



TOTEM TIMES



Vol. 24 No. 13

CFB COMOX TOTEM TIMES

THURSDAY, JULY 1, 1982

DEADLINE - MONDAY, July 19, 1982

COST: PRICELESS

OPERATION "HUSKY"

CFB Comox Ground Search and Salvage teamed with 442 Sqn and Base transport to retrieve the remains of a wrecked aircraft from Campbell River. The aircraft, was the first of only 12 Husky aircraft manufactured.

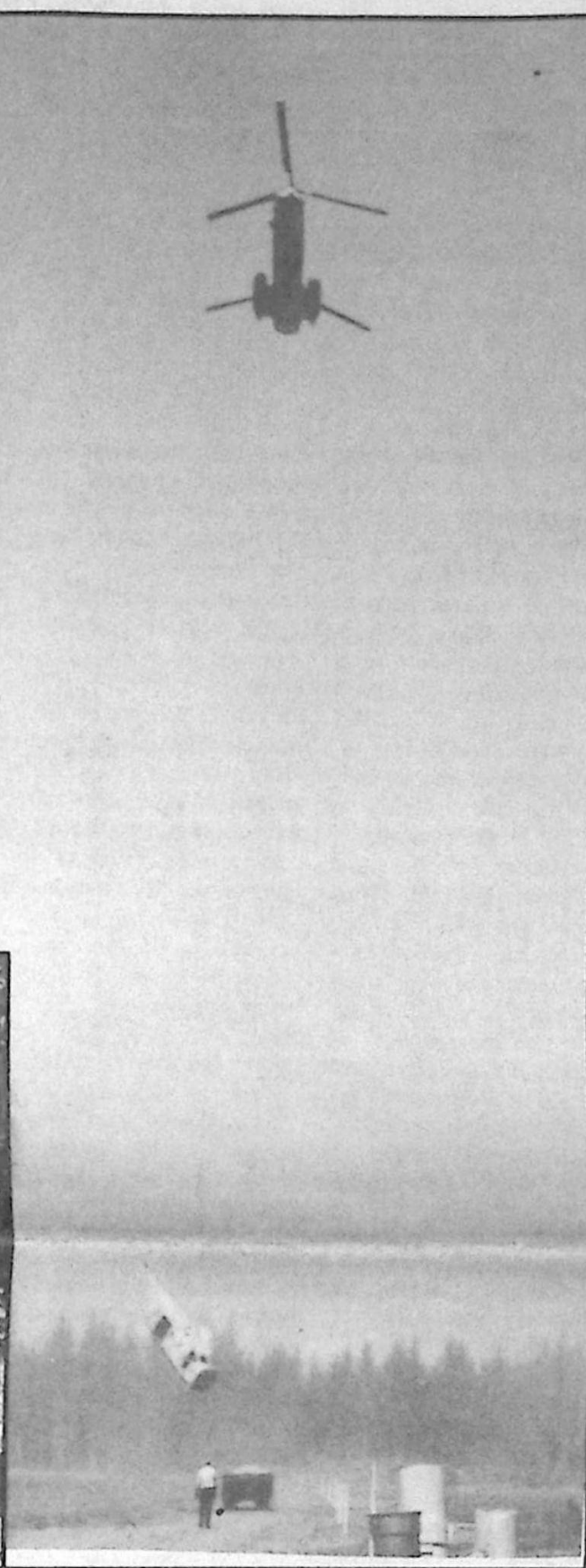
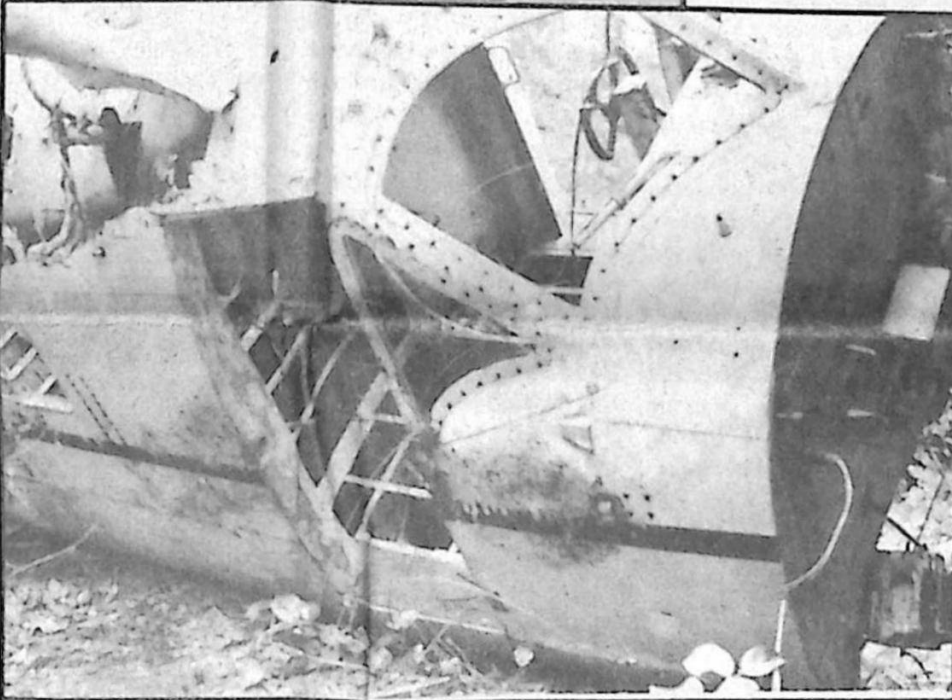
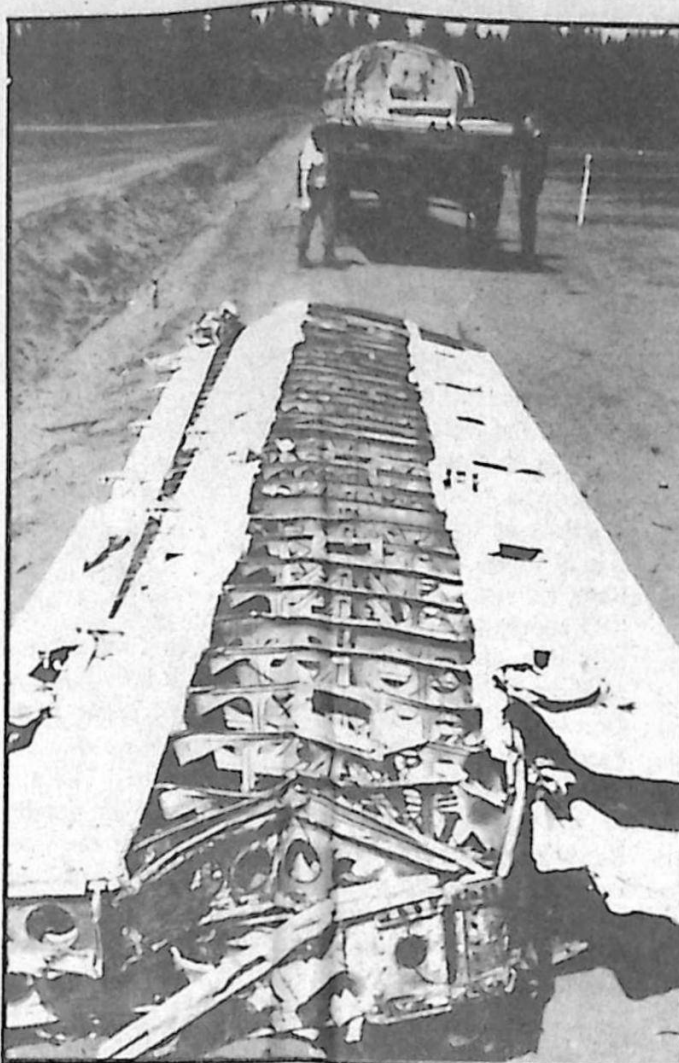
The aircraft crashed in the ocean near Campbell River in 1973, and was initially salvaged in 1976. It sat on a wood lot north of Campbell River for the last six years.

The Western Canada Aviation Museum (Winnipeg) heard about the aircraft,

received permission to take it from the owner, and contacted Comox Search and Salvage to transport it.

Liasing with Base Transport and 442 Sqn., Search and Salvage arranged for the aircraft to be removed from its storage site and brought to Comox.

The larger sections were moved by helicopter to a waiting flatbed truck for ground transportation to the Base, and eventual shipping to Winnipeg.



Renaissance Fair '82

Quality is the key ingredient expected to make the Renaissance Fair in Courtenay this year an unparalleled occasion.

A variety of factors, including the recession and tight professional organization, have been combined to make the fair a showcase of top talent in music, arts, crafts and exotic food preparation when it opens July 9 for three days of festivities at the Comox Valley Exhibition grounds.

Sponsored by the Central Island Arts Alliance, the fair has been staged every summer over the past seven years and has steadily grown in size and popularity. This year will mark the first time the contents of each of the 101 Craft booths have had to pass a rigid standards inspection by a jury of five full-time professional crafts people.

"They set the tone for the quality this year," says fair coordinator Ron Clark, a man who has spent the past seven months heavily involved in organizing the affair.

According to Clark, the jury made no exceptions in following its mandate to allow only the best creative products to be sold. And, because of that, some people who had had booths in every fair over the past five or six years found their work rejected by the jury in favor of some more creative, higher-quality pieces submitted.

Roughly 1,000 people, including staff and volunteers as well as food and craft makers, will be involved in the event. Most have already been preparing for months.

This year, a number of name recording artists will be headlining the virtually non-stop music that is one of the main attractions of the fair.

Bim will open the fair on Friday afternoon and later in the evening the Jim Byrnes Band will be playing the tunes that have launched that group into Top 40 stardom on the West Coast.

Country recording artist Gary Fjellgaard will take to the stage Saturday, as will the hot jazz-fusion band, Skywalk -- a sextet of session musicians with credentials like the Montreux-Detroit International Jazz Festival and a gig with Oscar Peterson.

Sunday, along with a reappearance by Bim and Gary Fjellgaard, record-makers Under the Moss and Al Cottell with his band will climb onstage to entertain.

In order to create a relaxed and trouble-free atmosphere appealing to all ages, no alcohol is allowed on the grounds and free admission is granted to children under 12 and senior citizens.

The way the fair is set up, parents can stroll about the grounds shopping or enjoying the music by themselves, if they wish, leaving their youngsters in an area especially designated for kids.

An expanded free children's entertainment area will feature clowns, puppets and lots of participation-oriented fun activities to keep the kids' attention. A number of acts appearing at the International Children's Festival in Vancouver were hired to perform at this fair and at 2 p.m. each day, a children's parade will go through the

grounds.

For younger children aged from about 2½ years to six years, the fair officials have organized a limited capacity, one dollar an hour, enclosed day-care area, manned by experienced staff and volunteers. Many take the time out from local commercial day-care centres.

According to a number of booth operators surveyed, many customers come shopping for Christmas and birthday gifts, as the goods are priced lower than they would be in crafts shops at other times of the year and there is far more selection at the fair.

"At the fair you're buying directly from the producer," explained one artisan. "There's no middleman taking a cut."

And, for the really thrifty buyers, most of the crafts sellers are open to a certain amount of bargaining, particularly on Sunday when they would rather get rid of their unsold items than pack them home again.

But, for the discerning shopper, the time to go looking is on the opening Friday.

"By Saturday, usually the really unique one-of-a-kind pieces have been scooped by somebody who knew what they were looking for," says one veteran fair shopper.

Yet, even if some is gone after Friday, there will still be plenty to choose from among the tens of thousands of crafts in such diverse fields as jewellery, woodwork, pottery, hand-made clothes, tapestries, pillows, sculpture, painting, stained and leaded glass, leatherwork, toys, dolls and many more.



Change of Command at CFB Comox

Col. W.R. Dobson will take over as Base Commander of CFB Comox 9 July. He and the present Base Commander, Col. J.R. Chisholm, will be exchanging commands, Col. Chisholm heading east to take over as

deputy commander of 10 TAG (Tactical Air Group), St. Hubert, attend the reception immediately following the Change of Command Parade is Col. Chisholm is scheduled for Friday 9 leaving after a 2 year posting to the base.

SAREX '82

Eleven SAR teams from the U.S. and Canada recently competed in SAREX 82, at Elmendorf AFB, Alaska. The 103 Rescue Unit, Gander beat out 413 (Transport and Rescue) Squadron, CFB Summerside for the overall team trophy. The purpose of the annual competition is to exchange information on new equipment and SAR techniques and enhance the skills and preparedness of SAR organizations in the two countries. SAREX 82 consisted of three events, each designed to test a different aspect of the rescue specialists life-saving skills. The first phase was para-jumping from 450 meters and attempting to land as close as possible to a target on the drop zone with a diameter of 12 centimeters. The second phase is a simulated search and rescue exercise. Each team, including an aircrew, were required to search a predetermined area by air, find a simulated

crash site and deliver supply bundles by freefall and para-drop method. The third and final phase of the competition is the simulated medical exercise. Qualified doctors were necessary to judge the medical treatment as the treatment rendered by the SAR techs goes far beyond advanced first aid to the injured.

Canadian teams were from 442 (Transport & Rescue) (T&R) Sqn., Comox, 440 (T&R) Sqn Edmonton, Canadian Forces Survival Training School Edmonton, 424 (T&R) Sqn. Trenton, 413 (T&R) Sqn Summerside and of course the very proud 103 Rescue Unit.

As their team leader, Bob Verret said "the medical was the most important part and we concentrated on the team effort back home and then throughout SAREX. Team consistency certainly was the key to our win". Well done SAR Techs!

