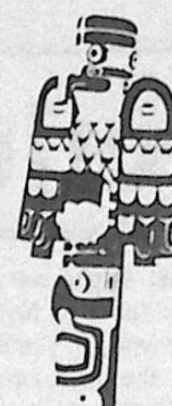




# TOTEM TIMES



Vol. 26 No. 14 CFB COMOX TOTEM TIMES

THURSDAY July 19, 1984

Deadline is Monday. August 6, 1984

COST: PRICELESS

## Sundancer passengers thank Base

The Base has been deluged by individual letters from passengers of the cruise ship SUNDANCER.

The following excerpts were taken from a few of the letters to demonstrate the gratitude of those who were assisted by CFB Comox personnel.

"I am writing to commend you as Commanding Officer and also the men and women of your command for the outstanding way in which you all responded to the needs of all of us who were passengers on the cruise vessel SUNDANCER. We arrived tired, many of us cold, confused, and still a little scared. We were greeted with kindness, compassion, efficiency, and even hot coffee and later pillows and blankets. Medical attention was organized for those who needed it, and the men and women of your

command were uniformly warm and friendly -- as well as patient -- with all of us. What you did for us was indeed in the highest tradition of the armed forces."

\*\*\*\*\*  
"Please extend our deep gratitude and sincere appreciation to all the members of your staff who so generously and graciously assisted in the rescue of the SUNDANCER personnel in the early hours of 6/30/84.

Your staff is simply fabulous. The one I distinctly remember is the young man cooking all the food for 700 of us. He was so cheerful and did so much for our spirit. But the others were tops also.

I only hope we in the U.S. could match you Canadians if you ever need help in our country."

\*\*\*\*\*

"My wife joins me in expressing our personal gratitude for the kind, considerate and compassionate treatment afforded us at Comox as victims of the SUNDANCE Cruise Ship 'mishap' in the early morning hours of June 30, 1984. Everyone on base with whom we had contact seemed concerned as to our welfare and went out of their way to provide for our needs."

\*\*\*\*\*

"I would like to express my thanks for the kindness and action of your personnel in coming to the aid of the SUNDANCER.

I was proud to be a Canadian when I was exposed both to your efforts plus that of the citizens of Campbell River."

Well Done CFB Comox!

## Across the Forces

**DESIGNING FOR DOLLARS** — Sgt Jim Wilson of CFB Greenwood, N.S. has earned \$2,000 for seven suggestions he has made in the past few years. All of them have made life easier for him and his colleagues in aircraft maintenance. He received the money as awards through the Suggestion Award Program. People who make money saving suggestions are eligible under the DND program to receive a percentage of the gross amount saved. In Sgt Wilson's case, it has been of mutual benefit. He has a penchant for finding things that don't work or could work better. When he finds them he devises a system to fix or improve them. Then he submits his idea to the base Suggestion Award Committee. But it doesn't always work. In one instance Sgt Wilson recognized the need for a specialized tool. After he designed one to meet the need someone located a ready made tool in the system. The tool was hard to find, but it met every one of Sgt Wilson's specifications. Sgt Wilson didn't let that deter him. He's still looking for ways to get things done with fewer complications. And he's enjoying the money too.

**ALL IN A DAY'S WORK** — The letter opener sliced through the envelope on March 27. With that well practiced movement Gilles Lusignan of the Directorate of Information Services at NDHQ prepared to answer his 100,000<sup>th</sup> inquiry. Gilles has manned the directorate's general inquiries desk since 1969. Since then he has answered more than 6,000 phone calls and letters a year with information about DND. And people want to know a lot. From supplying paint specifications to people restoring old military vehicles to providing information about the final resting place of servicemen killed in battle, he answers them all — and most of them in 48 hours or less, unless the matter requires special research. Some queries are funny, like one received from an 11-year-old boy who wanted to know how to enlist — as a colonel. Number 100,000 was a request for information on the defence budget. Like all those before it, Gilles answered the milestone letter courteously and quickly — and without fanfare. He simply wrote a note on the inquiry to show its prominence in the day to day work at the general inquiries desk.

**AIR MATTRESS LEGS** — A doctor's curiosity can sometimes pay dividends — just ask Norma Ulrich of Saskatoon. She spent seven years either lying or sitting down because her heart did not pump blood through her circulatory system with adequate pressure to allow her to stand without blacking out. Then Dr. T.W. Wilson of the University Hospital in Saskatoon contacted Maj Pat Ceresia, base surgeon at CFB Moose Jaw. Dr. Wilson had read of similar cases where a military "G" Suit was successfully used and wondered whether this would work for Mrs. Ulrich. His curiosity paid off. With the cooperation of the Defence and Civilian Institute of Environmental Medicine in Toronto, Dr. Wilson acquired a "suit". Mrs. Ulrich was fitted with her "air mattress legs". She can now stand for as long as 45 minutes without blacking out and can enjoy shopping again. The "G" Suit is an air inflatable device worn by fighter pilots. It delays the effects of lower extremity blood pooling which causes blackouts.

**A ROSE BY ANY OTHER NAME** — Why would anyone want to change a name? The Land Ordnance Engineer (LORE) Branch did it to better reflect its actual work when communicating with both military and civilian publics. The LORE Branch became the Land Electrical and Mechanical Engineer (LEME) Branch May 15. That date also marked the 40<sup>th</sup> anniversary of LEME's historical predecessor, the Royal Canadian Corps of Electrical and Mechanical Engineers (RCEME) and will continue to be the official LEME birthday. A history of the RCEME Corps and the LORE Branch was also published that day. Ceremonies to mark the name change were held across the country and a major official function took place at the Canadian Forces School of Aerospace and Ordnance Engineering at CFB Borden, Ont. Officers of the LORE classification have also been redesignated officers of the LEME classification. But like the proverbial rose, the branch work and effort will remain the same.

## Chinese Defence Minister visits Comox

On Wednesday, 4th of July, Mr. Zhang Aiping, State Counsellor and MND of the People's Republic of China, visited CFB Comox. Mr. Aiping was accompanied by other senior officials including the Chief of Staff of the People's Army, a military organization numbering some 4.2 million troops. During their visit the Chinese delegation were briefed on the Base and it's many activities and provided an op-

portunity to visit 407 and 442 Squadrons. They showed particular interest in Canada's Search and Rescue organization and in our special rescue equipment. Colonel Dobson, the Base Commander, hosted them at a luncheon in their honour in the Officers' Mess. At the same time the wives of the official delegation were taken for a tour of the Comox Valley which included a

visit to the Cumberland Museum where they were briefed and provided the opportunity to examine the various artifacts related to the area's Chinese history. Mrs. Connie Lowe, a third year Eastern Arts Major from Courtenay, and the great grand-daughter of Hock Shun Lowe, a well known Chinese businessman who lived in the Cumberland Chinatown in the early years, provided the briefing.



A delegation from China recently toured the Base. Shown here is the leader of the delegation returning Capt Bekolay, the Honour Guard Commander's salute as Colonel Dobson, the Base Commander, looks on.

## HMCS Quadra Opens

The 900 member Ship's Company of HMCS QUADRA consists of a series of two week basic training course cadets, six week trade course cadets, eight week PL course cadets, Junior Officer Sea Training course officers, and finally there are the Staff Cadets and Staff Officers who keep QUADRA operational.

The Ship's Company comes from all parts of Canada as well as our fellow Sea Cadets from the United States of America and Europe. Whatever their reasons for being here, all cadets can expect training to be the main emphasis of their stay. The cadets thrive on discipline and the sense of security, consistency, and belonging that accompanies it.

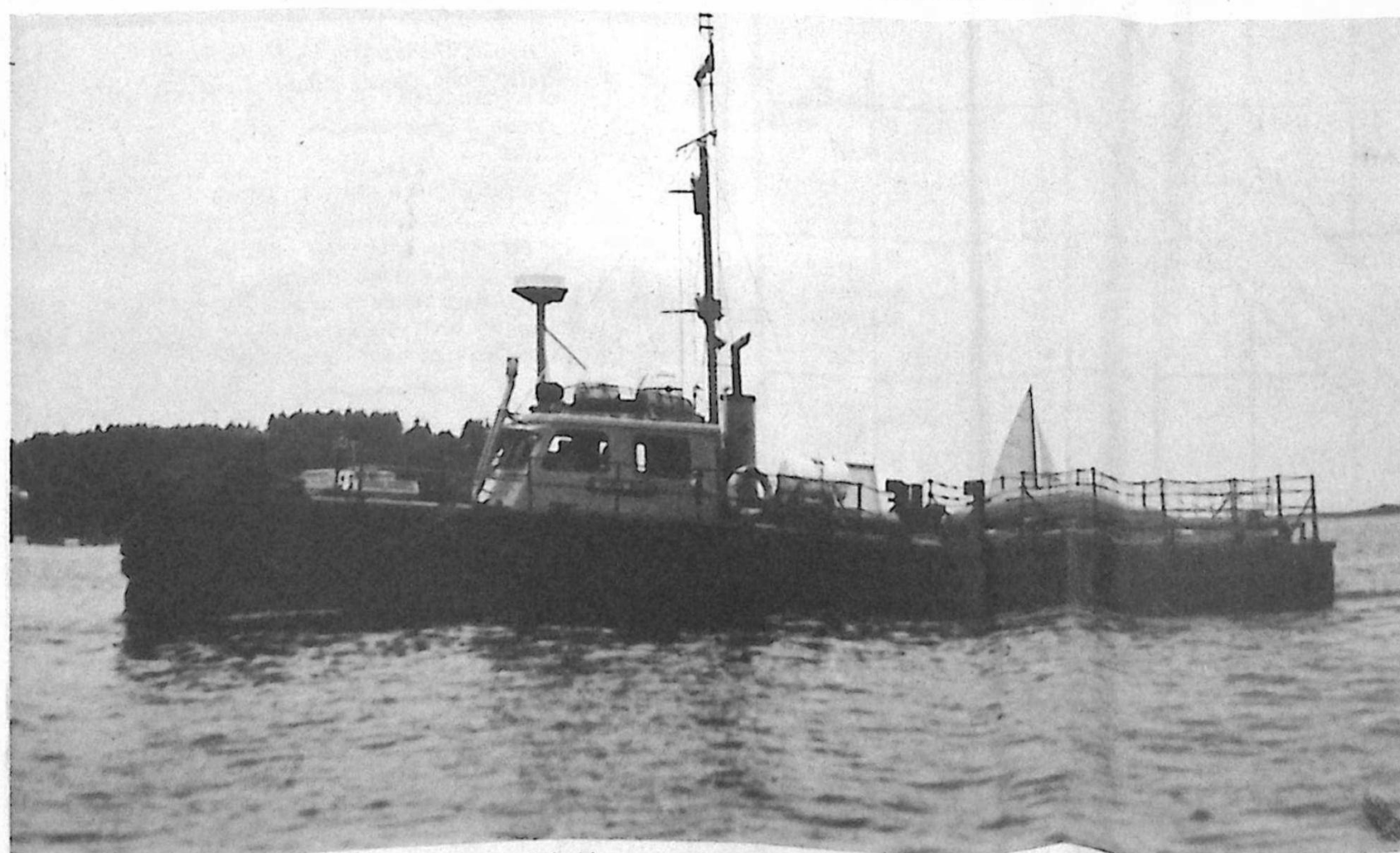


New Air Command building -- On July 11 at Canadian Forces Base Winnipeg, The Honourable Pearl Mcgonigal Lieutenant Governor of Manitoba accepted Lieutenant General Paul D. Manson's invitation to do the honors of turning the first sod for the new Air Command Headquarters building.

The Treasury Board approval of the 28.4 millions project was announced last April by The Honourable Lloyd Axworthy, Minister of Transport MP for Winnipeg-Fort Garry, on behalf of Defence Minister Jean-Jacques Blais.

