



TOTEM TIMES



Vol 24 No. 11

CFB COMOX TOTEM TIMES

THURSDAY MAY 27 1982

DEADLINE - MONDAY, JUNE 7 1982

COST: PRICELESS



Bradley Erhardt demonstrates one of the features of the Visualtek Closed circuit television system. Representing the base military police through whose efforts the donation was obtained are MCpl. Dave Taylor, Capt. Dennis McMahon, Cpl. Pam Stark and MCpl. Doug Carter.

MP donations yield result

Through the efforts of the CFB Comox Military Police, the MP Fund for Blind Children recently donated \$3,000.00 for the purchase of a Visualtek Closed Circuit Television System for use by visually impaired children in School District 71.

This machine has a number of unique features which can assist the visually impaired to lead a more active life. Some of these include enlarging print to assist in reading, writing and drawing, and the capability of using in conjunction with a typewriter to enable the user to see what he is typing.

The Military Police Fund for Blind Children had its beginnings about 20 years ago when Col. J.R. (Big Jim) Stone, DSO, MC, was Provost Marshall. He was also a father, and one of his daughters was in an Ontario

school for the blind. Col. Stone arrived at the school for a visit with this daughter on one occasion at the time when classes were just breaking off for a "canteen break". Without embarrassment, for the young are too innocent to be embarrassed over the mundane, Stone's daughter explained to him that her best friend didn't go to the canteen with her because she didn't have any money. (School policy limited canteen expenditure to 25¢ each which had to be their own money.)

Col. Stone could not get out of his mind the sad circumstances in which such badly handicapped children as these blind youngsters were forced to forego the canteen.

He was on a limited tour of military establishments and decided to speak on this subject within his Provost

circles. Within a few months, as sponsor of a one-man project, he had raised several hundred dollars from out-of-pocket donations from military policemen.

The project grew, and became a trust fund. It was expanded to encompass all the military police elements of the three services (pre-unification). The project, for several years has been national in scope, still supported exclusively by the military police.

In addition to the Visualtek machine, the fund has donated \$10,000 to St. Joseph's Hospital Comox towards the purchase of a Vitreous Infusion Suction Cutter. This surgical instrument has many features which give surgeons expanded capabilities in the performance of delicate eye surgery.

Navy not really out of bullets

OTTAWA -- A news item which originated in Halifax 11 May stating that the Canadian warships may have to stop using their guns this summer because they are almost out of training ammunition and that they may have to dip into war supplies, is incorrect.

In fact, there is sufficient practice ammunition at current usage rates within the Forces training schedule to last well into the fall of this year. Practice ammunition is routinely transferred between Canadian Forces ammunition magazines, supply ships and operational ships. Thus, levels in magazines fluctuate on a daily basis

and are not indicative of actual holdings. Further, it should be noted that Maritime Command maintains a full complement of NATO wartime stocks.

In the past two years there has been a change in the procurement procedures which has resulted in an initial slowdown of delivery of ammunition as the change over is being made. 3"50 training ammunition has been purchased offshore because of the lack of a Canadian manufacturer. Purchases were made when a manufacturer could supply and were normally in quantities which would last three to five years. A decision was made approximately two years ago

to produce ammunition in Canada in an attempt to give Canadian contracts to Canadian companies and thereby create jobs for Canadians. In this regard, a source has now been developed in Canada, a contract let and the first delivery of ammunition is expected from Canadian Arsenal Ltd. of Montreal this fall.

As a precautionary measure, an investigation is being conducted into the possible procurement of additional training stocks from offshore sources should, for any reason, the ammunition not be available on schedule from the Canadian Company.

NDP wants debate

VICTORIA -- For the second month in a row, the NDP has called for an emergency debate on the unemployment crisis in B.C.

Labour critic Karen Sanford (NDP MLA Comox) said the B.C. unemployment figures released today are the highest since 1961 and indicate that the economic situation in British Columbia has reached a critical level.

Unemployment figures released by Statistics Canada today show the official number of unemployed in B.C. has risen to 148,000 or a rate of 11.2 percent.

"If the 74,000 'hidden' unemployed (discouraged workers or those not actively seeking work) are included, the total unemployed in British Columbia rises to 222,000 or a real unemployment rate of 15.9 percent", Sanford pointed out.

"This is a totally unacceptable situation and I am discouraged by the Socreds' continuing lack of real concern about the tragic effects of unemployment. It is simply not good enough to cut employment programs so they can be announced with great fanfare a week later in the hope that people

will think a new program has been developed to attack the unemployment situation", Sanford said, referring to the resurrected summer youth employment program.

The unemployment rate for young people now stands at 20.7 percent. This figure does not include the many thousands of students who will be seeking summer employment as schools break for the summer.

Also very hard hit is the Interior region of the province. The unemployment rate in the Prince George area is now at 19.8 percent.

B.C. Aviation Council to meet in Courtenay

The Courtenay chapter of the Experimental Aircraft Association of Canada and the Comox Valley Flying Club will co-host the 1982 B.C. Aviation Council Spring Seminar to be held at the Westerly Hotel in Courtenay on Saturday, June 12. Registration will commence on Friday, June 11 with a wine and cheese party to welcome the guests. The seminar commences on Saturday morning, June 12

and continues until 5 p.m. Subjects to be covered by experts from the B.C. Aviation Council include: flying and B.C. tourism; mountain flying; the Dubin Report; Tera controlled airports.

A cocktail hour followed by a dinner and dance on Saturday evening will conclude the activities. Any person interested in this seminar may obtain further information from Laurie De Jong at 337-5188.

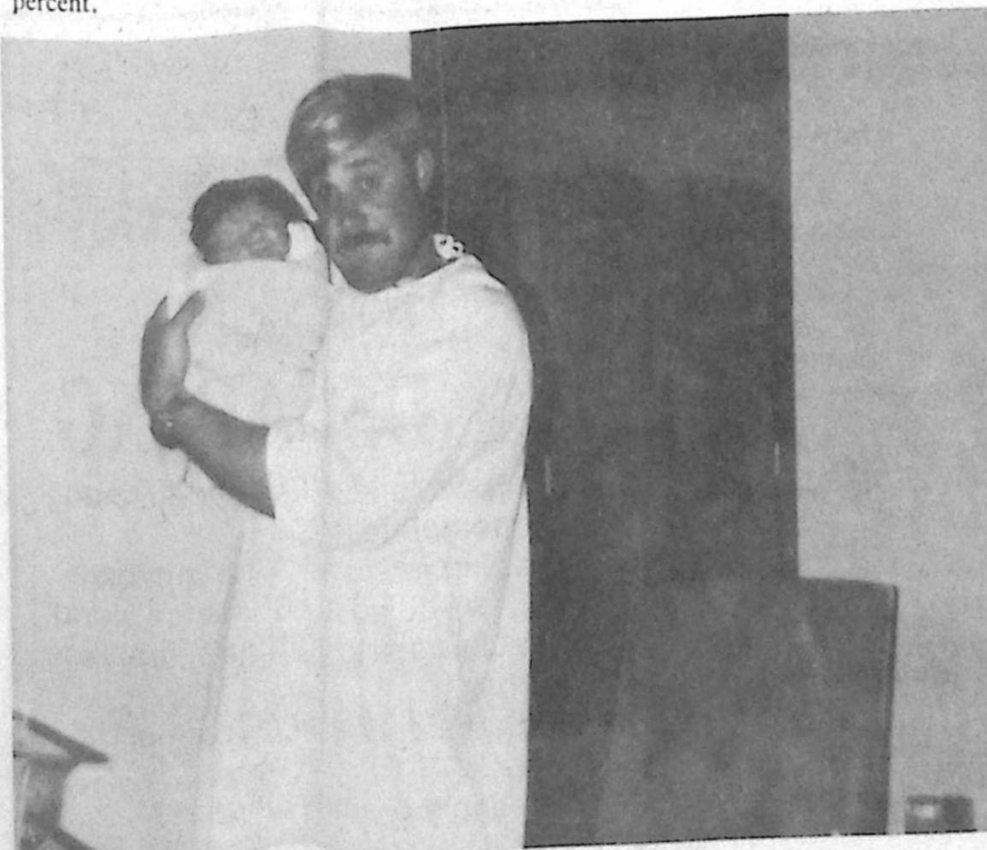
Free vehicle inspection for Comox drivers

Last year a lot of people missed out on a good thing because they got the wrong idea. This time let's get it straight. From June 21 to June 25 the MSE Safety Section will be sponsoring a free vehicle inspection clinic. The Motor Vehicle Branch will send a team of experts to CFB Comox to provide this free inspection with no obligation on your

part. You can have your car inspected from headlights to tailpipe. If something is amiss you are advised and from then on it is up to you.

Many people thought if problems were found, their car would have to be repaired immediately or within a certain time period. NOT SO. In the interest of safety, we suggest

that hazardous deficiencies be looked after as soon as possible, but again that is up to you. We purposely requested this inspection for June so you can check out that funny noise or shimmy before taking the family on holidays. Bring your clunkers, your imports and even small RV's. Take advantage of a good thing.



The latest baby lady NIGHTHAWK (on the left) visiting her father KRAZY Kplus11 (wearing the white nightie) in the St. Joe's "One Flew Over the Cuckoo's Nest" ward.

"Fishwrapper" Exposed

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Section news

NIGHTHAWKS

NEST



The fighting 409th is back into full swing these days. The two week respite granted to the other squadrons is over, and they will now have to resume their normal postures of deference and humility. Contrary to what the other squadrons would have the innocent believe, the lay-off was not due to a lack of fuel. It was, as previously stated, merely a break to improve the morale of the other squadrons by not showing them up publicly. With respect to their outlandish claims of fuel shortages, any fuel 409 might have saved during the break was quickly consumed in live air defense scrambles to identify 407 Auroras returning from doing God-knows-what over the ocean. Tsk, tsk, tsk, you'd think that with all those qualified individuals on board they'd be able to prevent these things from happening. Mind you, we are aware of the fact that with all those individuals on board, each trying to express himself, there is probably continuous mass confusion.

During the break the squadron members challenged the elements on the annual survival camp. In addition to the necessary uncivilized behavior, this year's events included mountain climbing, and an authentic high seas drama. There was also log rolling, and orienteering. It is difficult, but not impossible to find a bar in the boonies. On termination of the exercise, certain squadron members decided to brave the seaborne trip back in gale force winds. Drew Foulds sailed Nighthawk One back in the tempest. First and second mates, Jester Chester and Cover-up Clarkston, spoke wild and wonderful things to the sea, and in their terror were suitably impressed with Drew's performance of calm and seamanship. Drew, as those in the know frequently are, was all too aware of his plight and with the proverbial stiff upper, never let on the true terror

in his heart. Meanwhile, Officer Pellow was braving the gale in his tiny power boat, and was also suitably terrified. Major Main, being equipped with the lowest powered boat in the bunch and being an old salt to boot, was suitably terrified before challenging the waves, and elected to remain on terra firma until the storm abated. Unable to communicate with the rest of the task force, there was fear that he was lost to the CHIEF NAVIGATOR in the sky. Tense moments ensued, but with his belated arrival, all was well. The overall result of the camp has seen MARPAC OPS initiate reclassification orders for Pellow and Foulds to MARS, Chester and Clarkston to Nurse's Aide and Dental Assistant respectively, and Main a tentative posting to RCC. The HULK has also put in for reclassification to MOUNTAIN MAN or BIGFOOT, as applicable, and Jelle Blom was rejected in a bid to become a log roller. This year there were no resulting mandatory remusters to cook.

