



TOTEM TIMES



Vol. 26 No. 13 CFB COMOX TOTEM TIMES

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Deadline is Monday, July 16, 1984

COST: PRICELESS

Farewell to 409 Squadron

End of an Era



The final flight of Hotel Golf Zero One

BY Norm Blondel

It sat unobtrusively in a small building near seven hangar at CFB Comox, for more than twenty years. It was a Voodoo interceptor which flew millions of air miles, survived wheels-up landings, crashes, engine failures, stalls, pitch-ups, excessive G-forces, electrical hydraulic and mechanical failures, and could still resume normal flight within seconds of each of these airborne

catastrophies. It was the the CF101 Flight Simulator.

Fuelled by electricity, flown and operated by hundreds of 409 Squadron aircrew, maintained by dozens of Integral Systems Techs over the years since 1963, it was a key component in the training and readiness of Canada's west coast interceptor squadron.

Built in 1956 -- As flight

simulators go, this was an old one. Built in 1956 by Melpar, a Maryland computer company, it used old fashioned tubes, gears, shafts and pulleys, and the electricity bill for operating this old analog was impressive. As the ageing process affected its circuits in latter years, it was used more as a procedures trainer than as an actual simulator, but the technicians held old reliable

zero-one in particularly high regard, nonetheless. It was a fine piece of electrical engineering.

The last trip -- On May 17, 1984, the following personnel gathered for zero-one's final trip: the pilot, Maj Terry Hunt; navigator, Capt Bernie Hughes; o i/c Operational Flight and Tactics Trainer, Capt Bill Books; pilot instructor, Capt Tim Strocel; navigator instructor, Capt Drew Foulds; NCO i/c techs, MCpl Jack Porter; techs, MCpls Bob Collins and Norm Blondel. Other personnel present included MWO Bert Keryluk, who has spent a considerable part of his career as a technician on Voodoo simulators at Ottawa, Bagotville and Comox.

With its two simulated engines fired up, HG01 boomed up into the electronic stratosphere like an old horse due for pasture and stud, did its 'thing', and returned to base with the usual number of in-flight emergencies thrown in. It remained only for the techs to tidy up and turn off the power.

In the two weeks following, the techs busily reduced old zero-one to a collection of cabinets. Having no particular resale value in this world of micro-chips, parts of zero-one will be useful in keeping the simulator going at CFB Chatham for a while, other parts are being kept as museum pieces, but most of the old machine will be scrapped, perhaps to reincarnate as a kitchen appliance. Zero-one is dead: long live your new dishwasher

N.V.B.

New CFCWO named

Ottawa -- General G.C.E. Training Squadron.

Therault, Chief of the Defence Staff, has announced the appointment of Chief Warrant Officer Gilles J. Turgeon of Megantic, Que., as Canadian Forces Chief Warrant Officer (CFCWO) effective July 16.

The CFCWO, the senior non-commissioned officer in the Canadian Forces, advises the Chief of the Defence Staff on matters affecting non-commissioned officers and other ranks of the military.

CWO Turgeon is currently serving at CFB Trenton as Squadron Warrant Officer and Administration Officer with 426

CWO Turgeon joined the Royal Canadian Navy, Naval Air Branch, in 1954. He trained as an airframe and aviation technician at CFB Shearwater. he served with several land-based squadrons and on the Canadian aircraft carriers HMCS MAGNIFICENT and HMCS BONAVENTURE.

He was promoted Chief Warrant Officer in 1977 and served as Base Warrant Officer at CFB Bagotville until his posting to CFB Trenton in 1981.

CWO Turgeon replaces CWO Fred G. McKee, of Montreal, who is retiring from the Forces.



409 Squadron members gather for the last flight of zero-one. The pilot is Maj Terry Hunt; navigator, Capt Bernie Hughes and in the jump seats, Capt Tim Strocel and Capt Drew Foulds.

"Fishwrapper" Exposed

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409 AW(F) Sqn. News



Nighthawk's Nest: Parting Shots

This is it, the final Nighthawk's Nest to appear in the Totem Times as 409 gets set to pull the handles (for civilians and trash haulers this means egress) this weekend. It seems we've been doing everything except for flying the past few weeks. Trying to finish up secondary duties, preparing to move squadron belongings to Cold Lake, and putting the finishing touches on the preparations for the reunion and close down has had everybody putting in mega hours.

The shortage of manpower was evident at the June 15th Bosses Night at the Junior Ranks' Club. The event is always excellent and anyone available always attends. Those of us who were able to show had a great time. We don't often get a chance to socialize without the various ranks getting in the way and being split up with the aircrew upstairs and groundcrew downstairs makes getting to know each other even more difficult. Bosses Night breaks down a lot of the imagined barriers without compromising the mutual respect needed for the military system to function. From all of the officers and senior NCO's that were able to attend, thanks for a memorable evening.

There have been a lot of happy, carefree faces around the squadron lately as crews completed their last QRA duty. No more being locked up for 24 hours a stretch in a minimum security prison. No more having to listen to Chico Hicks belch out meal announcements. No more listening to George Dowler torture his instrument (for those of you with your minds in the gutter, bag pipes) into straining out their fingernail on blackboard tunes. No more mock meat meals. No more trying to sleep as Tom Chester's snoring set up harmonic vibrations that threatened to shake down the roof. No more waking at 5 a.m. to the mournful sound of Gerry Desrochers chanting his mantra while sitting in the lotus position waist deep in girly magazines. No more listening to Kaz Oreziak talk baby-talk to the little woman over the phone five times a day. Boy, are we ever going to miss the place.

Appreciation Week is winding down to a close. Included in the week were various parades, sporting events, dinners, luncheons, concerts and a dance. 409 was involved but not to the extent we normally would

have been. Because of all the activity associated with the close down and reunion and the number of people away on course preparing for their next postings we didn't have the manpower to fully support all of the activities. We opted out of the sporting events for compassionate reasons. We didn't want to hurt the pride of the other units on base by devastating them with a short handed team. Rather than cheat any of the TD Queens down the hall out of a free meal we sent only a few people to the luncheons and dinners. Of course, the parade in Comox giving CFB Comox personnel the freedom of the village was a highlight and required maximum squadron participation. Since the parade was going to be in the village, 409 decided to break with tradition and instead of using the youngest squadron junior officer to carry the colours, and senior and junior NCO's picked at random as the escort and guard, the best looking junior officer and senior and junior NCO's were chosen. Needless to say the parade was well received and since 409 had the honour of having the senior colours we led the colour party which guaranteed we didn't have to eat anyone else's dust, and that we were in more photographs than anybody else.

After all the years 409 has been at CFB Comox, a lot of people were convinced we would maintain a low profile for the last few weeks and leave the base and valley quietly. Wrong! It would be with a bang, not a whimper that 409 departed. Tom Chester and Bernie Hughes were the number two on a standard training mission last Friday. Approaching Texada Island they realized something was wrong with the aircraft. Since it was 007 which was a dual Tom no doubt at first just thought it was Bernie's ham hands. Undoubtedly Bernie was thinking exactly the same thing about Tom's flying. The next thought that crossed their minds had to be that they had been shot. Anyone who's flown with Tom at Maple Flag knows about his concentric circle aura which has earned him his legendary target reputation. Therefore it would be perfectly natural to assume an absorbed hit. Thinking for a few seconds about their location they ruled out the possibility of anyone on Texada

shooting at them. If it had been the granola folk infested islands, across the straits they couldn't have discounted the possibility of someone having surface to air missiles to protect their various cash crops from the prying eyes of the Air Force or RCMP helicopter.

Realizing the plane was indeed broken and since gravity would ensure it made its own way to the ground the guys decided to enjoy the thrill and excitement of sky diving. It's quite a traumatic decision for fighter aircrew to abandon their aircraft. After all the coaching by their wives there is a serious stigma attached to leaving the aircraft too soon or (wait for it) prematurely ejecting. Once out in the fresh air the guys thought, "hey, this isn't too bad, a hell of a lot better visibility than there was inside." This was particularly amazing considering Tom was the guy that traded his soul to miss the last sea survival refresher so he wouldn't have to go off the tower. Landing on Texada, Tom was impressed by the natural beauty on the island and decided he, Stella and family should visit it someday. Bernie on the other hand wasn't too thrilled by the lushly wooded island when it looked like one of the beautiful trees indigenous to Texada was about to become one very large suppository. He was even less impressed as the trees only partially slowed his descent and it became obvious he was going to smack the ground like a watermelon in a seat belt ad. Deciding to minimize any possible injuries he did the only thing he could and lowered his face absorbing the full impact with his nose. Needless to say he didn't look any worse than after a basketball game.

Returning to the base via the 442 yellow cab service the boys were met at the landing spot by their fellow 409 aircrew. Tom emerged first from the helicopter as if he ejected from a 101 every day and looked as though he were wearing a freshly pressed flight suit. The theory is that with all that mass suddenly stopped at high speed by the opening of his parachute canopy it snapped out all of the wrinkles. After seeing "The Right Stuff" we were sure Tom would have blood and soot smeared over his face, have his flight suit artfully ripped off one shoulder "Flashdance" style, and be carrying the remains of his parachute bun-

dled in his arms. Chuck Yeager would have blushed! Bernie on the other hand seemed reluctant to leave the helicopter and looked extremely embarrassed as he walked into the awaiting ambulance. We found out afterwards he just didn't like the idea of witnesses to his taking an operational flight in a helicopter.

All kidding aside, squadron hearings were racing for a short time Friday as we waited for word on the downed crew. We were relieved, to say the least, when the good news came over the radio that they had only received minor injuries. The crew's training, the speed of 442 Search and Rescue Squadron's response and the diligent care of the medical staff all combined to prevent a tragedy. Safety systems again proved they know their business and were undoubtedly the heroes of the day.

The Officers' Mess held a farewell party last Saturday night to say goodbye to the officers of 409 and the USAF Detachment. F15's from the 318th Fighter Interceptor Squadron at McChord held Alert to free all crews for the function. We must have made more of an impression on them over the years than we did on the base officers for they were honoured to be able to pay their respects to a departing squadron and unit by coming up for the occasion. Unfortunately not very many base officers seem to have been impressed enough with those leaving to say goodbye at what was a great function. The kitchen staff did an outstanding job turning out an excellent meal. The bar staff was friendly and competent as always. Those that did turn out had a good time and their friendship will always be cherished. It was no doubt a bad evening for such an event. The school graduations must have accounted for a large percentage of those absent. Saturday evening mass surely prevented most of one squadron from attending. The Rotary Club Bingo must have also taken its toll on the various squadrons and units. Of course, normal weekend operations mean quite a few aircrew are away or on call at any given time. At least a dozen of the remaining base officers did come out to say goodbye and the way squadron memories run it would be a good bet that when the F18 detachment sets up here, if ever any back seats become available

their names will be at the top of the list to fill them.

Doug Neill came out of the blue and won the overall squadron and therefore base ace-deuce championship Monday. Long having been ridiculed by the "old pros" on squadron, Doug has always maintained that it is a game of luck, not skill. Of course those who insisted this was untrue, and the skillful player would always be victorious, quickly faded from the tournament as "he who rolled the most ace deuces" ultimately won. In the championship game Doug defeated Mark Forseille, the man with no sideburns, and declared after the game that he was indeed luckier and therefore won.

The preparations for the reunion are finally complete. For months as the burden increased it didn't look like this weekend would ever arrive. Months of every day passing as slowly as Christmas Eve have taken their toll on Drew Foulds as he has been run ragged by his position as overall reunion coordinator. In the last week alone poor Drew has lost ten pounds, and that's just off his nose. Tomorrow will prove that his and everyone else's efforts have been worthwhile.