## "Fishwrapper" Exposed

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The Wildwood, shown above, is commanded this summer by SLT "Penny" Neave of Victoria, B.C. She is QUADRA's first female commanding officer of a flotilla vessel — an historic first. SLT Neave, a CIL officer with RSCC Beacon Hill, took her A2 Tender Class Certificate Course this spring. The Wildwood has a complement of four (CO, XO, Marine Engineer, and Ship's Cook). The other crew members are Midshipman Robinson, Petty Officer Kelly and Petty Officer Harris. Bravo Zulu SLT Neave — QUADRA is proud of you.



# Section News

In the last issue, we mentioned that some of the boys had set off to conquer the wilds of the West Coast Trail under the guise of Adventure Training. Well, whether by good planning or sheer dumb luck, the troops have returned relatively unscathed, but with many a good tale to tell.

The sojourn started Monday morning, 18 June, when seven of the squadron's finest met in front of the hangar at 0630 (give or take 10 minutes . . . no names mentioned). It was there that we encountered the most dangerous hazard of the entire trip . . . our driver (just kidding!). After loading the van, we headed south for the head of the trail at Port Renfrew, with a minor pit stop at the Duncan McDonald's for one last flirt with civilization. (I'm referring to flush toilets . . . not the food.) After Duncan, the roads were of the dirt variety courtesy of "Mac Blo". We only had one close encounter of the scary kind with one of those behemoth logging trucks coming the other way, but with great skill and dexterity our driver managed to avert disaster. The worst part was realizing I was already down one pair of shorts, and we hadn't even hit the trail yet.

Once at Renfrew, we quickly located Art Jones, local Indian Chief and part time ferry driver. Next came loading the packs into the boat for the jaunt across the Gordon River to the head of the trail. It wasn't hard to tell which pack was J.P. Raymond's . . . his was the one with the label "Warning, contents under pressure" across the back. Seems he'd packed with the philosophy that if there was any hope at all he might possibly need something . . . bring it. The contents of his pack turned out to be an endless source of entertainment throughout the trip.

Once on the trail, the entourage quickly split into smaller groups of various hiking speeds for what was probably the most difficult part of the trip. We weren't very far into the trail when Rollic stopped me, sniffed the air a couple of times, and swore he could detect the distinct aroma of good quality rye in the air. Funny thing was, I could smell it too. We never did figure out what it was until we caught up with Dene Cunningham looking like he'd had a bladder attack, got his fly stuck, and had his best toy taken away, all

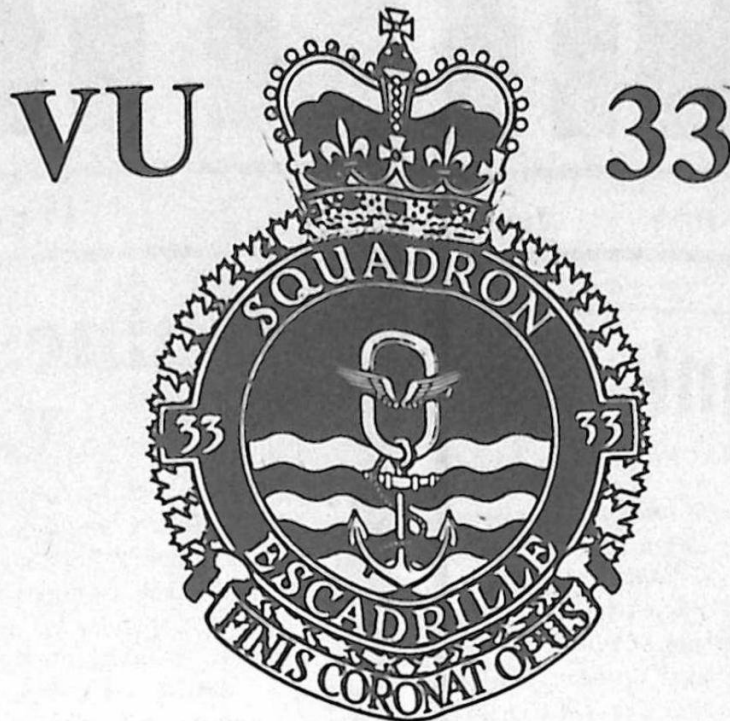
at the same time. Seems his wine skin had sprung a leak and drained a forty pounder of "CC" down the front of his pants. So much for the emergency survival rations, eh Dene!

I think it was about this point that J.P., while standing at the bottom of a 200 foot chain of ladders and looking up, finally started to begrudge every extra pound he might possibly have done without. That night we set up camp at a spot called Camper Bay, and it was here that J.P. tried to lighten his burden by holding a garage sale. He kept us all entertained as he pulled out an endless barrage of frying pans, tools, sewing kits, and enough extra food and clothing to keep a Salvation Army depot hopping for a month. Business was slow though, and most of the stuff ended up in the fire. We had a heck of a time convincing him that he should have at least one good sleep on that 18 pound air mattress before he burned it. Things were just starting to settle down when J.P. fished around and pulled that portable picnic stool out of his pack . . . poor old Denis Gagnon just about lost his chicken stew he was laughing so hard.

Speaking of chicken stew, at this point I'd like to give a special note of thanks to the folks over at the ration supply depot. Seems they'd figured that being just a bunch of dumb flyers and fixers, they'd save us the hassle of having to decide what to eat every night. You guessed it . . . a six day supply of freeze dried "chicken stew", with a couple of packs of "chicken with rice" just to spice things up. I knew things were getting bad about day four when I saw Mike Woodworth strutting around, clucking and pecking at the ground.

On day two we logged about 7 tough miles, and set up camp at Walbran Creek. This time it was Rollic's turn to provide the entertainment. Seems earlier in the day Rollic had started to experience a little chaffing in a rather strategic location, and had applied a patch of moleskin to try to alleviate the problem. Trouble was, now the moleskin was starting to roll up and pull at his bodily hair. Poor Rollic just about gave himself a vasectomy trying to surgically extract the stuff.

Day three we all stopped for lunch at a small cove just before Carmanah Point lighthouse. It was here



that Kevin Saunders boiled up a pot of mussels he'd collected to supplement his poultry diet. I noticed Mike Woodworth punch his stop watch as Kevin swallowed the first mussel. Seems he'd heard something about paralytic shellfish poisoning taking 20 minutes to react. When Kevin was still breathing after 20 minutes, Mike took a sudden liking to mussels and pigged out with the rest of us.

That night we camped at Cheewat River. I won't tell you what "Cheewat" means in Indian, but it has something to do with the colour and taste of the water. J.P.'s weight problem was somewhat alleviated late that night when a giant trail rat with a german accent relieved him of all his chocolate bars.

The rest of the trip went remarkably smoothly considering all the potential for sprained ankles, twisted knees, and three foot daggers in the back. We completed the trail on Saturday afternoon, taking time along the way to investigate ship wrecks, abandoned buildings, and other sights too numerous to mention. The real excitement of the trip came on the last night as we were set up in the Pachena Bay Camp Ground at the end of the trail. We had just finished a rather nice supper (not chicken, I might add!), when Rollic decided to take a stroll back to his tent. He had a little trouble finding it though, since it was flat on the ground. Rollic soon figured out why the tent was flat when he noticed the business end of a rather large bear protruding out the back . . . while the other business end was munched

on "my pack"! Rollic confesses that if he'd known it was my pack, he would have snuck back for his camera. As it was, whether through extreme courage or a brief moment of sheer insanity, Rollic elected at that point to suggest that perhaps the bear could "go forth and multiply elsewhere", which fortunately, is just what the bear did. I had visions of Rollic pounding a path back through our camp with 400 pounds of fur and teeth hot on his heels. Bet I can name six guys who'd have set the world tree climbing record in a real hurry. Later the next day, after we'd returned home, I heard Rollic bragging to Shirley that he'd lost five pounds on the trail. He never mentioned that he'd lost it all at once. So much for another pair of shorts . . . eh, Rollic? or were you wearing any at that point.

All kidding aside, though, the West Coast Trail trek was a smashing success, and really served to reinforce the bond of friendship and mutual respect between the two sides of our hangar. A big vote of thanks to Rollic Acorn for his outstanding efforts in organizing the exercise.

By publishing time, Trail Trek II will already be under way under the skillful guidance of Nick "Mountain Goat" Murgatroyd, and we wish them the same success.

Well, after multiple postponements, the squadron finally managed to pull off its annual excursion to Tree Island this past Friday the 13th. Fortunately, weather, winds, seas, and 8 fish all decided to co-operate. Prize for the largest fish went to Ken Farrar for a

12 lb. 4 oz. -- Ken won a heavy duty net, so no more complaints about not being able to land the really big ones. 2nd prize went to Terry Patterson for a 6 pounder. Terry scored an electric hook sharpener. 3rd and 4th prizes went to Cal Pearson and Tom Livingstone for a couple of 4 pounders -- Cal and Tom each won a fish weigher to help keep 'em honest. Randy Batson took 5th prize with a 3 lb. 10 oz. -- he won a hook puller so he wouldn't hurt his little pinkies. Dennis Vicklund earned special mention and a fish basher for his part in keeping the dogfish stocks at bay. Dave Maloney proved once again that history does repeat itself -- last year he had barely set foot on the island when he had to be rushed back with a cut hand. At least this year he waited a few minutes before pulling the same stunt.

All in all, the excursion was a great success. Many thanks to Barry Van Dusen for his excellent organizational efforts (all three times!).

Other squadron news? . . . A recent cabinet shuffle on the Ops side left "No Fixed Address" Flewelling with the arduous tasks of PIO/Sports O/Sqn ACE - DEUCE O. The speed of his Ops hand-over to Nick Murgatroyd was surpassed only by the speed with which he managed to push through his leave pass, and nobody's seen or heard from him since. I think it might have had something to do with realizing how much money he stood to lose at the Ace-deuce board.

Norm Potvin just took over as Training and Weapons O. The weapons people say they'll be happy just as soon as they figure out what language it is Norm speaks.

Terry Patterson gets this week's "Efficiency Award" for figuring out how much easier it is to keep the pilot's lounge tidy if we just let the fridge double as Craig's gym locker. Craig squashed the idea, though, when he cracked his best jock strap trying to get it on. The "Quick Thinking of the Week" award goes to Ken "Foot Work" Farrar. As soon as he heard the word "bear" mentioned he suddenly received a mysterious phone call that somehow precluded his participation in the upcoming trail exercise.

Rumor has it Dave Brown just received notification from the Coast Guard. Seems they want him to re-register his boat as a barge, since he has to be towed everywhere he goes anyway.

On a more serious note, the squadron bade a sad farewell to Tom Sullivan two weeks ago in the form of a dinner at the Arbutus Hotel. Tom, a hard-core Cape Bretonner who never quite adjusted to west coast weather, pointed his car east the following Saturday . . . the west coast summer arrived Sunday . . . what can you say?

For all you lustful bachelors out there, you can scratch another one off your list. It's sad -- but true. Our own Lorry McElhinney is now Lorry Lourie, as she and Brad tied the knot last Friday (and just as I was learning to say McElhinney!).

In closing, I'd like to say thanks for having had the opportunity of working with "33" for the summer. It's really been great. I'd also like to say thanks for having had the opportunity to write this article . . . it's a rare treat to be able to lob a few grenades and not be around to catch the flack. I myself am soon heading back to that hardened battle ground of Brandon University (it's a dirty job!).

Hope to see you all again next year.

Greg McQuaid

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As you can see I have survived another trip to Penhold. That is one week that I'm glad I won't have to repeat. But my wife did receive her just dessert - on the way back we were held over in Edmonton for two days. Then, we had a comfortable ride back in a Hercules. Well, so much for my exploits. Let's see what has been going on in the squadron.

It appears that we are not doing all that well in sports. The only thing we are leading in is stealing bases and the amount of people being thrown out of the game. You guys should know better than to argue with any officials, no matter how wrong they are!

In the hangar, things seem to have slowed down a bit. With people on leave the hangar isn't as crowded as usual. We did have one person join us, MCpl Len Malette has come down from 409 to show us a few things in T-33 maintenance. Welcome aboard Len.

Bill K. seems to be having all kinds of luck with boats. First it was the raft, now it is his canoe. You have to be more careful with those cross currents - they'll eat up tackle boxes faster than any Great White.