In case you never missed it, the Nighthawks Nest was conspicuously missing last issue. This was to allow the other squadrons a shot at putting forth a literary effort or two. We are still waiting. Anyway, this week I came under a little flack for, well - I hate to say it - for chucking too much dirt at our fellow squadrons. This occurred one afternoon as I was ricocheting around the hallowed halls of the 409th in the auto-flail semi-panic mode. The MAJE beckoned to me and said from within his office, "Say young fellow, pull yourself over to me desk for a bit, and allow me the time to bend you ear."

"Figuratively sir, or literally?" was the precise reply.

"Get over here and sid-down," commanded the MAJE in his gravelly voice. "I'd like to talk at you about the fishwrapper," he said picking his teeth with his survival knife. "I think perhaps you've been a little too harsh on the other squadrons in your constant barrage of wit and wisdom.

Remember, they may not have the ability to reply in kind, either individually or collectively." He dug about an ounce of beef out from between two teeth and unceremoniously licked it off the tip of his knife, then spat it into the bottom drawer of his desk. "In order to preserve their face and dignity," he continued, "I think it would be best if you toned down the Nighthawks Nest."

I began to protest, but the grizzled old guy held up a hand and said, "Hear me out there laddie," throwing his survival knife and embedding it expertly into the wall opposite his desk. The dull thud echoed through the tiny office while he paused theatrically and nonchalantly scratched a nether region. He spit again into his drawer and dug a thick knarled dirty finger into his left ear saying, "You know, your comments about the Tracker guys just aren't fair. I mean...we all know they don't go much faster than a car, and we all know it takes two of them plus an ex-naval aircrewman fifteen or more minutes to get 'em started. We know too that they also have to file a separate flight plan for the engine run-up, and then another for the actual flight. We also know that they can only go as far as a T-bird against lower winds, take three times as long, and carry only two extra guys. We know all these things, but we must remember one very important thing about our Tracker brethren..." he paused this time for effect, and intently examined a huge chunk of wax he'd yanked out of his ear, "the Tracker guys USED to be REAL aviators."

My jaw dropped in disbelief and he smiled benevolently, flicking the earwax into his desk drawer. He rolled his frame and twisted it around in his chair so he could, with effort, scratch elsewhere. "You know, the Kernel himself used to fly Trackers. But those was the days," he continued, lapsing into the vernacular of his rowdy junior officer days, "when they did night

carrier landings."

I gasped for air feeling a little faint. "But," he started and smiled again, his eyes now gentle and kindly, "we all know what happened to the Bonaventure...we also know they don't go out after dark anymore."

I began to see the light. "So Thumper, feel sorry for them," he pleaded, "They know not what they do."

The old man's compassion and wisdom awed me, and I began to feel inspired. His strong, tanned and veined right hand tenderly clasped a mouldy coffee-stained paper cup, half full of cold mouldy and muddy looking coffee. His grey eyes stared dispassionately into the cup as he brought it to his lips and leisurely drank, with obvious relish. He looked me straight in the eye and said, "I learned that in Newfoundland in 1952 boy." My spine contracted as I shook in my seat, afraid to ask exactly what it was he learned in Newfoundland the same year I was germinating.

"407," he whispered, meticulously crushing the paper cup and tossing it into the drawer, "THAT is what ought to be done with 407. But then again boy, we mustn't be too harsh on them."

"B...but SIR!!" I interrupted, "They, they stole our tail hook, sir!"

"I know," he agreed vehemently. I shuddered then as I noticed his upper lip begin to tremble and tiny drops of sweat form above his eyebrows. "Don't worry about it boy." Obviously upset, he took a long slow deep breath, then pressing a finger against his right nostril, he vacated the left into his desk drawer with a deft and practised snarf. "Horrible Howie is

back from the flight safety course, and he is working on retribution. It's all in hand now so don't worry about it, okay? Now what was I about to say?" he rambled on, deliberately prompting me.

"About 407 sir, why should we feel sorry for them? They carry more gas than we do, going less than half as fast for well more than twice as long, and they still hardly every get anywhere. Heck sir, even the Tracker guys wear helmets and at least the Tracker guys don't waste our valuable and oh-so precious jet fuel like 407 does, in engines that still use propellers, and..." and I began to understand.

The MAJE smiled, pleased with my progress. His chest convulsed once or twice as he belched, swallowed and wiped his leathery lips with the back of his hairy hand. He swung his chair rapidly around toward me, his presence forcing me to slide mine back. "Think of it Thumper. Imagine yourself an Aurora...uh...uh...pilot." We both flushed at the travesty and contradiction of terms. "Imagine yourself going to work in work-dress," he stared at my wings. "This," he continued, tugging at the collar of my flight suit, "is OUR work-dress."

I nodded my head dutifully, afraid to speak, observing that he was engaged in rapid mental gymnastics. Almost to himself he went on, "That's what they are! They're tyrants, tuxedo tyrants. Imagine again Thumper, downwind in the traffic pattern and having to announce, 'All in favor of a touch-and-go this time around say aye', and an ugly old FE grabs your shoulder and says, 'Nay skipper...full stop.' Think of it Thumper." The MAJE's eyes clear and alert, he hissed "Your eyes so weak or slow that you actually have a flight engineer to monitor engine instruments and do your walk around like a...a...a transport driver." Our eyes met in understanding.

"Imagine having to go out on a dedicated mission to practise approaches and landings...yes, practise landings. Their flights are so long and their memories so weak, that they may remember having landed the plane a thousand hours or so ago. With all those navs and observers and engineers to tell them where to go and where their target is and what their engine instruments are saying, I don't even know why they go through pilot training. I'd think a three week course on how to take-off and land that thing would suffice. With the Argus it was even worse, there they didn't even work the throttles. Some of them would even have the audacity to blame the FE for their lousy landings when everyone knew a good flight engineer could salvage any salvageable landing with a shot of torque here and there. Practise landing!! The humiliation of it all."

He spat again into his drawer with disgust. I could tell the MAJE was getting even more worked up so I surreptitiously shut the office door. "And the navigators, working radios and sonics when the navy takes public school graduates and gets them doing the same thing even better. Incredible! They probably have to send the navs on a course to learn how to use the galley."

"Oh Thumper, it wasn't always this way. There was a day when 407 flew right down low over the water in storms and ice and rain and sleet. They were real aviators then. In those days in order to attack a sub, it knew you were there and it could surface and fire back."

Yes Thumper, they were warriors then, but now? Is Mary Poppins a warrior? Feel sorry for them for they are a poor and lowly lot, and unlikely to ever lift themselves from their iniquity. They have no edge."

"How about 442 sir? How about them?"

His eyes darted quickly to the closed office door and then back to me. "Son, in our profession it is best not to speak ill of those who may someday pluck your damp and quivering carcass from a one man dingy out

in the middle of the chuck. Now I know they are somewhere between Tracker drivers and Aurora drivers on the scale of salvation, and I know they can't conduct war from their aircraft so we can hardly call them pointy end. And as much as I've tried not to notice, some of them even fly those fling-winged things that go forward slower than everyone else, backward faster than anybody, keep chiropractors and manufacturers of Preparation H in business, burn jet fuel, make an ungodly noise, ignore run-ways and...and..." He quickly glanced skyward. "Forgive me for the slander, Thumper," he explained expansively, changing the subject, his arms in a welcoming gesture palms up, "it is probably best if we just looked at all of them, thirty-three, four-oh-seven and four-four-two as...as..." I could see him searching for the proper word, "as sheep. Yes, that's it, as sheep. OUR sheep. So take care of them, don't knock them or be too harsh on them. They can't help what they are and it is our responsibility to protect them and if need be, nurture them. Remember Thumper, they, like us, are all creatures of the GREAT FIGHTER FLY-GUY in the sky."

With that, the great sage MAJE, obviously embarrassed at so deeply baring his soul to a subordinate, nimbly leapt out of the chair, and grabbed his helmet remarking, "Gotto go flying. Oh, by the way Thumper, get some Military College grad to clean out that drawer will you." Just like that, he left.

Inspired and awe struck, I pondered the MAJE's concern, and concluded that he was quite correct and that I would from that point on refrain from making disparaging comments about the other squadrons. After all, had I not just the day before witnessed the total drubbing of a 407 type in the mess by a sweet young thing barely half his age and girth? This particular chap with characteristic 407 wit and charm asked this not overly buxom

young lass, "And how is every LITTLE thing with you?" To which she coyly batted her eyes, smiled, and in thickly French-accented English replied, "Oh, not too bad. And how is your little TING?" Enough said.

The squadron says goodbye to stalwart Chuck Fast. Lightning Quick is on his way to Chilly Waters, Oilsandsland where he will be white knuckling it from the back seat of the tinker toy fighter. Chuck is obviously an asset which will be difficult to replace and the squadron hopes that Chuck will someday be able to rejoin the Nest when we become hornets. Enroute to his new domicile, Chuck will also be tying the knot. As a confirmed bachelor I will commiserate while the rest of you congratulate. Good flying Chuck.

As usual, the summer always brings numerous changes in squadron personnel, and it always tends to cause us to stop and reflect about the faces and voices of those who have come and gone. One such evening of reflection in the back bar saw the usual contingent of Nighthawks quietly sipping our beer. Overhearing almost-a-Major Hunt and another almost-an-old-guy discuss the Q schedule, the lack of flying hours, the scourge of paperwork and other such inimical aspects of our profession, I remarked with profound depth and perception,

"Gee Drew, Jay...just think, twenty years ago, back in the early sixties," Jay is slow with numbers, "I'll bet there were 409's sitting here in this very spot sipping beer just like now, and talking about the same things in probably the same words as we are."

"Yeah," said Drew, equally profound, nodding his head, "Only the voices have changed."

Looking around at a few of the haggard, lined, weatherbeaten faces present, Jay remarked even more profoundly, "Not all of them."

Nolle prosequi and happy landings.