"Fishwrapper" Exposed

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Section news

Demon Doins

Last week I had the rare opportunity to fly on a Northern Patrol, my first one in 3 years. I had the distinct pleasure of flying with Crew 5, led by Silver Fox himself, Dubious Paul. At briefing time, everyone was assigned duties for the four day deployment - pilots were to be kept awake during the low level flying, the engineers were to stock up on cigarettes, NASO's were in charge of photographs and pornography, the NAVCOM was to read up on grid navigation, the TACNAV had to ensure he had enough pens for completing photo report forms, and the ASO's were tasked to find the best look-out seats as well as sampling, in large quantities, the rations so as not to have food spoilage.

Leaving warm Comox, the Aurora and its crew lifted gracefully into the northern skies. Flying at FL230 in the comforts of the Aurora, over the rugged north was much like flying on a commercial flight over the Rockies. The snowcapped mountains were barely visible being hidden by wisps of cirrus clouds. It wasn't until we descended to 300 to 500 ft. above the crests and peaks of the mountains that this was not a ride you could get on any Air Canada flight.

The function of a NORPAT is that of surveillance of Canada's north, of which 407 Sqn. is responsible for the western half. Operating out of Yellowknife during the summer months, NORPAT's provide information to various governmental

departments such as fisheries, parks and wildlife, or M.O.T. Locating oil drilling rigs, tracking ice flows, detection of intruders, and searching for potential pollution areas are all part of NORPAT's.

The aim of this particular NORPAT was surveillance, search for and locate isolated airstrips, as well as overflying secluded villages.

Points visited included Ft. Selkirk, Ortellas Crossing, Eureka, Little Salmon Lake, even up to CFS Alert. A total of 18 sites in 3 days.

Luckily the weather cooperated enabling the crew a magnificent view of the immense countryside that beset them. Immense glaciers, reminiscent of the ice ages were now very evident. And what better way to see the north than in an Aurora, an aircraft capable of flying those vast distances with the greatest of ease. In some ways, this NORPAT mission seemed more of a tourist expedition, allowing its passengers to see the ruggedness of the landscape that passed only feet below the aircraft. To many, it reminded them of that familiar cliché, "There's no life like it."

As we headed home from our 4 day journey, we were diverted to Tofino, where apparently the other 3 aircraft from the squadron were flying about. Once we were over the island, there in perfect splendour, were 3 magnificent Auroras. The raison d'être for this spectacle was to mark the eve of the first anniversary of receiving the first Aurora on the West

Coast. All 4 of the squadron's aircraft flew in a "collective assembly" from Tofino to Victoria, then up to Comox, following the shoreline. A good show award should go to the hard working groundcrew that worked overtime enabling this magnificent event to take place. Bravo Zulu!

While on the topic of "collective flying" Mike Williams and Steve James were doing a pilot trainer last week, when tower called up and announced that the reputable team of non-importance from 409 Sqn., called the (ugh) Hawks, were taking off to practice "interception manoeuvres" over the base. With one of our many serviceable Auroras up in the air, 409 thought that this would be a good time to use the Aurora as a target, since it is the only aircraft slow enough for the ailing Voodoos.

The Hawks, or should I say Turkeys, since both are foul dejects found around 409, roared above CFB Comox, desperately trying to find the Aurora. Close patterns, high speed passes, burner climbs, loops, rolls, all resulted in the expected outcome - the Aurora was nowhere to be found. Mike and Steve had slipped through the Voodoo net and were casually doing approaches up at Campbell River. Maybe 409 should go back to the drawing board and use some suggestions on how to intercept TOI's from the people that are in the know - those members of 407 Sqn.

With midsummer days approaching, the magnificent weather invariably brings with it, postings for many noted squadron members. Last week, the squadron mugged out many of its "hangers-on". Being struck off strength, with much sadness, but understandingly so, are as follows; Maj. Dick Kuntz who has managed to stay on the west coast, heading down to Royal Roads in Victoria, to assume the role as, the "Sir" in the Castle; Garnet Lucas who heads overseas to spruce up the operations side of things in Germany; Rory Kilburn, whose tactical approach at the back bar has gained him a position in the OMS at Greenwood; and Wayne Farrell, who is going to learn a different approach of wooing the ladies, by learning French on the year long language course. To all of you who are leaving, from all of us, "We're glad it's you and not us!!!!"

Last Wednesday marked the successful 407 Sqn. Golf and Fishing Derby Day. Members enjoyed taking that rare day off of work to go out and meet other members in a fun day. Bob Edwards managed to clean up in the Fishing Derby, gaining first prize in the biggest Coho, biggest spring, and most weight caught in 2 days. However, Delia Parker edged Bob out for catching the smallest fish.

On the golf side of things, Marcel Greyyes demolished any would-be contenders by shooting a remarkable 3 over par. The highest gross, but lower net went to J.P. "Sandbagger" Perrier. Festivities were wrapped up at the Beach Pavillion with plenty of burgers and copious quantities of beer to quench any thirsty appetite. For all, it was a good day of fun in the sun.

As the days roll by and we progress into summer, the squadron seems to be settling smoothly into the summer routine. The idea of holding weekend standby in the middle of the week has finely been figured out by most of us. As Major Fletcher explains it, "There really is no problem in understanding it, you just have to remember that Tuesday night is Friday night and Friday morning is Monday morning." O.K. Maj. but what time is it when the big hand is on the two and the little hand is on the nine.

The summer season for SAR really got underway with SAR Trothier, a Cessna 185 which was reported missing on route from Grande Prairie to Prince George. Although the search was based in the Edmonton region, 442 became involved full scale. Our aircraft were based out of Prince George where a secondary search headquarters was established. The search was reduced after 21 days and hundreds of flying hours by both civilian and military aircraft. It was one of the longest searches ever conducted in our region.

Since SAR Trotter the



squadron has been busy with numerous air and marine SAR operations.

On May 12 a Labrador helicopter was tasked to hoist a crewman with an eye injury off the HMCS Saskatchewan. The operation was carried out smoothly and the man was transported to the hospital in Esquimalt.

On the West Coast Trail a hiker showed up at Cornmanah Lighthouse with swollen legs and feet. Since continuing the hike would have been impossible, a helicopter was dispatched to transport the individual to Vancouver.

A Beaver aircraft crashed and burned near the Sechart airport on May 19. A Labrador helicopter was sent to the scene and two Rescue Specialists were lowered by sky genie into the crash site. Unfortunately there were no survivors.

On June 4 a Buffalo tracked down an ELT along the West Coast of the Island and spotted a signal fire on the beach below. Flares were dropped and the Buff remained on scene until the Coast Guard Cutter Ready could be directed to the site. The two persons

on board the aircraft were unharmed after making a forced landing on the beach. The aircraft however, didn't do as well since the beach was underwater after the tide came in.

The most recent search was SAR Livingston. The pilot and his passenger took off from Ft. Nelson on route to Watson Lake. 442 was tasked to start a search.

Major Levia was designated as Searchmaster since his name was at the top of the list. With a great deal of excitement Maj. Levia deployed to search H.Q. looking forward with great anticipation to the task at hand. The aircraft was found several hours later when the pilot phoned in that he had force landed. While Maj. Levia was relieved that the aircraft had been found with no loss of life, he was extremely disappointed that he didn't get a chance to demonstrate his great ability as searchmaster.

Other incidents have included numerous boat searches, ELT's and aircracs. As you can tell from the foregoing examples we have been fairly busy. The first O's union is submitting a grievance. All this searching is interfering with our

golf games. Note: there will be a special emergency meeting of the First O's Union on July 15 at Airforce Beach to discuss the problem of the disconnected sqwack box in the Buffalo Pilot Room. Vandals have severed the First O's communication link with the outside world.

Posting season is upon us and a few familiar faces will be disappearing. The CO is off to Air Command in Winnipeg shortly, to fly the "Mahogany Bomber". Don't worry sir, we have heard it is one of the safest aircraft in the Canadian Armed Forces. The down time is remarkably low.

Al Chapman has departed the fix outbound for Lahr, Germany. Best of luck Al. It's a dirty job but somebody has to do it.

Charlie Oscar is also leaving us and going to Winnipeg. A lot of people don't know Charlie but he does a lot of work around here which is obvious from the number of memos with his initials on them. If you see Charlie around be sure and say goodbye.



This past week, one of the VP 407 Squadron navigators was recognized for being the first squadron member to obtain 1000 hrs on the newest aircraft in Canada's inventory, the CP 140 Aurora. "Big Nick" Mykitiuk passed the 1000 hrs mark during a patrol on the 17 Apr 82.

Nick started flying the Aurora in April 1979 while on detachment in Burbank, California. Nick flew as the ASO (Acoustic Sensory Operator) for Flight Testing and Acceptance Flights. Needless to say he became very knowledgeable with the Acoustics operations of the new aircraft.

After arriving at 407 Squadron, Nick taught himself the NAVCOM position without having the 12 week Conversion course. Presently with Crew 7, Nick will soon be taking over the TACNAV position. Congratulations Nick on your 1000 hrs and as an inspiration for all navigators.



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It was a dark and stormy night - I believe. Snoopy generally starts his stories with that line, but I think it has more to do with a conscious effort to develop style than to the less dignified reason of lack of imagination. The fact that I'm able to write at all is a phenomena that could only be bettered were the dollar to rise above the 80¢ U.S. mark. Yes, Marge, it was that good a party.

Thursday night past, 409 had the unpleasant task of saying goodbye to four of its stalwarts, and the only thing to impinge itself on the dirge-like atmosphere of the club was the raucous good time enjoyed by all present.

There were four of them there; there were four that emerged. The Four Horsemen of the Acropolis? The Four Musketeers? Or, as you would more likely agree, the Four Stooges or the four guys who dress up like fruits for the Fruit of the Loom commercials.

You are, of course, free to make your own decision, but I'm rather partial to the latter. With their advanced ages, however, I should be excused for confusing these type of fruits with the mandarin oranges I still have left over from Christmas - wrinkled, tasteless, easy to peel and seedless. (Rather hard on one's squadron mates, no?) But I would be shirking my duty were I to pass judgement on these unfortunates without letting you form your own impressions, however close to mine your sympathies may run. Hence, these thumbnail sketches.

Ray Dunsdon. Large, colorful bird, conspicuous by lack of plumage on its head. Mates, moults and marauds in any season. Distinguishable from the Ostrich only in its ability to

consume liquids, it none-the-less wades through life with the same vitality. Dislikes navigators and others not of its own species; may be confused with the Archie Bunker-keet. Extremely loyal, yet difficult to tame. In flight is characterized by its high speed, aggressiveness, and determination, yet is totally blind without aid from its bat-like radar. Omnivorous; consumes like the Tasmanian Devil, rats, bats, goats, stoats and rabbits. At home on water, but would starve if reduced to relying on that medium as its sole source of nourishment.

Gerry Takach. Hardy bird with plenty of flying time. Recognized by the slow speed at which it flies. Known for quick quips then a fast departure. Extremely adept at teaching fledglings the rudiments of flying with its favourite airborne partner; the T-bird. Migratory patterns are frequent and predictable, and a glimpse may be caught of this species on its route between Edmonton and Comox on its monthly navigations known in nature circles as "Pace Trips".

Gerry Knight. Endangered species. Nothing like this bird. Thought to be a direct descendant of the prehistoric pterodactyles, possibly only one generation down the line. Despite its extreme age, is as wise as the owl, and when flying always sits directly behind another bird so as to be the last to die in the even of a crash. Much concerned about flight safety while on squadron, so periodically grounds itself for months on end. Tells worse jokes than Henny Youngman.

Glen Buchanan. Another endangered species. This one, however, achieves

distinction by having no groups lobbying for it or protecting it. Long a bounty on it, this grey-crested bird made the news last year when, while it was under attack by a group of American hunters, the Greenpeace foundation trekked fourteen miles into the bush to supply the party with new shotgun shells. Normally a complacent, trusting bird, is raucous and rowdy while feeding or imbibing. Can be found in the middle of wherever the fur's flying. When roosting can frequently be taken for dead.

So, readers, make up your own minds. As unusual as these birds are, they will be sorely missed by the squadron, and the Nighthawks would like to wish them and their families the best of fortune in their new nests.

Combat Pike has ended for another year, and with all the crews and aircraft back here on the West Coast, things should be settling down into a nice, predictable routine for the summer. If you go for that one, I have a 1967 Oldsmobile you might be interested in that's great for water skiing.

Once again 409 Squadron is showing the flag to the world. Although not quite as garish a display as the taking of the Falklands, the Nighthawks will be representing the base in the annual Canada Day challenge canoe race. Come to think of it, by the time you read this, we will have already vanquished the field. If you want to heap praise on our heads, you had best drop the rest of this rag and hurry down to the river. I said hurry!

BGJK

VU 33

VU 33's hidden talent pool came up with another winner as Kim Matheson swept to victory in the annual Glacier Greens Golf tournament. Kim nosed out some fierce competitors to drive his way to victory. Congratulations and well done, Kim!

Rob Butler is still picking the tumbleweed from his hair following his return from TD in Moose Jaw.

Dick Blackmore misses the sound of horses thundering across his acreage in Alberta. To compensate, Dick, ably assisted by Tim Hunt, built some horseshoe pits for the squadrons enjoyment.

Some hands are still waiting for the results of their last trade exams. Is there any doubt in your minds, Susie and Michelle? (Flash: Everybody passed. What, us worry?)

The squadron lunch room looked like "Chez Maxims" the other day when Bob Stephenson brought in some succulent

trout to sate with less fortunate anglers.

Looks like Bob Hills was able to make this year's Tree Island picnic after all. Obviously there was a mixup in the scheduling! This picnic saw the appearance of VU33's phantom members B.J. Kerekes and Pierre L'arrivee.

Welcome back to the squadron Bob Wrightson! Bob has had 18 months rest at 407 sqn. and says he's ready to pitch in and help Gord solve those nasty GHARS and pilot/SNAGS.