I'm telling you, VU33 is something else. There is no other squadron where the ASO will organize a parade for two of their best techs, like Phil W. and myself, and have an honourable honourguard with a foreign persuasion. I must admit guys, that was one excellent practical joke, and I would like very much to meet the one who thought it up, especially in a dark alley.

Well, I guess that is it for the next three weeks. I'll be sure to keep you all informed of the happenings of everyone's favourite squadron.

L.J.C.

## OFFICERS' MESS



### 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<sup>00</sup> per couple.

### Friday, August 3 Mixed TGIF

#### "FAREWELL TO THE BOSS"

Come out and bid farewell to our Base Commander. BBQ steaks, baked potato, salad, etc. Disco 2000 - 2400 by Long John's Disco. Subsuds 1600 - 1700 hours. BBQ 1730 - 1930 hours. Dress is casual. Reservations not required. Members - free. Guests \$10.00 per couple.

Fridays, August 10, 17, 24, 31  
REGULAR TGIFs: 1600 - 1700 hours. Food as indicated, 1700 - 1800 hours. Free taxi - ask at bar.

### Saturday, August 18 CARIBBEAN NIGHT

Do you like a good time? Of course you do! Come out, Man! Have fun! Make joy! Beef and pork skish kebabs, peas and rice, salads, etc. Good time music by the one and only "Caribe". Food: 1900 - 2030 hours. Music: 2100 - 0100 hours. Dress is casual. Cost per couple: members - \$15<sup>00</sup> and guests \$20<sup>00</sup>. Reservations to the mess manager by 1200 hours Wednesday, 15 August 84.

## Jr. Ranks Club

JULY 1984

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

SNACK BAR: 339-4333

DJ NIGHTS  
2100 - 0100 hours. Admission: \$1<sup>00</sup>.

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!

## WOS' - SGTs' MESS

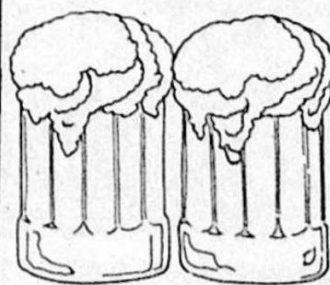
July 20, 27, August 3, 10, 17, 24, 31  
TGIF, Food, Games, Relaxed dress.

### July 26 MIXED GOLF TOURNAMENT 9 Holes.

Place: Glacier Greens Golf Club  
Fee - \$1<sup>00</sup> per golfer, plus green fees  
Registration at the mess  
Start - 1200 hours  
OPI - Sgt Stirton, local 2238

### August 17 GOLF TOURNAMENT 18 Holes.

Place: Glacier Greens Golf Club  
Fee - \$2<sup>00</sup> plus green fees  
Registration at the mess -- Start - 0900 hours  
OPI - Sgt John Stirton, local 2238  
Wind-up Golf Tournament at the mess - BBQ



July 27  
August 24  
MUG OUT  
1700 HOURS, followed by regular TGIF

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



# Section News

## AIRCREW

Everything is quiet around the squadron these days. With Crews 3 and 4 on leave and the rest of the crews doing a lot of flying and holding stand-by it's like late Friday afternoon every day. Crew 2 returned from a very enjoyable trip to the sub-base at Bangor, Washington and to McChord AFB. They toured an American OHIO class ballistic missile submarine as well as the shore facilities at Bangor. The crew got its once in a lifetime "Mechanical Bull" qualification. While some fuzzy haired navigators needed a lot of arm twisting, eventually everybody got on and off, some in a bigger hurry than others. Crew 5 returned from Adak after a brief stay. Enough said about Adak. The squadron's golf and fishing day went well. With half the squadron out swatting white balls and the other half attempting to catch fish, everybody had a very good time. Even those who shot 140 in golf or those who were seasick admitted that, while not a great day, it certainly was a memorable one. Crew 8 was dismantled during the last crew shuffle. The label "Phantom Crew" seems appropriate as they were rarely seen at work but everytime somebody passed through Hawaii ... there they were. The Japan crew arrived back safe and sound; read on for details.

After some doubts the VP407 Japan Det 84 finally departed. Maj Knutsen and his carefully selected (out of a hat) crew departed Comox, 22 Jun. After one day in Adak, we were off to the land of the rising sun. When Mount Fuji came into view through the clouds, the reality of being on the other side of the Pacific hit and we prepared for raw fish and total culture shock.

On arrival we were greeted by the entire compliment of VP3 on parade. After welcomes, refreshments, and attempts at conversation with our host, we were off to the Odakyo Atsugi Hotel to change and prepare for a social event put on by the Japanese.

The Japanese put on an evening featuring foods and refreshments native to the orient. The Japanese love to play games and sing at their get-togethers, and one of their favorite games is the Japanese version of *Scissor Rock Stone*, "Jan Kem Poi". As for singing, everyone of our hosts crooned like Bing Crosby, in comparison to most of the Canadians who couldn't carry a tune in a gunny sack. After the formalities, the hosts took us downtown to introduce us to Japanese night life. Everybody took it in stride except for Lt Phillips, he was rather ground sick. It was theorized by the crew that some of the food didn't agree with him. Lt Phillips agreed with the diagnosis.

Tuesday, the second day, started early with an international volleyball match. The Canadians played hard with MWO Peavey injuring his knee doing a dramatic dive for a tough shot. The match ended Canada 4 Japan 4. After the match we were treated to an official Japanese bath. One of the lasting images is Man Mountain Bluteau squatting on a 2 inch by 6 inch stool flanked by two much smaller hosts. The bath was revitalizing and after some lunch everybody was ready for our tour of the Nissan car plant.

The Datsun plant was a marvel of robot technology. Car bodies were pressed, welded and moved with no human assistance. Every robot had a name and a picture of someone famous, the Japanese like to keep their automation as personal as possible.

Wednesday was a free day and most of us went into Tokyo with a few of our hosts. Thank heaven for our hosts because there was no way we could have negotiated the train system without them. Even they had problems and more than once the locals were treated to the spectacle of nine "large" Canadians trying to keep up to a sleek Japanese track star host as we rushed to make our train connections. With all the running, shopping and touring, a very tired bunch arrived back in Atsugi.

Thursday we were treated to an all day bus tour at Hakone open Air Museum and Lake Ashai close to Mount Fuji. Lt Pawelec's day started off great with a breakfast of rice and seaweed which he thoroughly enjoyed! At Hakone we ran into an "army" of Japanese school children who were as fascinated with us as the "skippy boys" were with them. At the lake we took a boat tour. It must have looked humorous, 19 Canadians shooting off film like Japanese tourists in Vancouver.

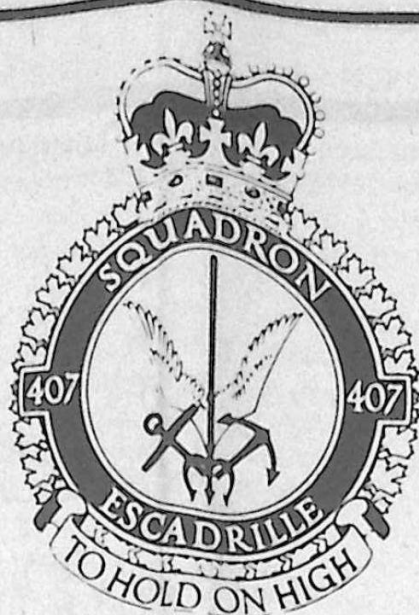
There were other tourists on the boat also and it was then I realized how lucky we really were. These other tourists seemed so isolated, out of place, and bored, but us with our hosts really fit in and were having a great time. With the tour over and the ride home ahead of us, both guests and hosts took the opportunity to catch a few minutes

sleep before yet another social event.

The evening's reception was 407's chance to reciprocate for all the things that our hosts had done for us. It was well received by everyone and served as a warmup for our last night with new found friends. After the reception we all piled into a small bus and headed downtown. What a sight, a 20 passenger bus crammed with 30 Japanese and Canadians singing and laughing in extremely "high" spirits.

Once back in town we "toured" a little more and then were led to the most relaxing experience of our lives, the Japanese bath and massage. On arrival the woman at the desk sized up Maj Knutsen and at once ran off only to return with a large towel: the small ones proved too revealing. We prepared ourselves in accordance with all instructions and headed downstairs to a large hot tub, steam bath, sauna, weight room and something new, a positive ionization room. After our ions were once again in balance we headed upstairs for our massage. Picture this, a room full of "totally" relaxed Canadian sprawled out with little Japanese girls tying them into knots. After the massage nobody wanted to leave, it was a very pleasing place. A few of us fell asleep in the comfy chairs watching *Lost in Space* dubbed with Japanese.

Friday was departure day and even though loved ones waited, everybody wished that the experience could last just a little longer.



## Demon Doins

With all the formalities over we said our personal goodbyes, the hardest part of the trip. In those four days we had become very attached to our hosts and our farewells came very close to being tearful. Our last views of Atsugi were as our first, VP3 on parade. With a salute we taxied off and all too quickly one of the best experiences of our lives came to an end. Sayonara.

### VP407 SAMO SECTION NEWS

#### PHOTO

Well, it's time for another article from the Phantom Photo Writers of VP407. There are a few interesting things that have happened since our last article. First, we would like to welcome a newcomer to the photo section, Cpl Chris MacKay, and we also extend a welcome to her husband, Glen. The Hawaii trip is back, they seem to have been exposed to the light and have gotten a shade darker. The practices and the parade are over; the result, some strange sunbathers, a few of our paraders seem to be a quart low. WO Bourne got a surprise when he got back from his Maintenance Managers Course in Greenwood. Gremlins (commissioned by CE) put in an office for him. By the time that this article comes out, we will have taught the Armours another lesson in golfing and fishing.

#### SERVICING

Things have been pretty hectic lately with airplanes coming back from Hawaii, Japan and Adak

Alaska. Judging by the lack of sunbathers on the techs from Hawaii, it was apparent that the sunlamps at the Rose and Crown were on the fritz.

Congratulations to all the people who passed their ATAT exams. Speaking of which, this reporter's first hook was due on 3 Jul, but for some reason was delayed in the mail. I guess I'm the first private from 407 Squadron to earn a decelerated promotion. Do I have to pay back pay for that?

3 Crew welcomes back Sgt Bob Roche from his 3 week Maintenance Managers Course in sunny CFB Greenwood and also welcomes Sgt Ray Gregory as our new Crew Chief. I've always like Ray until a half an hour ago when he cornered me for this illustrious journalistic experience. So, if there are any complaints about this article, please feel free to call him at home, at all hours, with your grievances.

As you read this article, we will have already finished (recovered from) the 407 Fishing Derby and Golf Tournament. Las Vegas odds makers slate MCpl Dave Ronaldson and Bud Englund as Tourney favorites and Pte Dan Marianchuk as the longshot.

Will Pte (W) Marsh find love in Ottawa ... ?

Will Pte Brown ever get tired of TD trips ... ?

Will MCpl Rick Shelton ever get

tired of being kept totally in the dark ... ?

All these question and more will be answered three weeks from now in the next episode of "The Edge of Flight".