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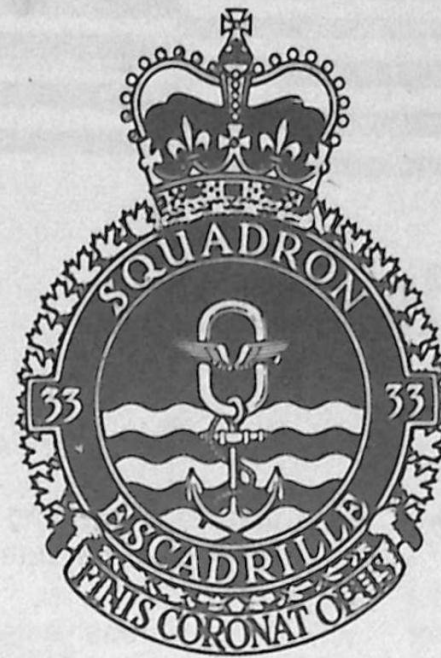




Demon Doins

QQ

CONTROL



VU
33



407 Sqn. Reps. for the CF National ASW Competition. They leave Friday 28 May for Greenwood. Best of Luck! (Base Photo)

Now that everybody is back from RIMPAC, and as tans start to fade, you'd think one would see familiar faces more often. However, the weather will have to change before that happens, as the sunshine and warm temperatures have people either out fishing or golfing (is this not reminiscent of last year?) How history seems to repeat itself.

A staff team from CF-MWS (Maritime Warfare School) visited the squadron to present briefings during the squadron's recent ground

training day. Tactics were studied and evaluated as new ideas were thrashed about. Old cobwebs were cleared away and members were afforded new information the team had been studying. It was a good day for all as everyone seemed to benefit.

Crew 7 has been down to the OMS this past week to sharpen up any rough edges they had before they compete in the National ASW competition. The crew is representing the squadron in the annual event, competing against crews from 415 and 405 squadrons in

Greenwood. Each crew will be assessed points during two flights and one trainer mission. The winner of the competition will head to New Zealand in late August, early September for the Commonwealth competition, which Canada won last year. Good luck to both the aircrew and the groundcrew who will represent us next week.

Crew 2 is presently away flying a Norpat (Northern Patrol). Their travels will take them to Inuvik and Yellowknife. Previous travellers say that it is very picturesque up there, this

time of the year.

The rest of the squadron is presently going through a shuffle of its upper echelon. By the time everything settles most of the majors will have new positions.

Congratulations to Lynn and Ritchie Smendziuk on their recent arrival. Ritchie says he'll have Justin out there helping him with the house in no time at all.

Congrats also go out to MWO Doll on his recent promotion to CWO. That makes 5 CWO on squadron. Who said we're top heavy??

SKATEBOARDS

Skateboards have now been brought out from the basement and from under the bed and made their appearance on the summer scene once again.

The Canada Safety Council reports that the contributing factors to injuries vary based on the experience of the victims. For first time riders loss of balance is the main factor while for experienced riders it is irregularities in the riding surface.

Here are the contribution factors to injuries in order of precedence for all levels of experience:

1. Striking irregularities in riding surface 30%
2. Losing balance 25%
3. Slipping off 15%
4. Board slipping from under victim 10%
5. Jumping from board 5%
6. Falling while turning 5%
7. Others 10%

So, to reduce the frequency and severity of injuries riders should select well paved authorized skating areas, take their time in learning and not attempt to negotiate difficult manoeuvres too soon and

wear footwear with good skid-proof treads. Personal protective equipment for the head, hands, elbows and knees is a must.

With summer starting to show its' sunny face on the west coast, air traffic is beginning to increase. More and more aircraft are in and out of Campbell River, and of course, this increases the possibility of light aircraft, without the authorization of the tower, showing up at circuit altitude over the base. It is not an uncommon occurrence at this time of year to have light civilian aircraft motor through the PCZ, homeing the YQQ without advising the tower, so for any pilots who might accidentally read this article, keep your head up when entering the circuit!

The ATCFA (ATC Fishing Armada) has been hard at it, putting lots of hours on, out in the chuck. Neil Garlough seems to be King Fisherman for awhile with over nineteen salmon in his Freezer. Of course he spends more time out on the water than anyone else. (Sour Grapes) But the fish are obviously out there, even Maj. KID has been packing a few into the Queen Mary on his voyages.

Speaking of fishing, the great ATC Fishing Derby is all set for the weekend of June 18, 19 and 20. The 3 day format should allow at least one day of good weather fishing and on Sunday there will be a family picnic at the Air Force Beach Pavilion. If you want to fish, get a salt water license and put your name on the soon-to-be-released list. There are plenty of boats in the section and everyone who wishes, will get out fishing.

The derby is open to members of the section fund, dependents and guests, and there will be an entrance fee per person. More news as it breaks. A final farewell to Corky and Shirley Hanson who are on their way to Petawawa and Marg Backlund who will be taking up residence in Ottawa.

That's it for now, if you have any suggestions/comments on this ATC column, write it up and send it to "QQ Control" via RATCON. Oh yes, please sign the comments.

Tim Hunt has returned from Shearwater, full of knowledge (and the local brew). Tim is firm in his resolve to repair all those nasty generator snags with despatch now that he has the Tracker Course under his belt.

Michelle (I can't drive my bike at night) Vantomme is on leave, recovering from carrying the electrical load while Tim was sunning himself in Shearwater. Appears we have another electrician aboard, Rob Butler by name. Welcome, Rob. Phil (Buzz) White has just earned his Woodsman's badge, first class, on a recent overnite boating cruise with Zane and the boys. Understand that Phil overcooked his steak and lost one of his fangs trying to chew it rather than admit it was too tough. Way to stand pain Phil!

Ed Lapointe is getting his car ready for his cross country posting to Summerside. Ed recently installed a CB to warn him of all those "Smokies" and "Bears in the Air" lurking about. Ed

now goes around saying things like "I'll be 10-7 at the bank".

Hal Neville did his bit as the ground tech at a recent airshow in Spokane. "Hate the hours; love the crowds", were Hal's comments.

Who said Volleyball isn't a rough sport? Fred Kay has been limping around for a week after the last game. Appears Fred went to spike the ball and somebody was standing on his toe. Oh! the pain.

(P.S. - Ray Morrison took a "brake" the other day and, unused to physical labour (or any other sort), hurt his back. Luckily the riggers (fitters, whatever) took the second one for you Ray!)

R.M.

If anyone on squadron has a used lawnmower for sale, let Pat Ciraco know. Pat recently seeded his lawn

and it has grown so rapidly that it now takes Pat 10 or 15 minutes to find his front door.

A hearty welcome goes out to our newest pilot on squadron, Ken Farrar. Ken has many years flying experience on Trackers and has just completed his French course. Ken's primary squadron duty is to protect the pilots from Jim Moxin.

The word of the week is legs. (No, I'm not going to say it): Pam, did you get those beautiful legs from Hollywood, or from hauling wood. (Pam and Bruce spend the weekend re-kindling.)

It looks as if we will be losing some really keen individuals this summer. Also, John Duprey will be leaving for Greenwood. John's been posted to 405 Eagles. Recent rumour has it that Aurora ASO's will soon have to wear poopysuits on board. Aren't you happy John?

CF

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IN SIGHT FROM THE IN SITE

We at the Radar Tower have had another good year.

We have three techs away on TRACS training. Sgt. R. Rowland topping the list, with MCpls Kas Kasaboski and Cam Jamieson doing their thing in Trenton at TASC.

Rumour has it that WO "Catch-no-Fish" Nash has finally broken his bad luck streak and caught four fish. I noticed they were wrap-

ped in newspaper, I wonder if he caught them at Portugees Joes!

Postings are approaching and we are losing two valuable people - Sgt. Ron Lacey and MCpl. Al Sim. Ron is going to Moose Jaw and Al is returning to Greenwood (who likes you in Ottawa?). Al has spent most of his career in either Comox or Greenwood.

More next edition from the Radar Ghost.

CAR CARE CALENDAR June



- TRAVEL TIME AHEAD: Check Suspension, shocks, alignment before carrying or towing heavy loads
- SQUEAKS, RATTLES & BUZZES should be found and repaired before you hit the road!
- CARRY REPLACEMENTS: Headlight, tail light, fanbelt, etc., are cheaper and easier to find before you leave home
- R-V BEEN IDLE ALL WINTER? Check fluid levels before starting-up

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OFFICERS' MESS

FRIDAY, MAY 28 -

RCAF Association Visit: The annual visit of the RCAF Association British Columbia Wings to CFB Comox will take place on May 29. Guests will be arriving Friday, May 28 and will partake in TGIF.

MAY 29 -

SPRING BALL
Cocktails / Buffet Dinner
Hip of Beef
DANCE

Dress: Formal - Messkits or equivalent

Editorials

Falklands Conflict

Incredible as it may seem, two erstwhile allies have gone to war over a group of rocks in the South Atlantic best known for their penguin exports to North American zoos.

The Falklands have been an administrative and financial burden to Britain for years. In the final stages of negotiations to hand the islands over to Argentine control just three months ago, the ill-timed Argentine invasion has backed Britain into a corner, forcing a struggle over territory she doesn't really want.

Had the Argentines not landed, the islands would have been peacefully handed over by Britain in 3 or 4 years. Instead, a teetering regime staged a show of force to bolster its image with its citizens. Britain refused to be outmuscled and decided to show a few teeth of her own.

Reports out of the battle zone are conflicting and vague at best. The British claims are more believable than the Argentines, but neither is likely being totally frank.

So now we all wait and wonder.

- Will the British superiority in

technology and training overcome the Argentine numerical advantage?

- Will British defensive fire over her ships be enough to drive off Argentine aircraft before the Fleet is irrevocably damaged?

- Will Argentina succeed in crippling the British fleet and hence cut their resupply lines?

- Can the Argentine airforce continue to sustain high losses in their counter shipping campaign?

- Will other countries get drawn in, or will all stand by, content to let the fight run its course?

- Will the Argentine military Junta survive?

- Will the Thatcher government?

Will the worn out bulldog rise up one more time and show the world that she's not a feeble has been, or will this unexpected challenge be the final blow? And if Britain shakes off the threat, what will happen to the other vestiges of her Empire, notably Gibraltar and the Spanish claims?

Britain has been drawn into a war she doesn't want but doesn't dare back out of.

BB

Storm clouds on postal horizon

By W. Roger Worth

Last year, Canadians were told that turning the Post Office into a Crown Corporation would produce miracles. The mail would go through (undamaged), people would get real value for the stamps they placed on letters and union-management problems would be rectified.

So far, \$150,000-per-year miracle worker Michael Warren, the new chief mailperson since last summer, hasn't lived up to the rave reviews he received before taking the job.

The mail service is still slow, first-class letter rates have leaped to 30 cents from 17 cents and the Ottawa rumor mill believes another increase is in the works.

But it's the union situation

that is really intriguing. After winning a trend-setting 17 weeks of paid maternity leave for the \$23,000 per year women postal workers in the last agreement, union president Jean-Claude Parrot is convinced he's onto a good thing.

In his latest pronouncement, Parrot says the union is seeking nine months of fully-paid maternity leave for both men and women. Yes, that's a full nine months for both sexes.

Now most Canadians would consider such a proposal ridiculous. Yet Employment Minister Lloyd Axworthy is seriously considering the bid.