The time has come to say goodbye. In the next few weeks 409 will complete crating its belongings, strap into the Voodoos one last time and deliver them to their accepting units. In a few months the only things that will remain are pieces of memorabilia on mess and office walls and a twenty ton lawn ornament near the front gates. The squadron is re-establishing at Cold Lake next month but it won't be the same. No longer will we see the Bill Books Memorial Couch, unless of course we travel to the Smithsonian Museum of Flight where its been enshrined alongside the Kittyhawk and the Spirit of St. Louis. (They wanted Bill but we convinced them he was still alive and the couch smelled and felt just like him anyway.) There won't be anymore of Eric Matheson's lectures on the role of women in modern society, at the back bar in the mess. It won't be the same walking into a locker room right after Terry Hunt and not smelling Grecian Formula. No more getting flack from Donna and Louise in the Squadron Orderly Room for the death punishable sins of not double spacing and poor

handwriting. Of course we'll all miss everybody in the Combat Alert Centre, those folk who answer the phones, make the coffee (at least that's what everyone calls it but nobody is really certain) and guard our codes and other secrets.

Some of the groundcrew have been here so long no place is really going to seem right without them. Those of us with sensitive stomachs, usually counted on Ron Bratton's face as a preparation for the flight, sort of like getting a dose of cow pox to prevent catching small pox. It will seem strange not to see Jim Nodwell walking around the squadron and QRA with no worries, no real reason and apparently no work. (A few people have been asked and nobody really seems to know exactly what he does even though his position is recognized.) Of course without Don Buckner around any hearing problems on squadron should clear up. Without the aging, heavy, white, Mr. T's bellowing, the engine techs may even be able to hear the turbines for a change. Everyone else could also be mentioned. The radar techs for instance, have got to be the best card players on base. Sandy Caravan and Liz Peach always had a smile as they watched you sign for your plane. (We always wondered if they knew something we didn't.) And then Jane Remmerswall was always willing to help anyone anytime. At any rate everyone who made 409 into the family and unarguably best squadron on base will be missed for their own unique characteristics.

To everyone here for the reunion, welcome home. This should be a great weekend and as we renew old acquaintances and again say goodbye we'll undoubtedly tip a few cool ones to mark the occasion. With luck our wives won't complain and no one at the Christian Maritime Squadron will be offended.

To everyone who has faithfully read Nighthawks Nest, the authors past and present thank you for the warm reception. To anyone who's ever been offended by the article, tough.

Yours truly,

Kurt Saladana
Captain
409 AW(F)S

Section News

Demon

AMCRO
Here goes for what will probably be my last article for the "Demon Doins" column as I leave for greener pastures this summer.
Speaking of greener pastures, quite a few of our personnel went south to Hawaii during RIMPAC; some to work and some to enjoy the sun. Marilyn and Kyle fit into the second category and from the looks of them, they both accomplished what they set out to do. The SAMO wasn't quite as dark as Marilyn which may indicate that he spent some time at work. We lost Gene to ASO via Hawaii and now Jack sits in his chair. Apparently, one of the qualifications to be D/AMCRO is that you must golf.

Bill and Jim finally realized Marilyn's value when they had to look after her job while she was in Hawaii - smart move Marilyn.
No change in ADAM except that we have a new micro computer and a "pushy" new ADAMO.
The Chief is heading for a week in Japan before being posted to Bagotville where he will be the new BWO. Anyone want a good house in Comox?

Kathy is being driven around in a snazzy new car and Alison is another one of those supporting a "Hawaii" tan. Should prepare her for her tour in the sunny prairies.

Dennis is mentally preparing for his upcoming big event and Gary is down south having his big event.

Bob is anxiously awaiting his move into his new garage while his wife is looking forward to the new house that goes with it. Cliff is on his way to Trenton and "Pete" St. Pierre just joined us to take his place. Wally is really thinking retirement and Terry still gets his relaxation under his son's bed after spending a heavy day at work on the computer.

The big event of this period is going to be the annual SAMO/AMCRO golf and barbeque at Longlands and Bill Hill's. Maybe the next writer will report on that event in the next column.

R.C.W.

ASO
Well another summer is upon us just as things fall back into place after a rather hectic spring.

Earlier, there was the presence of the "AMIT" team which had us all on our toes. Evidently we were better prepared this year as we gave a substantially better showing of ourselves than last, much to the delight of LCol Brygadyr, our CO, who granted us all a day off for our stunning performance.

Several TD trips have left a scarcity of crew members. During these periods, which were quite frequent, those of us who remained at home found ourselves a little busier than usual. Again we found the ranks thinned as VP407 bid farewell to the competition crew as they left for Greenwood and the performance exercises that awaited them. I think it is worth repeat mention that (as everybody associated with 407 and those within earshot of the Jr. Ranks' Club already know) 407 made a clean sweep of the com-

petition. This encompassed the three aspects of the competition - weapons handling, aircrew exercises and groundcrew performance.

2 Crew has recently welcomed a new addition to its flock, Sgt Bob McKay. Bob is newly arrived from Germany where he was employed with the 104 Fighter Squadron. He is replacing Sgt Bev Collins who now takes residence in 407 Engine Bay.

But now that things are back to a more settled routine, we all look forward to the Beach Pavillion BBQs ahead and leisurely Log counts when time permits.

DIAC MAINT/TRAINING

The DIAC machinery has behaved fairly well for the past two weeks, which is fortunate as half of the Maytag Men were away on various courses. John Jorgensen and Mike Coulombe have been holding the fort until some bodies become available, and Russ Anderson is improving his marching skills.

Gerry Tracz returned from SLC at Camp Borden looking very pussed. He leaves us shortly to join the transport maintenance shop at Trenton. Jean Cloutier is still exercising his second tongue on the English course at St. Jean and Red Gallinger is burning circuit boards on the HRS course at Camp Borden.

Gerry Tracz and Keith Nanson were honoured at DIAC Maintenance's annual farewell ceremonies out in Mike's back forty last night, and as of 0830 next morning Base Hospital reported only one of our members admitted. All in all, a successful start to the summer fun season.

ARMPO

Well, going by the weather we've experienced during the past two weeks, it would seem summer is finally here to stay, and I might add, not a minute to soon. Six of our very own weapon techs however, couldn't wait for the Comox Valley sunshine. Sgt Ray Steil, MCpl Bill Johnson, MCpl Guy Crepeau, Pte Dev Reynolds and Pte Mike Labrie were of the lucky few who just spent 13 days in sunny Hawaii for the RIMPAC exercise. By the looks of their tanned complexions, most of them worked a little and sunbathed a lot. Dev Reynolds was telling me he made friends with a Japanese family on vacation in Hawaii. One of them even taught him how to say "Hey! Let's go wash our hands" in the Japanese language. Hope you all had a nice trip and a good time guys!

WO Jack Shapka is leaving us at the end of the month. He is Germany bound once again. Good luck to you Jack and success in all your endeavours. Also there is a new

weapons tech joining the squadron. He is WO Ed Kew who came to us from the BAMSO organization. Ed is no stranger to the Comox Valley and we're sure he'll have a good tour with 407 Squadron. Welcome!

It finally happened! After 2 years, 10 months, 3 days and 4 hours wait, and a lot of hard core fishing Sgt Jean Maltais got himself a salmon over 9 lbs. A nice 16 lbs. spring. He said pulling that fish in was a nice workout and left him with a great feeling, however he vowed to get himself another net man! Good going Jean; don't stop now, there's plenty more fish out there. The Mad Pen is running out of news, so signing off for now folks. Have a great summer!

AIRCREW

Bi-annually a major exercise is held in the Pacific called RIMPAC. The participants this year were the Pacific Rim countries of Australia, Canada, Japan, New Zealand and the United States. VP407 participated from 31 May to 15 June.

Crews 2 and 8 departed Comox for the heart of Silicone Valley, NAS Moffett Field, California on 31 May. On arrival we received briefings on RIMPAC from our hosts, VP40. After everybody had settled in at the hotel, it was time to observe 2 expert sunbathers in action. Our Moffett phase, De- mander, Maj Crawford and P's Man-at-Large, Capt Zanussi were observed either by the pool or working. If or when they attend slept is as big a secret as how arms that work every night for year can suddenly breakdown on the morning of a flight.

After 5 days and 4 flights acrew, everybody left for Barbers NAS Hawaii. The next day the foeling arrived with the rest of servicing along with crews 3 and 6. As pri 5 seating was available members could put in for their wives to accompany them. In Hawaii, all 407 personnel stayed at the Outrigger West in Waikiki. The hotel was an

Doins

hour's bus ride from Barbers Pt. NAS but that was a small price to pay for staying downtown. The training was excellent with many crew members working on an exercise of this scope for the first time. Every crew flew at least 4 times, and while not everybody sunk a sub nobody was shot down. Hawaii has a great climate for sports and everybody was found participating in one sport or another. Our hosts, VP4 had a family and sports day.

407 lost the cricket match not to New Zealand which wouldn't have been bad but to VP4. This was a blow but we redeemed ourselves by winning the slow pitch. (Using down and under rules which means playing the ballgame backwards.) With several crews flying or on crew rest during the sports day we were not at our full strength otherwise the cricket match would have been another story. The Navy Exchange in Pearl Harbour is reputed to be the largest in the American Navy and most people who shopped there were impressed. Everything from watches to Muu-Muu's were bought and brought back. And let's not forget the 9 people who found the time and the will to study and write the OPDP exams.

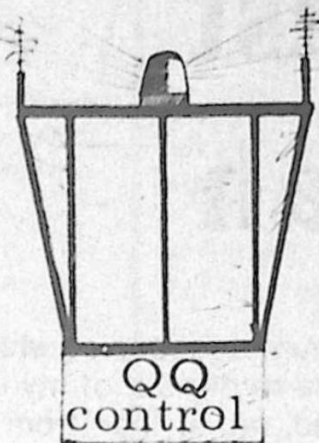
At the end of this week, we find Crew 1 enroute to Japan for a 2 week detachment. Crew 2 is leaving for Bangor, Washington for a 2 day visit with various submarine crews based there. Crew 7 is still in Hawaii and should return early next week, and Crew 5 is in ADAA, Alaska.

Congratulations go out to Capt Bernie Poole on his upgrading to TacNav. He will be taking the reins from Capt Slater who will be entering the sensory deprivation zone (DIAC). Congratulations also go to Lt Mitchell who has upgraded to NavCom. He also won a prize at the Mug out when he correctly guessed how long the CO's farewell speech would be. (Only 7½ minutes.) Congratulations also go to Lt Stecum who completed his NavCom check ride during RIMPAC 84 (wait out).

I would also like to take some time to say goodbye to a few fellow Demons who have been posted. Farewell to LCol & Peg Challenger who are now in Winnipeg, also to Maj & Lynn Healey who are enroute to Ottawa. Finally a down under 500p-q4a to Capt & Janet McBean who are enroute to Australia.

That's about all for now. Let's be careful out there.

R.K.J.



As .
The
Beacon
Turns

The past two weeks have been busy ones for the section.

Firstly, congratulations to Konard Ostner for checking out as a PAR controller and Mike Maillet on his promotion to Lt.

Last Saturday was a guitar picking, foot stomping night as the section got together for a western night at the D'Estere House. Nobody wanted to leave after the DJ packed up and Kaz, (one of the techs), dug out his guitar. Though after he started on his repertoire of songs for the third time everyone decided it was time to go home.

To Pte Paul Fleury: remind me next time Lt Rick Champagne wants to reminisce about his school days not to let him. Rick got himself into a sticky situation last week by attempting to show us his little brown balls. It only took us half an hour and a jar of solvent and a can of Bon Ami to clean up the situation.