**DEMON TECH OF THE MONTH**  
Meet Cpl Mike Coulombe, our Demon Tech for the month of July, 1984.

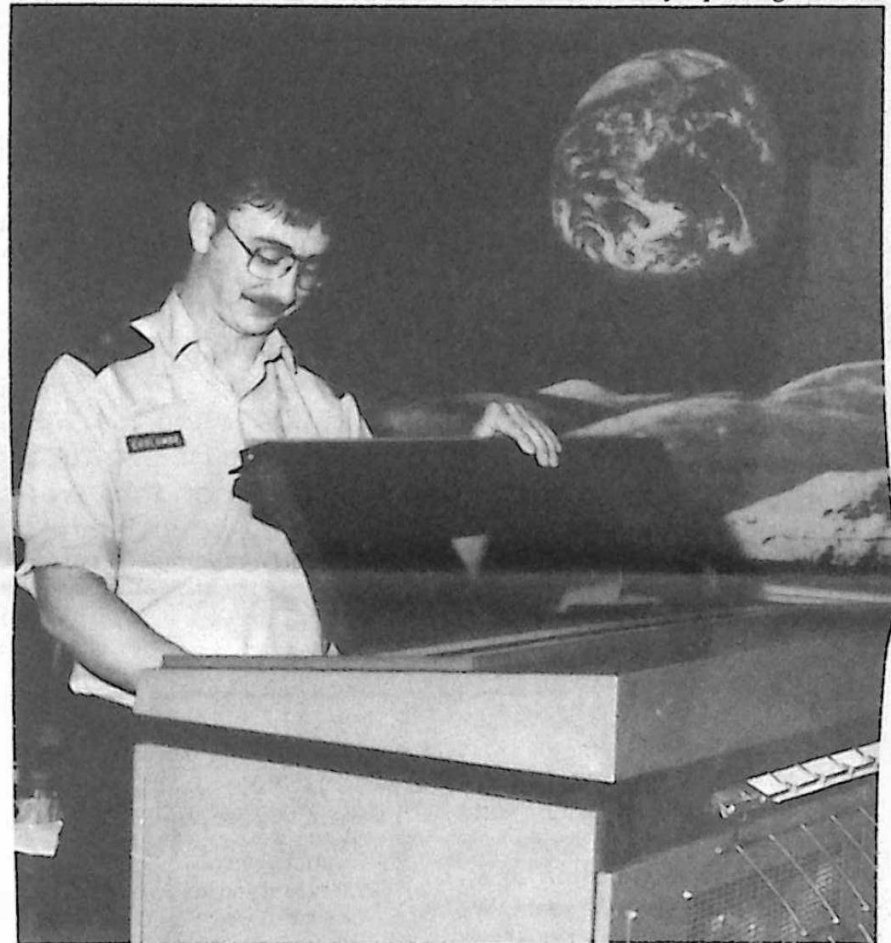
Mike is an Integral Systems Tech who maintains all that wonderful, sophisticated, hi-tech equipment in the DIAC which most of us never get to see. He is highly regarded by his supervisors as a super tech - keep up the good work Mike.

Mike is married to Marian, another Demon Tech currently employed in 407 Servicing Section. If absence makes the heart grow fonder, then Mike and Marian must be very fond of each other as Marian works shifts and also goes on many of our deployments.

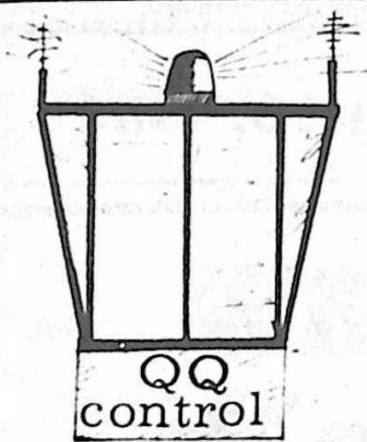
Mike enrolled in the CF at North Bay, Ontario in 1977 and finished his training at Borden in 1979. He has been with 407 Squadron since that time.

In his spare time he enjoys hunting and fishing and he has apparently brought back his fair share of large trout from the Campbell River area. Mike is a happy-go-lucky fellow who tries to be merry all the time; that is, when he is not on standby.

Photo and article by Cpl Serge Peters.



Cpl Mike Coulombe, Demon Tech of the Month.



## As The Beacon Turns

Ogrins. Bob is taking over Rick's Gold River Cadet Corps.

Cpl Greg Threder is leading the bachelor life as his wife and kids are in Ontario on holiday. Don't get too rowdy Greg! But, for OCdt Dean Krall the opposite is true. Dean's bachelor days are over as his wife and son arrived from Vancouver for the summer.

Capt Dave McLeod and Sgt John Sterton are also bacheloring it. They are up in Cold Lake for a familon the F-18.

For the past couple of weeks, everytime you see OCdt Sandy Gebhart and Lt Paul Anderson they've been busy biking, or running around the tower. The two of them are preparing for the triathlon. Best of luck!

Sgt Neil Garlough will be filling in as NCO i/c tower while Sgt Phil Nakashima is on leave. This will be no small task for Neil.

And finally hello to the team of McQuade & McQuade and a fond farewell to the Thibaults.

S.H.

## Base Supply

Well, I guess we can start this column off with the more recent promotions in Supply. First congratulations to Doc Fleming on his promotion to Warrant Officer; Dianne Earl on her promotion to Master Corporal and Debbie Smith on hers to Corporal.

We'll also take this time to wish Cpl Graham luck on her TQS course. She leaves at the end of July. We all know she's excited and counting the days, but only because she'll be reunited with "hubby". Remember Deanna keep some time out for "hitting the books".

We also said good-bye to Sgt Jim Hume. He's left for St. Louis, Missouri. We only hope that he remembers he is Canadian and doesn't come back in the future with a funny American accent.

Cpl Donna Collins will be leaving at the end of July, for her posting to Winnipeg. Just remember our rainy winters while you're probably freezing Donna.

We can say hello to our new YTEP, Pte Mario Seguin. He's working out of General Stores. And hello to MCpl Armstrong who will be working out of MPO section.

On Thursday July 19th, we have our golfing afternoon. Well Francine now that Jim Hume has left us, do you think you'll have a better chance at winning? I guess we'll all have to wait and see.

Congratulations are in order for Cpl Carol Berube who will be changing her name to Selby, around December.

Congratulations. Sgt John Stacenko on the upcoming event. Mrs. Stacenko will have a wonderful Christmas gift, a new addition to the family, at that time.

Well, that's all for now. All other sections in Supply are basically quiet or have no new news, except for 1 Supply group due to 409 Squadron shut-down, are quieter than usual. Right MCpl Cotton!!!

## M.S.E. Driver Safety

### What would you do??

You're running a two-lane highway at 80 kph (50 mph) behind a car hauling a trailer. You move left to pass the trailer and car, see on-coming traffic and pull back to the right lane. As you get back behind the trailer you see it begin to perform in a peculiar way. Quickly you realize it has come unhitched from the car. It starts veering left and you remember the on-coming traffic. What should you do?

- ☐ Medium brake to slow, keep in lane and be prepared to stop.
- ☐ Hard brake, ease off to medium brake, veer right off the road and stop.

Answer on page 10

## BE PART OF THE TEAM FIGHTING CANCER.



Countless people give unselfishly of themselves as volunteers through the Canadian Cancer Society Patient Services Program. This program is designed to meet the emotional and financial needs of cancer patients by providing such services as volunteer driving, mastectomy and community visiting.

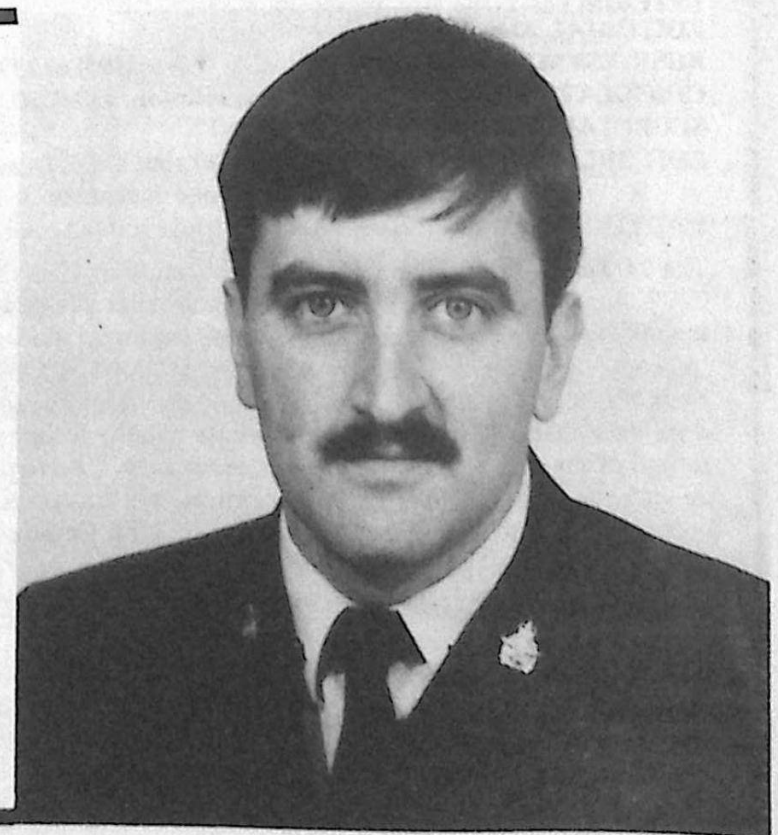
Make our vision of hope a reality. To become a volunteer please contact your local Canadian Cancer Society today.

Canadian Cancer Society



Can Cancer Be Beaten? You Bet Your Life It Can!

MCpl R. La Pierre from CFB Comox graduated from the Air Defence Technician Trade Qualification Six Academy; after six weeks of intensive advanced trade and administration training, the Academy is located at Air Weapons Control and countermeasures School, Canadian Forces Station Falconbridge, which is located near Sudbury, Ontario.





# Editorial

## How lucky we are!!

After returning to the Comox Valley after a ten year absence I now realize how fortunate we are to live in such a picturesque and quiet area. A further advantage we have is our hosts in the valley as experienced recently during the CFB Comox Appreciation Week.

The long time residents may, at many times, overlook those things that a newcomer or former resident appreciates. The beauty of the valley, even if occasionally some of it is obscured by low cloud, is not surpassed at any other Canadian Forces Base. The lack of those nasty biting insects that are most parts of our fair country is certainly appreciated by one who swells up every time his blood is sampled. The unhurried way of life, as compared to big city ways, is another advantage that we are fortunate to have. And lastly the kindness and generosity of the local populace would be very difficult to find in any other part of Canada.

A big THANK YOU is extended to Capt Jack Gibson who was assistant editor for a year and editor for the past year. Your efforts then and now, as you are still on the staff, are appreciated by all that read the TOTEM TIMES. Thanks Jack.

For those of you that read editorials and aspire to write one, guest editorials would be considered and are encouraged. The subjects by the nature of the paper cannot be too controversial or knock official policy. Got a good topic, grab your pen and let's discuss it.

Now a plea for help. Many of the people that freely gave of their time have left or are leaving. We could certainly use some help, during the days on Monday to Wednesday on Wednesday evenings. If we could get more assistance the Wednesday evenings will hopefully get shorter than they presently are. Experience is not necessary as you would be joining a staff that are not professionals and many know little of what they are doing, especially me. This invitation to help the community is not only extended to service persons but also to dependants, it would be an ideal place for mother to spend a few hours a month when the children are at school. I might also add there is a great deal of self-satisfaction when you see the finished product. Please consider this worthwhile project and bring some fresh ideas to the Fish Wrapper.

### Letters:

R.K.F.

#### To The Editor:

424 Squadron Reunion - On 15 May 1985, 424 Transport and Rescue Squadron will become the first regular force squadron to attain the ripe old age of 50 years. We are currently compiling a list of our Ex-members from the 19 and 119 Bomber Squadron days, through

the war years (and the renumbering to 424 Squadron) to the present. Ex-members are requested to contact:

Capt Brad Gibbons  
424 Transport and Rescue Squadron  
Canadian Forces Base Trenton  
Astra, Ontario  
K0K 1B0

Autovon: 827-3797 or 827-3892

#### To CFB Comox:

Thanks for 20 years  
of support and friendship.