Still, the posties won't get the nine months maternity leave (just imagine having a bored father sitting around the house for that length of time).

Nevertheless, the postal workers do have some real problems. Parrot contends, for example, that new postal workers aren't included on the official payroll for six months. What's worse, postal management admits this is the case, which surely says something about efficiency and productivity in the executive ranks.

Given the seemingly endless war of words, errors and mayhem in general, the hope for better mail service at reasonable rates is not bright.

There's little wonder, then, that Stork Courier System does a booming business delivering new Canadians. If they arrived by mail, Parrot would undoubtedly be seeking 10 months maternity leave, for both men and women.

The other side of the coin

By W. Roger Worth

Canadians are going through a tough period. Yet life could be a lot worse. For once, let's consider some of the positive elements.

Canadians are among the wealthiest people in the world on a per capita basis. The value of our proven resource and energy wealth alone could make us real winners, given realistic economic policies and a little more co-operation between the various levels of government. Compared to resource poor countries such as Japan, we are filthy rich.

The lifestyle and standard of living of the average Canadian is perhaps without equal in the world. While we get bogged down in admittedly important issues like mortgage

rates, economic growth, and a devastating federal budget, we tend to forget our crime rate is relatively low, that we have few racial problems, and that we have freedoms that people in many other countries are still fighting to obtain.

Canadians' food bills are among the lowest in the world and, thanks to our hard pressed farmers and fishermen, we do not have to fear shortages, as long as we allow them to earn a profit.

While there is a very real possibility that people in other countries might freeze in the dark because they lack energy, we can afford to export the commodity. In the short run, we may be short of oil, but we have abundant forms of other energy. And even though our

fuel costs are rising, they are still the lowest in the world.

We have a social welfare system that at least ensures no Canadian will starve, or be forced to sleep in the streets. Some may not get as much as they want, but the poor among us are certainly supported.

Education is less costly in Canada than it is in most other countries.

With all its problems, we have a support system that ensures Canadians get medical help when it is needed, no matter their place on the economic scale.

There's no question the economy is in sad shape, but we shouldn't forget that people in other countries envy our position.

Water Safety Week: 6 - 12 June

Water Safety Week and Water Safety Day have been a tradition with the Red Cross for more than 30 years.

"The aim of this observance has always been and still is to promote safety in, on and around the water", said Clyde Griffith, Red Cross' Provincial Chairman for Water Safety Week.

Swimming, a popular sport in Canada, is enjoyed by 32% of the population, and in spite of this ever increasing participation in the sport, the drowning rate has been halved in the past 30 years.

"It must, nonetheless, be kept in mind that, in spite of this decrease in drownings, paying attention to water safety is still extremely important", continued Griffith.

"More than 900 people are still drowning every year in Canada. And with the increase of water related sports such as boating, board sailing, rafting and increased public access to pools and bodies of water, the potential for accidents has become greater."

Most people are aware of all the fun possibilities of swimming and other water

sports, however, what they often don't know are the few simple safety factors that ensure they will not only have fun, but that they will stay alive," said Griffith.

Some of these factors are as simple as making sure there are no rocks or other hazards in the water and determining its depth before diving in.

Anyone interested in obtaining more information on basic water safety and survival skills, can contact their local Red Cross Branch.

Alcohol and Water

June represents the beginning of long, hot summer days, and cool refreshing water-related activities, and, with those fun and sunny days also come the thirst quenching pinacoladas and ice cold beers.

One reason why the Red Cross would like to remind you that swimming and alcohol, boating and alcohol are a deadly mix. Fifty per cent of boating fatalities involve the use of alcohol.

"The consumption of alcohol while boating or engaged in water activities is not recommended," says Cathy Redisky, Red Cross Water Safety Service Program Coordinator.

"At a time of critical decision making alcohol or anything that interferes with one's ability to think should be avoided."

A person under the influence of alcohol is ten times more susceptible to hypothermia or loss of

body heat. Contrary to popular belief alcoholic beverages do not warm a person, they only aggravate the situation by dilating the blood vessels and increasing heat loss. Under no circumstances should alcohol be given to a hypothermic.

So, play it safe this summer and help yourself. Avoid drinking when in or on the water. It can mean the difference between life and death.

All major elements of the student employment

Green Sheet Lauded

Congratulations to the Free Press for supporting the Rotary Clubs of Courtenay and Comox in their drive to help improve the common lot since Paul Harris began it in 1905.

I recently "threw in the towel" after 70 years on the road and in the air (without an accident) and I would make the first of the "10 commandments of the road" - never take another man's road away from him. In my frequent visits to the Air Force Base over the past 40 years I have seen the dangers grow in the Valley area; younger drivers, more cars on the road, drugs and drink, taking chances on entering the main drag.

Flagrant cases I have reported (number and make of car) to the police and superintendent of motor vehicles...where it goes on the record, and each offender is interviewed and told of the misdemeanor.

Clarence Goode
Victoria Squadron-Leader
Royal Air Force (Retd.)

ASSESSMENTS AND APPEALS

Correspondence from Revenue Canada Taxation often sends unnecessary shivers down the spine of the crustiest Canadian taxpayer.

After reviewing your return, Revenue Canada will send a Notice of Assessment indicating that your return has been accepted as filed or changed for the reasons stated on the form.

If you do not understand the change or disagree with it, contact the District Taxation Office and review the matter.

If the tax department asks you to produce an original document to clarify or back-up your return, send a photocopy. Don't part with your original. If they insist on seeing original records, take them personally to the tax department. Address correspondence to the person writing to you, use registered mail and keep the receipt. Remember to quote any reference numbers on your correspondence from them.

Sometimes the tax department will issue a Notice of Assessment and then find what they believe are errors,

omissions or incorrect interpretations of the law. They may inform you of the changes they intend to make or they may simply issue a Notice of Reassessment advising you of the changes.

If the changes increase your payable tax, you may wish to seek professional assistance. Your tax advisor or chartered accountant will give you an opinion on whether Revenue Canada is right or wrong and what you can do about it.

Sometimes the reassessment will be withdrawn if you convince the tax people by letter or interview you are right and they are wrong. But if you cannot agree, and want to dispute the reassessment, you must file a Notice of Objection within 90 days from the date the reassessment was issued.

If this step doesn't yield satisfactory results, the next stage is an appeal to the Tax Review Board, followed by the Trial Division and Appeal Court stages of the Federal Court. Your last hope is the Supreme Court of Canada.

Student Employment program

VICTORIA -- Karen Sanford (NDP MLA Comox) has criticized the Minister of Labour's 1982 student employment program saying it is regressive and punitive.

Sanford pointed out that students looking for employment in the tourism industry will face a decrease in pay of \$236 per job, in museums the decrease will be \$312 per job, and university jobs go down by 51 per cent of \$1247 per job.

"At a time when tuition fees are increasing, housing costs escalating, cutbacks in student loans are taking place, it is unacceptable to cut student wages" said Sanford.

program have been cut back this year resulting in a total overall pay cut of \$119. "This is a decrease of 9 per cent over 1981, at a time when the cost of living has increased 14 percent and tuition at universities will probably increase 30 per cent".

Sanford pointed out "This decrease in funding for student employment only confirms the view that this government is totally insensitive to the needs of the population of British Columbia. Not only do we see massive cutbacks in elementary and secondary school education, medical services, but also one of our most valuable resources, our young adults, are now being penalized as well."

TOTEM TIMES

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GENS DU PAYS

Chers compatriotes,

A l'occasion du 25e anniversaire de la paroisse St-Jean Baptiste, les membres du Comité de direction de la Société francophone de Victoria (Le Club Canadien-Français de Victoria) ont le plaisir de vous inviter à une semaine de festivités qui se tiendra du 18 au 26 juin, 1982.

C'est, selon nous, l'occasion unique d'admirer le dévouement des fondateurs de la Paroisse, les vingt-cinq ans d'union fraternelle de nos prédécesseurs et aussi l'esprit d'entraide de tous les paroissiens.

C'est aussi l'occasion rêvée d'exprimer notre solidarité canadienne-française et de manifester les liens profonds existants entre compatriotes.

Afin d'assurer une réussite totale de cette semaine de célébrations ou la Paroisse a travaillé en étroite collaboration avec la Société francophone et avec plusieurs de nos comités existants, votre présence aux différentes activités proposées nous serait précieuse.

PROGRAMME

Vendredi, Le 18 Juin - Soirée Dansante offerte par 'LES DECIBELS'

La chorale offre cette soirée en remerciement de l'aide apportée par tous lors de la présentation de leurs activités. Si vous jouez d'un instrument, nous aimerions vous entendre; si vous connaissez une chanson, il est temps de nous la présenter; si vous possédez des cassettes, apportez-les-nous afin de permettre aux musiciens de se reposer.

HEURE: de 21h00 à 24h00
PRIX D'ENTREE: un sourire

BAR OUVERT: non

COLLATION: the et cafe

Prix de présence

Orchestre de PAT

MCLEAN

Essayons de nous rappeler

les années 50 en portant, si

possible, le costume de

l'époque

SAMEDI, LE 19 JUIN -

MESSE TELEDIFFUSEE

officiée par Mgr REMI DE

ROO à 14h00 à l'église St-

Jean-Baptiste

COCKTAIL (après la

messe)

BANQUET OFFICIEL DU

25e ANNIVERSAIRE

ORGANISE PAR LA

Société Francophone de

Victoria et préparé par le

chef Henri Bernier

HEURE: 17h00

MENU

Crudités

Soupe aux pois

Salade panachée avec

vinaigrette du chef

Jambon au sirop d'érable

accompagné de pommes de

terre rissolées

Jardinière de légumes

Compote de fruits frais au

Porto

Gâteau anniversaire

PRIX: \$12.50 - quantité

limitée

Reservation des billets

avant le 4 juin, 1982 à la

Société Francophone de

Victoria, 383-5335

DIMANCHE, LE 20 JUIN -

FÊTE DES PERES - Messe

à 10h00

EXPOSITION D'ARTISANAT

THE AUX FRAISES offert

par le groupe des Nouveaux

Horizons et le Comité d'ar-

tsanat

HEURE: 14h00 à 16h00

PRIX: \$1.25 pour les non-

paroissiens

Reservations nécessaires -

veuillez appeler le 598-0944

LUNDI, LE 21 JUIN -

DANSES FOLKLORI-

QUES interprétées par les

danseurs ZAGREB (enfants

de 4 à 15 ans), sous la direc-

tion de Gerry Pastulovich

HEURE: 19h00

GOUTER: après le spec-

tacle

MARDI, LE 22 JUIN -

CONCERT

Monique Fortier, soprano,

et Rory Hammond, tenor,

interpréteront dix-huit (18)

pièces comprenant des

chansons folkloriques, des

comédies musicales, et des

extraits d'opéra

HEURE: 20h00

JEUDI, LE 24 JUIN -

MESSE DE LA SAINT-

JEAN-BAPTISTE A 19h00

VENDREDI, LE 25 JUIN -

SOUPER offert par la

chorale 'Les Decibels'

MENU

Boeuf bourguignon

Salade verte

Légumes

Dessert

The et cafe

HEURE: 18h00

PRIX: \$5.00

Quantité limitée - reser-

vation nécessaire

SAMEDI, LE 26 JUIN -

TOURNOI DE BILLARD

offert par les Nouveaux

Horizons et préparé par

Jean-Paul Schiller et Pat

McLean

HEURE: 14h00

SPECTACLE DE DAN-

SES FOLKLORIQUES

présenté par 'Les danseurs

du Pacifique'

HEURE: 20h00

N.B.: Toutes les activités

seront présentées à l'église

St-Jean-Baptiste ou au Centre

culturel St-Jean-Baptiste

au 307 avenue Richmond et

seront gratuites à l'exception

du banquet, du souper

des Decibels et du the aux

fraises pour les non

paroissiens.