On Friday a man in a "green blazer" called RATCON from

Texada Island on his mobile phone. Howie Thibault (CC RATCON) not understanding why anyone "wearing a green blazer" would call put him on hold at \$6 a minute. For the uninformed like Howie a "green blazer" is a truck made by Chevy.

409 attempted a paratrooper assault on Texada Island on Friday. Capt Tom Chester and Capt Bernie Hughes decided to start a 409 survival exercise early and prepare the Bar-B-Q for the rest of the squadron. The Base Fire Chief was overheard to remark to Bernie and Tom, "How many times do I have to tell you, JP4 is not to be used as a firestarter."

Finally to Tom: it was nice to see you in Air Force Blue at TGIF. It added a touch of class to Friday night.

S.H.

P.S. I just loved your PJ's Tom.

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Jr. Ranks Club

JULY 1984

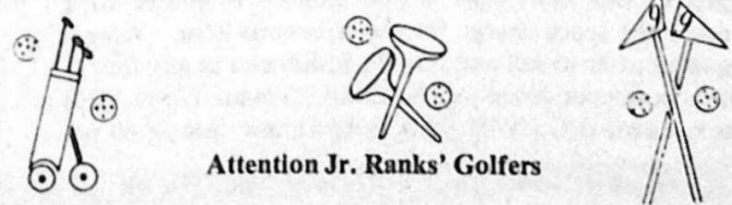
SUN.	MON.	TUES.	WED.	THURS.	FRI.	SAT.
	2	3	4	5	6 DJ. MAC	7
8	9	10			13 *BAND* SUE AND THE SHOES	14
15	16			19	20 DJ NINE TONIGHT	21
22		24	25	26	27 DJ MAC	28
	30	31				

SNACK BAR: 339-4333

Special Events

July 13 - 14
LOCAL BAND
SUE AND THE SHOES
5 piece, top 40. Admission: *3.00. 2100 - 0100 hours.

DJ NIGHTS
2100 - 0100 hours. Admission: *1.00.



Attention Jr. Ranks' Golfers

There are four daily passes for Glacier Green's Golf Course available at the PMC's office. First come basis.

HAVE A GREAT SUMMER!

OFFICERS'
MESS

Fridays, July 6, 13, 27

REGULAR TGIFs:

1600 - 1700 hours. Food as indicated, 1700 - 1800 hours Free taxi - ask at bar.

July 6 - TGIF BBQ RIBS & FRIES
July 13 - TGIF CHICKEN & CHIPS
July 27 - TGIF FISH & CHIPS



Friday, July 20
MIXED TGIF - WESTERN NITE

Enjoy a mixed TGIF with western flavour. BBQ steaks, chili, hash browns, salad, etc. Dance to the music of Don MacLeod's Group. (Wear your western duds, jeans & cowboy boots.) Sub suds 1600 - 1700 hours. BBQ 1730 - 1930 hours. Band 2000 - 2400 hours. Dress - casual, western. Reservations not required. Cost: members - free; guests - \$15.00

COMING EVENTS:

August 3 - Mixed TGIF
August 18 - Caribbean Nite

M.S.E. Driver Safety

What would you do??

You're running the legal speed limit on a two-lane highway with a sheer drop on your right. You reach the top of the hill and start down. You see a car pulling a boat ahead of you. It's going very slowly. There's an oncoming car. What should you do?

A. Grasp wheel firmly and hard brake.

B. Veer left to avoid rear end collision.

Answer on page 12

Editorial

My last hurrah

I've been looking forward to this, my last editorial in the Totem Times, with mixed feelings. I will be turning over the editorship to Capt Ron Fisher next week, after one year as editor and one year as assistant editor, and I have no doubt the staff will continue in its efforts to give you, the readers, an interesting paper, probably with lots of improvements.

It will be a relief in some ways, to turn over the responsibilities of editor for those of an assistant. I can easily do without that panicky feeling which I get when the deadline is passed and there is only enough material to fill six of the twelve pages; or the knowledge that we are short of advertising and will lose more money than usual on this edition. One of the most common dilemmas is the lack of enough suitable material to fill page one. The final decision on that page is not usually made till the Wednesday night before publication.

Another task which I will gladly relinquish is that of writing editorials every two weeks. I almost always miss my own deadline trying to think of a suitable topic. As you probably know, editorials for military newspapers must meet certain criteria, which place considerable limitations on editors. Since we work for the government and must remain non-political, we cannot comment on political issues at any level of the government, nor would it be prudent from a career point-of-view to say anything unkind about any of our military bosses. That leaves philosophical

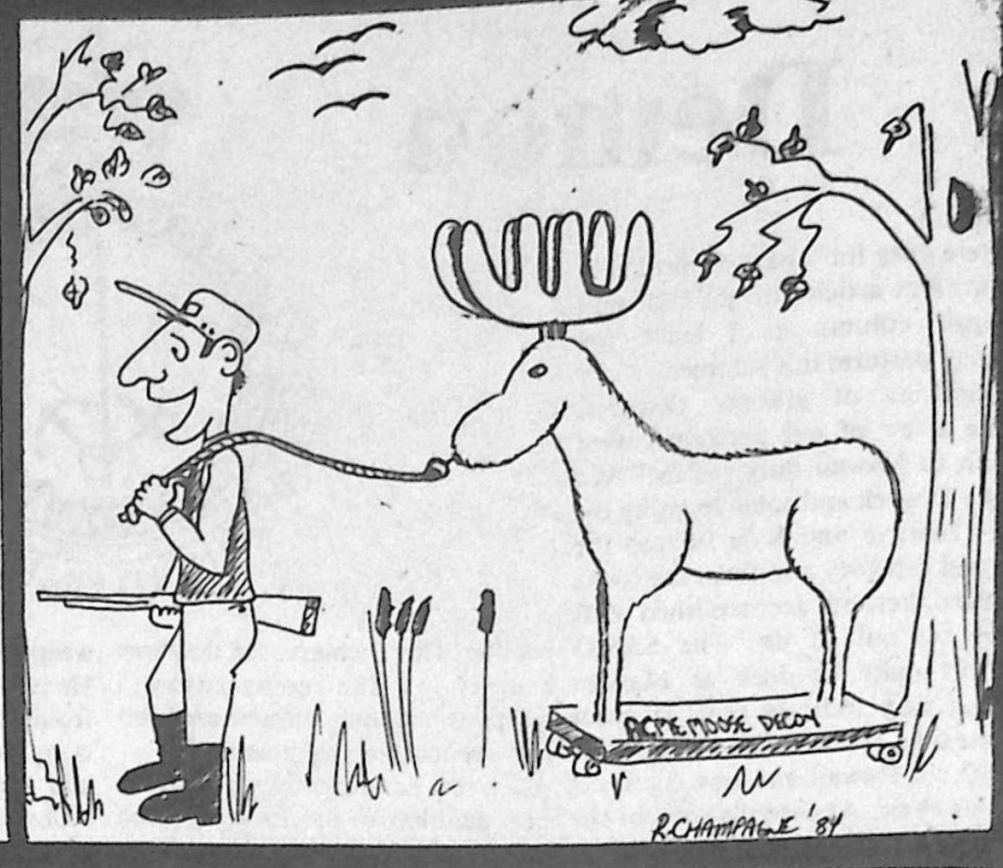
or humorous topics which have to dig out of my own head, rather than from the news of the day.

In other ways, I will miss the challenge of overseeing the birth of each edition. Whether it is a good edition or a mediocre one, there is still a feeling of satisfaction when it is ready for the presses and a feeling of anticipation waiting for it to appear in print. Another source of gratification is receiving letters to the editor whether critical or complimentary. This indicates that some people out there read the Totem Times and the fact that they take the time to send enough material to fill six of the twelve pages is very much appreciated.

Most of all I would like to express my appreciation to all the volunteer staff who have made my job as editor over the last year so much easier and so much fun. The initial credit to fill page one. The final decision on that page is not usually made till the Wednesday night before publication.

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J.S.G.



What's a

War Clause

Anyway?

Have you just bought a life insurance policy? Did you get a good deal? How do you know for sure? A number of military personnel have been asking themselves these questions after having bought insurance and finding out they don't really need all they bought, or are paying far too much for their coverage. One couple gave up their Service Income Security Insurance Plan (SISIP) coverage costing approximately \$35 per month for a policy costing \$125 per month giving them different, but not necessarily better coverage for their money. After talking to other people about their policy they decided to re-enroll in SISIP, before, in their words "the insurance company drained our bank account". However, we are not saying commercial insurance policies are bad or always expensive products. Some are very good, and, depending on your insurance needs, can be just right for you.

The insurance business is very competitive so if you are looking for coverage, it pays to shop around for the best deal. Take time to learn about different types of insurance before you go shopping. Then compare coverage, cost, and any extras

the plan gives you. While you are comparing insurance, don't forget to see your local SISIP adviser. Not all insurance agents are familiar with SISIP and they can give you some misinformation on the plan. The most common misinformation given by insurance agents is regarding the War Clause. Forces personnel are sometimes told they will receive nothing from SISIP for death or injuries occurring during training, field exercises, UN duties, while at sea, while in a military aircraft, etc. This is not true. A SISIP member killed or severely injured in any of these circumstances would be covered by SISIP. So where exactly does the War Clause apply? It would only come into effect if death or injury was a result of acts of war involving the military forces of two or more of the following major powers: Canada, USA, Russia, Peoples Republic of China, the National Republic of China, Federal Republic of Germany, Japan, Great Britain or France.

There are several reasons for having a War Clause in SISIP. The main reason is the fact that, should a service member be killed or disabled in war, the Pension Act

would provide an income for the member or the member's family, making SISIP coverage unnecessary. Also, by putting this clause into the plan, the premium is lower than it would be otherwise. Since SISIP covers only military personnel and their dependants, it is logical to assume that the risk of death or disability would increase for members of our plan during times of war. To ensure sufficient funds were available to pay the increased number of claims if there was no war clause, it would be necessary to buy re-insurance on the plan, which of course would increase the cost of SISIP considerably.

In summary, before you decide against buying SISIP simply because of the war clause, take the time to compare the coverage you get from SISIP with other plans, consider what would happen to any insurance plan in the event of war, and make an informal decision on what insurance you need. Talk to insurance salesmen from different companies, and to your SISIP adviser. It may take a little extra time, but aren't your family and your peace of mind worth it?

Next Totem Times Deadline - Monday, July 16, 1984



Law Talk

By Gordon Hardy of the People's Law School

Young offenders

The second of five articles on Young Offenders.

A 17-year-old breaks into an apartment, doing about \$50 damage to the lock and the window. He is arrested by the police. What will happen to him?

First of all, as a young person he falls under the Young Offenders Act which took effect April 1, 1984. It was passed by the federal government to replace the Juvenile Delinquents Act. The new legislation applies to people between their 12th and 18th birthdays who break a federal law. A child under the age of 12 is considered too young to be held responsible for criminal acts and will be handled under other laws. A person who has passed his or her 18th birthday will be treated as an adult.

Previously, these ages differed from province to province. Thus, an 18-year-old in one province might go to juvenile court while another in the next province might go to adult court. As of April, 1985, young people will be treated the same way throughout Canada. Robert Kaplan, who as Solicitor General is responsible for implementation of the Act, says, "This is an important step towards ensuring that, consistent with the Canadian Charter of Rights and Freedoms, Canadians

from all parts of our country are equal before the law."

After April, 1985, all people from age 12 who have not yet turned 18 will fall under the Young Offenders Act. The Act avoids the use of such terms as *teenager* and *delinquent*, instead using *young person* and *young offender* to describe a person who falls under its jurisdiction.