RM

Another quiet week. One of the few highlights was Chuck Brassard's venture into real estate. With Nick Murgatroyd and Tom Sullivan as partners, Chuck has opened up a fly by night operation in Sandspit. The official reason given as to why they spent Tuesday

night in Sandspit was that they could not start up No. 2 engine. Everyone at squadron knows that between Nick and Chuck they can normally start an engine 3 out of 5 times.

Pat Ciraco has not been seen all week. Rumour has it that Pat has been suffering from "red tide" disease. Can't understand why.

John Tomko has a new type of depth sounder in his boat. His toes. At Tree Island, thinking that the water was only 2 or 3 ft. deep, John jumped over the side to fetch the CO's boat. (What, me brown?) The water, however, was 8 or 9 feet deep and John swims about as well as rats fly. After we retrieved the CO's boat, we were able to find John and tow him to shore. He might as well forget about that promotion; it's obvious he can't walk on water!

CF

SCROUNGE TECH TALK

(BASE SUPPLY)

By Sister Mary

A Scrounge Tech's View of Japan or Can Raw Fish Really Cure a Hangover?

As recalled by Wayne Martin while telling the tale of his recent Japan visit, courtesy of 407 Sqn. Airlines, Wayne placed very strong emphasis on two points. He was first of all totally impressed by the professionalism and camaraderie displayed by 407 Sqn. crew. Seeing only what the aircrew do to kill time while not flying generally does not leave a good impression, however, put that same crew in the air and all their training and expertise surfaces and forces the Sup Tech to eat humble pie.

Secondly, the few days spent in Japan were made more informative and pleasant than ever dreamed possible, by the support of the hosts from VP 3 Sqn., Japan Maritime Self Defence Force in Atsugi. The legendary courtesy and sense of honour proved true even today and best possible use was made of every minute within the country.

The Japanese are truly the friendliest people he's ever met, their almost over-politeness soon transforms into lasting friendships. Wayne was embarrassed by hardly ever being allowed to pay for anything except his souvenirs and even then his host directed him to the best shopping for good buys.

He was awed by the feel of tradition of this ancient culture which was very much in evidence at the temples and Buddha shrines. He travelled by train from Atsugi to Yokohama which is a beautiful city on the sea with over 5 million people.

After the hard days of shopping, travelling and generally getting to know his Japanese counterparts there was little time left for the more relaxed type of entertainment but he managed to squeeze in time to celebrate the oriental way.

Shrimp and Teriyaki steak will forever bring back fond memories but raw pieces of fish wrapped in rice will not be his very favourite cure for imbibing in too much Saki. The nightclubs of Japan really helped Wayne to find his true calling. When he discovered push button music and a microphone, "Take Me

Home Country Roads" was given a whole new meaning. As much as he enjoyed his time in Japan, Wayne is sure the hosts' wives were as glad to see the Canadians go as the wives at home were to see them safely returned.

During the flight two stopovers were made at a forbidding, barren place called Adak, Alaska, famous for being the birth place of the winds.

Wayne Martin is very proud to sport his honorary observer wings presented to him on that trip and again has emphasized his admiration for the expertise shown by the entire crew. He suspects that some of the crew will be considering converting to Buddhism when he does.

To close on a serious note though, all of us Supply heartily thank Col. Cameron and all of those in 407 Sqn. who made possible this memorable trip. There are only seventy-four Scrounge Techs to go.

As I sit here dripping baby oil in the early evening sun, I can't help but chuckle at the two problems I envisioned in trying to keep a Supply article going. My main concern was not having anything to write - skip that; now I worry about how to condense it all!

Problem two was worrying over unintentionally insulting someone who may have direct input to my PER. That problem won't go away but if anyone gets insulted, I've noticed they like it in print, after all, getting "IN" the paper is the main thing, not the reason why. With that in mind, the following article was submitted to me as a result of Vols. 1 and 2.

SUPPLY NOTE

It has been noted that some readers were confused by our new author Sister Mary. I would like to clarify her article if I may. Some scriptologists found that her writing shows that the author has a vitamin deficiency. It was also found that she has a fanatical urge to dwell only on one main topic "SUPPLY". Professor Dweic, a



Gill Tapp, Carol Greaves, Don Nickerson and Yves Verville, laughing it up at the first tee. There was less laughter and more crying as the game progressed.



Our BSUpO, Major Randy Morriss and Red Eye (John) Schroeder about to collide trying to give their best angle to the camera. Watch the knees, gents!

close associate of Sister Mary, explained that she was a Supply Tech at a "VERY YOUNG AGE" and had to go into sisterhood because of mental pressure put forth by Supply. Hence, the fanatical urges. It is also noted, that is the rease for her "STOP & START" sentences. As a Supply Tech her intense training dictated her to write only quick short phrases.

Please bear with her, though. We expect that once she finishes her "Evelyn Wood Writing Course", you'll once again be reading words like: It, Than, and Yup. Thank You.

MAW

Well at least I know someone reads my ramblings. Thanks, MAW, but I must tell you, Evelyn RTu'd because she found out I use a dictionary.

If any of you would like to contribute to Scrounge

Tech Talk, please, let me know. Good, bad or indifferent, you, too, can express your point of view to the rest of us, anonymously, or otherwise, call me at 2548.

Recently the SCO and SAO ladies, not to be confused with any church groups, scrounged an afternoon to take Bertha Willems out to lunch - it was too late, she already was. Hunger and thirst persisted and the following is a direct quote from the two instigators of the day:

The food was good, the flowers were late, the civilian girls had to go back to work, but later the wine flowed pretty freely at the AFB. Sheer coincidence, I'm sure, but that was the same day all those divine sailors landed at AFB. The story goes that Bertha sank their battleship - with cherries!

Supply's fishing derby

was a huge success based on the fun which, thankfully, was the most important part. A total of fourteen fish were caught, but the ones that got away, well...

Winners of Ladies largest salmon and Men's Largest salmon were Judy Young for 2 lb 15 oz., winning a telescopic fishing rod, and Claude St. Pierre for 3 lb 14 oz. for a fish weigh scale. Three hidden prizes were won by Shelly Watson, 2 lb 13 oz. for a sportsman's knife, Jim Wilson, 2 lb 12 oz., for a fish knife, and Jerry Marks 2 lb 6 oz. for a fish bonker. Excuses were much more numerous than fish. Phrases like, "If we had got back before weigh-in time, I would have won", and "I lost FOUR strip-teasers!", and the best of all, "Is 12 p.m., noon or midnight?". We'll have to use good old military time from now on.

OFFICERS' MESS



Fridays, July 2 and 9 - NO TGIFs.

Friday, July 9 -

CHANGE OF COMMAND RECEPTION: A Reception will be held in the Mess following the Parade. Dress S3.

Fridays, July 16 and 30 -

REGULAR TGIFs: 1600-1700 hrs. Food as indicated, 1700-1800. Bottle and Jackpot draws at 1700 hrs. Members must have signed in and be present at time of draw to be eligible to win Jackpot draw. Free taxi service - ask at bar.



Bertha Willems, Base Supply's contribution to the Field Service Trails in Germany this summer, being presented with a flower arrangement. Bertha was treated to luncheon by the SCO and SAO ladies at one of the newer local restaurants. The flowers were a surprise from Sue Irving who wasn't able to attend. Some of the ladies who enjoyed Bertha's company one last time are: back row, Cathy Tracey, Sue MacKenzie and Hazel Dort's left eye. In the front row are Diane Shea, guest of honour - Bertha Willems, Sharon Haggitt and Lil Davis. (Photo by Donna Collins)

Editorials

I'm Back

Howdy, it's good to be back. The eastern junket was a success. Many thanks to Barry, Michelle and the rest of the gang for getting the last edition out.

It's nice to see the sun again. They don't have one in the maritimes; instead they have a glowing patch in the sky, behind the clouds. The only tan anyone gets is that generated by the lights in the bars.

The prevailing wind is either from the east or the west, depending on whether it's the morning rainshowers or the afternoon ones.

The people are very friendly. I think they huddle together to conserve body heat and discuss the economy. They recently got tagged with a provincial budget that raises sales tax to 10% on everything, including beer and McBurgers. How's a person to live?

Further west, Ottawa was sort of nice. Looks neat and clean and touristy for the most part; the only drawback was the non-stop construction keeping the traffic backed up and tempers frayed.

I spent most of my time white knuckling it. The service flights were packed (as always)

and those sticky buns and coffee followed their usual path down my chin and onto my shirt and pants. The woman next to me tried to feed me her orange a drop at a time. Luckily most of the juice landed on my strategically placed coffee stains.

In all the flights I took, not one was delayed or postponed. They obviously didn't know that I was in a hurry.

It's surprising how comfortable those seats can be, once you get used to wrapping your knees around your ears, and pushing the back of the seat ahead of you off of your lap everytime you want to stretch.

The pleasantness of the smoker in the nonsmoking section ("why should I put it out? If you don't like it, move"), the stimulating conversation with my fellow passengers ("Gee. I'm sorry. I'm not usually this sick on plane rides.."), and those terrific meals ("what kind of meat was that, anyhow?") make service air a real joy.

If you don't mind flying in a cattle car with wings, or stopping at all railroad crossings and mailboxes enroute, you'll enjoy service air. Otherwise it's a necessary evil. BB

Mainstream Canada

A taxing problem

By W. Roger Worth

The underground economy is prospering to the tune of \$50 billion per year of individual income that avoids taxation, and the tax collectors are concerned.

This hidden economy includes, among thousands of other examples, the taxes not paid by waiters and waitresses who don't report the full extent of tips. And the electrician, who moonlights after hours and is paid in cold, hard cash.

The problem, says a noted economist, is that Canadians are now paying 40 percent or more of their incomes in taxes, and they feel they're being ripped-off. So they revert to the underground economy, where the cash they receive is

never reported, making it difficult for tax collectors to ascertain that the money was ever earned.

Canadians involved in what amounts to illegal activity, of course, have endless arguments they use to justify their actions.

They don't like to see the money wasted on such ill-conceived government projects as are included in the Auditor General's Report.

They also claim defense spending, or other government programs, are simply not worthwhile, claiming they are already paying a fair amount of taxes while millions of other Canadians are taking advantage of the system. And the more taxes we are forced

to pay, the greater the number of cheaters.

What's sad, is that the voluntary tax reporting system that has served so well over the years is being further eroded each time an individual fails to pay tax, even on the few dollars earned through moonlighting.

There's no question, of course, that such individuals are wrong when they break the law.

But given the seeming profligate spending by some governments, it's easy to understand their position. Perhaps it's time our government leaders really made sincere efforts to prove they are not wasting our hard earned cash.

TOTEM TIMES

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"Hi, I'm Laurie Racicot; how do you like me so far? I know I'm no Gary Flath, but I wanna be a pilot too!" Following in the footsteps of his idol, Laurie traded in his SAR Tech clothes ("jumping out of airplanes was toooobutch") for the familiar pilot's flying suit. He's completed BOTC and finished Portage; only Moosejaw remains. Good luck Laurie; don't believe those comments about knobby knees.

Safe Boating Week: July 1 - 7

Drownings claim about 860 victims each year in Canada according to statistics released by the Canada Safety Council. The Council, which sponsors Safe Boating Week from July 1 - 7, says many would be alive today if they had worn the right flotation aids.

Boat owners and operators are required by law to equip their boats with specified types of approved flotation aids.

When you buy a flotation aid make sure it meets the minimum requirement for your class of boat and that it has the Department of

Transport approval (PFD) prominently displayed.

Make sure it fits comfortably. Test it in the water as soon as possible.

Lifejackets are designed for emergency situations and have more buoyancy and turning ability than Personal Flotation Devices

times while boating. Boats longer than 5.5m

Boats not longer than 5.5m must carry an approved small vessel lifejacket or approved personal flotation device (PFD) or approved lifesaving cushion for each person on board. PFDs are designed to be worn at all

Boats longer than 5.5m must carry one approved small vessel lifejacket or PFD for each person on board, while boats 8m long or more must carry one approved small vessel lifejacket for each person on board.

KAREN SANFORD -

Hydro Rates on the Rise

Readers will have by now received, in your last Hydro bill, a notice entitled "Interim Increase in Electric Rates". I believe it is in your interest to examine this material carefully.

There are two increases, effective January 1st and April 1st, respectively. The first one, unexplained by the Hydro notice, is termed "the Water Rental Recovery Charge". I suspect the reason it isn't explained is that this increase is a tax imposed on every electricity user by the B.C. Government.

How did this happen? The government hiking taxes and fees across the board in a futile attempt to balance the 1982 budget, arbitrarily raised the water licence fee charged to B.C. Hydro by 300 per cent. Hydro - as was anticipated by the government - simply passed on this charge to you, the consumer.

The "Water Rental Recovery Charge" is 0.314

cents per kilowatt hour (kWh). Doesn't sound like much, does it? But if, over the two month billing period, you consumed 2000 kWh, the increase would be \$6.28 or about 8 per cent.

The other increase, approved on an interim basis by the newly-formed B.C. Utilities Commission (BCUC) in response to Hydro's application, is a flat 11.5 per cent on the combined consumption, as indicated in your meter box, and the basic \$5 charge. Again, assuming a two month consumption of 2,000 kWh, the increase would be \$8.63.

The combined increase, therefore, is in the area of 19 - 20 per cent for the average household. It is interesting to note that Hydro's initial rate hike application to BCUC called for an increase of 26 - 28 per cent.

The household might contrast these figures with the 10 per cent ceiling being

legislated in the government's "restraint" programme, and with its threat to reduce, by legislation, arbitrated increases for health care workers down to 5 per cent.

A Vancouver Sun editorial of January 30, 1978 is relevant today. The Sun said: "Provincial governments are all in favour of restraint for the country's wage earners...but not, unfortunately, for themselves". One might include here crown corporations and cabinet ministers.

What about the future? Hydro's recently announced "Ten Year Plan" calls for rates in April 1984 to be 91 per cent higher than in January 1982. There will be additional substantial increases, of course, through to 1992. An analysis of the program shows that biggest hikes come when major new projects are scheduled to come on stream.