Pour toutes informations

concernant l'une ou l'autre

des activités mentionnées,

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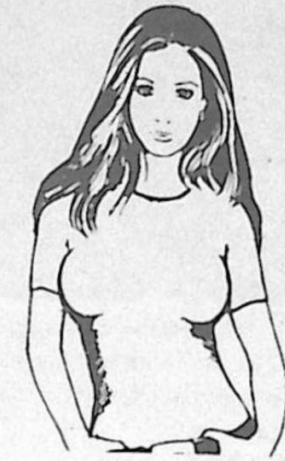
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EROTIQUE

AMERICAIN



DRAPE

18 ANS

GILLES VILLENEUVE N'EST PLUS

Le sport automobile et le sport québécois sont en deuil. Gilles Villeneuve, coureur automobile de Formule 1 s'est tué tragiquement, samedi dernier, durant les essais du Grand Prix de Belgique, à Zolder.

A 275 km à l'heure, sa Ferrari de 500 chevaux, après avoir touché une autre voiture, a volé dans les airs sur 150 mètres, son pilote a été éjecté. Gilles Villeneuve est mort le 8 mai 1982.

Gilles Villeneuve, né le 18 janvier 1952, à Chambly au Québec, aime très jeune la vitesse. A 13 ans, il conduisait déjà sa moto-neige et en 1971, il remporte le championnat du monde de motoneige au Québec et en 1973 celui du Canada.

En 1974, et pendant quatre ans, on le voit au volant d'autres bolides d'acier, des voitures de la Formule Atlantique. En 1976, il remporte neuf des

courses de cette Formule du circuit américain. Ensuite c'est une brève saison sur Formule deux, en Europe. Et puis, il rentre dans l'écurie McLaren en Formule 1, ou c'est la guerre des commanditaires, des marques et des millions, mais surtout de la vitesse.

Dans la première course de Gilles, dans le Grand Prix d'Angleterre, c'est une onzième place qu'il décroche. Ferrari le prend dans son équipe et sa première victoire, en 1978 - personne ne l'oubliera, et principalement tous ceux masses sur le circuit de l'île Notre-Dame de Montréal: un Québécois de 25 ans dépassait, sur son propre sol les meilleurs pilotes du monde!

Sur 67 grands Prix en Formule 1, Gilles Villeneuve termine six fois en première position (Grand Prix d'Afrique du Sud, de Long Beach en Californie, Watkins Glens au E.U., Grand Prix de Monaco et d'Espagne).

Perfectionniste, Gilles est

doux, et il est ce que l'on appelle un pilote-usine: un génie de la mécanique qui passe beaucoup de temps à tester les voitures, à y améliorer les performances.

J'ai vécu et suivi, pendant un an, cette fièvre et cette folie des pistes. A cette époque, on comparait Gilles Villeneuve au Français François Cevert, doux lui aussi et qui, à 29 ans s'est tué sur le circuit de Watkins Glen.

Chez tous les adversaires, on admirait les nerfs d'acier de Gilles, on disait même qu'il somnolait sur la ligne de départ!

Mais voilà, Gilles n'est plus. Et maintenant la course automobile ne compte plus ses victimes: Jim Clark, Patrick Depailler, Ronnie Peterson (idole de Gilles Villeneuve) et samedi dernier, Gilles.

Une enquête a été ouverte et peut-être de nouvelles mesures de sécurité seront apportées dans cet enfer mécanique qui fait graviter autour de lui, millions, vitesse, records de tour, et morts.

LE SAUMON ARGENTE OU COHO

Importance et répartition

Le saumon argente ou coho, dont le nom scientifique est *Oncorhynchus kisutch*, est commun dans les eaux qui baignent le Colombie-Britannique. Ce poisson ne fournit pas seulement aux conserveries une grande partie de leurs produits, mais il est très recherché par les pêcheurs sportifs. Il mord à l'appât et se prend souvent aux lignes à traîner. Sa coloration le fait appeler dos-bleu dans certaines régions de la C.B., et "silver" aux États-Unis. On le pêche depuis le nord de la Californie jusqu'au nord-ouest de l'Alaska.

Description

Ce poisson fusiforme se distingue surtout par la taille des autres variétés de l'espèce qui sont: le saumon du Fraser, le saumon quinnat, le saumon rose et le saumon-chien. Sa tête est conique et ses dents, sont fortement ancrées. Son dos d'un bleu métallique, et son ventre argente, sont recouverts de nombreuses taches irrégulières et sombres. Les barres de tacon ressortent vivement sur la livrée du coho. Sa chair est rose, mais, dans certaines régions, elle est rouge vif.

A l'âge adulte, le saumon argente mesure environ trois pieds, et pèse de six à douze livres, bien qu'il ait déjà atteint le poids remarquable de 26 livres et demie. La maturité vient généralement à la fin du troisième été de ce poisson, alors qu'il quitte la mer et que le crochet caractéristique des saumons du Pacifique sur le point de frayer apparaît à son museau. Le coho vit parfois jusqu'à quatre ans. Il se nourrit d'une variété de proies: harengs, pilchards, lancons et nombre d'autres petits poissons, ainsi que calmars et crustacés. Sa chair se classe deuxième parmi celles des différents saumons pour sa teneur en

protéine, et troisième pour sa teneur en graisse.

Migrations et reproduction

La plupart des saumoneaux demeurent en eau douce durant une année entière, et certains descendent des lors vers l'océan, tandis que d'autres attendent pour cela d'avoir atteint leur troisième année. Ce poisson fraie parfois à proximité de la mer, bien qu'aussi il remonte à l'occasion jusqu'au cours supérieur des fleuves. Comme les autres espèces de saumons du Pacifique, il meurt après la reproduction. (Le cycle de vie des cinq saumons du Pacifique est identique, et fait l'objet d'une feuille de renseignements distincte.)

Pêche

La pêche commerciale du coho se fait à la seine à pêche et au filet maillant, aux lignes à traîner et aussi au moyen de trappes fixes dont l'usage est autorisé dans le détroit de Juan-de-Fuca. Les pêcheurs sportifs le prennent à la mouche ou à la cuiller.

Conditionnement et vente

Presque tout le saumon capture est mis en conserve et se vend sous l'étiquette de saumon coho ou de dos-bleu. On l'écoule aussi à l'état frais, et parfois à l'état de filets congelés. Il est très recherché sur tous les marchés du monde, mais en particulier sur le continent nord-américain.



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SPORTS

GOLF

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TOURNAMENT SCHEDULE

May 30	Sunday	Shriners - 18 Hole	09:00 a.m.
June 11	Friday	Practice Round-Mens Amateur Open	June 12
June 12	Saturday	1st Round-Mens Amateur Open	08:00 a.m.
June 13	Sunday	2nd Round-Mens Amateur Open	08:00 a.m.
June 20	Sunday	Ladies Invitational-18 Hole	08:00 a.m.
June 25	Friday	Zone 6 Seniors	T.B.A.
Aug 19	Thursday	Base Supply Section	12:30 p.m.
Aug 20	Friday	Zone 6 Seniors	T.B.A.
Aug 22	Sunday	Mr. & Mrs. Tournament-18 Hole	T.B.A.
Sept 11	Saturday	General Lett (Men) Service, Retired Members & NPF Employees-18 Hole	T.B.A.
Sept 25	Saturday	Club Championship-Men & Ladies	T.B.A.
Sept 26	Sunday	Club Championship-Men & Ladies	T.B.A.
Oct 10	Sunday	Mixed Two Ball Windup	T.B.A.

MENS INTER CLUB TOURNAMENTS WILL BE POSTED AS SOON AS POSSIBLE, WHEN THE SCHEDULE IS COMPLETED WITH OTHER COURSES ANY ADDITIONS OR OMISSIONS TO THIS SCHEDULE SHALL BE POSTED AS SOON AS POSSIBLE FOR THE CONVENIENCE OF MEMBERS.



There was a great turn out for the Presidents Cup Sunday 16th May. Very cold and blustery but not bad scores turned in under the circumstances.

Ladies first: Our sponsors, Bank of Commerce in Comox, were unable to send a representative, so President Fran Hume did the honours. Frankie McCaffery took the trophy and the keeper with a nice score of 94 gross. Following in low net, low gross order came Lorraine Courtemanche, Mona Ledgard, Joan Webber, Bev McGibney, Lil Davis and Claire Rathbun.

Our male winner low gross was Arnie Mathies who collected the trophy and keeper which were presented by President Bob Elder. Tidy Cars of Courtenay kindly donated some prizes which went, also in low net, low gross order to: Tom Finnie, Dave Ronaldsen, Nick Stolarchuk, Dorin McGibney, Malcolm Peers, Wally Berger, Bill O'Neil, Bill Ricketts, Mike Perault, John Webber, Ron Carter, Len Timmerman, Phil Nakaski.

A very good Tournament and well run by our hardworking Tournament Committee.

Seventy-eight golfers participated in the President's Cup held at Glacier Greens Golf Club on Sunday 16 May 82 - good golf - good food - and prizes, prizes, prizes!!