One of the major changes brought about by the new legislation is that young people will be held more accountable for their actions than they were previously. But it also gives young people the same legal rights as adults. In the case of our 17-year-old, this would be apparent right away. The police have a duty to tell him his rights, including the right to contact a lawyer when arrested. Just as with an adult, the young person who has been arrested has the right to remain silent, refusing to answer any questions by the police regarding the suspected wrongdoing.

If the young person is charged with a serious offence (in this case it would be break-and-enter), the Act gives the police authority to finger print and photograph him or her. But, if the charge is subsequently

dropped or if the young person is found not guilty in court, the police must destroy these records.

The Young Offenders Act also confirms the authority of the police to exercise discretion. If, for example, they regarded the apartment break-in merely as a youthful (and very foolish) prank which would not be repeated, they might simply let the matter drop.

Even if the police do decide to proceed against the young person, he will not necessarily end up in court. One of the principles of the Act is that young people have special needs which may better be served outside the formal court process. Under the Act, the prosecutor may give his or her permission for the young person to be diverted out of the court process. These are called *diversion* or *alternative measures* programs.

The Act encourages prosecutors to consider alternatives to the trial process if such alternatives may be beneficial to the young person while, at the same time, respecting the public's right to protection from youthful crime. Thus, a young person who has previously been in trouble with the law is not likely to be given the opportunity to take

part in an alternative measures program.

In order to participate in a program like this, the young person must acknowledge responsibility for the misdeed. Under supervision, he will be spared going to court but must make amends in an alternative way. For example, he might be required to apologize to his victim and pay for the damage he has caused. Likewise, he might be required to perform a *community service*, such as cutting the lawn at a local park once a week for a given period of time.

Alternative measures programs have, in fact, existed for many years in some provinces. The Young Offenders Act, however, adds some safety measures which protect the rights of young people. One is that a young person has a right to talk to a lawyer before he or she agrees to participate in the program. Another is that any admission of guilt made by the young person in order to participate in an alternative measures program cannot be used in court.

NEXT: the Youth Court.

TOTEM TIMES

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A.F.V.C.

MOT DU PRESIDENT

J'aimerais, ainsi que tous les membres remercier Madame Dianne Senneville pour les 2 années de services au sein de l'Association comme secrétaire. Nous allons tous la manquer. Bonne chance Diane et Lucien dans votre nouveau transfert.

J'ai le regret de vous annoncer mon transfert à Nanaimo. Mr. Gilles Doiron me remplacera comme Président.

Jean-Claude Rheault
Président

La St-Jean-Baptiste

Comme la plupart de vous le savait nous avons célébré la St-Jean-Baptiste Samedi le 23 juin. Malheureusement, on s'est fait attaquer par la pluie mais malgré ce léger contretemps ceux qui sont venus célébrer se sont bien amusés.

LA PROCHAINE RÉUNION DU COMITÉ SERA JEUDI Le 5 Juillet 1984 à 7:30 P.M.

Une Clause de Guerre qu'est-ce que c'est

Venez-vous tout juste de contracter une police d'assurance-vie? Avez-vous fait une bonne affaire? Comment pouvez-vous en être sûr? Beaucoup de militaires se posent ces questions trop tard après avoir contracté une assurance et s'aperçoivent qu'ils n'avaient pas vraiment besoin de toute la protection que leur offre leur police ou que la prime leur coûte trop cher. Un couple s'est retiré du Régime d'assurance revenu-militaire (RARM) et la prime, qui était de \$35 par mois avec le RARM, est passée à \$125 par mois pour une nouvelle police qui, quoique fournissant une protection différente, n'en était pas nécessairement meilleure face au coût additionnel que cela impliquait. Après en avoir parlé à

coûteuses. Certaines sont très bonne et, selon vos propres besoins en assurance, peuvent parfaitement vous convenir.

La concurrence est très vive dans le domaine des assurances. Si vous voulez contracter une assurance, prenez le temps de vous renseigner sur les divers types d'assurance avant d'aller "magasiner". Ça vaut la peine de vous renseigner auprès de plusieurs compagnies pour choisir celle qui vous offre les meilleurs avantages. Comparez ensuite la protection qu'on vous offre, le coût, et les autres extras. N'oubliez pas de consulter votre conseiller du RARM. Ce ne sont pas tous les agents d'assurance qui connaissent le RARM et, même à cela, ils peuvent mal vous renseigner sur le Régime. Le plus souvent c'est la clause "risque de guerre" qui fait l'objet d'une explication erronée. On dit souvent aux militaires que le RARM ne verse rien suite à un décès ou pour blessures encourues au cours de l'entraînement, d'un exercice en campagne, de service

auprès des Nations unies, en mer ou à bord d'un avion militaire, etc... Ce n'est pas vrai. Un membre du RARM qui est tué ou gravement blessé dans chacune de ces circonstances est couvert par le Régime. Alors, quand donc s'applique la clause risque de guerre? Elle ne prend effet qu'en cas de décès ou de blessures découlant d'actes de guerre mettant en cause de forces militaires d'au moins deux des pays suivants: Canada, Etats-Unis, Union soviétique, République populaire de Chine, Chine nationaliste, République fédérale d'Allemagne, Japon, Grande-Bretagne ou France.

Il existe plusieurs raisons pour insérer une clause risque de guerre dans le RARM. La principale tient au fait que si un militaire est tué ou rendu invalide ou cours d'une guerre, la Loi sur les pensions lui fournit un revenu à lui-même ou aux membres de sa famille, rendant la couverture du RARM superflue. De plus, en insérant cette clause dans le Régime, la prime s'en trouve moins

élevée. Aussi, comme le RARM ne couvre que les militaires et les personnes à leur charge, il est logique de supposer que le risque de décès ou d'invalidité augmenterait en temps de guerre pour les membres du Régime. Finalement, pour garantir la disponibilité de fonds suffisants pour régler le nombre accru de réclamations s'il n'y avait pas de clause risque de guerre, il faudrait réassurer le régime, ce qui bien entendu accroîtrait énormément le coût du RARM.

Bref, avant de prendre la décision de ne pas adhérer au RARM simplement à cause de la cause risques de guerre, prenez le temps de comparer la protection que vous offre le RARM à celle d'autres polices d'assurances. Examinez ce qui arriverait en cas de guerre, et faites un choix en connaissance de cause. Parlez à des représentants de diverses compagnies d'assurances, et à votre conseiller du RARM. Procéder ainsi vous prendra un peu plus de temps, mais ne croyez-vous pas que votre famille et votre quiétude d'esprit en valent la peine?

LA FETE DU CANADA 1984 Redécouvrir le Canada

Cette année l'Association Francophone de la Vallée de Comox participera à la fête du Canada, nous amenons les danseurs du Bon Vieux Temps de Port Alberni ils donneront une représentation au "Parc Lewis". Un kiosque sera installé pour promouvoir l'Association elle-même ainsi que tous les services d'Education qui sont offerts en Français dans la Vallée de Comox.

Le Monde Enchanté

Pour votre enfant, un avant-midi de plaisirs tout en apprenant. Voila en gros ce qu'offre la prématernelle, Le Monde Enchanté. C'est le temps pour inscrire votre enfant pour Septembre.

Sonia Hauser - 339-2637
Margot Doiron - 339-3802

ATTENTION FRANCOPHONE PARENTS

The Programme Cadre de Français (French Language Core Curriculum) is presently situated at Comox Airport Elementary. There are currently three classes.

French is the exclusive language of instruction except for the time given to English Language Arts.

Registration for September 1984 are required now.

Please register at Comox Airport Elementary, Oak Street (PMQ), CFB Comox, Lazo, B.C.

For any additional information please contact: Comox Airport Elementary principal at 339-3721, School Board Office 338-5383, Parents' Association for PCDF 339-2637 or 337-5787.

Note: Where a non-francophone child has already followed a program equivalent to the PCDF curriculum or Immersion, he/she may be admitted to the relevant grade level of the Programme-Cadre de Français (PCDF) if Immersion at that grade level is not available.

ATTENTION PARENTS FRANCOPHONES

Le Programme Cadre de Français est offert à l'école Comox Airport Elementary. Il y a en ce moment trois classes.

Le français est la langue d'enseignement sauf pour le cours d'anglais.

Les inscriptions pour septembre 1984 sont maintenant requises.

Veillez inscrire vos enfants à l'école Comox Airport Elementary, Oak Street (PMQ), CFB Comox, Lazo, B.C.

Pour renseignements supplémentaires veuillez contacter: le Directeur de l'école Comox Airport Elementary à 339-3732, Bureaux de la Commission Scolaire à 338-5383, l'Association des Parents pour le Programme Cadre de Français à 339-2637 ou 337-5787.

Remarque: Ou un enfant non-francophone à déjà suivi un programme équivalent au Programme-Cadre ou d'Immersion, il/elle peut être accepté. A un niveau équivalent de Programme-Cadre de Français si la classe du Programme d'Immersion n'existe pas.

Association des Francophones
de la Vallée de Comox

LE BUREAU DE L'ASSOCIATION SERA FERMÉ POUR LES VACANCES DU 7 JUILLET AU 6 AOÛT 1984

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Pour plus de renseignements, contacter une de ces personnes.

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Sports



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Mr. Vic Rushton of Block Brothers Ltd. presents the championship trophy to our own Mike Berger.



Al Donovan, tournament director, presents the A Flight Low Gross award to Mitch Carr-Hilton of Comox.



Glacier Greens report

Well folks, the Ladies Invitational went off without a hitch and all the visiting golfers were most impressed with our course as the men had been for the open. The big winner of the Comox District Credit Union Trophy with a gross score of 85 was Mary Canning of the Sunnydale Course. More about the ladies tournament in the next edition.

The Men's Open results are as follows: Field Low Gross-Mike Berger, Glacier Greens - 145; Field Low Net-Don Plume, Glacier Greens - 127; the flight winners were: A Flight Gross-Mitch Carr-

Hilton, Comox; Gerry Koster, Comox; Chris Herkel, Glacier Greens; Tony Ristola, Comox; Peter Oliphant, Sunnydale; Net prizes to: Wally Berger, Glacier Greens; Elmer Leneen, Comox; Danny Freemont, Comox; Dave Winger, Campbell River; and Doug Cramer, Comox. B Flight winners were: Gross-Howie Smith, Comox; Boxer Scott, Glacier Greens; Gerry Walker, Sunnydale; Jim Ferguson, Glacier Greens; Fred Shaugnessy, Campbell River; Net prizes to: Frank Marshall, Sunnydale; Stan Gardiner, Sunnydale; Steve Bailey, Glacier Greens; Gus Bodais, Comox; and Bob Pridemore, Glacier Greens. C Flight winners were: Gerry Burt, Sunnydale; Don Bolivar, Glacier Greens; Rick Curistan, Glacier Greens; Leo Fraser, Glacier Greens; and Ray Hunter, Glacier Greens. Low Net-Ron Griffiths, Glacier Greens, D. Pippin, Comox; Glen Canning, Sunnydale; Bill Chiki, Glacier Greens; and Jack Hoult, Comox.

A big thank you to all the golfers

who took part in the tournament and a bigger thank you to John Ferguson and his staff for the tremendous conditions under which we golfed.