Co-operation desperately needed

By W. Roger Worth

Virtually everyone in the country understands that the nation's short-term economic outlook is clouded, to say the least.

More than 1.2 million Canadians are jobless. Interest rates hover at high, high levels, creating havoc for homeowners, as well as businesses large and small. Inflation still surpasses 11 per cent. And fallout from a world-wide recession has resulted in a fear among Canadians that hasn't been evident since the Great Depression of the 1930s.

Quite naturally, everyone is seeking a scapegoat; someone to blame for our present problems.

Governments, and particularly the federal government, certainly can be blamed for many of our difficulties. Ottawa, for example, brought down a still-unpassed budget so damaging to business investment and risk taking that it seemed designed to create even greater economic problems.

Meanwhile, the number of business failures has rocketed and, rather than developing new jobs, most small and medium-sized enterprises are trying to minimize layoffs as they fight for survival.

But then, everyone is supposed to be hurting. Yet the hurt is not being shared equally.

Even now, Canada's powerful union leaders argue vehemently that they won't pull back on wage demands, let alone negotiate "givebacks" and actual wage and benefits reductions similar to those negotiated by some U.S. unions.

Further, the country's public sector employees, who are generally immune to lay-off, are seeking even more money. And with their overwhelming power to shut down essential services, they'll probably get it.

Those Canadians still working, and businesses earning profits will be forced to pay the bill through even higher taxes.

Simply put, there is no easy solution to our problems. But all of us are located in a listing boat called Canada and it may be time to consider co-operation, rather than confrontation, as we attempt to right the vessel.

The present fighting between business, government and labor is counterproductive and can only make our problems worse.

GENS DU PAYS

ACTIVITES DE POWELL RIVER

Le Club Con Accueil de Powell River nous a fait parvenir une lettre indiquant les diverses activités à venir du Club, au cas où certains membres du Club Gens du Pays seraient intéressés.

Le 1er juillet (Fête du Canada) sera la journée où vous pourrez faire valoir vos talents d'orientation et de discernement en participant au rallye d'automobiles qui débutera au Centre Bon Accueil, 4313C Alberta, à 10 h du matin. Une somme de \$2.00 pour l'inscription par automobile sera réclamée. Un conducteur et un navigateur par voiture, il ne sera pas permis d'avoir d'autres passagers. L'après-midi, un pique-nique familial aura lieu à Palm Beach avec jeux divers, remise des récompenses pour les gagnants du rallye. N'oubliez pas surtout vos paniers de provisions bien garnis. En cas de pluie, le rallye aura lieu avec départ du Centre et le pique-nique sera annulé. Venez nombreux, on vous attend!

Le "Sea Fair" cette année, est au calendrier les 30, 31 juillet & 1er août. Nous espérons pouvoir présenter un concurrent au titre de Mr. Sea Fair. Le résultat de l'andernier nous encourage à la faire. Vous savez que Pierre Roy s'était mérité cet honneur. Si vous êtes intéressés s.v.p. donnez votre nom le plus tôt possible. Une bourse en argent sera remise au gagnant résultant des coûts d'inscription des participants. (Inscription au concours défrayé par le Club.)

Comme l'an passe, une

fin de semaine de camping sur l'île Texada, à Shelter Point, sera organisée pour les 13, 14 et 15 août prochains. Nous vous demandons encore, de bien vouloir vous inscrire au Centre 485-2031, afin de savoir combien de véhicules se rendront à Texada pour ces dates. Nous espérons que nous serons nombreux afin de passer une belle fin de semaine en plein air en français.

Nous aurons aussi une épluchette de ble d'inde pour terminer les vacances d'été en beauté. La fin de semaine commencera le 4 sept. au camp Nassichuck, pour finir le 6 septembre au matin. L'épluchette sera le dimanche après-midi, le 5 septembre suivi d'un souper canadien. Le terrain sera réservé pour nous toute la fin de semaine et si vous voulez y camper, vous êtes les bienvenus. Le prix d'entrée pour l'épluchette et le souper sera de \$10.00 par famille, de \$5.00 par personne seule ou jeune travailleur. Nous demanderons aussi aux campeurs de payer \$1.00 par personne; ceci pour nous aider à défrayer le coût du Camp Nassichuck. Les billets seront limités; il faut que vous les achetiez à l'avance pour s'assurer d'avoir assez de nourriture pour tout le monde. Monique Paquette se rend responsable de cette activité.

Si vous êtes intéressés à participer à l'une ou l'autre de ces activités, laissez-le nous savoir au local du Club Gens du Pays. Le club pourra, en un appel, vous inscrire aux activités ou obtenir de plus amples renseignements. On nous indique que les gens de Powell River pourraient même prendre au sérieux du traversier ceux et celles qui n'auraient pas de voiture mais qui voudraient tout de même participer. Merci aux gens du Club Bon Accueil!

LE PROGRAMME CADRE DE FRANCAIS

Une éducation de qualité...et en français à Comox, dans les PMQ, avec 3 classes françaises.

Le Programme Cadre de Français c'est l'enseignement en français de la maternelle à la 7^{ème} année. Le Programme Cadre de Français a été conçu par le ministère de l'Éducation et est donc officiellement reconnu en Colombie-Britannique. Il est équivalent au programme de base utilisé dans les écoles anglaises de la province. Il représente ainsi la

possibilité, pour les parents, d'y inscrire leurs enfants afin qu'ils puissent poursuivre leur formation scolaire tout en conservant le français comme langue d'instruction.

Le Programme Cadre de Français implante dans un milieu à majorité anglophone, donne donc la chance aux étudiants d'atteindre un niveau de bilinguisme de très haute qualité. Financé par le gouvernement provincial, administré par le système des écoles publiques, il est présentement disponible dans 18 districts scolaires en Colombie-Britannique.

Pour plus de renseignements, contactez Jacques Valcours 339-7556.

LA PROCHAINE REUNION DU COMITE AURA LIEU MARDI, le 3 août à 20:00 hres inscrivez le tout de suite sur votre calendrier.

PARTIE DE PECHE? Tous ceux qui veulent avoir une partie de pêche soit le 21 ou 28 août, S.V.P. contacter Michel au numéro suivant 339-7636, ceci pour nous donner une idée du nombre de personnes intéressées. Merci.

Pendant tout le mois de juillet le local "Gens du Pays" fermera ses portes et les rouvrira au commencement du mois d'août. Si vous avez à faire au club "Gens du Pays" la clef est toujours disponible au Post de Police Militaire.



TAKE PRIDE
TAKE CARE
DROWN YOUR CAMPFIRE - CLEAN UP

LA ST-JEAN-BAPTISTE LA MORUE CHARBONNIERE DU PACIFIC

Malgré la mauvaise température qui s'est mise de la partie, nous avons pu célébrer la fête de la St-Jean tard dans l'après-midi.

Nous amis de Powell River, environ un vingtaine et une soixantaine de Comox se rendirent à Kye Bay pour fêter la St-Jean.

Il y eut quelques jeux pour les adultes comme ballon-volant et ferra-jeu et aussi quelques autres pour les enfants, dont en particulier les bons dans la farine, demander à Nicole, notre trésorière son bon souvenir. Il y régnait une ambiance chaleureuse et spontanée.

Le barbecue fut un succès, merci à notre chef et son assistante, et aussi il ne faut pas oublier les volontaires qui ont travaillé à la préparation de la fête.

Due à la période de sécheresse que nous avons eu dernièrement, nous ne pouvions malheureusement, avoir de feu de la St-Jean, par contre la soirée de chansons continua à Kin Beach avec les gens de Powell River accompagnés de leurs guitaristes qui en passant étaient excellents.

Merci à vous tous qui êtes venus.

Le nom de la morue charbonnière (Anaplopoma fimbria) comme celui de plusieurs poissons de la cote du Pacifique, n'est pas exact, puisque ce poisson n'est pas une vraie morue. On le pêche activement de la Californie à l'Alaska. La production annuelle totale de la cote du Pacifique s'est maintenue ces dernières années à un niveau variant de 14 à 18 millions de livres, dont 40 et 50 p. 100 représentent les prises de l'Alaska. La pêche canadienne, qui s'est maintenue bon an mal an à plus de 2 millions de livres par an, a une valeur moyenne au débarquement de plus de 250,000 dollars. Plus de 60 p 100 de cette prise est effectuée au large de l'archipel de la Reine-Charlotte et de l'Alaska au cours des mois d'été.

DESCRIPTION

La morue charbonnière appartient à la famille des anoplopomatides. Elle se distingue par sa couleur qui va du vert au noir bleuâtre, ses deux nageoires dorsales bien séparées, une queue ef-

filée et un corps lisse et fuselé.

MOEURS

Les adultes de cette espèce vivent à des profondeurs beaucoup plus grandes que la plupart des autres poissons de fond; on les prend généralement à des profondeurs de 70 à 250 brasses. Le frai a lieu dans les derniers mois d'hiver et l'on pense qu'il se passe en eau profonde au large de la cote ouest de l'île Vancouver et de l'archipel de la Reine-Charlotte. Les oeufs sont pelagiques. On a pris des morues charbonnières aux tout premiers stades de leur vie près de la surface à plusieurs centaines de milles du plateau continental. On rencontre fréquemment des grands bancs de poissons immatures, de un à deux pieds de longueur, dans les eaux de surface près de la cote, dans les détroits et les inlets. Sur les bancs de pêche on trouve les petits poissons à des profondeurs moindres que les grands.

La morue charbonnière se nourrit surtout de hareng, de lançon et de crustacés.

AGE ET CROISSANCE

D'après une étude des anneaux des écailles de la morue charbonnière, on a pu établir que ce poisson atteignait une taille marchande vers l'âge de 5 ans et sa maturité au bout de six à huit ans. A cet âge, le

poisson mesure environ 28 pouces de longueur. Des poissons très âgés peuvent atteindre une taille de trois pieds et demi et un poids de 40 livres.

methodes de peche

Presque toute la prise canadienne de Morue charbonnière est effectuée par des palangriers. Les plus gros débarquements ont lieu généralement après la fermeture de la saison du fletan. Comme le chalutage à panneaux ne se pratique pas à une aussi grande profondeur que la pêche à la palangre il est rare que l'on rencontre des poissons qui dépassent de beaucoup la taille fixée par la loi.

traitement

Le plus grande partie des prises est fumée. Le produit définitif est souvent présenté sur le marché comme de la "morue fumée de l'Alaska". On en sale et sèche une petite partie. A cause de la haute teneur en huile de la chair, la morue charbonnière est rarement mise sur le marché à l'état frais.

L'huile du foie de ce poisson, comme celui du foie de l'ophiodon, du fletan et de la roussette, est riche en vitamines A et D. Le grand besoin de ces vitamines au cours des années de guerre a beaucoup contribué à l'essor de cette pêche.

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Pour plus de renseignements, contactez une de ces personnes. CLUB GENS DU PAYS, BOX 213, LAZO, B.C., VOIR 230 TEL. 339-5313. LE LOCAL EST OUVERT MARDI, MERCREDI, JEUDI ET VENDREDI DE 1300 HRES A 1600 HRES, ET MARDI DE 1900 HRES A 2100 HRES.

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SPORTS

CAMPBELL RIVER DOES IT AGAIN

Karen Todoruk of Campbell River came in with a gross score of 84 to win the tenth annual Glacier Greens Ladies Invitational Golf Tournament. Marg Jefferson also finished with 84 and a three hole playoff started to determine the final winner. Still stied after three holes the ladies continued with sudden death playoff and Karen emerged as Champ. Our Low Net Field winner was Lil Warman of Powell River with a score of 65.

President Fran Hume made her speech of welcome and thanked members for their help and then called on Rick Kellow to present the winning trophy and keeper on behalf of our sponsors, Comox District Credit Union. Port Augusta Motel were unable to send a representative to award the Low Net Trophy so Fran Hume acted on their behalf. Team Captain Frankie McCaffery then took the floor to announce the rest of the winners. A complete list follows in low gross, low net order.

A Flight
Marge Jefferson of Eaglecrest 84
Joan Stevens, Sunnydale, 66
Marg Morris, Comox, 86
Kay Quinn, Sunnydale, 69
Trudie Newman, Campbell River, 88
Doris Usher, Cowichan, 69
Bev Aitken, Sunnydale, 90
C. Morissette, Port Alberni, 71
Sarah Chase, Campbell River, 91
Audrey Marshall, Sunnydale, 72
Kassy Cessford, Sunnydale, 92
Francis Shaw, Comox, 72

B Flight

Gladys Mitchell, Comox, 91
June Gillrie, Comox, 67
Lorraine Lord, Nanaimo, 92
Claire Rathbun, Glacier Greens, 68
Pat Verchere, Glacier Greens, 95
Jody Carson, Nanaimo, 69
Joan Hamilton, Port Alberni, 96
Sandra Galloway, Sunnydale, 70
Fran Hume, Glacier Greens, 96
Doreen Douglas, Cowichan, 70
Marg Stevenson, Comox, 97
Rose West, Port Alberni, 71

C Flight

Angie McCallum, Powell River, 97
Jessie Jones, Campbell River, 67
Kay Banks, Glacier Greens, 98
Rose McClesch, Glacier Greens, 68
Cheryl Bickle, Sunnydale, 101
Agnes Moreland, Campbell River, 68
Vi Wilander, Glacier Greens, 102
Barbara Carter, Glacier Greens, 69
Maryann Yeomans, Comox, 102
Emmie Munroe, Comox, 69
Joan Bogdon, Powell River, 102
Shiela McCuish, Powell River, 70

This year each club was invited to enter a four woman team; top team was Lil Warman, Joan Bogdon, Helen Wishlaw and Angie McCallum of Powell River. Closest to the pin was the Tournament winner, Karen Todoruk of Campbell River and longest drive to Pat Verchere of Glacier Greens.