Detachment 5 425 MUNSS  
USAF

## TOTEM TIMES

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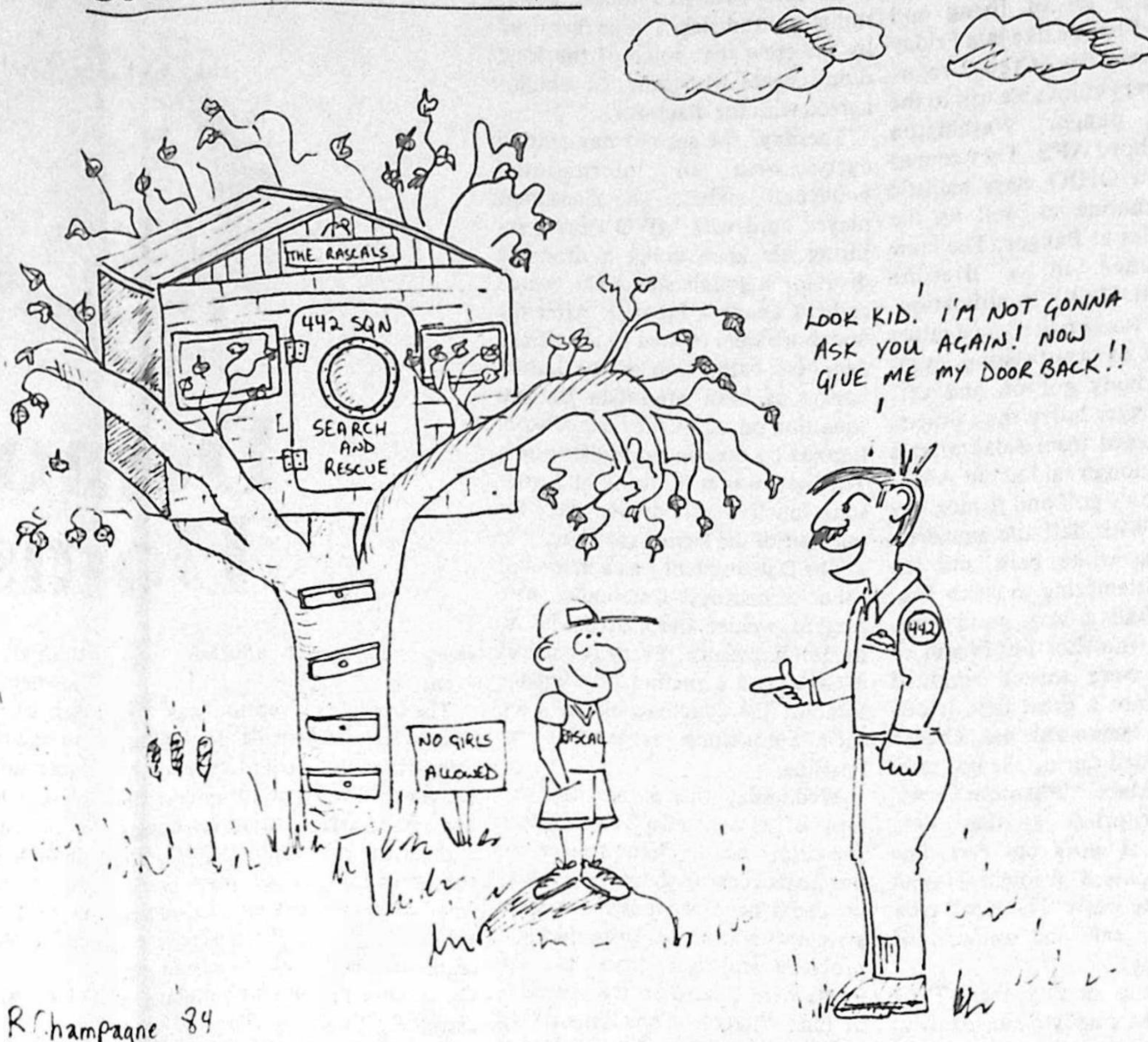
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PHOTOGRAPHERS: Dave Blamire & Glenn Freeman

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SOMEWHERE BEHIND PMQ'S



## Leaving a house that's burglarproof

While away from home this summer, whether on vacation or a weekend getaway, BCAA recommends leaving a house that has that lived-in look.

The following suggestions will help protect your home while you're away:

- Notify neighbors that you'll be away and leave a key so a periodic check can be made on plumbing and heating. Also leave an itinerary and phone numbers where you can be reached in an emergency.

- Arrange for care of pets and houseplants.

- Stop deliveries of newspapers, mail, etc.

- Use a timing device to turn on lights and/or a radio.

- Have your lawn mowed regularly.

- If you have a second car, leave it in the regular place in the carport or laneway or have a neighbor park there occasionally.

- In an obvious spot inside your home, leave the name and address of the person police should contact in case of emergency.

- Leave shades and drapes partly closed and have a neighbor rearrange them periodically.

- Lock all exterior doors and windows.

In addition, BCAA recommends a police-sponsored theft protection program, such as "Operation Identification", as an excellent security measure and an added deterrent to burglars.

What not to do:

- Don't leave a key hidden in an obvious place.

- Don't leave a note pinned to the door for anyone.

- Don't leave jewelry and valuable documents in your home. Put them in a safety deposit box.

- Don't forget to lock doors and windows in the garage and detached buildings. Tools stored there could be used to break in.

- Don't discuss your upcoming trip at the grocery store or where strangers might be listening.

- Don't forget theft and fire insurance. Be sure you have adequate coverage, and that it hasn't expired.

## American Sea Cadets involved in local training

On August 5th, 1984 twenty-five United States Naval Sea Cadets will be coming aboard HMCS QUADRA, a National Royal Canadian Sea Cadet Training Establishment, for two weeks of training under Canadian officers. While the American Cadets are here in the Comox Valley twenty-five Royal Canadian Sea Cadets from across Canada will be visiting the West Coast of the United States. This international sea cadet exchange programme has been carried out for a number of years with fine results.

The American Sea Cadets will undergo seamanship training in open sailing craft and on

QUADRA's Flotilla of Small Ships. The cadets will also have an overnight hike on the Forbidden Plateau with QUADRA's Venture Training Staff. During their stay onboard the stone frigate they will partake in sporting activities from team events to participation in the Canada Fitness Award Programme. The American Sea Cadets will also have the opportunity to view the various trades courses offered onboard QUADRA. Finally one item which all cadets are involved in is the competitive marching during the march past each morning after prayers, colours and inspection. Leave periods for the Sea Cadets will be in Comox and Courtenay.

Next Totem Times Deadline - Monday, August 6, 1984

## Young offenders

The third of five articles on Young Offenders.

Segments of the Canadian public have long held that the courts are soft on juvenile delinquents. People with this view may take heart that the new Young Offenders Act, passed by the federal government to replace the Juvenile Delinquents Act, makes young people between their 12th and 18th birthdays more accountable for their behavior. The Act took effect April 1, 1984.

The other side of the coin, however, is that if the law makes a person more liable for his or her actions, then it must also provide the same legal protections as enjoyed by other citizens who are accountable for their actions. The Young Offenders Act accordingly provides young people with the same legal rights as adults. These are very evident when we look at what the Act says about the bail, the charge and the trial.

Under the Juvenile Delinquents Act, young people were often prosecuted for behavior which is not illegal in adults. Common examples were drinking under age and sexual immorality. These are called *status offences* because they are based on the person's status. The Young Offenders Act eliminates status offences;

under it, young people can only be convicted for behavior which is prohibited for everybody under the Criminal Code and other federal statutes. In the future, young people who commit non-criminal offences based on their youthful status may only be prosecuted under provincial laws and, if convicted, will not suffer the stigma of a criminal record.

The Young Offenders Act gives a young person who has been arrested the same right to release or release on bail as an adult. If the police arrest and charge a young person, they will not detain him prior to the court appearances unless they have a good reason for doing so, such as a belief that the young person will fail to appear in court or will commit another offence. If the police decide to detain the young person, the matter will go before a judge in the Youth Court. The Act encourages judges to re-unite young people with their families unless there are good reasons for keeping them in custody.

If the Youth Court judge has some doubts about whether the young person will re-appear in court for his hearing, he may require that the

young person provide a certain amount of money as a *bail bond*. If the young person then fails to show up for his hearing, he will lose this money. In certain cases the judge may decide to keep the young person in custody. (More on custody in the following article.)

The Young Offenders Act states that young people have a right to the least interference with their freedom that is compatible with the protection of society, as, in fact, do adults. Youth Court judges, therefore, are to hold young people in custody only in cases where they believe the young person will not return for the hearing or will commit another offence.

At all stages of the matter - arrest, bail hearing and trial - the young person is guaranteed the right to legal counsel by a lawyer. If the young person has not obtained the services of a lawyer, the Youth Court judge is empowered to appoint one on his or her behalf. Under the Juvenile Delinquents Act, the right to counsel was not provided, with the result that many juveniles went through the entire process without legal advice.

When the matter comes to trial, it does not go to a regular adult court but to a Youth Court. Procedures in the Youth Court, however, are similar to those of a regular court. It is up to the prosecutor to prove beyond a reasonable doubt that the young person did the thing of which he is accused. The young person's lawyer may, if it is a good idea for the defence, call witnesses whose testimony will cast doubts on the prosecutor's case.

But there are some important differences, as well, between the Youth Court and a regular court. The young person's parents or guardians will be informed of the proceedings and encouraged to attend. If they do not want to do so, the judge may order them to. The Young Offenders Act stresses that parents are responsible for their children.

The trial, in most cases, will be open to the public and members of the news media. Reporters, however, are not permitted to publish or broadcast any information which reveals the identity of any young person involved in the trial, including the accused, the victim or a witness.

Next: sentences.



## Law Talk

By Gordon Hardy of the People's Law School



# A.F.V.C.

## MOT DU PRESIDENT

"L'Association Francophone de la Vallée de Comox" c'est quoi dites vous?

C'est une association qui fonctionne depuis maintenant quelques années. Nous avons pour but de réunir la population française de la région à travers une variété d'activités.

Nous souhaitons aussi promouvoir l'éducation française pour tout ceux qui désirent éduquer leur(s) enfant(s) dans les deux langues officielles. Nous avons à votre disposition une prématernelle française.

Si vous désirez plus d'information concernant notre association, nous vous prions de vous présenter à notre local situé au coin Fitzgerald et

Sieme Avenue a Courtenay.

J'aimerais aussi par la présente remercier notre ancien président et lui souhaiter Bonne Chance à sa nouvelle position, salut Jean Claude!

Gilles Doiron  
Président par intérim  
AFVC  
338-6125

## 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

**UNE JOURNÉE COMME LES AUTRES** — D'un geste exercé, M. Gilles Lusignan, qui occupe depuis 1969 le poste d'agent de renseignements généraux à la Direction des services d'information au QGDN, ouvre l'enveloppe. En ce 27 mars 1984, il se prépare à répondre à sa cent millièmes demande de renseignements. En effet, les statistiques sont impressionnantes: il répond à plus de six mille demandes de renseignements sur le MDN par année, que ce soit par téléphone ou par écrit. Et ces demandes sont diversifiées et nombreuses. Il peut avoir à fournir des détails quant à la peinture que doivent utiliser les restaurateurs d'anciens véhicules militaires, ou encore indiquer où sont enterrés les militaires tués au front. Il trouve réponse à toutes les questions, et le plus souvent dans les 48 heures, à moins que le sujet n'exige beaucoup de recherches. Certaines demandes de renseignements sont parfois même amusantes. Il y a eu par exemple celle qu'a adressée un jeune garçon de 11 ans qui voulait savoir comment s'enrôler — comme colonel. La demande n° 100 000 portait sur le budget de la défense. M. Lusignan a répondu à cette demande comme à celles qui ont précédé, c'est-à-dire avec courtoisie et célérité, et sans tambour ni trompette. Il s'est contenté de rédiger une petite note sur la lettre pour la distinguer des autres: après tout, c'était une journée comme les autres au bureau de renseignements généraux.

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

**ASSOCIATION FRANCOPHONE DE LA VALLÉE DE COMOX**  
PRÉSIDENT: Gilles Doiron Res: 339-3802  
VICE-PRÉSIDENT: Marc Beaulieu Res: 339-4258  
TRESORIER: Sonia Hauser Res: 339-2637  
SECRÉTAIRE:

### DIRECTEURS

ÉDUCATION: Gérard Gagné Res: 337-5787  
Bur: 286-3282  
SUPPLÉANT: Jean-Charles Lemieux Res: 338-8815  
LOISIRS ET SPORTS: Jacques Côté Res: 339-5626  
CULTUREL: Marie-Paule Gregor Res: 337-5785

### SECRÉTAIRE:

Claudette Potvin

Pour plus de renseignements, contacter une de ces personnes.