Our very sincere appreciation to our sponsors: Block Brothers Realty Ltd., major and tournament sponsor, Seale & Thomson Courtenay Ltd. for the hole-in-one truck (John Storton came close), Hiram Walker and Sons Ltd. KP on day two, and to all those merchants who sponsored a hole: #1 Kleen-Flo Tumbler Industries Ltd., #2 Courtenay Nissan Ltd., #3 Jim Nolan Pro Shops, #4 Seale & Thomson GM, #5 Anna's Coiffures, #6 Roto Rooter, #7 United Carpets, #8 Port Augusta Motel, #9 Goods Groceries, #10 Roy Parker Marine Ltd., #11 Comox Valley Ford Ltd., #12 Central Builders Supply Ltd., #13 Seale & Thomson GM, #14 Windsor Plywood Courtenay Ltd., #15 Pearson Tire Courtenay Ltd., #16 Style Rite Beauty Salon, #17 O&M Precision Sharpening, and #18 WO's & Sgts' Mess, CFB Comox.

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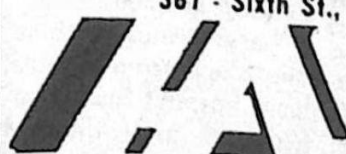
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Sports

Intersection Slowpitch Tournament



An intersection slowpitch tournament was held 23 June 84. After a long hard day, the Fire Hall emerged victorious in the playoff game against 442 Squadron. Everyone enjoyed themselves in spite of the bruises, scrapes, and sore pitching arms.

CF Regional/ National competitions

Personnel are eligible to compete for the CF Regional/National Sports Competitions providing they meet the following guidelines:

- members of the CF Regular Force
- members of B & C Class Reserve providing they have 90 days continuous service
- members under the YTEP programme

All other classes of Reserves and KATIMAVICK are unfortunately ineligible.



Base

golf

playdowns

The Pac Region Golf Championship will be held 10-13 September 84 at McChord AFB.

There will be a meeting 11 July 1984 in the ALLCAN Lounge to select eight (8) members to represent this Base.

All interested personnel are to register by 10 July 84 at the Rec Centre or call WO Dupuis, local 2542.

Intersection softball statistics

11 June 1984

	GP	W	T	%	Pts	RUNS			Place
						F	A		
BTnO	10	6	0	.600	12	123	91		2nd
ATC	9	4	0	.444	8	72	74		4th
MPs	9	8	0	.889	16	113	63		1st
BAMSO(1)	9	5	0	.556	10	100	98		3rd
VU33	9	3	0	.333	6	82	102		6th
HQ	8	0	0	.000	0	42	93		7th
407 (1)	6	3	0	.500	6	52	63		5th
442	11	5	0	.455	10	107	109		4th
Supply	9	8	0	.889	16	107	60		2nd
BAMSO (2)	10	4	1	.400	9	125	105		5th
FH	10	1	0	.100	2	75	129		6th
JRC	11	1	0	.091	2	53	127		7th
Det 5	9	8	0	.889	16	101	44		1st
407 (2)	8	5	1	.625	11	103	97		3rd

Pacific Region running competition

CFB Chilliwack will be hosting the following championships:

- 29 August -- Competitors arrive/meet and greet.
- 30 August -- 15 k and 8 k road races.
- 31 August -- 10 k cross-country race.

Rations and quarters will be available. Quarters for some pers may be substandard depending upon number of entrants and their rank/sex.

Please reply to WO Dupuis at Base Rec Centre prior to 23 July 84.

More information can be obtained at local 2542 (WO Dupuis).

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Name

Address

Good from 3 Jul 84 to 5 Jul 84



Section News

VU



33

Even though this is usually a slow time of year the squadron has been quite busy. We are even flying a bit.

The CO finished the T-bird course a couple of weeks early. It was frantic around here trying to get the fishing rods, tide tables, fish forecasts, etc. out of the squadron before his return. It was close but we even managed to get all the boats out of the hangar in time.

Dave Bekolay, Terry Patterson, Barry Van Dusen, and Ian Taylor took a Tracker to the Moose Jaw Airshow two weekends ago. The crew tried to make money on the trip but were not allowed to enter the air races being held in conjunction with the air show. It seems all aircraft entered could only be single engined and over twenty-five years old. We missed out by one engine.

The West Coast Trail Travellers haven't been heard from since they left last Monday. Everyone is waiting to see if they turn up for work this week. Next issue I will either relate their trek or ask for volunteers for the search party. Stay tuned.

Craig Flewelling took a T-bird to Ottawa this weekend. It seems Trenton needed one for DLIR before Monday and Craig was forced to fly one down on short notice. No sacrifice is too great.

MWO Jim Moxin was recently "mugged out" at the Leeward. From the usual signs of long and lively revelry displayed on numerous faces it appears to have been a success. Good luck on your new career Jim.

Lastly, a jab at 409 on his JLC in September. I know

Nighthawkers. Since it won't be long before they won't be any fighter types to make fun of, I had best get a shot in now. A couple of 409's finest will be taking extra night classes when they leave our fair valley. These classes will be in Numerology (the study of identifying numbers or series of numbers). Apparently it will be to aid them (in some strange way or another) in the identification of aircraft.

Until next time, have yourselves a good one.

Well, I'm back. I'll tell you, I was sure glad to return from CFB Penhold. As you all have read, I did need my name tags. Even though my wife advised me to take them, I didn't. Now as punishment I have to return to Penhold with her, but only for a week. Well, so much for my problems. Let's see what the squadron has been up to.

I wish to thank Glenn L. for keeping you all entertained. Oh, and Glenn, I've been asked to thank you for keeping secrets so well. Sue has some brothers she'd like you to meet.

I also wish to thank Bill K., alias Bala, for holding up my end of the squadron fund while I was gone. I really had to wrestle the key from him. I've never seen a person in such a hurry to get rid of a chore. To truly thank him, when I get posted I'll recommend him for the job. How does that sound Bill?

Now to the nitty gritty. Pete M. is

it's a bit early Pete, but forewarned is for-armed. So I suggest that you leave your baseball bat at home. The instructors there don't play much ball.

Harry W. seems to be having another problem with Trackers. It appears that to him hydraulic motors and electric ones look similar. Let me tell you a secret Harry, the electric ones have wires going to them.

Clive W. whose just fresh from Trenton, can't be used to lockwiring the Comox way. From what I understand he went the wrong way. That's O.K. Clive, we know that they go backwards in Trenton. Remember, out here we always go clockwise.

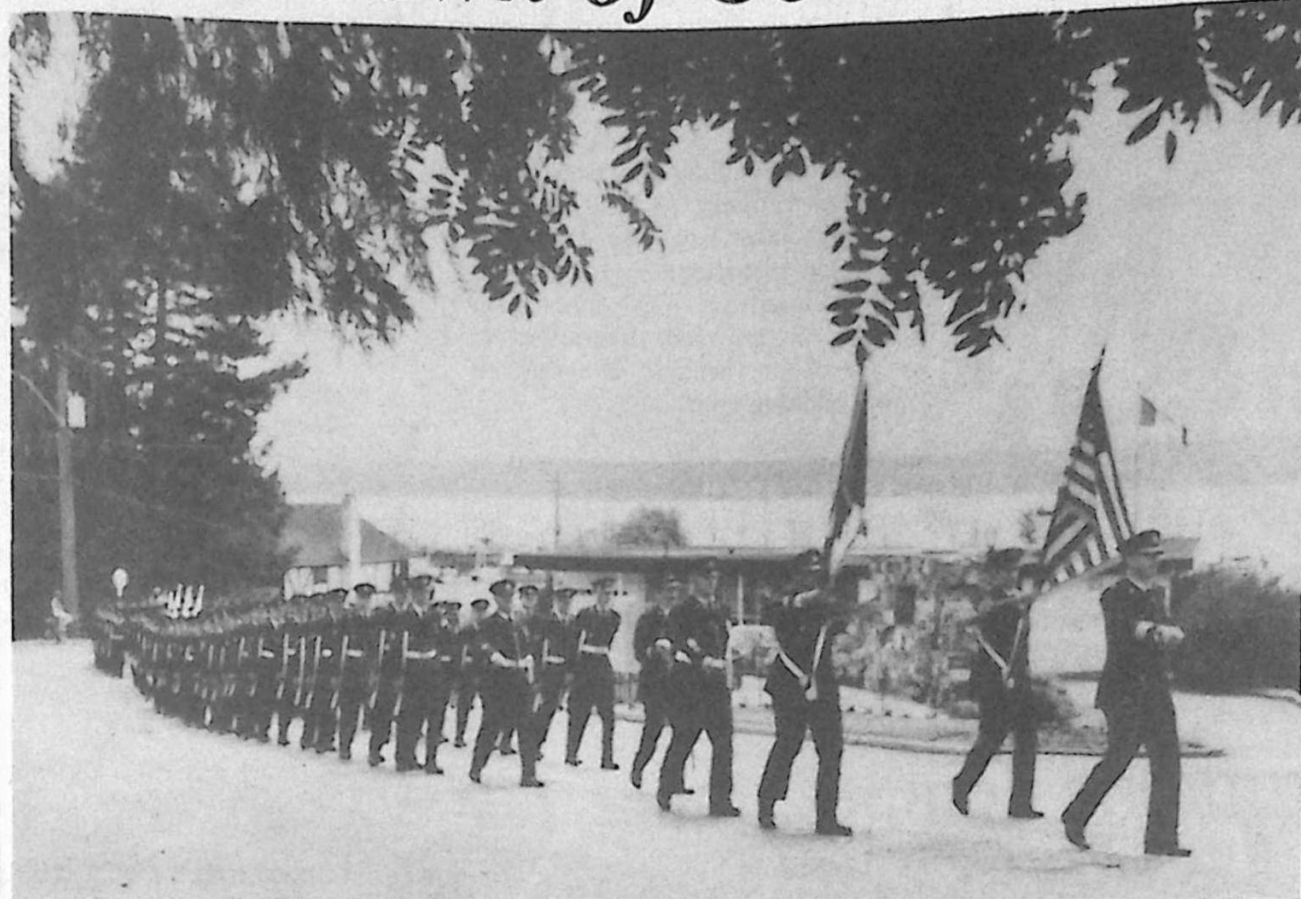
There are some big goings-on in the squadron for the next three weeks. The first is an adventure training for those who really enjoy the great out-of-doors. I don't see how anyone can enjoy sleeping on the hard ground, but I do know that the West Coast Trail will never be the same. My sources did promise to let me know of anything of interest that happens.

Al B., the kiddies pal, is going away for a few weeks. It appears that this is adventure training in its own right. Remember Al, no matter what your fishing for, try to restrain your 40 lb. cast. I know that the retailers of the buzz bombs in this area are finding just such a cast very profitable.

Well, I guess that's it for now. Don't forget, if you want the happenings of VU33, just look here.

L.J.C.

Base accepts Freedom of the Town of Comox



A CFB Comox military guard of honour, led by the Base Commander, Col R. Dobson, exercises the Freedom of the Town of Comox as they march past the town hall.

Base Supply

After suffering bad weather and two postponements, our trusty fishermen finally got to cast their lines. The eager sportsmen, and not-so-eager co-ordinator had their "rendez-vous" in the wee hours on the morning of June 19th. Six a.m. is too early for this kid! By six fifteen everyone was off to the high seas except for Pete Chellew and his crew who had trailer trouble, but despite the delay they managed to have the biggest catch with nine salmon. Dave Boudreau and Steve Dew finally made their appearance sometime around 3:30; "Did you really have motor trouble, or did you find something interesting out there?" All in all it was a pleasant day with almost everyone bringing in at least one fish. Sandy Belanger reeled in the largest fish weighing 7

lbs. and Donna Collins, who's poor fish lost it's tail to a dog fish, received the "Booby prize" for the smallest. As for you Wayne, I told you that the PPCLI shirt would scare the fish away!!