The Ladies Committee would like to extend their thanks to the sponsors and to those merchants who so generously supported us.

Comox visits

The Glacier Greens Ladies enjoyed a visit recently from our friends at Comox Golf Club. Top shooters for Comox (Low Gross) were: Doris Ellis 90, Marg Morris 90, Yvonne Baker 91, and Low Net were: Edith Carwithen 66, Anne Byng 68, Colleen Davies 68.

For the home club, top honours went to (Low Gross): Mary Game 95, Pat Verchere 97; Low Net: Kay Salter 68, Rose McLeish 70.

Putting honours went to Kay Banks with 31.

The usual 19th hole refreshments and lunch capped off a successful day.

BASE FASTBALL

The men's base fastball team has now played six league games. Coming off from a slow start, the team has now won 2 games. CFB Comox split a pair of games with the Corrigal Bulldogs. The Bulldogs defeated Comox 14 - 4. But on 7 June, CFB Comox played one of their best games defeating the Bulldogs 18 - 3.

Due to the Regionals in Kamloops 23 - 24 July, the league game scheduled on the 21st was played 7 June. The team is still looking for players especially pitchers, so anyone interested - come on out!

BASEBALL

1982 INTERSECTION FASTBALL SCHEDULE (ROUND 2)

DATE	TIME	AWAY	AT	HOME	DIAMOND
Tues. 29 Jun	1700	MSE	vs	407 Sqn	1
	1700	Security	vs	DET 5	2
	1900	Supply	vs	442	1
	1900	Sgt. Mess	vs	AVSO	2
Tues 06 July	1700	Security	vs	HQ	1
	1700	Supply	vs	407 Sqn	2
	1900	MSE	vs	Sgt. Mess	1
	1900	442 Sqn	vs	DET 5	2
Thurs 08 July	1700	DET 5	vs	MSE	1
	1700	HQ	vs	442 Sqn	2
	1900	AVSO	vs	Supply	1
	1900	407 Sqn	vs	Security	2

Monday 12 July, Intersection Rep Meeting at Rec Centre 1030 hrs.

Tues 13 July	1700	HQ	vs	Supply	1
	1700	AVSO	vs	MSE	2
	1900	442 Sqn	vs	Security	1
	1900	DET 5	vs	Sgt Mess	2

SERVICEWOMEN'S FASTBALL

TIME	DATE	HOME	VISITOR	PARK
1900	Thurs 24 Jun	Scamps	CFB Comox	CR
1900	Thurs 01 Jul	CFB Comox	Edgetts	CFB Comox
2100	Mon 05 Jul	CFB Comox	Moody Blues	No 3 Lewis (late)
1900	Thurs 08 Jul	CFB Comox	Scamps	CFB Comox

WEEKLY INTERSECTION SOFTBALL STATISTICS

TEAM	G.P.	W	T	F	A	PTS	POSIT
Sgt Mess	11	10	1	158	32	21	1
407 Sqn	11	10	0	161	69	20	2
DET 5	10	6	0	119	66	12	3
Security	10	6	0	96	97	12	4
HQ	11	5	0	101	123	10	5
Supply	11	4	1	97	161	9	6
AVSO	11	3	0	87	144	6	7
MSE	10	2	0	97	176	4	8
442 Sqn	11	2	0	117	165	4	9

SUMMER SWIM PROGRAM

1982 Effective 05 July 82

TIME	MON	TUES	WED	THURS	FRI	SAT	SUN
0730 - 0830			MASTERS			CLOSED	CLOSED
0830 - 1130			Swim Lessons			CLOSED	CLOSED
1130 - 1300			Military			CLOSED	CLOSED
1300 - 1400			Masters			OPEN SWIM	OPEN SWIM
1400 - 1600			Open Swim		Maintenance	Open Swim	Open Swim
1600 - 1800	Closed	Closed	Closed	Closed	Maintenance	Open Swim	Closed
1800 - 1900			Open Swim		Maintenance	Open Swim	Open Swim
1900 - 2000			Adults Only		Maintenance	Adults Only	Adults Only
2000 - 2100	RLSS Class to Swim	Adult Learn	RLSS Class To Swim	Adult Learn	Maintenance	Closed	Closed



Air Force Beach User Information

Our children will soon be on their summer holidays, for their safety and your peace of mind the following do's and don'ts apply:

- Don't let your children play on or near the ramp, they cannot be seen by drivers backing down the ramp.
- Don't allow air mattress', inner tubes', etc. to drift near the boat channel.
- Don't leave your children unaccompanied or unwatched near the water, there are tides, winds and deep channels.
- Don't bring glass containers onto the beach, many children have been cut this year; use cans, plastic containers, etc.

Do use the beautiful facility "with your children" and enjoy a safe and happy summer.

The following rules will be enforced at Air Force Beach:

- Motorcycles, 4 x 4's and other powered vehicles are not permitted on the beach.
 - Beach users are to park at the upper level, the ramp road is for boat launching only.
 - Dogs must be on a leash at all times, many children are frightened plus the obvious mess left on the beach and water is extremely unsanitary.
- Please obey these three simple rules.

SHORT CUT

Would people who take the short cut to the Canex by going through Diamond 3 ball field please walk around the perimeter of the ball field. Ruts are being made through the field, which could be the cause of accidents.

SWIMMING POOL Instruction News

SESSIONS:

- I - July 5th - July 16
- II - July 19 - July 30
- III - Aug. 9 - Aug. 20

Registration for any or all sessions can be done anytime, so let's come early and have the best choice. All for this inflation fighting cost of \$10.

TIME	NEW LEVEL SYSTEM
8:30 - 9:30	Grey, White & Green
9:30 - 10:15	Maroon, Blue & Parent & Tot
10:30 - 11:15	Yellow, Orange & Red

ADULT INSTRUCTION

Adult lessons will commence Tuesday, July 6th. Both stroke improvement and learn to swim will be the focus, but any other interests are welcome. Instruction will be given on Tues. and Wed. evening from 8 p.m. til 9 p.m. for four weeks, therefore allowing for two sessions.

Dates as follows:

- SESSIONS:
 - I - Tues. July 6 - Wed. July 28
 - II - Tues. Aug. 3 - Wed. Aug. 25
- All for this inflation fighting cost of \$10. REGISTER NOW!!!!

AQUATICS

The summer swim program begins 5 July 82. Until then, the pool hours are: 1800 - 1900 hrs Mon - Thurs OPEN SWIM 1900 - 2000 hrs Mon - Thurs ADULT SWIM

Effective 1 July 82 the pool will also be open for Casual Swim 1400 - 1600 hrs Sat/Sun.

Cost for Casual Swim: Children - .35c Adults - .50c Military - Free Registration Fee for Swim Lessons - \$10.00 RLSS Classes \$20.00

You can't get into swimming if you can't get into your swimsuit.

PARTICIPATION



Port Augusta Motel

COMOX
YOUR "ALL SEASONS" MOTEL

When you are travelling alone or with your family, stay in COMFORT 60 UNITS

FEATURES:
indoor pool - color TV - sauna - waterbeds - 1 and 2 bedroom suites - 34 kitchen units - direct dial phone

Dine in our fabulous restaurant!

Breakfast starts at 6:00 a.m.
Buffet Lunch

Fine Continental cuisine
Featuring local seafoods.

2082 COMOX AVENUE, COMOX, BRITISH COLUMBIA, V9N 4A7 (604)339-2277

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We specialize in all types of insurance including:

- ☆ HOME OWNERS & TENANT INSURANCE

authorized AUTOPLAN agent

COMOX VALLEY INSURANCE SERVICE LTD.



INSURANCE BROKERS AND CONSULTANTS
Opposite Court House Courtenay

Phone 334-3195

MEN'S AMATEUR OPEN TOURNAMENT BEST EVER!

More than a hundred golfers participated in the Block Bros. Realty Glacier Greens Men's Amateur Open. Great golf, great food, great prizes and great fellowship were the keys not to mention a great golf course in great condition - well done Greenskeepers!

The tournament's success was due to doing things the "old-fashioned way". It was the hard work and good organizing by Al Donovan and his many helpers that made it all happen. Well done, Al - and helpers!

(6 on a par 3 ! ! ? ?)

OVERALL LOW GROSS

Kim Matheson

OVERALL LOW NET

Syd Duff

CLOSEST TO PIN

Dale Jarvis

LONGEST DRIVE

Tony Ristola

A FLIGHT

1st Low Gross

1st Low Net

2nd Low Gross

2nd Low Net

Art Woodruff

Jim Garr

Mitch Carr-Hilton

Boxer Scott

3rd Low Gross

3rd Low Net

4th Low Gross

4th Low Net

5th Low Gross

5th Low Net

B FLIGHT

1st Low Gross

1st Low Net

2nd Low Gross

2nd Low Net

3rd Low Gross

3rd Low Net

4th Low Gross

4th Low Net

5th Low Gross

5th Low Net

C FLIGHT

1st Low Gross

1st Low Net

2nd Low Gross

2nd Low Net

3rd Low Gross

3rd Low Net

4th Low Gross

4th Low Net

5th Low Gross

5th Low Net

Bob Marshall

Rudd Hoadley

Gerry Koster

Jack Burgess

Tony Ristola

Alex Young Jr.

John Ferguson

Bob Bird

Nick Mykitiuk

E. Biggs

Ron Ellis

Gerry Burtt

Fred Shaughnessy

Jack Wright

Jack Corbett

Gus Baudais

Bob Haldane

W.A. O'Neil

Karl Parker

E. Hemingson

Ron Carter

Ted Mitchell

Jack Holt

Mike Hume

Al Walsh

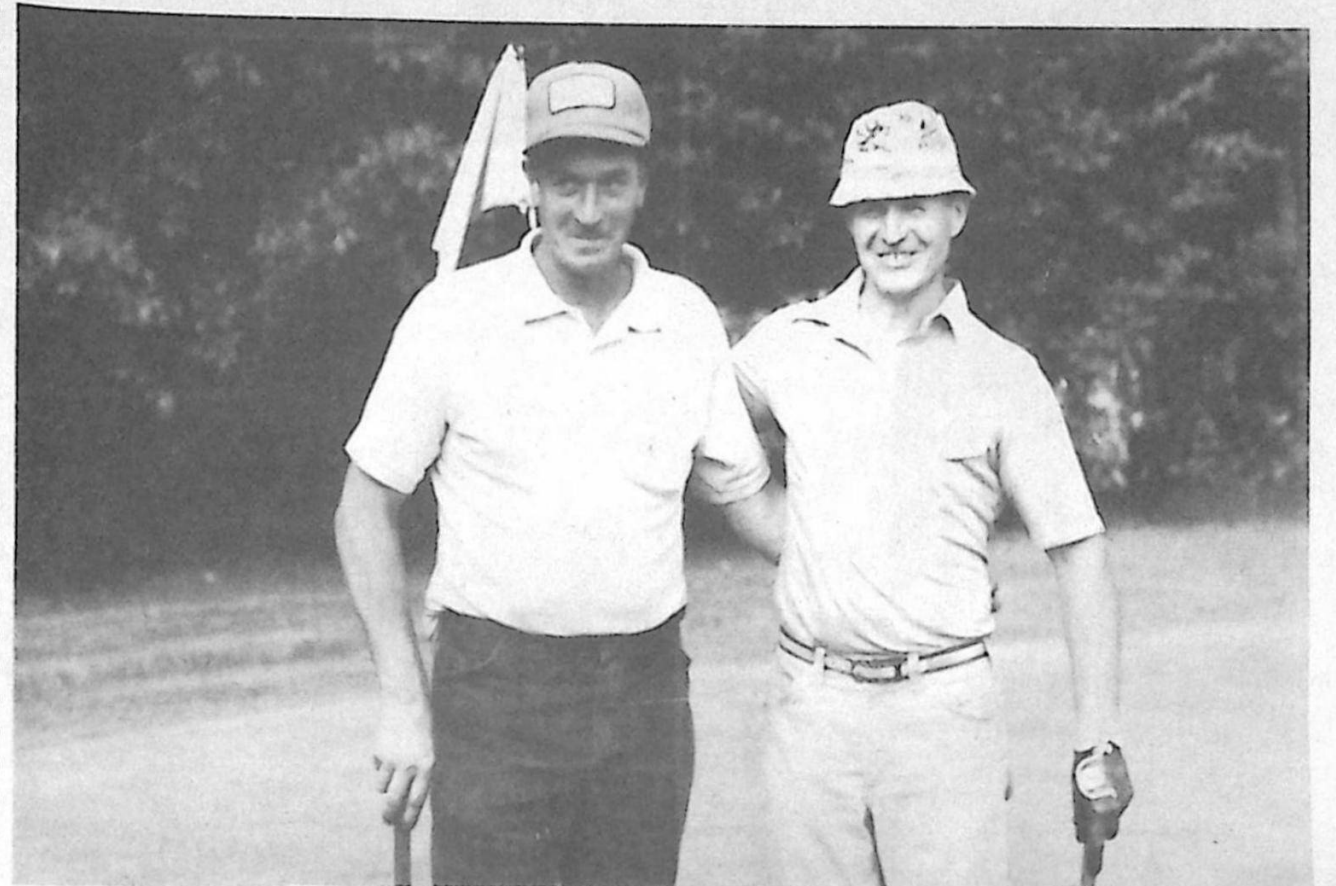
Gene Miles



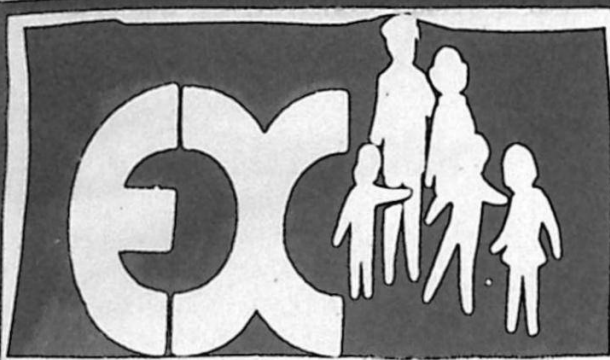
Happy Winner Kim Matheson is presented with the Glacier Greens Amateur Shield lby Block Bros. Realty's super agent Al Robb - well done Kim and thanks Block Bros. ----- just wait til next year!