Men's division winners were:

1st low gross	Arnie Mathus
1st low net	Tom Finnie
2nd low gross	Dave Ronaldsen
2nd low net	Nick Stolarchuk
3rd low gross	Dorin McGibney
3rd low net	Malcolm Peers
4th low gross	Wallie Berger
4th low net	Bill O'Neil
5th low gross	Bill Ricketts
5th low net	Mike Perault
6th low gross	John Webber
6th low net	Ron Carter
7th low gross	Len Limmerman
7th low net	Phil Nakasotie

BASEBALL

WEEKLY INTERSECTION SOFTBALL STATISTICS

TEAM	GAMES PLAYED	RUNS FOR	RUNS AGAINST	POINTS	PLACE
407 Sqn	4	54	14	8	1
Sgt Mess	4	70	11	6	2
Det 5	3	42	20	4	3
MPs	3	29	36	4	4
HQ	4	26	50	4	5
Supply	3	33	57	2	6
MSE	3	47	51	2	7
AVSO	4	19	42	2	8
442 Sqn	4	14	30	0	9



SERVICEMAN'S FASTBALL

DATE	CFB Comox	vs	Campbell River (Scamps)	1900	C.R.
27 May	CFB Comox	vs	Courtenay Sr. (Edgetts)	1900	CFB
3 June	CFB Comox	vs	Courtenay Jr. Moody Blues	1900	Martin
8 June	CFB Comox	vs	Campbell River (Scamps)	1900	CFB
10 June	CFB Comox	vs	Courtenay Sr.	1900	Ult
15 June	CFB Comox	vs			

BASE TEAM MEN'S FASTBALL

26 May	Home	CFB Comox	vs	Performance Products	1800
9 June	Home	CFB Comox	vs	Block Bros.	1800
16 June	Home	CFB Comox	vs	Highland A	1800

1982 INTERSECTION SOFTBALL SCHEDULE

25 May Tue	1700 hrs	MPs	vs	Supply	1
	1700 hrs	MSE	vs	HQ	2
	1900 hrs	Sgt Mess	vs	407 Sqn	1
	1900 hrs	Det 5	vs	AVSO	2
27 May Thu	1700 hrs	AVSO	vs	Sgt Mess	1
	1700 hrs	442 Sqn	vs	Supply	2
	1900 hrs	Det 5	vs	MPs	1
	1900 hrs	407 Sqn	vs	MSE	2
01 Jun Tue	1700 hrs	Det 5	vs	442 Sqn	1
	1700 hrs	Sgt Mess	vs	MSE	2
	1900 hrs	407 Sqn	vs	Supply	1
	1900 hrs	HQ	vs	MPs	2
03 Jun Thu	1700 hrs	MPs	vs	407 Sqn	1
	1700 hrs	Supply	vs	AVSO	2
	1900 hrs	442 Sqn	vs	HQ	1
	1900 hrs	MSE	vs	Det 5	2
08 Jun Tue	1700 hrs	Sgt Mess	vs	Det 5	1
	1700 hrs	MPs	vs	442 Sqn	2
	1900 hrs	MSE	vs	AVSO	1
	1900 hrs	Supply	vs	HQ	2



SUMMER GAMES

CANOEING

AIR FORCE BEACH PARKING AREA

This year the lower level of the beach parking area will be specifically for boat launching users. The upper area for Pavillion and beach users.

Both areas will be patrolled by the Military Police. Unauthorized vehicles may be ticketed (reported to section heads).

LAUNCH PASSES

Launch passes (\$15.00) are available at the Beach House, which will once again be run by Len and Lorna Loma. Hours: Mon - Thurs. 1500 - 2000 hrs; Fri - Sat - Sun: 1300 - 2100 hrs.

As usual he will have his little goodies available to the big fishermen. The rest of us can also shop there!

The playoffs for the 1982 Summer Games canoeing events will be held in Nanaimo's Westwood Lake Park on June 20th, at 10 o'clock. Those canoeing events are open to anyone and everyone interested in competing in the Summer Games. There will be five divisions: Mens Open, Womens Open, Mixed Open, Womens Junior, and Mens Junior. Juniors are 18 years and under as of August 26, 1982. All you need is a paddle and a life jacket. If you have an 18'6" White Water 11 canoe, please bring it; otherwise canoes are provided.

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Promotions and awards

Thursday, May 27, 1981

CFB Comox Totem Times

7



CWO Chaignon receives his Chief's scroll from CO 407 Sqn., LCol. Cameron.




Suggestion Award: Maj. Morriss, BSUpO presents Cpl. M.A. Wilson with a certificate and an award of \$350.00 for his proposal that provided a more visible and accurate means of monitoring manufacturers' part number changes.



It's a joke, right? You've probably got your fingers crossed." MCpl. McQueen congratulated by LCol. Lott, CO 409 on his recent promotion. (Base Photo)



Accelerated promotions and congratulations from 409 SAMO Maj. Davis to Cpl(W) Smith, Cpl. Leclerc, Cpl. Boychuk and Cpl. Roberts. (Base Photo).



MAY BARGAIN HUNTER SALE

<p>COMOX CRESTED ASH TRAYS REG 3⁹⁹ SALE 2⁹⁷</p>	<p>Efferdent Denture Tablets 66's 1.97</p>	<p>Crest Regular, Mint or Gel Toothpaste 1.27 100 mL</p>	<p>CROWN CYCLE KICK STAND .97¢</p>
<p>BRITISH COLUMBIA CRESTED GLASSES REG 4⁹⁹ SALE 3⁹⁷</p>	<p>Ultra Ban 150 mL Scented, Unscented or Powder Scented Spray Deodorant 1.57</p>	<p>Ultra Ban 75 mL Roll-On Scented or Unscented Deodorant 1.97</p>	<p>OPEN ROAD 7 FOOT ROD OROS 70 REG 22⁹⁹ SALE 14⁹⁷</p>
<p>ASSORTED BOHEMIA CRYSTAL GLASSES 8⁹⁷ AND 11⁹⁷</p>	<p>Cashmere Bouquet Soap 90 g 4/.97</p>	<p>Johnson & Johnson 60's Band-Aids 1.87</p>	<p>COMPAC REEL DATONA 835 REG 24⁹⁹ SALE 18⁹⁷</p>
<p>SUNGLASSES ASSORTED STYLES AND COLOURS 4⁹⁷ and 6⁹⁷</p>	<p>Wilkinson Sword Stainless Blades 5's .57</p>	<p>Silience 200 mL Regular or Extra Body Shampoo or Conditioner 1.77</p>	<p>GUARANTEE FIT LIFE JACKETS 0 - 40 LBS REG 13⁹⁷ SALE 7⁹⁷ 40 - 90 LBS REG 16⁹⁹ SALE 9⁹⁷</p>
<p>RICOH KR-10 35 mm CAMERA WITH FLASH BAG AND MORE 319⁹⁷</p>	<p>HOTPOINT MICROWAVE OVEN SAVE \$100 REG 699⁰⁰ SALE 599⁰⁰</p>	<p>Old Spice After Shave 250 mL 5.97</p>	<p>Viking With Plastic Dust Pan Magnetic Broom 3.77</p>
<p>CHILDRENS OVERALLS SIZES 2 - 6x 25% OFF</p>	<p>HOTPOINT DISHWASHER SAVE \$30 REG 529⁰⁰ SALE 499⁰⁰</p>	<p>Lustroware 10 qt. Heavy Duty Plastic Pail 1.97</p>	<p>COBRA HAND TRUCK AND DOLLY INDUSTRIAL LOAD CAPACITY SUGG. RETAIL 159⁵⁰ EX PRICE 49⁹⁹</p>
<p>MENS POLY-COTTON T-SHIRT VARIOUS COLOURS AND SIZES 8⁹⁷</p>	<p>ELECTRICAL GUARDED CORD SET 30 METRES REG 16⁹⁹ SALE 14⁹⁷</p>		



Congratulations to Cpl. Chevrier and Cpl. Toth on their accelerated promotions. Col. Diamond also presents promotions to MCpl. Dickson and MCpl. Maloley. (Base Photo)



CD Parade! Maj. Ousey (CD1), LCol. Clements (CD2), Sgt. Buchner (CD1), and MCpl. Legault (CD1), with the BComd., Col. Chisholm. (Base Photo)



WO Dale Robertson is heartily congratulated on his recent promotion, by Major Egli, A/CO 409 Squadron (Base Photo)



Sgt. Bill Hamilton seems to have an air of disbelief as Lt. Dunn presents him with his third stripe. (Rest assured it's for real, but please Bill, no scotch tape.)

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DIVINE WORSHIP: Sundays - 1100 hours.
EUCARIST: First Sunday of every month at 1100 hours.
SUNDAY SCHOOL: Sundays at 0930 hrs. There is no Sunday School the second Sunday of every month as this is Family Sunday for families to attend Church together.
SENIOR CHOIR: 1200 hrs. on Sunday
JUNIOR CHOIR: 1830 hrs. on Thursday.
Choir Director: Mr. Walter Yeomans - 339-4039

Organist: Mrs. Jean Duggan, A.R.C.T.: R.M.I. 339-3147
LADIES GUILD: Second Wednesday of every Month at 2000 hrs. in Chapel Annex.
President: Mrs. Sharon Ainsworth 339-9197
YOUTH GROUP: Every Saturday at 1930 hrs. Contact person: Lt. Jim Thiessen 339-5265
PRAISE & PRAYER GROUP: Every Monday at 1900 hrs. Contact person: Mrs. Gloria Sponselee 334-2201
CHAPEL COMMITTEE: Second Tuesday of every month at 1900 hrs. in Chapel Annex.
President: WO C. Ainsworth
CHIEF SIDESMAN: Sgt. L. Kuhn 339-4996

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 Sunday 1000 hrs
 Week Days 0900 hrs
 (No Mass on Thursday)

BAPTISMS & MARRIAGES: By appointment - notice well in advance.

CONFESSIONS: Confessions are heard 30 minutes before all Masses and any time on request.

CATECHISM CLASSES: Each Wednesday night in the PMQ School, 6:30 - 7:30 p.m.

PRESIDENT PARISH COUNCIL: Mr. Frank Sibierski

PRESIDENT CWL: Mrs. Eva Schwab

CATECHISM COORDINATOR: Mr. John LeRoss

CFB COMOX MILITARY CHRISTIAN FELLOWSHIP

For anyone interested in fellowshiping with other Christians, the MCF meets Monday, Wednesday, and Thursday from 1200 to 1300. Monday and Thursday there is Bible study and prayer and Wednesday is a time for meeting each other and having fellowship. Anyone is welcome and feel free to bring your lunch. The group meets in building 10 which is the Parish Hall.

PARISH NEWS



Our Lady of the Sacred Heart Chapel held the Sacrament of Confirmation Wednesday, April 21st, celebrated by His Excellency, the Most Reverend Francis J. Spence, Military Vicar; Father Julien Rheault, Base Chaplain; Mrs. Shirley Ned, Instructor.



Wednesday, April 21, 1982, Mrs. Brenda Adams was presented with the Base Commander's Commendation by Col. J.R. Chisholm. This was in recognition for the excellence with which she performed her volunteer job with the AMU Canteen. This Canteen is jointly operated by the Catholic Women's League and the Protestant Chapel Ladies' Guild of CFB Comox. The workers are volunteers and all profits go to mission work locally and overseas.

During 1981 Brenda acted as coordinator of the Canteen, ordering and picking up supplies, keeping the financial records, and working on most of the mornings assigned to the Ladies' Guild. In addition she and her husband, on their own initiative, operated the Canteen in the evenings to meet incoming flights, even though this was not expected. On one occasion MCpl. and Mrs. Adams opened the Canteen from late in the evening until the early hours of the morning at the request of the AMU to provide refreshments to some 80 servicemen in transit through the AMU when no other facility on Base was available. On all occasions Brenda's cheerful smile never failed.