While on the subject of sports, our fastball team is still going strong with only one loss in regular season play! They also defeated HMCS Yukon during their recent visit. Good show guys!

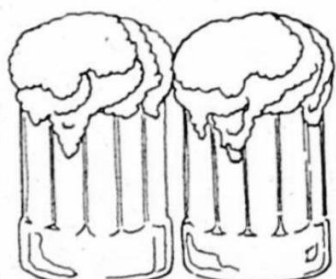
We've had a few promotions lately; Lil Davis who received her Warrant Officer, Kay Alex moved up to the seniors receiving her Sergeant's, and Lorena Charles and Deanna Graham rose to the dizzy heights of Cpls. Watch your step men, it's getting to be a women's world out there; before you know it the next BSUpO may be of the finer

sex. On a sadder note it's time to bid farewell to some of our people. Cpl Cathy Larogue who's on her way to "La Belle Province", have a safe and pleasant journey. "Adieu" to Frank Kato who's spent a lot of time keeping rations and Peter in shape, Frank is retiring and is going to devote his time to volunteer work. Keep up the good work Frank. Also leaving us is MWO Liz Mitchell: her leadership, professionalism, pleasant manner and let's not forget "Newf naiveness" will be greatly missed by all. 'Tis with tears in our eyes that we say so long.

Well, that's all for now, until next time TTFN (for all non-Winnie the Pooh fans that means: Ta! Ta! for now!)

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WOS' - SGTs' MESS



June 29

GRAND OPENING
OF THE BEER GARDEN.

Food - BBQ steaks and prawns - locally cooked to your convenience and taste. Band - Kenny Shaw and The Bunkhouse Boys. Dress - Western. Price - \$20.00 @ couple for members and associates; \$30.00 @ couple for Honorary and guests. Reserved seating begins on 11 June at the Mess Manager's Office.

July 6, 13, 20, 27

TGIF, Food. Games. Relaxed dress.

July 27

MIXED GOLF TOURNAMENT
9 Holes.

Place: Glacier Greens Golf Club
Fee - \$100 per golfer, plus green fees
Registration at the mess
Start - 1200 hours
OPI - Sgt Stirton, local 2238

MUG OUT AND TGIF:

Mug out start at 1700 hours to be followed by regular TGIF.

For further information contact Sgt K.I. Paulsen, local 2465.

UPCOMING EVENTS

17 August - Golf Tournament - 18 holes.



ARAF

We would like to bid welcome to five new ARAF members. Enrolled on June 20 was Connie Ettrich and enrolled on June 26 were Ptes Chris Knaus, Johanne Pelletier, Sheari McKay and Laurie Lamb. Greetings also to MCpl Ann Lloyd who has been transferred here from ARAF Winnipeg.

Summer is a busy time for ARAF. We have already put new member Connie Ettrich, who is a MedA, to work for the summer with the cadets in Gimli. Ann Lloyd, too, is at work already, spending the summer in Nanaimo as the chief clerk in the orderly room of the militia school. Helping her out is our own Lorna Walton. Joyce Forsyth is spending the summer in Vernon working as the chief clerk for the cadet camp. Sue Gougeon, a supply tech, is in-

structing this summer at the militia's summer supply training school in Jericho, B.C.

Jane Zwaagstra has been on the AFIS course from June 18 to 28. Watch out for those young pilots, Jane!

Bea Miller will be getting some much deserved help as Charlotte Roy returns to work in the ARAF OR in August.

There was a staff visit from ARG 19 to 21 June. Visiting us were Col Robb, MCpl Carter and MWO Hinds.

We all better write to Cindy in Ottawa quickly - or she might go to Mexico on vacation instead of coming back to visit us in Comox. Well Cindy, I guess we can forgive you for choosing Mexico.



WO Lil Davis, of the ARAF, receives her promotion from Maj John Finn, BSUpO.

ICBC urges day headlights

ICBC is asking operators of 140,000 fleet vehicles insured by the Corporation to use low-beam headlights during the day. The measure is already mandatory for ICBC's own fleet of 300 vehicles and strongly recommended to the organization's staff and their families.

Studies in North America and Europe show that daytime running lights (DRL) reduce the frequency and severity of accidents by making vehicles more conspicuous to road users and pedestrians alike. In Sweden and Finland - where DRL became mandatory in the 1970's - it has reduced multi-vehicle crashes and pedestrian accidents by increasing awareness of the distance and speed of approaching vehicles.

"Based on the Scandinavian experience, it can be estimated that B.C.'s accident rate could be cut by an overall 10 per cent - with major reductions in deaths and injuries - if 90 per cent of the province's vehicles operated with DRL," says Michael McCarthy, ICBC's Vice-President of Insurance Operations.

Resulting savings could benefit B.C. motorists significantly. Last year, ICBC claims payments averaged \$2 million every working day - all of it met directly by B.C. vehicle owners through their Autoplan insurance premiums.

But the Corporation reminds road users contemplating adopting this proven safety measure that they do risk an occasional flat battery if they forget to switch off their headlights. Also, there is an additional cost of about 50 cents a week for the average driver, including more frequent replacement of headlights and a half to one per cent increase in gas consumption. By comparison, under-inflated tires can add five per cent to a motorist's fuel bill and poorly tuned ignition, a further 11 per cent.

Promotions and Awards



LCol Challenger receives his promotion from the CO of 407 Squadron, LCol Brygadyr.



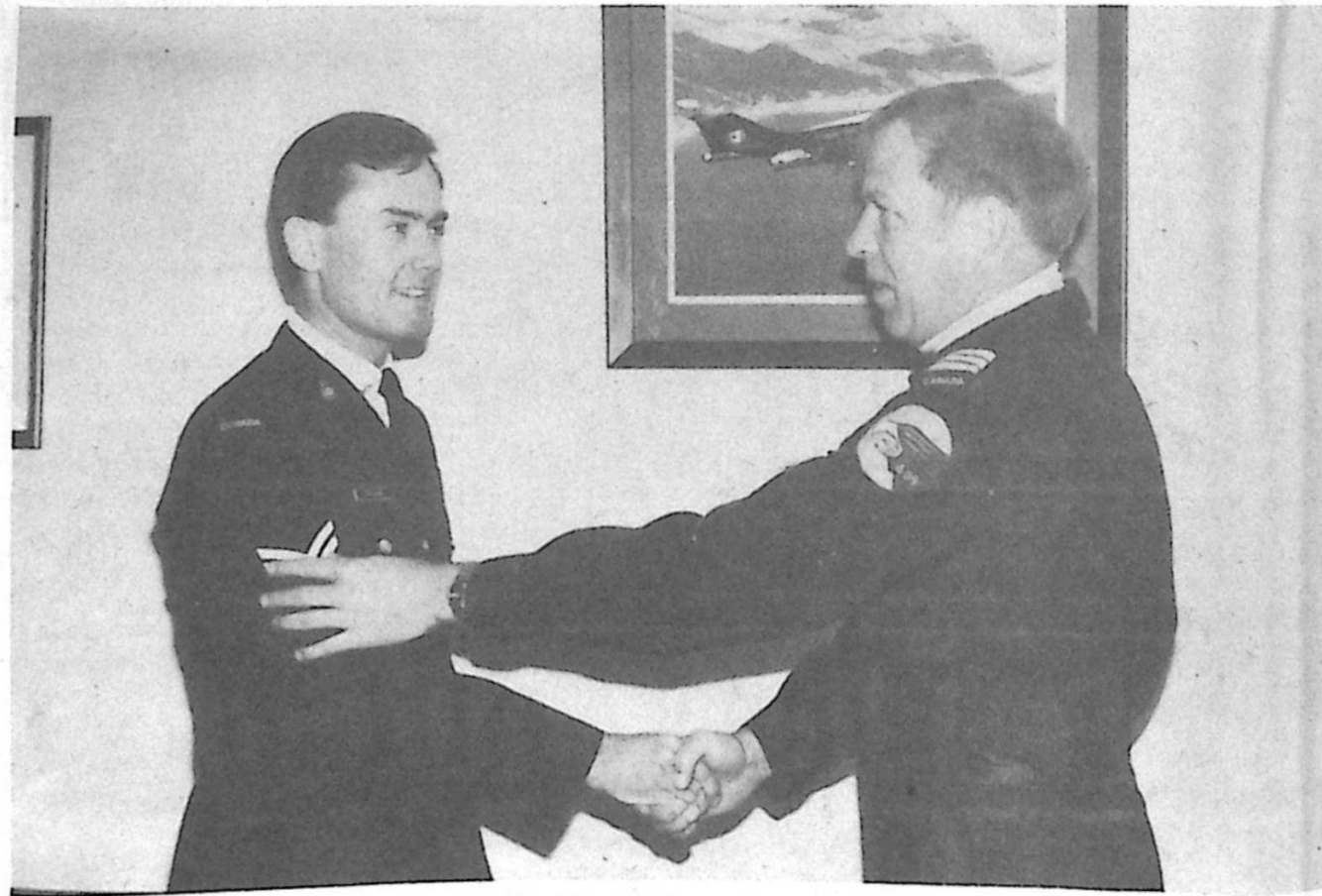
WO Logan receives his promotion from CO 407 Squadron, LCol Brygadyr.



WO Brazeau receives his promotion from 407 Squadron SAMO, Maj Caddey.



Sgt Nowosad receives his promotion from A/CO of 407 Squadron, Maj Challenger.



Cpl Ross Shelson is congratulated on his recently announced accelerated promotion by LCol Lott, CO 409 Squadron. The promotion date was back-dated to January 1984. The CO expressed his thanks for the magnificent job Ross has done in both the Log Control Section and as the squadron ATAT co-ordinator.



MCpl Jackie Vos is presented with her MCpl chevron by Maj Oades, Base Comptroller. Well Done, Jackie.



Maj John Finn, BSupO, presents Lorena Charles with her hooks upon her accelerated promotion.



MCpl Leslie receives his promotion from the CO of 407 Squadron, LCol Brygadyr.