Due to the Quality (and Quantity) of prizes, special security arrangements were necessary - (Did everyone get a prize?)



Some very fine golf was played by Art Woodruff (l) and Kim Matheson. After 36 holes they were both at 151 --- and on to "Sudden Death".



EXTRAS

JULY 1 - JULY 3

WHILE QUANTITIES LAST

WE WILL NOT BE UNDERSOLD

STORE HOURS

MONDAY	9:30 am - 5:00 pm
TUESDAY	9:30 am - 5:00 pm
WEDNESDAY	9:30 am - 5:00 pm
THURSDAY	9:30 am - 5:00 pm
FRIDAY	9:30 am - 5:00 pm
SATURDAY	9:30 am - 4:00 pm
SUNDAY	CLOSED

LAURA SECORD
PUDDING
4 - 5 oz CANS

1⁶⁷

BAGGIES
SANDWICH BAGS
100 BAGS

1¹⁷

BAGGIES
FOOD SAVER BAGS
20 BAGS

.57¢

ENO
ANTACID
200 g
REG 2⁹

SALE 2⁵⁷

COLGATE
TOOTHPASTE
50 ml
3 FLAVORS

.77¢

IRISH SPRING
ANTI-PERSPIRANT
200 ml
REG 2⁹

SALE 2²⁷

BOUNCE
FABRIC SOFTENER
60 SHEETS

4⁷⁷

DURACELL
BATTERIES

"AAA"	1 ⁹⁷
"AA"	1 ⁹⁷
"C"	2 ⁴⁷
"D"	2 ⁴⁷
9-volt	2 ²⁷

NEW
JADE AND CORAL
JEWELLERY
STICK PINS, EARRINGS & NECKLACES

5⁹⁹ to 20⁹⁹

COMOX
CRESTED
MUGS
GLASSES AND
ASH TRAYS

CASIO
DIGITAL
WATCHES
23⁹⁹ to 96⁹⁹

ONION
SOUP
BOWLS

1⁹⁷

NEW
BARIBOCRAFT
BREAD BOX
39⁹⁹
CANISTER SET
42⁹⁹

LADIES
ALIA
STRETCH LYCRA
JEANS
34⁹⁹

ALIA
BLOUSES
GREY, BLUE & WHITE
13⁹⁷

CHILDRENS
CANADIAN
CRESTED
T-SHIRTS

2⁴⁷

REGAL
BASEBALL MITTS
SERIES 1100
REG 29⁹⁹

SALE 27⁹⁷

NEW
BLACK AND DECKER
WORKMATE
DELUXE

59⁹⁹

ANDROCK SHISH-KABOB
GASLITER SKEWERS

8⁹⁷

2⁴⁷

NEW
BERKLINE
WALL-AWAY
RECLINER
CHAIRS

249⁹⁹

Promotions and awards



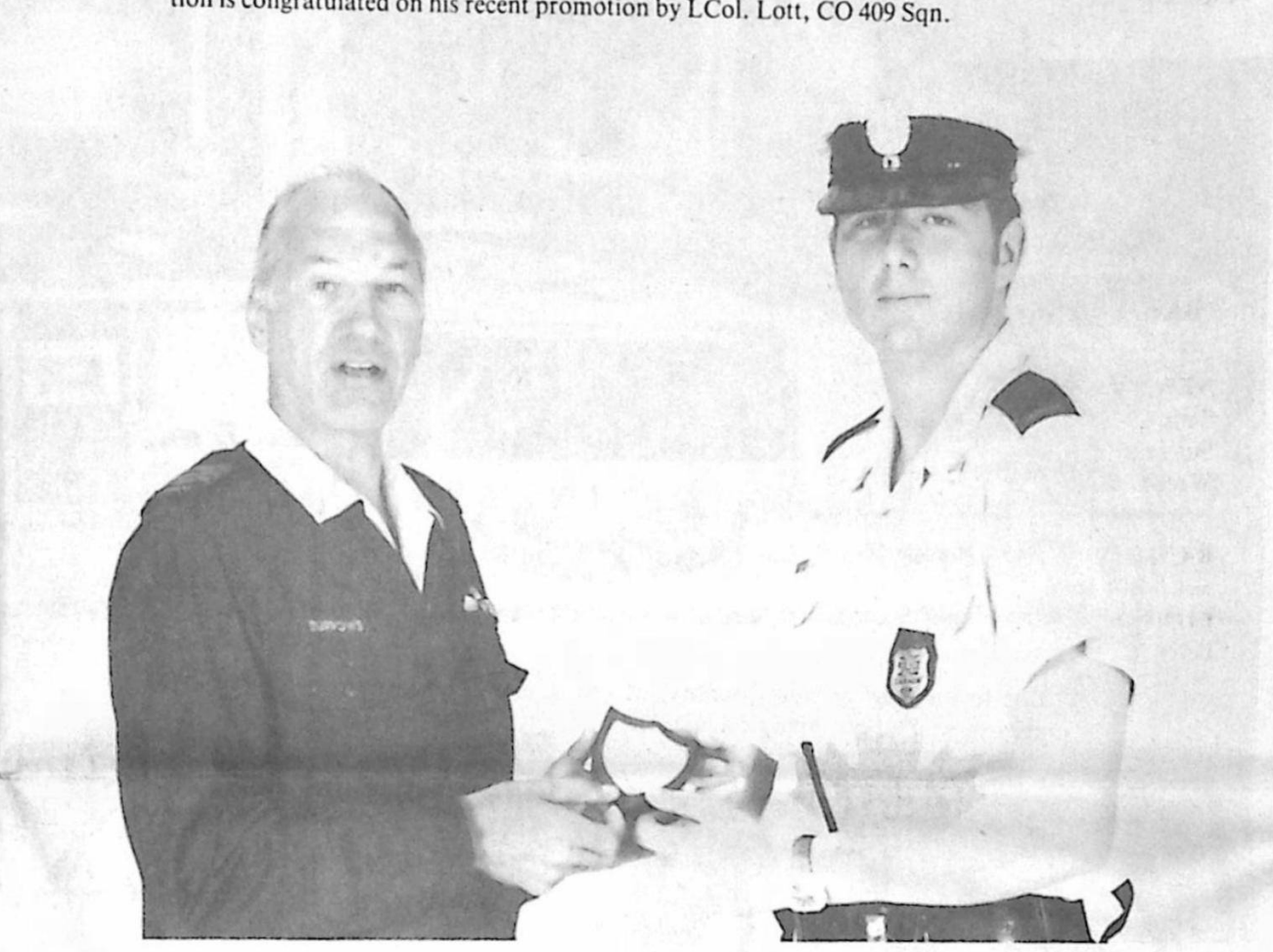
Promotions are always a good time for a smile. Maj. Gus Armstrong, 407 SAMO, joins Sgt. Affleck and Sgt. Price for a photo commemorating their recent promotions to Sgt.



MCpl. Winterburn, a Safety Systems Tech with the CF101 aircraft Dragchute Section is congratulated on his recent promotion by LCol. Lott, CO 409 Sqn.



Suggestion Award: Lt. Perrier, the 407 Squadron Armament and Photo Officer, presents an award to MCpl. Laporte, of his Armament Section, for his suggestion to use expended sonobuoy containers as boundary markers for the swimming area at our base beach. His proposal could not be adopted but it prompted the base to introduce an awareness campaign to warn users of the beach of the hazards involved.



LCol. Burrows, BOPSO, recently presented Cpl. Rob Shaw of the Military Police with a plaque representing his efforts in achieving the May Memorial Trophy. The Trophy is annually awarded to the outstanding MP TQ5 student at the Canadian Forces School of Intelligence and Security at CFB Borden. Cpl. Shaw joined the CF in Nov 77. After completing basic training at CFB Cornwallis and MP TQ3 training at CFSIS he was posted to CFB Comox in Jul 78. Cpl. Shaw competed with over 100 of his peers for the award when he attended his MP TQ5 course during the period Jan - Mar 82. Cpl. Shaw then returned to cfb Comox to put his demonstrated knowledge to work.

Classified

RATES
First Insertion - NO CHARGE
Subsequent Insertions - \$2.00 EACH

LOT FOR SALE
A super buy! View lot overlooking Comox Valley. Exclusive area of beautiful homes. 75' x 150' all underground servicing. **\$24,900 TERMS AVAILABLE**

lost
1 set of keys in soft brown nylon keycase with several keys. Cont. Capt. Bowers CFOCS CFB Chilliwack loc. 586.

LAWN SALE
Saturday July 3 at PMQ 10 - 10A from 12 - 4 p.m. Lawn hoses, baby items, household items big and small!!

FOR RENT
Fully furnished bungalow on quiet cul de sac in Comox from 15 Aug to 31 Oct 82. Contact Capt. D. MacKean Loc. 2288 Home 339-4567 **\$450./month**

JAY MOBILE HOME
(at the stop lights)
PARKSVILLE, B.C.
Call Collect **248-5025**
to view our homes in Courtenay, Comox area
Listings at 5%
DL No. 7184

FOR SALE
1969 Dodge Coronet
FOR PARTS
339-6368

2 or 3 bdrm MOBILE HOMES FOR SALE.
Have excellent investment potential, from only \$10,000. Here's your chance for off-base privacy, for about \$1,200 down & less than \$300.00 mo. including pad rental.
Call Logan or Dave at 338-6716 for more details.

Moving to Summerside?
Exclusive treed lot in Maplewood Heights, St. Eleanors. Listed at \$15,000 - Make us an offer. **339-7269**

MOVING
Must Sell Everything!
OPEN HOUSE
Sat. July 3 from 10 - 6
Apt. 2, 147 Stewart St., Comox

JAY MOBILE HOME
Listing - Sales
Comox, B.C.
339-9112 (Pdger 180)
339-6316 (Res.)
1 CALL - JAY DOES IT ALL
Dealer No. 7194

FOR RENT
and immediate occupancy - 4 bedroom bungalow with attached garage **\$350./month.** Corner Arderton & Philmonte Rd. Please contact Jim Murphy 339-6108 or Capt. D. MacKean 339-4567.

Plan your life with confidence. Astro Biorhythm Forecast. For 6 months, send \$7.00 plus your name, address, birthday, month and year to Box 138, Lazo, B.C. V0R 2K0.

HOUSE FOR SALE
30 min. drive from Halifax, 3 bdrm bungalow on 2 acres, overlooking tranquil cove. Livingroom with fireplace, large family kitchen, dining room or den, 2 car garage. Close to school, church, shopping. Call 1-902-857-9820

FOR SALE
2 bedroom bungalow with garage, Brick patio, fridge/stove, washer/dryer at
2649 Maryport Cumberland ONLY \$39,900
Call 112-546-9361

RIVERSIDE PARK RENT REDUCTIONS
Does Your Rent Include?
-fridge, stove, dishwasher, washer and dryer in all 2 bedroom units
-fireplaces and large balconies
-1 1/2 baths with Jacuzzi tubs
-saunas and exercise room
-party room with wet bar and ping-pong
-swimming pool
-free cablevision
-excellent view suites available
-extra large suites
-rents from \$380.00
If not **PHONE 338-3962**
"Best value for your rental dollar"
CUSTOM PROPERTY MANAGEMENT LTD.

WANTED
2 people for housekeeping duties at Kye Bay cottages Sats. only
July 3 - Aug 28
Apply to:
Mrs. Diana Mackie
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NEW & USED FURNITURE
and
Miscellaneous appliances
P & A Trading
across from
STARDUST DRIVE-IN

HOUSE FOR RENT
in Comox
2 bdrm up and 1 down
Very neat and clean
Close to school and shopping - **VACANT - 339-6502**

Reconditioned Televisions
Color and Black & White

Reconditioned Appliances
Otters Stores
beside Courtenay Hotel
440 N. Island Hwy.
334 - 3332

COMOX MINI-WAREHOUSE

U

STORE IT
LOCK IT
KEEP THE KEY

CLOSE TO THE BASE and PMQs

SAFETY SECURITY SUPERVISION

Knight Rd. and Pritchard Rd.
Comox, B.C.
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339-3424

"Serving home owners and contractors for more than half a century"

See our six main departments for all your building needs and good advice.

CENTRAL BUILDERS SUPPLY LTD.

Central Builders Supply Ltd.
Foot of Sixth Street
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"We have everything for the builder"

CFB COMOX RESTAURANT GUIDE

BROWNIES
fried chicken

1743 COMOX AVE., COMOX 339-5322

MR. MIKE'S

COME AND GET A REAL MEAL
Open Mon. - Thurs. 11 a.m. - 8 p.m.
Fri., Sat. 11 a.m. - 9 p.m.
Sun. Noon - 8 p.m.

abc Family Restaurant

FAMILY RESTAURANT
Full Service Menu • Open All Year Round
AT THE DRIFTWOOD MALL
Mon., Tues., Wed. & Sat. 7 a.m. - 6 p.m.
Thurs. & Fri. 7 a.m. - 9 p.m.

"EVERYBODY'S FAVOURITE"
1080 Cliffe Ave., Courtenay
338-5132

FULL DINING FACILITIES

Around the base

ST. MICHAELS AND ALL ANGELS PROTESTANT CHAPEL



CHAPLAIN (P): Padre Bob Risch (UCC)
CHAPEL: St. Michael and All Angels, Wallace Gardens, Bldg 88
OFFICE: Headquarters Building, Room 35, Loc 2273
EVENING WORSHIP SERVICE: 1930 hrs. for July and August (there will be no morning Worship Service at 1100 hrs during July and August)
LORD'S SUPPER: First Sunday/month
SUNDAY SCHOOL: 0930 and 1100 hrs commencing in Sept.
CHOIR: (Junior/Senior) 1830 and 1930 hrs commencing in Sept.
LADIES GUILD: Second Wed. of each month commencing in Sept.