**ASSOCIATION FRANCOPHONE DE LA VALLÉE DE COMOX**  
493 Fitzgerald  
Courtenay, C.B., V9N 2R1  
Tel: 338-6125

**HEURES D'OUVERTURES**  
MARDI - VENDREDI: 10:00 a.m. - 3:00 p.m.

## LA PROCHAINE RÉUNION DU COMITÉ SERA JEUDI Le 9 Aout 1984 à 7:30 P.M.

(NC) — Qu'est-ce au juste qui donne à l'automobiliste penché lugubrement sur une crevasse au bord de la route, l'air de poser pour une peinture de Norman Rockwell? Qu'est-ce donc qui, dans sa triste mine, lui donne l'air de subir, magnanime, ce moment pénible, comme un mauvais tour que le sort lui a joué?

A vrai dire, rien du tout!

### Un pneu à plat

Qui donc oserait trouver, même de loin, quelque aspect esthétique ou drôle à l'ennuyeuse corvée de changer un pneu à plat? A ma connaissance, personne! A vrai dire, presque tout le monde ferait n'importe quoi pour s'en sortir.

Il reste qu'il est possible d'éviter certaines crevaisons, en vérifiant attentivement l'usure de la bande de roulement, en s'assurant qu'elle est bien égale, sans être trop rapide, en veillant à ce que le gonflement ne soit jamais excessif ni insuffisant.

Malheureusement, même en étant prévoyant, on ne parvient pas à éviter tous les risques de crevaisons sur la route.



## L'ENTRETIEN DE VOTRE VOITURE

John Walby

## Comment changer un pneu en toute sécurité

C'est pourquoi il importe de toujours garder le pneu de secours bien gonflé, de s'assurer que le cric est en bon état et soigneusement rangé à l'endroit prévu, prêt à servir en cas de besoin.

Vous avez sans doute remarqué que certains pneus ont tendance à se dégonfler subrepticement pendant la nuit pour nous apparaître bien à plat le matin.

D'autres, encore plus retors, attendent qu'on roule en toute confiance sur une autoroute. Si c'est le cas, il faut éviter de freiner. Retirez plutôt le pied de l'accélérateur, pour ralentir en vous dirigeant avec précaution vers le bord de la route ou l'accotement. Si l'accotement est mou ou si la route suit un escarpement, vous pourrez en quelque sorte

déjouer le sort en appelant une dépanneuse plutôt que de risquer de voir glisser le cric sur un sol peu sûr, ce qui causerait de graves dommages à la voiture. Si, toutefois, le bord de la route ou l'accotement est ferme et de niveau, aussi bien changer le pneu soi-même.

Avant de descendre de voiture, prenez la précaution de mettre en marche les multiclignotants de détresse et le frein de stationnement et de placer le levier sélecteur à la position "Park", à moins que la voiture soit équipée d'une boîte manuelle. Il faut alors la laisser embrayée.

Une fois à l'extérieur de la voiture, ouvrez l'œil et le bon et prêtez bien l'oreille à la circulation. Assurez-vous d'être bien vu. Des fusées ou des

réflecteurs pourraient être utiles pour ce faire.

Retirez la roue de secours, le cric et la clé démonte-pneu du coffre de la voiture et regroupez-les près du pneu à plat. Enlevez l'enjoliveur de roue et servez-vous en pour y déposer les écrous de roue au fur et à mesure que vous les enlevez.

### La pression du pneu

Dès que possible, faites vérifier par un technicien compétent la pression du pneu de secours et le serrage des écrous de la roue.

C'est alors le moment de faire réparer ou remplacer le pneu crevé. Il faut se rappeler que certaines voitures récentes sont équipées de roues de secours qui ne peuvent rouler très longtemps.

De plus, on ne sait jamais quand le sort décidera de s'amuser encore à vos dépens.

John Walby est chargé de la formation des techniciens chez les Pétroles Esso Canada.

## 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

## Unclassified

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Subsequent Insertions - \$2.00 per inch

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Courtenay, B.C.  
Phone 334-4416

Do you eat compulsively?  
Do you want to change?  
Overeaters Anonymous —  
338 - 9849 or 339 - 4194.

Be sure your home and belongings are properly insured. See —

**Bob Emmerson**  
Nanaimo Realty Insurance  
Courtenay, and call  
334-3124 or home 339-5259

**Bates Beach Resort**  
1 & 2 bedroom furnished apartments. Waterfront. Heat & Hydro included. From \$285.00. Call 334-2151 or 338-0501.

Remember the saying "You don't have anything if you don't have your health". It's true.

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# Sports

## Local runner in Vancouver marathon



Award of Excellence

This is my third seal. I have three more to go to complete the program. Each award is a distance of 1,200 miles. I completed this one in one year, two years are allowed. It requires continuous running, but after awhile, 40 miles a week are an easy jog to keep from gaining those few extra pounds that might sneak up on you.

LCol G.T. Mack, BTSO, presenting MCpl Alex Bedard with his third seal to the Award of Excellence.

6 May 84 - It is 0730 hours on this Sunday morning and the count is five seconds before I and about 2,500 runners get on the road. Five seconds to the start of my first marathon. Did I train enough? Did I get enough rest last night? Did I eat enough carbohydrates? Were those four or five beers enough or too much last night?

Nervous? No, there is no time for this right now. After all, I am used to this. I ran my 55 or so miles per week for the last three months. I had my 20 mile run just last Saturday. Oh yes, I did have my nervous last minute visit to the washroom, like about 1,000 or so other runners; and oh yes, I carried out my pre-run stretching exercises. Am I ready?

Well, I hope so, because the count is now 4 and going towards 0 fast. There is a tremendous cheer. We are moving, slowly at first, but surely. There, someone is taking pictures, someone is wishing good luck. That is what we need a lot of.

As I look up, it seems like the front runners are already a mile away; and here we are, doing our first quarter mile. The first mile was rather slow, 10 minutes and the route around B.C. Place was about 3 1/2 miles for a time of 40 minutes. A little bit slow, but there is only 23 more miles to go.

Things are going well. I got to run with a runner from California for awhile as we went through down-

town Vancouver, a beautiful sight with many people urging you to keep going. What a great morning. Throughout the run, we had water every three miles and a sponge station in-between. I sure made good use of them but never stopped to drink, too afraid that I may never get going again.

The scenery through Stanley Park was just great and as I past the half way marker, I was surprised on how great I felt and how fast the time was going by.

Somewhere around the 15th mile mark, I got to say hello to my wife Barb who patiently waited for me and of whom I nearly didn't see because of the crowd.

As the miles went by, more and more runners were walking or stopping to do some stretching of sore muscles, but I must keep on moving.

I felt so good that I completely missed the 20 mile marker and when I saw the 21 mile marker, I then believed that after all I just might make it. Only five more miles to go. "No sweat." The longest of all was the 23rd mile. Someone yelled, "only three miles to go". Oh, if only they knew how long three miles could be at times.

Then I saw number 24, my legs are burning. I'm a little more tired, but am gaining speed. There are more and more people around. They are saying something, but I am

not paying attention. There is a bunch of runners ahead. I must pass them and as I did, the 25th marker passes by in the corner of my eyes. Ahead of me, is B.C. Place again. Finally the end is near. Do I remember the last mile? No not really.

All I wanted to see was these six magic letters "FINISH". I went faster and faster. I am floating now or it seems like it. The crowd is

loud, they are really wonderful. There it is. I can't believe it. I am going through the finish line.

It is over. I can stop running. Stop running, my legs just don't seem to be ready for such a shock. After all they've been moving for the last 3:39 hours. Why should they stop now? There, this gentleman beside me, in his fifties, just telling me that since he had open heart surgery 1 1/2 years ago, this was his second marathon.

Can you believe it? Here I am proud of myself. Just imagine how great he must feel. But it is all over. I never felt better in my life. It just dawned on me - where is that Miller they promised me?

Well, I got the beer, for \$2.00 and it was not a Miller, but at that stage it tasted like it. What do I hear? Am I going to Victoria in the fall?

You bet your sweet buns that I am, but first, where's the beer?

A. Bedard

## Parachute Club

During the weekend of 30 June to 02 July, three members of the CFB Comox Sport Parachute Club took part in the British Columbia Provincial Parachute Championships held in Abbotsford. Participating were: Lt Al Sharpe of VP407; Cpl Roger Skidmore of 409 Squadron; and Carol Lanyon, a local civilian member of the club. As usual, the Comox contingent showed extremely well in the competition.

There were three separate events in the championships. The first was "accuracy" in which the jumper exits the aircraft at 2500 ft. above ground and tries to land on or as near as possible to a target disc five centimeters in diameter. Skidmore won the Bronze in the intermediate category edging out Sharpe in fourth place. The competition was extremely hot in this category. In fact, the top four finishers in this category had better scores than the winner of the next category up! Accuracy was the only event with separate categories.

The next event held was "relative work" or R.W. In this event a team of four jumpers exited the aircraft

at 8,500 ft. and built, in free-fall, as many prescribed formations as they can in the 35 second time limit.

Skidmore, Sharpe, and Lanyon picked up Ike Martin, from the Abbotsford club, to form their team. In two jumps they managed a total of seven formations. That was good enough to win a tie for the Bronze. The first place team made nine formations and the second place team made eight. It was a close contest.

The third event was "style" in which a single jumper performs a set series of maneuvers in freefall as quickly and precisely as he can. The maneuvers required were a left turn (360°), a right turn, a back loop (somersault), a left turn, a right turn, and a back loop. Penalty seconds are added to the time for unprecise maneuvers. Winning the Bonze was Roger Skidmore and bringing home the Gold medal was Al Sharpe.

The individual overall standings are decided upon the scores of both the "accuracy" and "style" events. In these standings, Comox swept the top two spots with Sharpe first and Skidmore second.

## Annual physical fitness evaluation

ALL personnel, regardless of age or medical consideration are required to make their appointment for evaluation by calling the base Rec Centre office, local 2315. Members are requested to book appointments by the 15th of the previous month: i.e. 15 July for August birth dates.

In order to ensure accurate evaluation results, members are to be informed that on the day of the appointment they should not:

- (1) exercise the same day;
- (2) consume alcohol for at least six hours;
- (3) eat, smoke or drink tea or coffee for at least two hours.

Additionally, member should be dressed in loose fitting shorts, a T-shirt or a shirt, and running shoes.

Members on medication are to report prior to the evaluation.

And personnel just posted in who were unable to be tested at their previous base during their birth month are urged to book an appointment with us.

## Servicewomen's softball team

The girls team will be leaving for CFB Chilliwack on 29 July to defend their title as Pac Region Champs, (which they have had since 1981). Even though the team has lost a few players over the last season, it is still looking forward to being the Pac Region Champs in 1984.

The ladies softball Nationals will be held at CFB Winnipeg from 27 to 30 August 1984.

Best of luck to the ladies softball team.

The team would also like to thank MCpl Remmerswall for everything

she has done for the team while she was in Comox. Jane was in 409 Squadron and is now posted to CFB Cold Lake.

Thank you Jane and the team will miss your outstanding spirit at the Pac Region.

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# Sports

## Softball Tournament

On 21-24 Jun 84, CFB Comox softballers got in step with the rest of Canada and played slow pitch softball.

It was a gala social athletic event, which introduced a new side of an old game.

Many comments came forth at the diamond and social held at the pavilion on the enjoyment of the game, friendliness and competitiveness of the tournament.

I was amazed at the air of friendliness, and lack of pressure over all with the teams on the diamonds. Everyone seemed to be having a good time.

And yes, there will be an attempt to have a slow pitch league as well as a fast pitch league for the 1985 season. I predict four fastball teams and twelve slow pitch teams.