Promotions and Awards



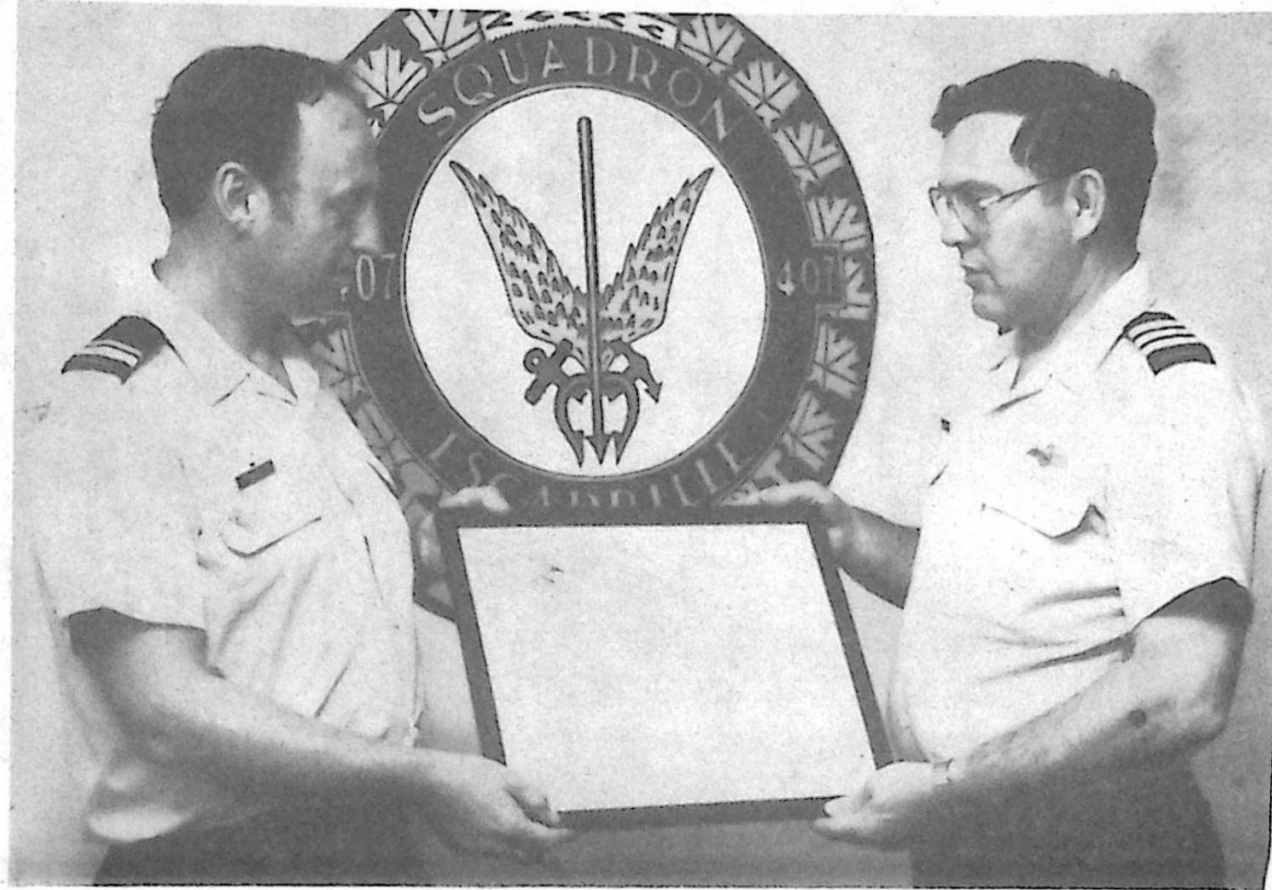
Cpl Dennis Muise being congratulated by Maj Oades, Base Comptroller, on his accelerated promotion to that rank. Keep up the good work, Dennis.



MSE Ops receive their safe driving awards at CFB Comox from LCol Mack, acting BComd. Back row (l to r): MCpl Blackburn, MCpl Toovey, Cpl Tuokko, Mr. Bird, and Cpl Logan. Front row (l to r): Cpl Lucas, Maj Rose (BTNO), Capt Laberge (MSEO) and Cpl Collier.



Farewell Ernie Smyth from the gang in Base Supply. Ernie is shown here receiving his retirement certificate from LCol Mack, BTNO.



Lt North receives his commissioning scroll from LCol Brygadyr, CO of 407 Squadron.



WO Chuck Vergie receives his crown from Maj Oades, Base Comptroller. Congratulations, Chuck.



407 Squadron mixed team won the softball tournament. This tournament was part of the activities held during the Military Appreciation Week. The team won 4 games in a row defeating Nanaimo Realty, 442 Squadron, WCB and VU33. Thanks to all the participants from Capt Gaboury, OPI.

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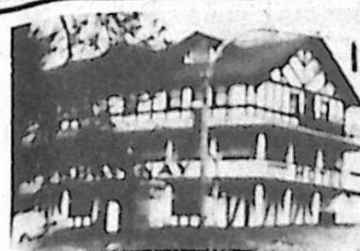
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The Canadian Red Cross Society 



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Around the Base

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CHAPEL: St. Michael and All Angels Protestant Chapel, Bldg. No. 88.
OFFICE: Headquarters Bldg. No 45, Room No. 48. Telephone 339-2211, Local 2273.
ORGANIST: Nancy Nowosad, Telephone: 338-9843.
PUBLIC WORSHIP: Sundays at 1100 hours.
COMMUNION: First Sunday of the month.
FAMILY SUNDAY: Second Sunday of the month.
SUNDAY SCHOOL: Classes are available for all students from age three through youth. Kindergarten through youth meet from 0930 - 1030 hours. Pre-kindergarten classes will be held from 1100 - 1200 hours during the worship service.
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Saturday 1900 hours
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 Week Days 0900 hours (No Mass on Thursdays)

BAPTISMS & MARRIAGES: By appointment - notice well in advance.
CATHOLIC WOMEN'S LEAGUE: Second Tuesday of the month in the Parish Hall, preceded by Mass in the Chapel at 7:30 p.m.
PARISH COUNCIL: Second Wednesday of the month at 1300 hours in the Parish Hall.
CATECHISM CLASSES: Each Wednesday in the PMQ School from 1830 to 1930 hours.

CFB COMOX MILITARY CHRISTIAN FELLOWSHIP

Meetings held from Monday to Thursday from 1130 - 1230 hours in the R.C. Parish Hall next to the Tennis Courts.

Bond interest increases

The honourable Marc Lalonde, Minister of Finance, announced today that effective June 1, 1984, the rate of return on the last two series of Canada Savings Bonds [Series 37 (1982/83) and Series 38 (1983/84)] will be increased to 10.25 per cent per annum, from 9.25 per cent, for the five-month period ending October 31, 1984. All other terms of Series 37 and Series 38 remain unchanged. The rate of return payable starting November 1, 1984 will be announced when the terms of the new Fall series are made public in October.

With this increase the annual rate of return on these two series for the year which began November 1, 1983 will be 9.66 per cent - interest at the rate of 9.25 per cent per annum for the initial seven months and 10.25 per cent for the remaining five months.

Mr. Lalonde said that this new attractive rate will help restore the competitive position of these two series and takes into account recent changes in rates payable on short term savings instruments. He emphasized that this increase reflects the government's continuing commitment to ensure that over time investors holding Canada Savings Bonds receive a fair rate of return.

Payment of the higher return on Series 37 and Series 38 will vary according to the type of bond held.

Regular Interest Bonds will earn 9.25 per cent per annum for the seven-month period beginning November 1, 1983 and 10.25 per cent per annum for the five-month period beginning June 1, 1984. As a result, holders of Regular Interest Bonds will receive an annual interest payment of \$96.67 per \$1,000 bond on November 1, 1984.

For Compound Interest Bonds, regular annual interest now accumulates at 9.25 per cent per annum for the seven-month period beginning November 1, 1983 and 10.25 per cent per annum for the five-month period beginning June 1, 1984. In addition, for Series 37 interest will compound at the rate of 9.25 per cent per annum for the seven months starting November 1, 1983 and 10.25 per cent per annum for the five months starting June 1, 1984. As a result, a \$1,000 Compound Interest Bond of these series will now have the following values:

	Series 37 (1982/83)	Series 38 (1983/84)
November 1, 1984	\$1,228.27	\$1,096.67
1985	1,332.67	1,173.43
1986	1,445.95	1,255.57
1987	1,568.85	1,343.46
1988	1,702.20	1,437.51
1989	1,846.89	1,538.13
1990	—	1,645.80

There are no changes to the other outstanding unmatured series. These bonds continue to earn interest at the rate of 10.50 per cent per annum for the year ending October 31, 1984 and the rate of 10.50 per cent is also the minimum rate for subsequent years to maturity.

Across my kitchen table

— by Rosemary Gibson



The Slow Pitch ball tournament over the weekend was a big success. It was good weather for it until the last two games, which were played in the pouring rain. Fortunately, the rain did not dampen the enthusiasm of the players, and it did clear up in time for the party. Congratulations, Firehall!

This is a busy week for all of us; several events are taking place as part of Appreciation Week. We hope to see many of you at the big Community Dance tonight in the Courtenay Arena. With catering by the Old House, and the Naden Band to provide the music, it should be a terrific evening.

between each addition. Add mashed bananas, chopped nuts and vanilla. Put in 8" x 12" pan, greased and lined with waxed paper. Bake at 325° F. for one hour. Ice with regular butter icing flavoured with banana flavouring.

Note: When I have overripe bananas on hand, I mash them and freeze in a small container, and save for future use in the above recipe.

Here is another favourite recipe of ours from my old Fort Churchill cookbook.

BANANA NUT CAKE

Ingredients:
 1/2 cup creamed margarine or butter
 1 1/2 cups white sugar
 2 eggs, beaten
 1 teaspoon baking soda
 1 heaping teaspoon baking powder
 1 cup milk
 2 cups flour
 2 good sized bananas, mashed
 1 cup chopped walnuts
 1 teaspoon vanilla

Method:
 Cream margarine and sugar and eggs. Add baking soda and baking powder. Then add milk and flour alternately, mixing well

HINT:
 Vinegar is good for grass stains on children's clothes. Soak stain in vinegar before washing and it should come out easily.

THOUGHT FOR TODAY:
 The trouble with doing something right the first time is that nobody appreciates how difficult it was.

FAREWELL

It's time to say farewell to our friends in 409 Squadron and in Det 5. It has been a long and happy association. We wish you all the very best in your new environments; it won't be the same without you.

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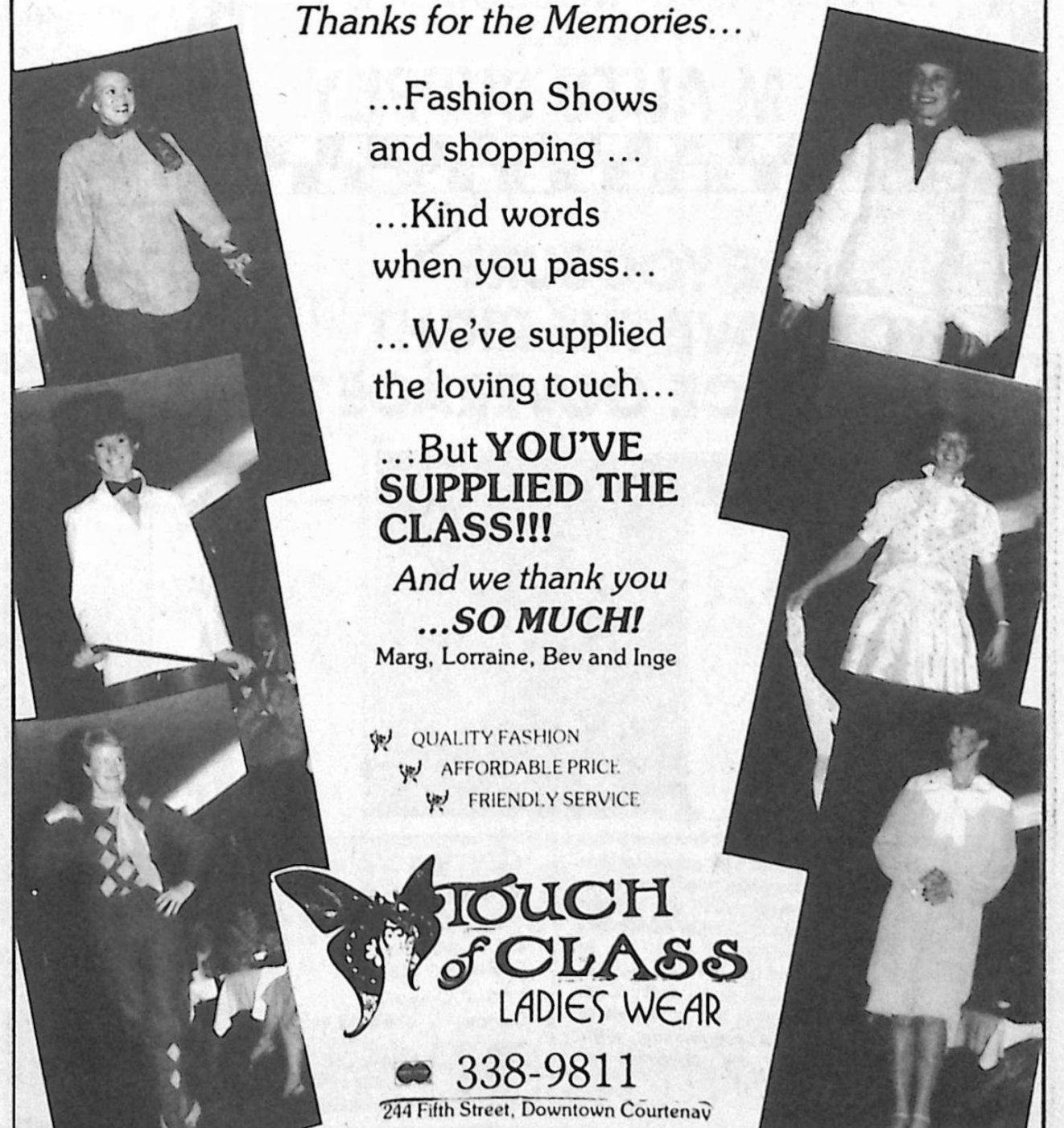
And we thank you ...SO MUCH!