OUR LADY OF THE SACRED HEART CHAPEL CFB COMOX, B.C.

BASE CHAPLAIN (RC) - Maj. J. Rheault Telephone: 339-2211 Local 2274

NEW MASS SCHEDULE HOURS
 Saturday 1900 hrs
 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.



MCF

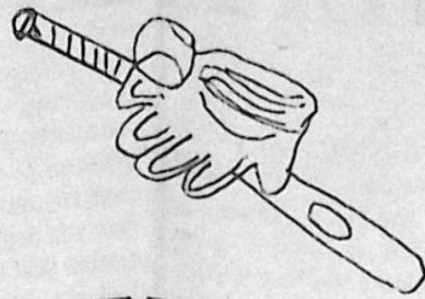
CFB COMOX MILITARY CHRISTIAN FELLOWSHIP

For anyone interested in fellowshiping with other Christians, the MCF meets Monday, Wednesday and Thursday from 1130 to 1300 hrs.

There is also Bible study on Tuesday at 1500 hrs. Anyone is welcome to feel free to bring your lunch.

The group meets in building 10 which is the Parish Hall.

GIRLS MIDGET SOFTBALL



The Midget girls Softball team enjoyed a fun season. This year we had 18 girls on the team. This made it the largest team in the league. Unfortunately the girls only had two wins and one tie in the regular seasons play. They managed to win one of their two games in the tournament. This was an improvement over last year. Although the girls didn't win too many games, they

did learn a lot about softball, and more importantly they learned how to work together as a team. They also learned the meaning of good sportsmanship, which we think was more important than winning games.

On Friday, the 18th of June the girls had an awards party, at which time each player received a souvenir medallion as a remembrance of their year. and also

three special plaques were presented. These were to The Most Valuable Player - Stacey Russell; The Most Improved Player - Karen Lenard; and to The Most Sportsman-like Player - Tracy McLeod.

We sincerely hope that the girls enjoyed their ball season as much as we enjoyed coaching them.

MR. BRIAN PEACOCK
Coach



Front Row L-R: Stacey Russell, Tammi Derkson, Neil Chesnut, Karen Lenard, Angela MacPherson, Shannon Gray, Trisha Chappin, Jennifer Maidment, Tracey McLeod, Lanea Harris.
 Back Row L - R: Assistant Coach, Cathy LaRade, Roberta Peacock, Assistant Coach, Leanne Houston; Ronalee Peacock, Lisa Cameron, Kareena Harding, Tetra Derkson, Tereasa Burnham, Judy Hume, Coach: Brian Peacock, Assistant Coach: Doug Harding.
 Janet London and Francine Gagnon were not available.

A SPECIAL THANKS

Here on the west coast, we are blessed with a seemingly endless beach-dotted coastline. There are, however, many hazards associated with the beach, not the least of which is that created by the tides. Twice a day the tides cycle, and those of us who frequent Air Force Beach are more than aware of just how far out the sand can be laid bare, and how quickly the water rushes back in.

The following is an article composed of two letters of thanks from a pair of local boys who found out personally the dangers present at the beach. Be careful this summer.

At Airforce beach I was out too long on a sandbar and the tide was coming in. Then we were stranded on a sandbar. Then some teenagers came. There

names were, Peter, Mike and Debby. Peter tried to get me back on his shoulders but it was over his head. My ten year old brother tried to get back swimming with Mike but it was too deep. Then Peter went swimming to shore and got an airmattress and our Mother was waiting right in front of us. Thank you.

said yes. My brother got on Peter's back but it was above his head too. Me and Mike tried to swim to shore but we couldn't make it so we went back to the sandbar then Peter went to shore to get an airmattress. When he got back we got on and went to shore.

Thank you from Ray and Robbie

Robbie

TO THE THOUGHTFUL TEENAGERS AT AIR FORCE BEACH

I wish to express my sincere thanks to the 2 boys and girl that helped my sons on Family Day. Peter, Mike and Debbie wherever you are

THANK YOU!
Mrs. Ruth Hunter

ALL THOSE WHO DON'T GET A VOTER'S NOTICE, RAISE YOUR HANDS.



The new Provincial Voters List has now been printed and certified.
 If you are on it, you'll soon receive a "CONFIRMATION OF REGISTRATION (OR CHANGE) NOTICE".
 If you do not, please or otherwise contact your nearest Registrar of Voters, who will confirm your registration or assist you in registering.
 Remember: You may register as a Provincial Voter at any time — but only at certain times within any election period.

Court House, Rm. 100
 420 Cumberland Rd.
 Courtenay, B.C. V9N 5M6
 Phone: 338-5391



Province of British Columbia
 Chief Electoral Officer
 Elections Branch

ARRAN HOUSE
 1 year old apartment
 large units, 1 OR 2 BEDROOMS
 Available Now
 To view call: Resident Manager
338-1624
 COURTENAY

PMQ CLEANING

- ★ Reasonable
- ★ Reliable
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CALL
 Maureen Hughes
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Be Water Wise. Play it Safe.



Never swim alone.
 Most drownings occur in unsupervised areas.
 The Canadian Red Cross Society

Highland Alterations

Specializing in
 LADIES & MENS'
 CLOTHING ALTERATIONS
Has Just Opened!!

At 1597 Maquinna Ave., Comox
 (Just South of Highland School)

FAST ★ EFFICIENT ★ REASONABLE

Ruth Morrison

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Variety Video

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 25 % OFF

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MOVIES \$3.00 A DAY

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RENTALS

We rent all size cars, 3/4 ton pickups, moving vans, 15 & 20 passenger buses, 1 ton flat decks, ladder trucks

SALES SERVICE & RENTALS 334-3161
 PARTS 338-5318
 OPEN 8 a.m. - 5 p.m. Mon. to Sat.

For prices & reservations
 Call Joan LeBlanc

334-3161

Your Local Ford and Mercury Dealer
 360 N. Island Highway, Courtenay, B.C.

MOTOR DEALER LICENCE NO. 5028

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REQUIRE STORAGE?

- ★ Heated Warehouse
- ★ Containerized Storage
- ★ Government Approved Facilities
- ★ Close to CFB Comox
- ★ Unaccompanied Baggage packed at member's request & convenience

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North American Van Lines Agent

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The GENTLEmen of the Moving Industry



Comox Ave. ★ Little River Rd. ★
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COMOX 68 DELUXE APARTMENTS

1600 COMOX AVENUE

NOW RENTING

LARGE 2 BEDROOM (950 Sq. Ft. Some with 2 balconies)
 LARGE 1 BEDROOM WITH DEN (2 balconies)
 LARGE 1 BEDROOM FROM

from **\$325⁰⁰**

NO PETS

• All units have storage room • double glazed windows • large balconies with sliding glass doors • laundry room • meeting room • lots of parking for cars and extra large lots for recreation vehicles • beautifully landscaped • one block from Comox Shopping Centre, golf course and park (with tennis courts) • 2 blocks from Comox Marina.

RENTAL ENQUIRIES

339-4109

BWO-“BEING MILITARY” COOKING WITH BONNIE

Everyone has a job and mine as BWO is to guide those who stray from the "straight and narrow" back to at least the curve and not too wide.

A very good friend of mine, CWO Jeff Brogden, put pen to paper last year in an effort to explain the meaning of the word "Military", and how it should effect all of us throughout our daily lives in the CF.

Some words have been rearranged to reflect a Base and the CF, but have left the message intact. "Read On".

APPEARANCE AND BEARING

In areas of appearance and bearing many of us are below the standard set in CFP 265. Some are barely outside the limit, others are almost out of sight. The specific areas I am referring to are haircuts, moustache and side burn limits, and the wearing of service dress.

Also conduct under the headings of courtesy, language and first name use with superior ranks should be considered.

You are probably thinking - So What! If my superiors can get away with it, why can't I? Anyway I'm not hurting anyone.

Yes, we tend to use the "Superiors should set the example" thing as an excuse, and unfortunately in many cases the examples are far from favorable but why do we ruin our chances just because our superiors are out in left field. And to say you are not hurting anyone - I suggest you are probably hurting yourself and perhaps the Base more than you realize - read on.

REGULATIONS

You may also think you guys are living in the past. Regulations are outdated. Yes, no doubt they are, but they have not been rescinded so they will remain in effect until such time as people like you, write convincing memos to have them changed.

HAIRCUTS AND DRESS

And what's all this business about haircuts and dress anyway, I'm doing my job!

Good point, but what is your job? You volunteered and signed on the dotted line (many of us more than once) to be a Serviceman. The Service trained us and paid us. Our wages these days are good, but only approximately 90 percent of our pay is for doing our primary job, the other 10 percent or so is for being military - ie - attending parades, saluting the Queen's Commission,

doing joe jobs, writing PER's, running the mile and a half, wearing the various military uniforms neatly and properly, being well groomed, and in general conducting ourselves in a manner befitting a Serviceman, especially when mingling with the public and in uniform - etc, etc, etc, and as a superior, ensure the foregoing is carried out by juniors.

I like to think that all people have pride in their work. And assuming we have, it would injure our pride to be told we are not top notch. Being an NCO (Cpl and above) part of our job is to set an example and, as mentioned, correct those who err. If we do not set an example or stray from the standard ourselves, we should not hold the rank we do.

ADVANCEMENT

Probably the most pertinent question you wonder about is - To what degree is "doing my own thing" going to affect my advancement?

Let's take a look at our PER set up. There are 17 critical requirements in the PER, each with a possible mark of seven if you can walk on water, and diminishing to one if snorkling is more your line. Five of the 17 critical requirements pertain in varying degrees to being military. They are cooperation, self assertion, appearance and bearing, responsibility and conduct.

To co-operate in the military aspect and carry out your duties as an NCO, consistently would rate you a six, to frequently do your duties in this area, rates a five, occasionally rates a four, to merely meet the standard a three, to meet minimum standard a two, and below standard is a one. Mind you, co-operation in your primary job is important too and carries perhaps a larger weight factor than being a Serviceman; however, service co-operation is necessary and is not treated lightly.

Using the same numerical rating, modifying the weight factor accordingly, and applying it to self assertion, appearance and bearing, responsibility and conduct, it would not take long for a non-military type to drop his potential by up to ten points.

If 90 points is a promotable area to be in, then a good tradesman with 80 points does not stand much of a chance if he is not military minded. Make sense?

"BEING MILITARY"

One final point to ponder on the importance of "being military" away from base and how it affects, not so much you personally, but your Base, Squadron and the Canadian Forces.

Some time ago I was one of many civilian clad people in the Vancouver terminal watching a CF crew deplane, nine in all. I overheard a couple next to me, a gentleman in his 60's remark to his wife, "There's a fine looking group of Canadians, except for one poor chap, he didn't have time to dress this morning", (his flying suit zipper was undone almost to the bottom). Several more comments were made regarding the poor chap but no more concerning the eight "fine looking Canadians". It only takes one.

When you travel you are an ambassador, you are showing the flag so to speak. Travelling abroad you are advertising Canada, travelling in Canada you are advertising the CF and

particularly your Base and Squadron. Yes, you are constantly on parade. Even when you deplane as a crew member you are being watched, not only by those who are tasked to maintain a standard but more critically by the public. And it is their observations and comments that are, in some cases, amplified and end up in undesirable places.

The Base Squadrons are made up of a proficient conscientious group of professionals who know their job and do it well. But remember you do not advance in the military by just doing your job, it's that little bit extra that gets you promoted, and "being military" may be just that little bit extra.

CWO Brogden will retire this year from the RCAF and CF, having amassed over 1800 flying hours on North Stars, Yukons, Boeings, Argus and Hercules Aircraft. Throughout CWO Brogden's career he has always put service, profession and personnel in his priorities.

Bonnie Cratchley sparkles with health and eager vitality, when asked how she maintains it the answer is simple - "good food, cooked right!" Hundreds of women in the Comox Valley know this to be true, for Bonnie has been teaching cooking classes for North Island College and Villa Furniture since arriving 2 years ago with her husband Major J. A. Cratchley, Commandant of the Air Force Indoc-trination School, CFB Comox.

Bonnie is a specialist and consultant in micro-wave oven cooking, for which she is well known in the Valley, but her training and her experience has been broad-ranging, she is a graduate in Food Service/Management from Canadore College, North Bay, and a graduate of Cordon Bleu, London. She wrote a food column for North Bay Living for five years and has taught gourmet cooking in Canada and in Europe for the last ten years. This summer she is enthusiastically accepting a new challenge - that of feeding all the students and Faculty of the Courtenay Youth Music Centre on Vanier campus, starting July 4.

CYMC are very happy that Bonnie has agreed to take over food services - what's her menu-planning philosophy? "farm fresh and home-cooked!" She is a woman of few words and intensive action when it comes to her favourite subject, she has been cruising around getting quotes and has come up with Sieffert Farms to supply much of the local produce but needs a little help with the "home-cooking" section of her plans - though Bonnie will be cooking herself every day, and has hired basic kitchen-help, there are times when student population swells to well over 300, to keep them in fresh cookies is a challenge that calls for community participation. Bonnie is asking for volunteers, she reckons that from her students and Valley mothers there should be enough volunteers for each just to spend one half day helping in CYMC's Cafeteria. The work would

be either from 10 to 4 or 4 to 7 and would be two-fold: before meal preparation (including baking) and keeping an eye on the dining area during meals so that all goes well and no crockery or cutlery walks out the door with absent-minded students. Bonnie can be contacted through CYMC at 338-7463.

It's fun at Vanier, music pours out from behind every door, students are dotted about the grounds practising or being tutored, there are great performers and teachers in the music world are there for casual encounter, and most nights there are free 7 o'clock student concerts.