Now about the tournament; fourteen teams entered the competition

and played a double elimination. Overall the tournament play was excellent and a little rain during the final two games to keep the dirt and spirits down made for an interesting conclusion.

Congratulations must go out to our base Fire Hall team who captured the trophy. They had to play a lot of hard games and defeat many worthy opponents to get a crack at 442 Squadron in the finals.



LCol Mack (BTSO) presenting plaque to Cpl Mac Donald team rep Fire Hall team for successfully winning I.S. tournament.



CF Aerobic Award of Excellence

Cpl V. A. Corbell receives the Aerobic Award of Excellence Scroll from Lt Van Hereweghe BPERO. Cpl Corbell is here on a french language course and this scroll represents her first 1200 units. Good luck on your quest for the Gold Award.

## Summer program news

### CFB COMOX BASE POOL

Summer schedule will be as follows:

#### Monday - Thursday

**HOURS:**  
0830-1130 Swimming lessons (Red Cross)  
1130-1300 Military & DND employees  
1300-1400 Master Swim Club  
1400-1600 Open swim  
1800-1900 Open swim  
1900-2000 Adult swim

#### Saturday & Sunday

1300-1500 Open swim  
1500-1600 Adult swim  
1800-1900 Open swim  
1900-2000 Adult swim

#### SWIM CLUB

The swim club is now running Monday through Thursday, 4:00 p.m. to 5:00 p.m. This year we intend to compete against the Blue Devils summer club.

#### BASE FLAG FOOTBALL

This year's downtown flag football league will commence in the first week of September. All military personnel interested in joining the base team are requested to leave their name and local at the base Rec Centre, local 2315.

Practices will start sometime in August.

### SUMMER DAY CAMP

The summer day camp at the Rec Centre is back for another season. This year's program includes games, sports and plenty of fun. Times for the program are weekdays 8:30 - 11:30 a.m.

Register your child at the Rec Centre, the fee is \$10.00 per two week session.

Third session starts 6 August to 17 August 1984.

REGISTRATION AT ANY TIME

### SWIMMING PROGRAM

Our first session was a big hit. Everyone had fun in the water as well as learning about water safety.

We are now into the second session and still have room in lessons, so come out and sign up.

Third session starts 6 August to 17 August, 1984.

REGISTRATION AT ANY TIME

## Intersection softball statistics

13 July 1984

|           | GP | W  | T | %    | Pts | RUNS |     |  | Place |
|-----------|----|----|---|------|-----|------|-----|--|-------|
|           |    |    |   |      |     | F    | A   |  |       |
| BTnO      | 14 | 11 | 0 | .786 | 22  | 172  | 105 |  | 1st   |
| ATC       | 14 | 8  | 0 | .571 | 16  | 119  | 100 |  | 3rd   |
| MPs       | 13 | 9  | 0 | .692 | 18  | 129  | 77  |  | 2nd   |
| BAMSO(1)  | 15 | 8  | 0 | .533 | 16  | 153  | 159 |  | 4th   |
| VU33      | 12 | 4  | 0 | .333 | 8   | 119  | 144 |  | 6th   |
| HQ        | 13 | 0  | 0 | .000 | 0   | 68   | 140 |  | 7th   |
| 407 (1)   | 11 | 4  | 0 | .364 | 8   | 70   | 87  |  | 5th   |
| 442       | 15 | 6  | 0 | .400 | 12  | 126  | 153 |  | 6th   |
| Supply    | 16 | 14 | 0 | .875 | 28  | 165  | 72  |  | 1st   |
| BAMSO (2) | 14 | 6  | 1 | .464 | 13  | 151  | 141 |  | 4th   |
| FH        | 16 | 7  | 0 | .438 | 14  | 133  | 143 |  | 3rd   |
| JRC       | 15 | 2  | 0 | .133 | 4   | 83   | 183 |  | 7th   |
| Det 5     | 14 | 11 | 0 | .786 | 22  | 144  | 69  |  | 2nd   |
| 407 (2)   | 18 | 6  | 1 | .333 | 13  | 122  | 163 |  | 5th   |

## Glacier Greens report

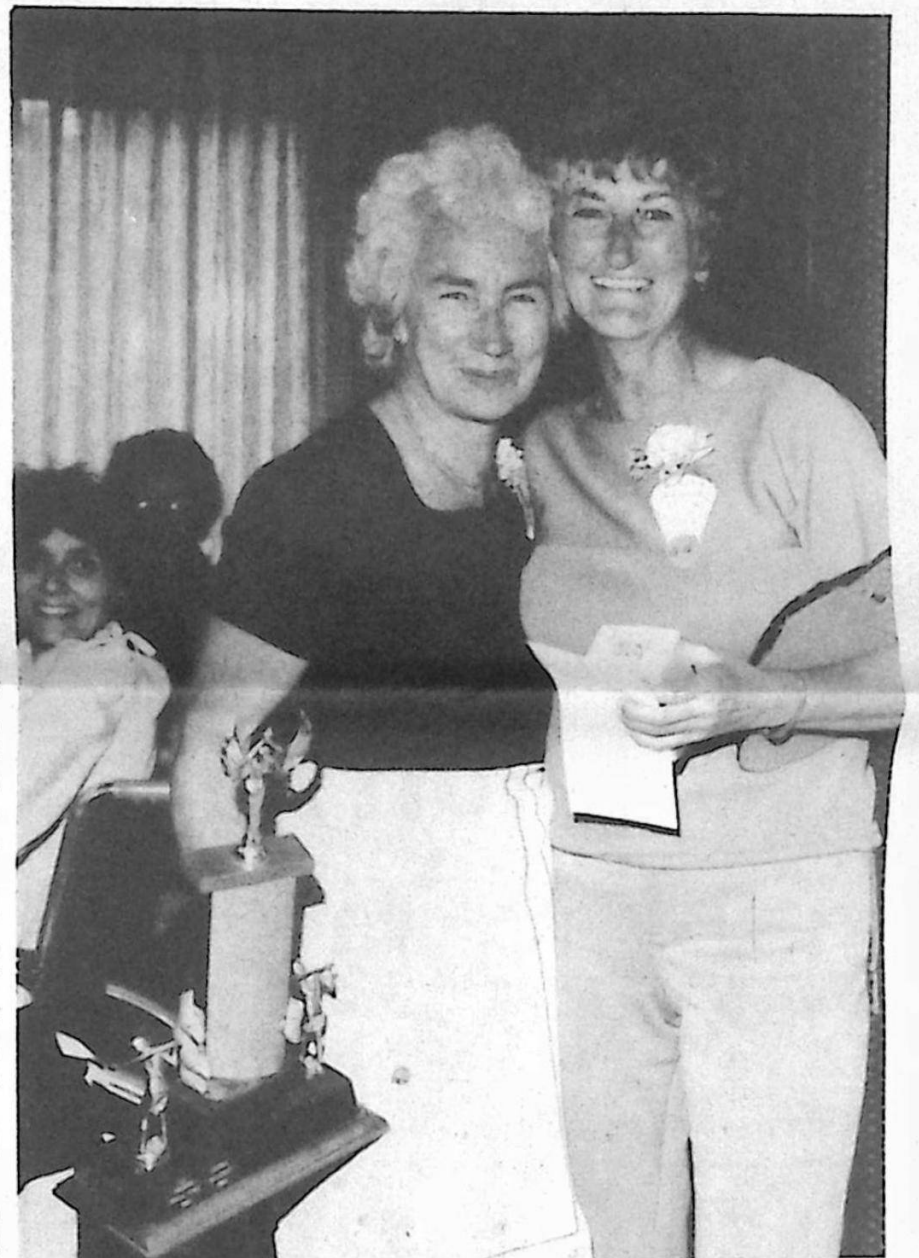


Mary Canning of Sunnydale receives the Comox District Credit Union Trophy for Field Low Gross from Mr. "Rick" Kellow and Pat Verchere the Ladies Club President.

Here's the results of the Ladies Comox District Credit Union, Invitational Tournament that was such a huge success: Field Low Gross - Mary Canning of Sunnydale; Field Low Net - Edith Hoult of Comox. In the A Flight 1st Low Gross - Frankie McCaffery of Glacier Greens; 2nd - Margaret Morris, Comox; 3rd - Bev Aitken, Sunnydale; 1st Low Net - Betty Richardson, Comox; 2nd - Gladys Mitchell, Comox; 3rd - Peggy Hillier, Comox. 1st Low Gross in B Flight - Audrey Haughn, Sunnydale; 2nd - Pat Verchere, Glacier Greens; 3rd - Shiela Bradley, Gabriola; 1st Low Net - Joan Stevens, Sunnydale; 2nd - Anne Ronke, Powell River; 3rd - Kay Banks, Glacier Greens. 1st Low Gross in C Flight - Claire Rathburn, Glacier Greens; 2nd - Joyce Aylward, Sunnydale; 3rd - Gladys Grycan, Campbell River; 1st Low Net - Martha Campbell, Glacier Greens; 2nd - Rose McCleish, Glacier Greens; and 3rd - Barb Carter, Glacier Greens. The closest to the pin prize was CA Morrisette of Port Alberni; longest drive on five to Sandra Galloway, Sunnydale; and the team prize went to the Sunnydale foursome of Joan Stevens, Trish Heyland, Audrey Barrs and Joyce Aylward.

Once again a very large thank you to all those who supported and sponsored the tournament in any way and especially the men's club members for providing such good spotters.

Don't forget to enter the PRO-AM September 15 and 16. It only costs \$60.00 and you get to play a couple of rounds with the big swingers. Register now in the Pro Shop.



The Port Augusta Motel Field Low Net Trophy is presented to Edith Hoult of Comox by Frankie McCaffery.

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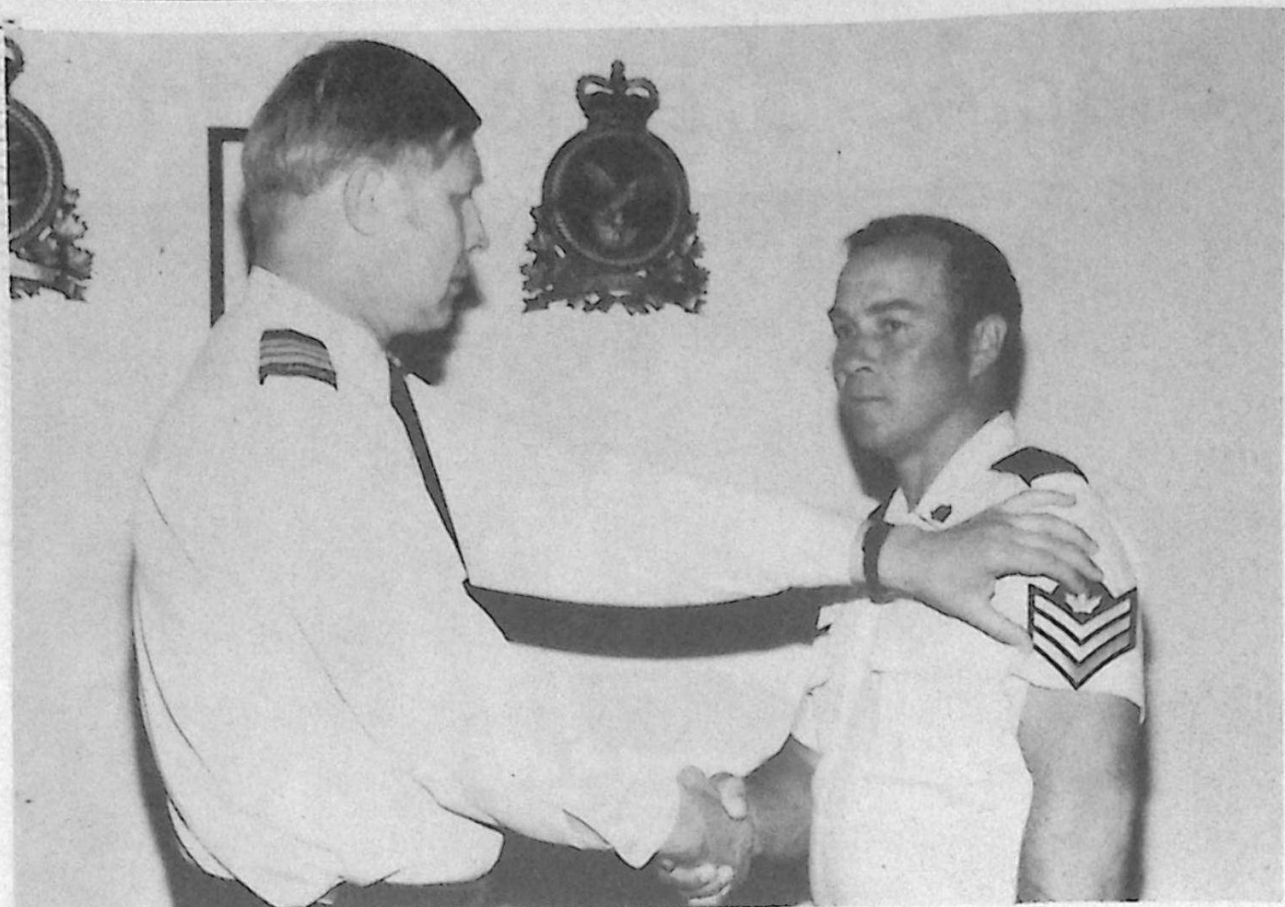
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# Promotions and Awards



Sgt R. Cann is being congratulated on his recent promotion by LCol Berntson, the Base Operations Officer.