Well done Brenda! Thank you for an excellent job cheerfully carried out.
 (Base Photo)

Our Lady of the Sacred Heart Chapel has been very active through April and May. Lent, Palm Sunday, Holy Week and Easter. During Lent, mass was said daily. Rosary and Stations of the Cross during the week. Our Lenten Journey came to an end as all together we arrived at another Resurrection Sunday: very prayerful and joyous. On Wednesday, April 21st., 17 people received the Sacrament of Confirmation. We had the honor of the visit of Bishop F.J. Spence.

Sunday, April 25th, 7 young people received Communion for the first time. (Both the First

Communion and Confirmation were followed by a reception at the Parish Hall served by the Catholic Women's League.

Mother's Day was celebrated with a beautiful rose for all the mother's thanks to the Knights of Columbus of Courtenay and our Parish Council.

May 16th was the crowning of the Blessed Virgin Mary by the children for the month of May. Hopefully we are all growing spiritually.

Our Parish will hold a Family Day Picnic at Air Force Beach Sunday, June 13th. Hope to see you all there.

ONE MAN'S OPINION

The following is an extract from an after dinner address made at a formal retirement Mess Dinner at CFB Comox WO's and Sgts' Mess 8 May 82 by CWO G. Colliw, one of the four retirees honoured.

"It has been a distinct privilege for me to have served initially in the Canadian Army and specifically the Royal Canadian Engineers and subsequently the Canadian Forces and the Military Engineers. Also, an absolute bonus to retire from an Air Base, and in such a beautiful location.

Canadian Forces personnel have a history of dedicated service both in war - examples are the Boer War, the First and Second World Wars, and the Korean Conflict; and in peace - with the United Nations Peacekeeping Forces, and The North Atlantic Treaty Organization as examples. Also it is a fact that some of the best Canadians have at one time or another served in Canada's forces.

So I repeat, it is a distinct privilege for me to have served with people such as you here this evening, and for such a great country."

(CWO Colliw enlisted at the Canadian Army Liaison Establishment in London, England 24 Aug 54 and retires at CRA with 32 years of pensionable service, having served previously in the British Army.)

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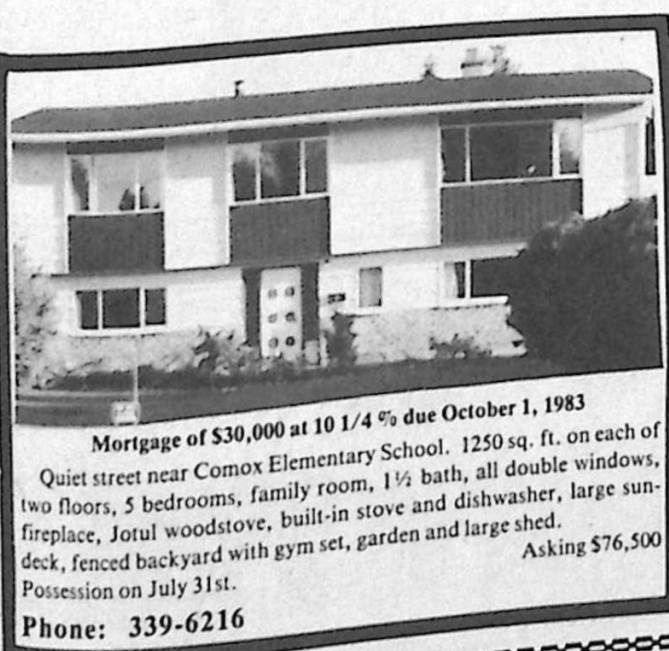
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Lt. Gen. Lewis, Commander Air Command, inspects Guard of Honour upon his arrival in Comox 4 May, accompanied by Guard Commander Capt. Foulds and Base Commander Col. Chisholm. LGen. Lewis was in Comox to brief the Base Chief Warrant Officer conference held in Comox earlier this month. (Base Photo)



During the recent Western Military Engineer Golf Tournament, specific instructions were given regarding "being early for your tee time." However, how early is early? Did this happen late rather than early? Was the competition that tough? Per chance 'tis a major prize winner?...under pressure? Yee Gods!....Not 6 on a Par 3????! (Photo courtesy of Janet Stevens)

COMOX PARACHUTISTS WIN

KAMLOOPS, B.C. -- The 15th Annual "Kamloops May Meet", an open competition for sport parachutists was held just outside of Kamloops the weekend of 22-24 May.

Approximately 85 parachutists from B.C. and Alberta were registered, making it the largest "May Meet" to date. CFB Comox Sport Parachute Club was well represented, with eleven of our members in attendance - 8 to compete, two to cheer and one to fly the jump aircraft.

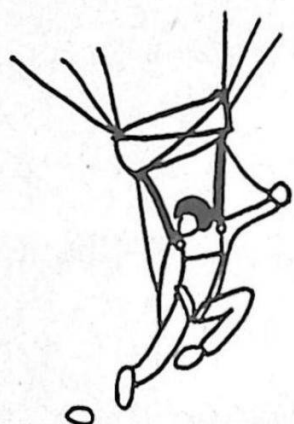
On the whole, the club did extremely well, bringing home 4 medals: Sgt. Murray McConnell won the Gold (for the second year in

a row) in Master's Accuracy (with a total score of 14 cm in three jumps, trying to land on a 10cm disc); Ron Dionne earned the Bronze in the same category.

Capt. Zoltan Pegan placed second in the Senior's Accuracy and Fourth in the Style Competition, earning him a Gold Medal for best overall competitor this year. Pegan's 4 way relative work team also tied for 3rd place in the Senior Relative Work category.

Of note, and a man to watch at future competitions was Pte. Roger Skidmore, who did extremely well for his first try at competitive parachuting.

Congratulations to all and best of luck at the Provincial Competition in June.



A Farewell Dinner May 19 signalled the year's end for the Officers' Wives' Club of C.F.B. Comox. President Sue McKinley thanked the members of this year's executive for their work and support. Next year's president Fran Al-Molky introduced her executive members. We wish them good luck and hope they enjoy themselves

as much as we have.

Honorary President Gwen Chisholm presented spoons to members who are leaving. We wish them all happiness in their new postings.

Our evening concluded with a demonstration of color-coding, showing the importance of choosing colors most flattering to us. Along with the Executive

who plan and set up each meeting, we would like to thank Sgt. T. Quirke, Mr. B. Perron, Mr. T. Soles and Audrey for their help and co-operation each month.

We hope those of you who attend the O.W.C. have enjoyed the current year and will continue to support the club.

See you in September!

Barbara Myatt

O W C

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Comox, B.C.
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BASE THEATRE
SCHEDULE
CFB COMOX

May 27 - May 30
HOP SCOTCH
Glenela Jackson, Walter Matheau
MATURE

June 3 - June 6
TAPS
George C. Scott, Timothy Hutton

SHOWTIME: 7 pm

SUPPORT YOUR BASE THEATRE
AUTHORIZED PATRONS ONLY

EW
COURTENAY

Mon. to Thurs. - 8:15 p.m.
Two Shows Fri. & Sat. -
7 and 9 p.m.
No Matinee This Saturday

Adults \$3.25, O.A.P. \$1.50, Child \$1.50

Thurs. to Wed. - May 27, 28, 29, 31, June 1 & 2
Michael Caine, Christopher Reeve, Dyan Cannon
"DEATHTRAP" "Some coarse language & swearing; occasional violence"-B.C. Director **MATURE**

Thurs.-Thurs. June 3, 4, 5, 6, 7, 8, 9, 10 (Open Sun 8:15pm)
Winner of 3 Academy Awards: BEST ACTOR-
Henry Fonda, BEST ACTRESS - Katharine Hepburn,
BEST SCREENPLAY (Adaptation),
"ON GOLDEN POND" Jane Fonda,
Doug McKeon, Dabney Coleman
"Warning - Some coarse language & swearing"-B.C. Director **MATURE**

Stardust
Drive-In Theatre

NOW OPEN 7 DAYS A WEEK
Thurs. to Wed. - May 27 to June 2
"CLOCKWORK ORANGE"
"Warning - Extreme brutality and rape"-B.C. Dir
PLUS - "THIS IS ELVIS"
Thurs. to Wed. - June 3 to 9
Nastassia Kinski
"CAT PEOPLE"
"Some gory scenes, nudity & sex"
PLUS - "GHOST STORY" "Some scenes may frighten young children. Occasional nudity, suggestive scenes, coarse language"-B.C. Director **MATURE**

ALL ADMISSIONS \$4.00
ALL - NITER \$4.50
Box Office Opens 9:00 p.m.
Show Starts at Dusk

June is Family Month

Let your Roots grow!

This year's theme of CELEBRATING FAMILY TRADITIONS recognizes the multitude of cultural, ethnic, and religious traditions which influence families in our province.

Spanish Lithuanian Chinese East Indian Native Indian
 Swedish Icelandic Vietnamese Canadian Vietnamese
 Russian Polish Hungarian Greek German French Dutch Scottish Austrian Czech Belgian Czech Polish Romanian Ukrainian Mexican Vietnamese

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Canadian Forces news

The Royal Canadian Artillery Band

under the direction of Capt. J. Leblanc
"The Montreal Scene"

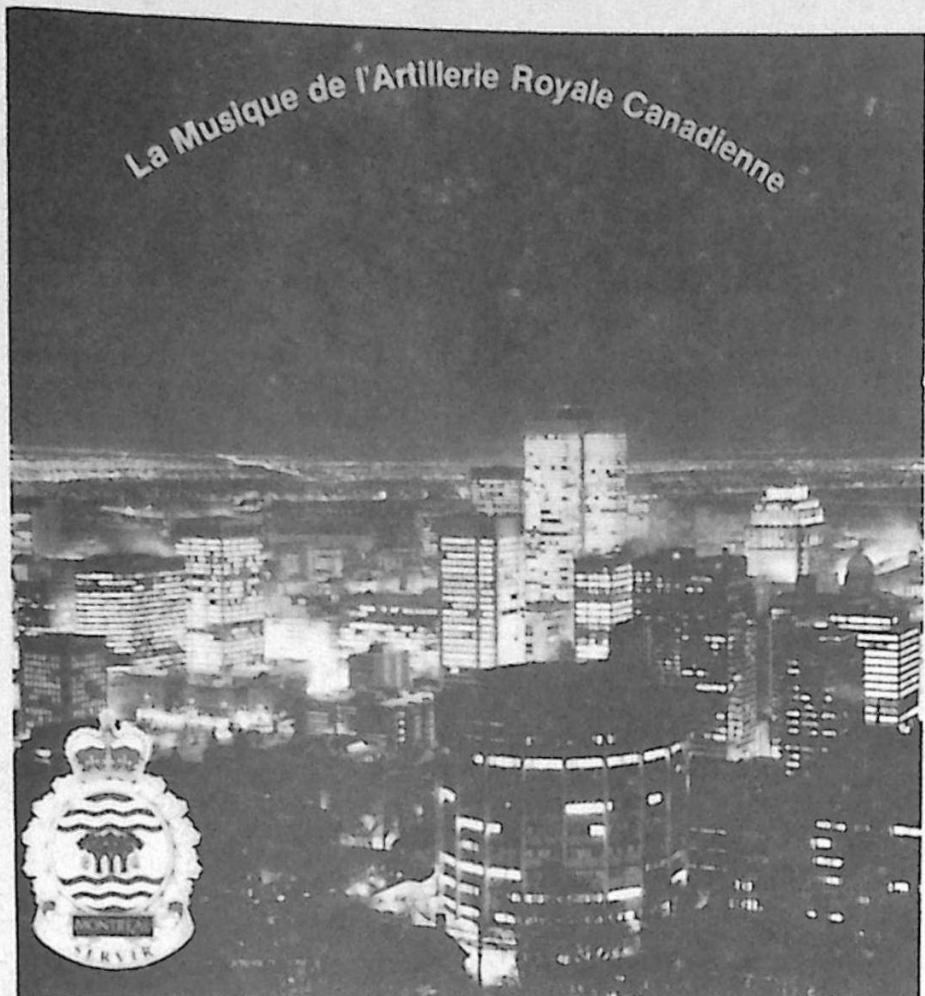
On this record you will have the opportunity of hearing the full Royal Canadian Artillery Band and the 18 member dance ensemble which will help you relive the golden era. Also featured on this record are the 8 member group commonly known as the "Artillerymen" under the direction of CWO F. Leonard. The record includes classics, military marches, rock, jazz, and semi-classics.