Always be Careful


If you take to the woods this summer, be careful with fire.


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2	24 x 52 Doublewide (New)	1152 sq. ft.	\$1,745.	\$563.86	15 yrs.

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Canadian Forces news



LCol Burrows retires July 12

Syd Burrows was born in Burnaby, B.C., living at Central Park until 1943, when the family moved to White Rock where he attended Semiahmoo High School. In 1946, his family moved to New Westminster, where he attended the Duke of Connaught High School, becoming a Basketball star, and graduating in 1949. He worked for the Canadian Bank of Commerce until November 1950 when he joined the Royal Canadian Air Force just after the outbreak of the Korean War.

Trained as a pilot at Centralia, Ontario, he graduated off of Harvard Aircraft, attaining his wings in January 1952. After Gunners School at Macdonald, Manitoba on Harvards, and the fighter Operational Training Unit at Chatham, N.B. on Vampire aircraft, he was posted to his first operational duties with 434 Squadron at Uplands, Ontario in June 1952 on F86 Sabre jets. The Squadron was transferred to Zweibrücken, Germany in March of 1953, and Flying Officer Burrows led a section of four across the Atlantic on Operation Leap Frog III.

Operations in Europe included major exercises like 'Carte Blanche' and two tours of gunnery at Rabat, French Morocco. In 1954, Flying Officer Burrows was selected to fly as the No. 2 on the famous Fireball aerobatic team which toured Europe.

In September 1954 during a routine low-level exercise over the Vosges mountains, Burrows' canopy was struck by a Hawk, shattered, and pieces of perspex were imbedded in Burrows' face and particularly his left eye. He was successful in landing the F86 but damage to his left eye was so severe he was classed as monocular and grounded. However, the feat of recovering his aircraft while being gravely incapacitated resulted in Her Majesty awarding Burrows the Air Force Cross.

In 1955, Burrows was transferred to the Fighter Controller trade, serving at locations from Mont Apica, Quebec, Tyndall AFB Florida, Gander, Nfld, DEWline Station PIN at Cape Parry, NWT, Lac St Denis, Quebec, St. Hubert, Quebec, McChord AFB, Tacoma, Washington and North Bay, Ontario.

While at Lac St. Denis, he met and married Bev Bell, the renowned Dominion Champion Skier. A daughter - Kim - arrived in 1961, a son - Rob - in '63, and a son - Mike - in '64.

At North Bay in early 1968, Squadron Leader Burrows was returned to flying duties on T-33 aircraft, was transferred to the Air Navigation School in

Winnipeg to check out on Dakota aircraft and in the fall of 1968 took over as Commanding Officer of 440 Rescue Squadron. He flew on searches all over the central provinces, and the Northwest Territories.

His duties included ferrying the Governor-General Roland Michener on a ski-equipped Dakota through various arctic settlements from Pangnirtung to Igloolik. He also provided the Search coverage for the Royal Flight through the high arctic in 1970.

In 1971, Burrows was transferred to 424 Squadron Detachment with the United Nations in Srinagar, Kashmir. He was tasked with the duty of

ferrying the first Canadian Forces Twin Otter from Trenton to Kashmir. This flight took fourteen days of early August, 1971, and took Squadron Leader Burrows and his crew from Trenton to Frobisher, to Sondrestrom to Keflavik, Northholt UK, Lahr, Rome, Athens, Beirut, Bahrain, Karachi, Rawalpindi and finally Srinagar.

During the Indo-Pakistan of December 1971, the Detachment's Twin Otter was blown up by attacking Indian Fighters. Squadron Leader Burrows had to return to Canada to obtain another Twin Otter and the Detachment was back in business in January 1972.

On return from Kashmir in August of '72, he was transferred to the 21st NORAD Region Syracuse, New York. In 1974 he was moved to Chilliwack, BC as an Instructor in the Canadian Forces Officers Candidate School. In February, 1977 he was promoted to Lieutenant-Colonel and posted to Egypt to serve with the United Nations as the Chief Air Staff Officer controlling eight UN aircraft throughout the Middle East. Following this tour, he went to CFB Comox, B.C. as the Base Administrative Officer. In 1978 he was selected as the Commanding Officer of his second Search Squadron, 442, and again was involved in many difficult search operations all over B.C. and the Yukon. In 1979 he took on his last duties in the Canadian Forces as the Base Operations Officer.

Lieutenant-Colonel Burrows will retire from the Canadian Forces with 31 years of dedicated service on 12 July 1982 and will remain in Comox, B.C.



Lieutenant-Colonel Wayne G. Clements, OMM, CD, of Wadden's Cove, N.S., BT-SO CFB Comox, was invested in the Order of Military Merit in the Grade of Officer by the Right Honourable Edward Schreyer Governor General of Canada and Commander-in-Chief of the armed forces, during ceremonies in Ottawa 9 Jun 82. The Order of Military Merit was established to provide a worthy means of recognizing conspicuous merit and exceptional service by Regular and Reserve members of the Canadian Forces. (Lieutenant-Colonel Clements is retiring this summer after a CF career spanning 32 years). (CF Photo)

CADET AWARD

OTTAWA -- Cadet Petty Officer William Bilsborough, a member of the Sea Cadet Corps "Admiral Mountbatten", Sudbury, Ontario, has been granted the Cadet Award for Bravery by the Chief of the Defence Staff, General Ramsey Withers.

On 7 June, 1981, Cadet Petty Officer Bilsborough imperiled his life to rescue a fellow sea cadet, Brian Diethelm, who was entrapped beneath a capsized sailboat. In the words of

the official citation, "Cadet Bilsborough showed great courage and presence of mind when he plunged into extremely cold water...through his quick and determined action Cadet Bilsborough undoubtedly saved the life of his fellow cadet."

The Cadet Award for Bravery was instituted in 1948 and this is only the second time in five years that it has been awarded.

The son of Henry (Bud) and Marlene, of 107 Lin-

dsley St., Falconbridge, Cadet PO Bilsborough has been a member of the Sea Cadets for 4½ years and is a qualified sailing instructor. He has also qualified for the Royal Life Saving Society Bronze Medallion and Boat Rescue Award and the St. John Ambulance Standard First Aid.

He is in Grade 12 at Garson Falconbridge Secondary School and eventually hopes to attend a Canadian Military College in order that he might follow a naval

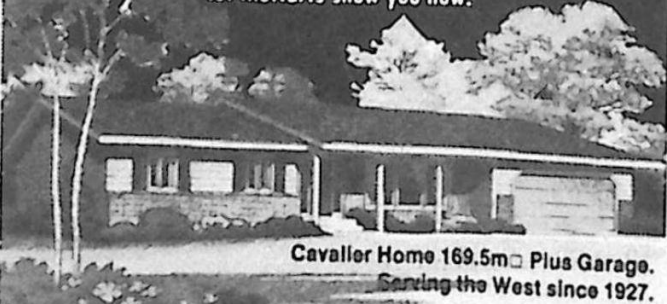
career. Bill's brother Bob is also an active member of the Sea Cadet Corps and last year attended the first Submarine Course which was opened to cadets.

The Director General Reserves and Cadets, Brigadier-General J.A. Cowan, will present the award at the annual inspection of the "Admiral Mountbatten" Sea Cadet Corps, 31 May 82.

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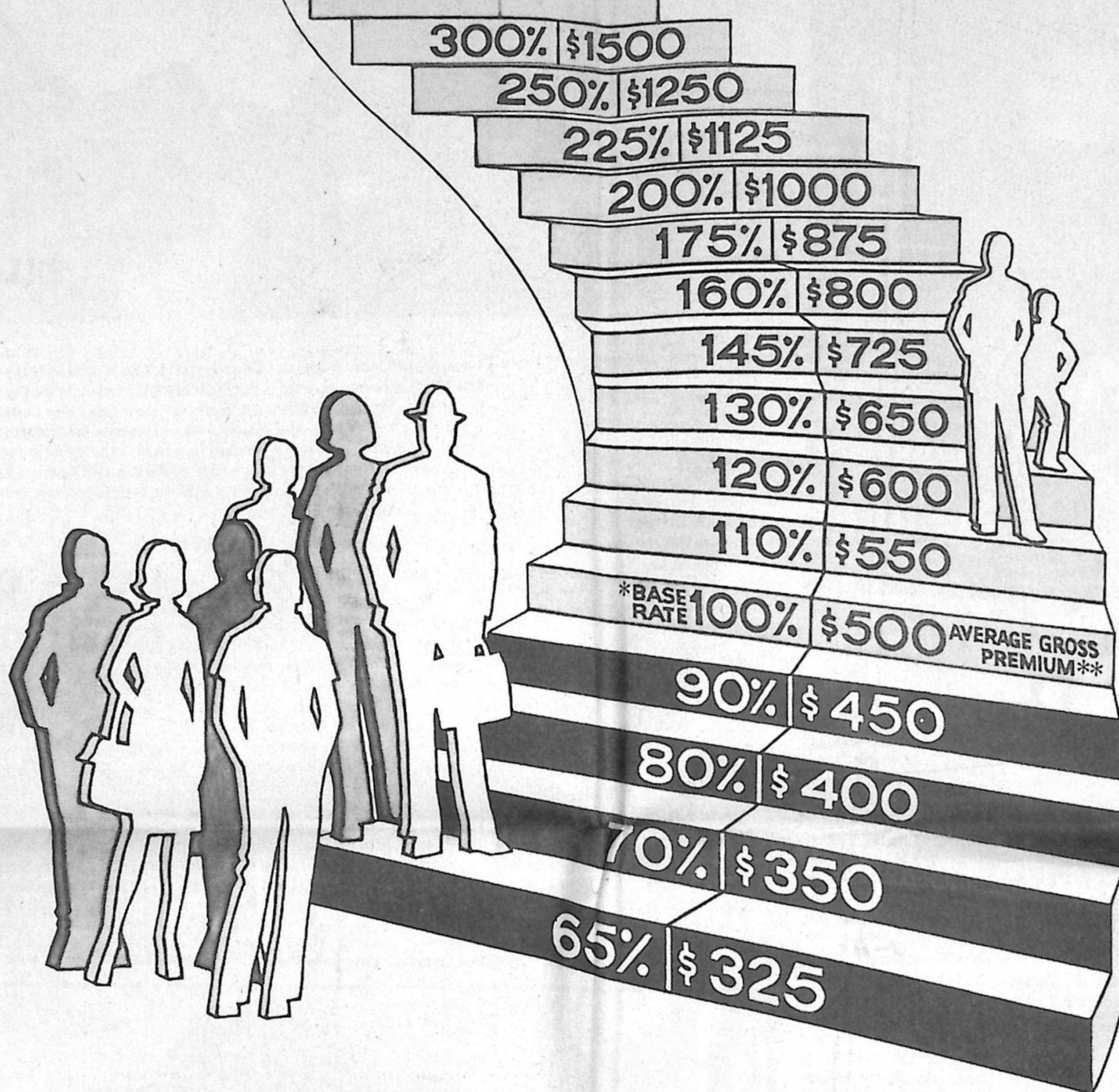
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Autoplan announces the step-by-step Claim-Rated Scale



Effective on 1983 renewals

Autoplan premiums are largely based on three factors: vehicle use and the frequency and severity of accidents. In 1983, the Safe Driving Vehicle Discount program will be replaced by a Claim-Rated Scale that is more rewarding to those who are claim-free and provides higher penalties for those who cause accidents frequently. The scale does not apply to fleet-rated renewals.

The step-by-step difference

Formerly, those responsible for accidents—whether one accident or many—simply lost their Safe Driving Vehicle Discount. Under the Claim-Rated Scale, the more claims a vehicle owner is responsible for, the higher his or her premium will be.

As with the Safe Driving Vehicle Discount program, only "at fault" claims (Third Party and Collision) affect your rating. Comprehensive claims, including windshield, vandalism and theft, do not.

BAD NEWS FOR THOSE WHO CAUSE ACCIDENTS FREQUENTLY. THE MORE OFTEN THEY CLAIM, THE HIGHER THEY CLIMB!

Under the Claim-Rated Scale, every claim for which you are responsible will cost you a move three steps up the premium scale. For example, if you have three claims in one year,

you will move up nine steps and pay a very high premium. *There is no upper limit to the amount of the premiums those who frequently cause accidents will pay.*

GOOD NEWS FOR THOSE WHO ARE CLAIM-FREE. A NEW 4TH LEVEL OF DISCOUNT WILL BE APPLIED.

For every year of claim-free driving, you move one step down the rating scale toward the lowest step. At this level your premium will be 65% of the base rate.*

Good drivers who have only an occasional accident will pay less under the Claim-Rated Scale than under the former discount system. Most drivers who have earned a 3-year Safe Driving Vehicle Discount and have one accident after July 1, 1982, will move up the scale to the 90% level, rather than the 100% level, as before.

Timing of the program

Effective January 1, 1983, your renewal will be rated according to the Claim-Rated Scale. Your 1982 Safe Driving Vehicle Discount and any claims paid following your 1982 renewal will determine where you stand on the step-by-step scale in 1983. However, where those new claims were paid before July 1, 1982,

the existing Safe Driving Vehicle Discount rules apply.

How will you rate?

For the majority of vehicle owners, the Claim-Rated Scale will be good news. 85% of owners have earned the 3-year Safe Driving Vehicle Discount and, if they maintain their claim-free records, will enter the scale at the lowest premium level.

Newly licenced vehicle owners will enter at the base rate. For every year of claim-free driving, they will earn a move one step down the scale.

To encourage motorists who are high on the scale to improve their records, *three consecutive claim-free years will be recognized with a return to the base premium.*

From now on, careless driving will cost more. Much more!

For more information, contact your independent Autoplan agent or nearest Motor Licence Office.

*The base rate is the premium before no-claim discounts.
**The average gross premium for private passenger vehicles in British Columbia.

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