Marg, Lorraine, Bev and Inge

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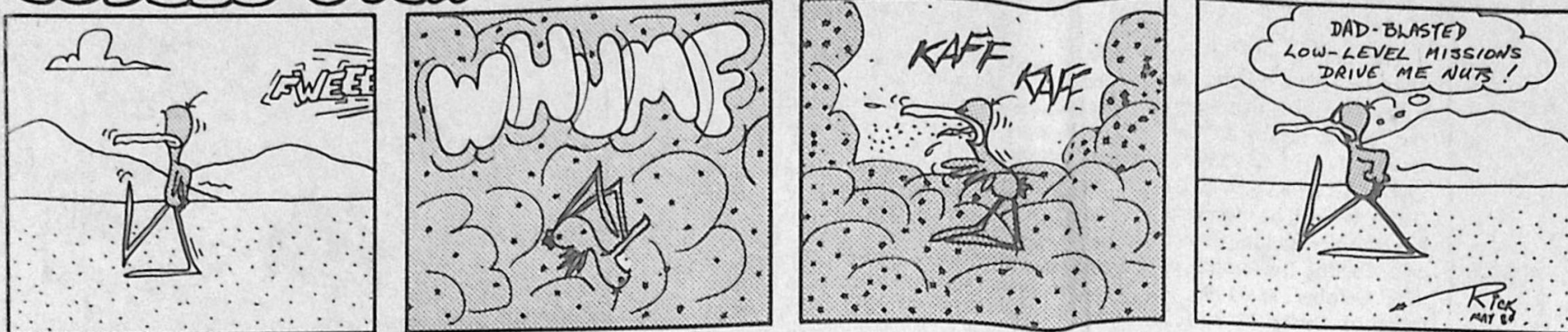
TOUCH & CLASS
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Around the Base

CUDGEL STEW by **KICK ST. GERMAIN**



Answer to MSE safety quiz

You chose to Grasp wheel firmly and hard brake and that's the thing to do.

You'll hit him, but it won't be as bad as a head-on collision or going over the side of that mountain. This is one of those accidents you can't avoid, but can minimize.

Air Command Band a Hit

Winnipeg -- If advance interest across the country counts, a unique record pressed in Toronto in June will be a hotly sought-after item.

It's the Air Command Band's "Pop and Circumstance", cut to mark two historical anniversaries in Canadian aviation. They are the 60th birthday of the RCAF and the 75th anniversary of powered flight in the British Commonwealth, at Baddeck, N.S., both being celebrated this year.

Officials say they are surprised at the number on inquiries so far from wide-spread interests, including air shows across the country and TV and radio outlets.

No off-the-shelf buys -- But you won't find the new hit at commercial music counters. They will be available directly from the Air Command Band in Winnipeg, through CANEX outlets, units, the RCAF Association, and through personal orders. Records are now ready for distribution.

The band will also be marketing them at performances such as air shows, exhibitions, concerts, dances and the like until the end of 1984.

Volume discounts are available to bases and stations. Cost will range between \$4.05 and \$9.00, depending on quantities ordered.

Only 5,000 copies are being produced, but demand may dictate the requirement for another pressing.

Because mementos and assorted bric-a-brac of military life rarely are prized to any degree until service careers come to an end, they are delighted with the response to what likely is to become a collector's item.

The limited edition, long-playing disc was produced by digital recording facilities, most modern technique in use today. It was cut in Toronto in late April and early May at McClear Place Recording and Mastering Studios, and pressed by CBS Special Products.

It's the first record to be produced by the Band. Selections include the RCAF March Past; The RCAF, 1924-64; the RCAF, 1964-84; and the Airmen's Prayer, sung by RCAF Association member, "Sammy" Sayle.

Other pieces are an Anne Murray medley, and three special arrangements by the Air Command Band, comprising "Killer Joe", "Beafsteak Charlies" and "Hooked on Swing".

37 years of music -- The Air Command Band traces its origins back to 1947 in Edmonton as the Northwest Air Command Band. Over the years it evolved into the Tactical Air Command and the Training Command Bands.

It moved to Winnipeg in 1964, when it absorbed members of the Air Transport and Royal Canadian Horse Artillery Bands. It acquired its current title on the formation of Air Command in Winnipeg in 1975.

Since then it has performed in Europe, Africa, the U.S., and Canada for royalty, heads of state, and in public concerts and military ceremonies.

Earlier, it also performed at military tattoos at the 1962 World's Fair in Seattle, and during Canada's centennial celebrations. It also took part at Expo '67 in Montreal and the 1967 Pan-American Games in Winnipeg.

The Band's director of music, Captain David Jones, is a former member of the National Youth Orchestra, and has played for celebrities such as Bob Hope, Paul Anka, Tom Jones, Dianne Warwick, and with Ice Capade orchestras.



On the 31 May 84, the VP407 Senior Air Maintenance Staff held a Golf Tournament at the Comox Golf Club. One of the stronger "Duffers" was MWO Fred Code, our Deputy ArmPO. He is shown here accepting the prize for the longest drive, the coveted Red Shovel Award from the SAMO, Maj Dave Caddey. Fred's drive - an indeterminable distance in the general direction of the People's Republic of China. Fred is currently excavating the fifth tee, with the help of a geoexploration company, in hopes of retrieving his errant ball. Good show, Comrade Fred!

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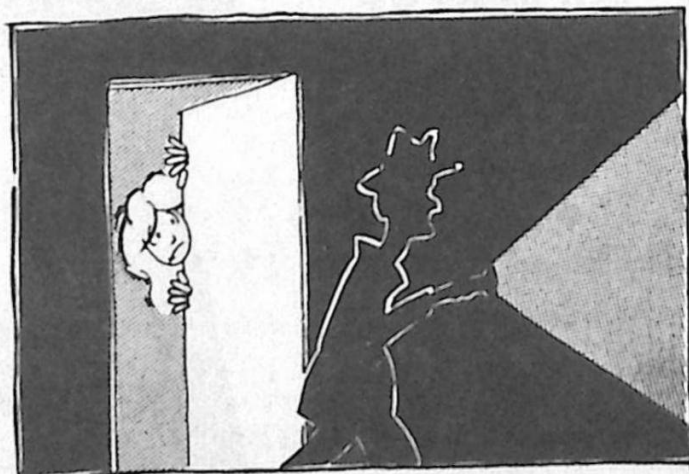
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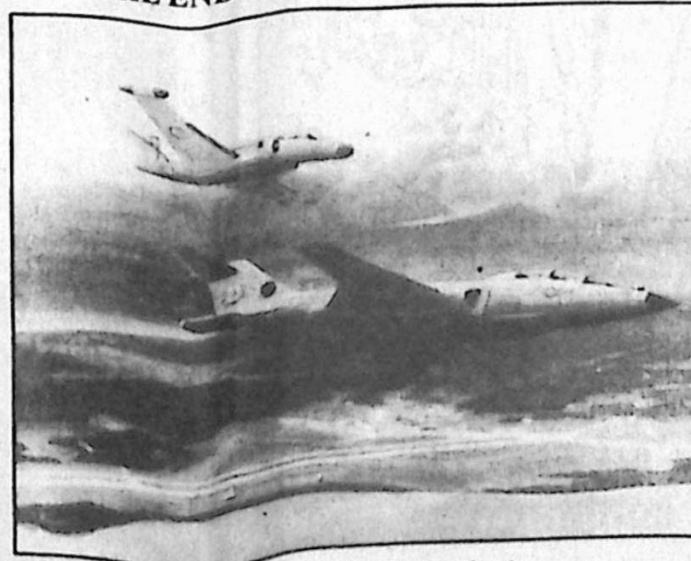
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THE END OF AN ERA AT COMOX



Painting by John Rutherford

FIRST EDITION COLOURED ART PRINTS INDIVIDUALLY SIGNED BY 409 SQUADRON'S LAST COMMANDING OFFICER ON CF100's, GROUP CAPTAIN E.G. "IRISH" IRELAND, AND THE LAST COMMANDING OFFICER ON CF101's, LIEUTENANT COLONEL LARRY LOTT,

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PRINT SIZE 18" x 22" Suitable for framing

Around the Base

CFB Comox Appreciation Week



The Base Commander, Col R. Dobson and RCMP Superintendent C.C. Coutts attend the unveiling of a plaque at the Courtenay RCMP detachment commemorating the longstanding cooperation between the military and the RCMP.



Col R. Dobson, Base Commander, receives a copy of the Freedom of the Town scroll from Comox Mayor, Dr. George Piercy in a ceremony in Comox.



Courtenay Mayor George Cochrane presents a plaque to the Base Commander, Col R. Dobson dedicated to all service personnel at CFB Comox.

SAFE BOATING WEEK JULY 1-7

△ CANADA SAFETY COUNCIL



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KRAFT
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DAIRYLAND
Ice Cream
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Pepsi - 7 UP
Diet 7 UP
750 ml
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Tomatoes
1⁷⁷ kg. **80^c lb.**
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ALL BRANDS
Cigarettes
2 PER CUSTOMER
12⁹⁹ Carton

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Vacation checklist

There are so many things to think of before leaving on vacation. Besides packing up personal belongings, stopping mail delivery and arranging for a neighbor to look after houseplants and pets, last-minute problems have a way of cropping up.

As a useful reminder to help you get away on a safe, smooth trip, BCAA offers the following vacation checklist:

- ☐ Always carry money in travellers cheques.
- ☐ Write down your driver's license and any credit card numbers for safekeeping, in case your wallet is stolen.
- ☐ Make sure you take along an adequate supply of any prescription medication.
- ☐ Out-of-province hospital and medical insurance is important, particularly when travelling outside Canada, and available at reasonable rates from any travel agency.
- ☐ Check with your insurance agent to make sure you have adequate coverage on your home and possessions.

On car trips:
☐ Have a car maintenance and safety check done before you leave.
☐ Make sure all insurance and registration documents are in your vehicle.

☐ Take a tool kit for simple car repairs; also jumper cables, matches and an extra set of keys.
☐ Keep a first aid kit in your car (suggested items: assorted sterile gauze and bandages, elastic bandage, scissors, tweezers, Calamine lotion, aspirin, antiseptic ointment and motion sickness pills). Also, a blanket and a flashlight may come in handy.

BCAA urges you to practice safety while on vacation and encourage others to do so.

425 Detachment USAF

Good Luck and Bon Chance

We'll miss you!

BRISTOL AEROSPACE Limited extends best wishes to the **CANADIAN FORCES** on the 60th anniversary of the R.C.A.F.

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