To order, complete the attached form or send a letter to the following address:

The Royal Canadian Artillery Band
BFC/CFB Montreal,
St-Hubert, Quebec
J3Y 5T4

Name.....
Address.....
Province..... Postal Code.....

—Copies La Musique de l'Artilerie Royale Canadienne (newest record, Montreal scene) \$8.00
—Copies The Guns, A Centennial Tribute (first record) \$7.00



Lost Again? Minister of National Defence Gilles Lamontagne tries his hand at map reading from the cockpit of a 408 Sqn Twin Huey while flying over Primrose Lake Weapons Range at CFB Cold Lake assisted by Base Commander Colonel Glen Younghusband. The Minister visited Cold Lake at mid-May to view Exercise Maple Flag IX. (CF Photo by Sgt. Mah)

ALERT AIRLIFTS

OTTAWA -- Three massive airlift operations are conducted each year by the Canadian Forces to resupply CFS Alert in the Northwest Territories with essential fuel and dry goods. The airlifts were nicknamed "Boxtop" in the early 1950's when C-119 Boxcar aircraft were used to transport the vital supplies to the "top of the world" Alert, some 800 km from the North Pole.

The first Boxtop of 1982 took place between May 10 and 21. During that time,

Forces aircraft carried 1,600,000 litres of diesel fuel, 90,000 litres of support vehicle fuel and 160,000 litres of aviation fuel from storage facilities in Thule, Greenland (an airbase operated by the U.S. Air Force and the Danish government) to Alert.

Three Canadian Forces Hercules and as many as 160 personnel worked round-the-clock for approximately 10 days to resupply the station. The 1,400 km return route between Thule and Alert was

flown about 100 times before the mission is complete.

The Hercules was flown by a total of seven aircrews from Canadian Forces Base (CFB) Edmonton, Alta., Trenton, Ont., and Winnipeg, Man. Each crew completed three return trips per 12-hour shift.

In preparatory phases of the operation May 7 and 8, three Hercules and a Boeing aircraft transported equipment and personnel to CFS Alert and Thule.

Essential air traffic control mobile radar equip-

ment, operators and technicians were deployed to Alert to facilitate the operation. Alert is not equipped with radar landing aids and the installation of portable radar equipment at the airstrip is necessary so that completion of the airlift on schedule is less dependent on good weather.

Communications equipment and personnel was brought in for the vital communications network between the two military locations.

Boxtop 2/82 will take

place in August with dry goods such as construction materials and vehicles being shipped by sea to Thule from Montreal and then airlifted to Alert. The third Boxtop will take place next fall.

The airlifting of supplies is necessary due to the impossibility of resupplying Alert by sea because of frozen sea routes year round.

SNOWBIRDS

OTTAWA -- They fly through the air with the greatest of ease - those magnificent men in their flying machines.

They're the Canadian Forces "Snowbirds" who entertain millions of spectators each year with their high precision flying displays.

In their 11th year of operation, the Snowbirds are demonstrating their aerobatic skills in some 65 performance between the end of April and mid October this year in Canada and the United States.

The 11-pilot Snowbird team, designated 431 Air Demonstration Squadron

from Canadian Forces Base Moose Jaw, Sask., flies the Canadian Forces' standard jet training aircraft - the Canadair-built Tutor.

The team is assisted by a groundcrew of 10 who are specialists in aero-engines, airframes, instruments, communications and safety systems.

During the summer, the Snowbirds will participate in major airshows in Toronto, Ont., Abbotsford, B.C. and Shearwater, N.S. They will also be in the nation's capital July 1 to contribute to Canada Day festivities.

Returning this year as commanding officer of the squadron an team leader is

Major Mike Murphy of Dartmouth, N.S., now in his fourth season with the team.

Tryouts and selections for aircrew and ground crew for the 1982 team were completed last November. A number of personnel are changed annually.

Coordinators of the Snowbirds this year are Captain Ron Carter of Saint John, N.B. and Major Wally Peters of Litchfield, N.S.

The Snowbirds are scheduled to be in Comox 2 Aug 82, so plan your leave accordingly. Ed.



CF-5 tactical fighters participated in exercise Maple Flag at Canadian Forces Base Cold Lake, Alberta, during April and May. (CF Photo by Sgt. Vic Johnson)

435 & 436 REUNION

During World War Two, the Allied 14th Army in Burma required air transport support. This requirement was met by the formation of 435 and 436 Royal Canadian Air Force Transport Squadrons. Both Squadrons are still a very integral and important part of the Canadian Armed Forces today.

Every year, to commemorate the birth of the Squadrons and the Burma airlift, past and present members of both Squadrons re-unite from around the world. This year being no exception, the Reunion is being planned for 10th to 12th of September at Canadian Forces Base Trenton.

Anyone requiring additional information is requested to contact Maj. Brian Sadler at the following address: 436 (Transport) Squadron, Canadian Forces Base Trenton, Astra, Ontario, Canada, K0K 1B0, Attention: Reunion Committee.

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Royal Roads Graduation ... The Honourable Gilles Lamontagne, Minister of National Defence, inspects the guard of honour during graduation ceremonies at Royal Roads Military College May 15. The Minister was reviewing officer for the annual ceremonies, and trooping of the color. The ceremonies were attended by Lieutenant-General H.A. Carswell, Assistant Deputy Minister (Personnel) at National Defence Headquarters in Ottawa, and various other military and civilian dignitaries. (CF Photo by Mr. Len Watling)



Another fine mess you've gotten us into! With Mr. Laurent Beaudoin, Bombardier's president and chief executive officer as a passenger the Minister of National Defence, Mr. Gilles Lamontagne, takes the wheel of the first 2.5 ton truck. A total of 2,762 such vehicles will be delivered to the Canadian Forces over the next two years. The truck is equipped with an 8-cylinder diesel engine, automatic transmission, and noise reduction kit. It can be converted into models for medical, supply and troop transport purposes.

Canadian Forces Assists Jamaican Defence Force

OTTAWA (CFP) -- Over the next six months, 25 Canadian Forces personnel will be in Jamaica to assist the Jamaican Defence Force (JDF) Air Wing in upgrading its helicopter technical maintenance staff.

The aid is provided under Canada's military training assistance program and will involve two-month rotations of personnel from Forces' units across

Canada.

The first Canadian team of helicopter technicians, headed by Maj. Ryan Campbell of Air Command Headquarters in Winnipeg, arrived in Jamaica at the end of March. Assistant team commander is WO Albert Walker of 408 Tactical Helicopter Squadron in Edmonton, Alta. Other team members are: aero-engine technicians Sgt. John Faulkner of the base

aircraft maintenance engineering section at CFB Edmonton, MCpl. Dan Hoodicoff, 408 Squadron, and MCpl. Gilbert Marquis of 430 Tactical Helicopter Squadron in Valcartier, Que.; and airframe technicians Sgt. Winston Babin, 3 Field Technical Training Unit at Chatham, N.B. and MCpl. Norman Fournier, 430 Squadron.

This is the first time that Canadian on-site ground

support training assistance, including technical help in the areas of aircraft management, hands-on flight line instruction and formal course instruction, has been given.

Help was requested by the JDF when a survey of its air wing last October by a three-member Canadian evaluation team revealed a deficiency of trained technicians there.

To partially offset the

deficiency, nine Jamaican technicians trained for five weeks at CFB Chatham, N.B. during February and March.

In another aspect of training assistance, four Canadian Forces flying instructors visited Jamaica in April to conduct evaluations of the flying standards of the Jamaican air wing.

All Jamaican pilots are trained at CFB Portage,

Man. on the Musketeer and Jet Ranger helicopters as part of the in-Canada portion of the assistance program. To maintain their flight standards, the pilots undergo yearly operational evaluations in Jamaica by an advisory team of Canadian pilots. This system was established in 1970.

Team leader this year was Maj. Jerry Elias, command instrument check pilot at

Air Command Headquarters. He was joined by Maj. "Kip" Kippel, group instrument check pilot with the 14 Training Group Headquarters at Winnipeg; Capt. Al Moore, standards officer, 403 Helicopter Operational Training Squadron, Gagetown, N.B.; and Capt. Ed Ukrainetz, check pilot at Central Flying School in Winnipeg.

Jamaica is one of a number of developing countries which have been assisted over the years under the auspices of the interdepartmental Military Assistance Committee.

The committee is comprised of representatives of the Departments of External Affairs; Finance; Industry, Trade and Commerce; and National Defence.

OFFERED FIRST TO READERS OF TOTEM TIMES

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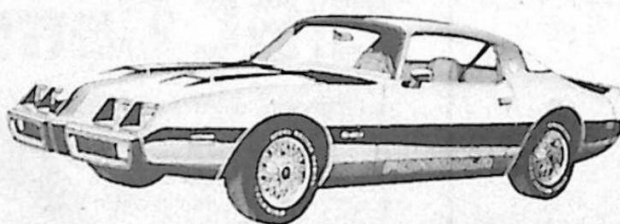
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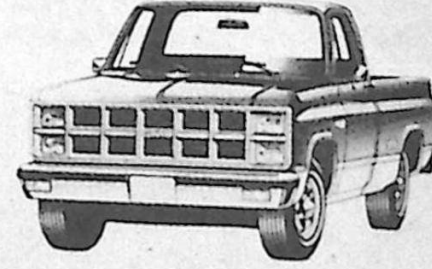
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