton, Wolfville and New Ross branches.

Chase the Ace September 19, 1 p.m. to 3:30 p.m., the Kingston Legion hosts its Chase the Ace. Tickets are available at Browns Auto, Kingston Pharmasave, Kingston Needs and the Legion during bar hours.

Field Leader - Hiking, Sept. 19 to 20 or Nov. 14 to 15; Navigation Maps & Compass, Sept. 26 to 27 or Oct. 24 to 25; and Field Leader - winter (date to be announced).

Webinars include Intro to

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Jessica Lauren LeBlanc 20 August 1991 - 14 September 2016 How much we took for granted In each and every day The sound of laughter in a room As you'd tell a joke and play I miss the sight of your infectious smile Your sense of humour too And watching a favourite movie For more than a time or two But today I take some solace Knowing that you feel no pain I take comfort in my memories Until we're together again Still missing you every day Love Mummy

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Classified advertisements, 35 words or less, are \$9 tax included. Additional words are 10 cents each, plus tax. Bold text \$10, tax included.

Classified advertising must be booked and prepaid by 10 a.m. Wednesday previous to publication. Payment methods include VISA, MasterCard, AMEX, debit or cash. The Aurora is not responsible for products and/or services advertised.

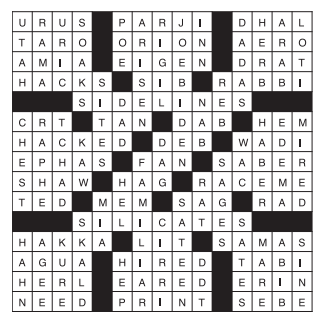
To place a boxed, display ad, contact 902-765-1494 local 5833; email auroramarkeing@ns.alianzinc.ca

Les annonces classées, 35 mots ou moins, sont vendues au prix de 9 \$, taxes incluses. Chaque mot additionnel coûte 10 sous, plus taxes.

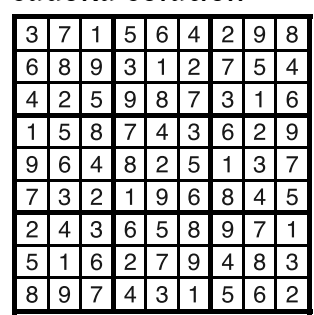
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Kingston Legion

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November 7 rucksack march mission for OSI supports

All walks of life, with one mission in mind, are invited to join in a Yarmouth walk November 7, the Rucksack March for Remembrance.

Todd Muise organized two similar marches in the past two years drawing attention to Operational Stress Injuries, but the April 2020 event was sidelined by COVID-19.

The November event brings people from the community together to raise awareness and funding for Canadian Armed Forces and first responder families in the midst of their own OSIs. Dedicated uni-

formed service members are lost every year to illness, injury and suicide. Their struggle continues to impact families and communities nationwide and we wanted to do our part to serve those who need our help the most. All awareness and fundraising is in support of Wounded Warriors Canada's mental health services.

Along with same-day events in Edmonton, Calgary, Winnipeg, Hamilton, Bowmanville and Montreal, the Yarmouth march is by registration through Wounded Warriors (raceroster.com/

events/2020/32753/ruck-for-remembrance). Donations may be gathered via this link as well. The national goal is \$100,000 for Wounded Warrior Canada, which will support veteran and first responder families across the country.

The Yarmouth route centres around the community Legion, with marked vehicles leading the way and bringing up the rear for participants, and speakers on hand to start and end the event. Muise, the local organizer, is preparing now with donations of items



A picture from the 2019 Operational Stress Injury support rucksack march held in Yarmouth: this year's event is planned for November 7, and registration is underway for individuals and teams interested in raising awareness and support for Wounded Warrior Canada.

Submitted for a ticket raffle and auction. He may be reached at tmuise222@gmail.com if you or have questions about the day's events. →

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