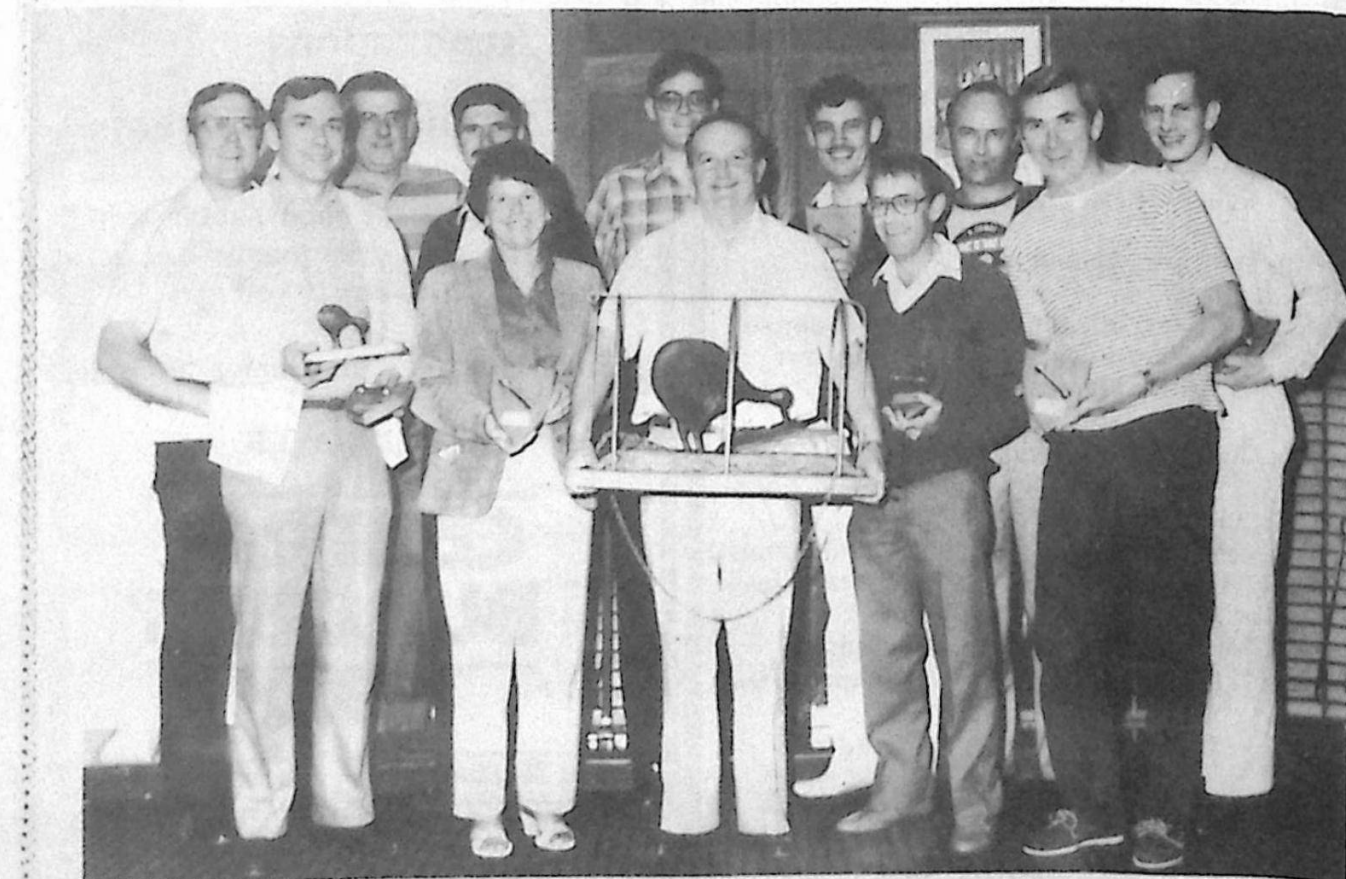


MCpl Welsh receives her promotion from Acting CO, Maj Knutson.



LCol Brygadyr, CO VP407, recently presented certificates to the graduates of DIAC FTAS Maintenance Course 8401.

Front row (l to r): PO2 Govang, Halifax; Cpl Adam, VP407; LCol Brygadyr; MCpl Carlson, Greenwood; MCpl Halbersma, VP407. Rear row (l to r): Instructors Cpl Coulombe, Sgt Paulekat, WO Tracz, Capt Foster, DIAC Services Officer; Instructors MCpl Nanson, MCpl Wohlgemuth. Cpl Adam and MCpl Halbersma will become instructors on future FTAS courses.



His Feathership, LCol Mack, bids farewell to fellow KIWI's who are leaving this summer.



MCpl Nahu, an airframe technician on 407 Squadron, proposed that the CP-140 mooring kit storage and drying rack that he designed be introduced into the service in the 407 Squadron hangar in Comox. NDHQ granted him an award of \$100.00 for his suggestion, presented by the Squadron Aircraft Maintenance Officer, Maj Caddey. The presentation was made in front of his rack.



Cpl B. Baker is being presented his Canadian Forces Decoration by LCol Berntson, the Base Operations Officer.

## Retirement certificate presentation

On behalf of the Chief of the Defence Staff, Brigadier-General J.M.L. Bourgeois, CD, Commander, Canadian Forces Training System, presents Lieutenant-Colonel John S. Middleton, CD, Senior Staff Officer Personnel Support, TSHQ, with his Certificate of Service. It is significant that Lieutenant Middleton was sworn in to the Royal Canadian Air Force as a Flight Cadet 35 years ago in the same office by his father, Air Vice Marshall E.E. Middleton, CBE, Air Officer Commanding, Training Command.

Lieutenant-Colonel Middleton noted with satisfaction that the Records Staff of D PERS A has been looking after his interests over the years by linking past identity numbers. His father's Service Number was C81 and flight cadet Middleton's Service Number was 30581, the 81 was retained later in his social insurance number. Lieutenant-Colonel Middleton also was pleased to note that the Serial Number on his Certificate of Service was 407, the same as that of the Maritime Patrol Squadron which he commanded from 1968 to 1971.

Lieutenant-Colonel Middleton was a recent recipient of the Commander's Commendation for his outstanding leadership and positive action in support of new concepts on Military Indoctrination Programs such as Life Skills which have been a key factor in the motivation, development and retention of Canadian Forces recruits.

Lieutenant-Colonel Middleton takes up his new civilian appointment as the Director of the Canadian Forces Drug Review Project at NDHQ later in July.



## Ex-407 Squadron member wins Suggestion Award

"Major Caddey, the Chairman of the Base Suggestion Award Committee, is pleased to announce that MWO (retired) Rod Gallagher was awarded \$100.00 for his proposal that the cable and conduct assemblies on the CP-140 radio system become repairable components."

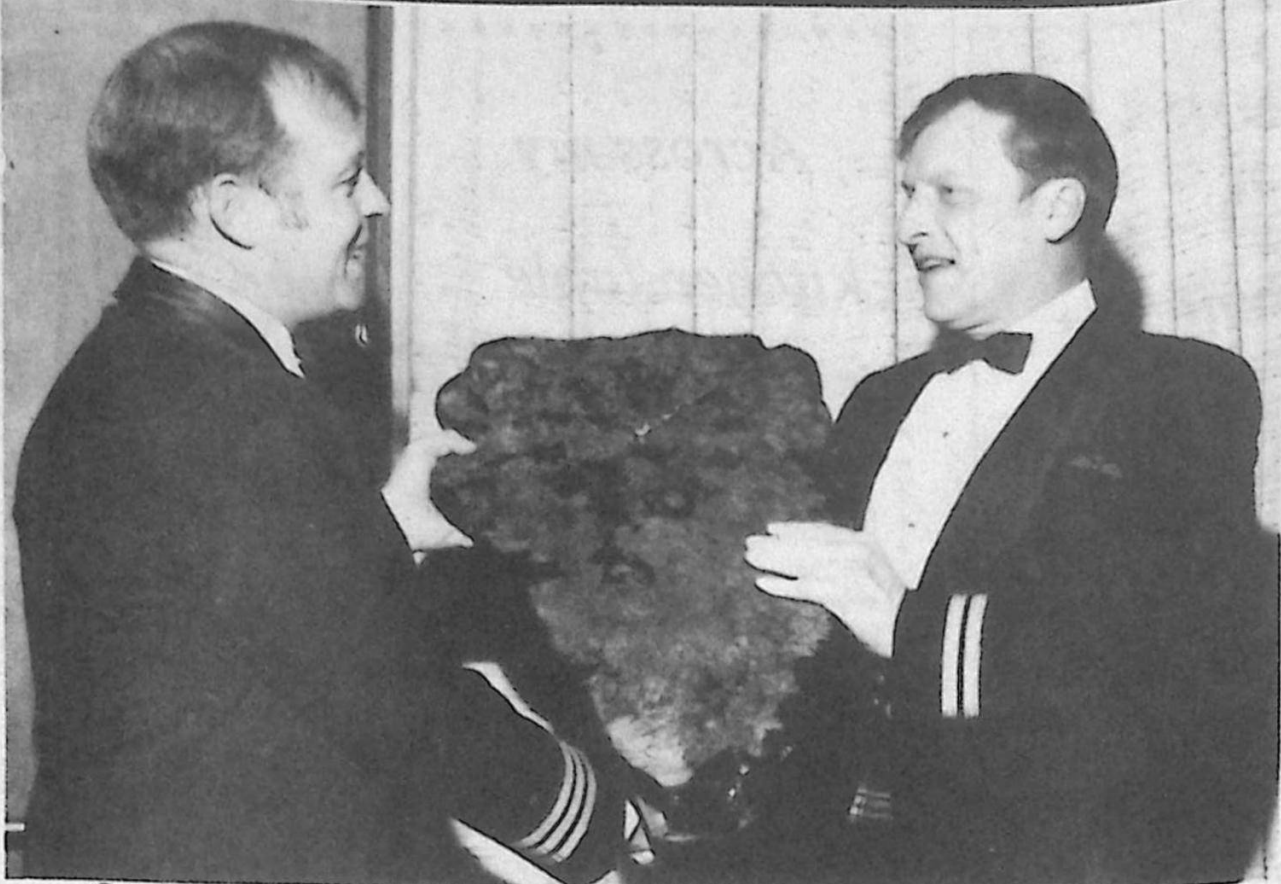
His many friends on 407 Squadron, his last position before retiring, and in the Warrant Officers' and Sergeant's Mess, where he was PMC, offer their congratulations.

Note: MWO Gallagher (ret'd) is not living in the Comox Valley and unfortunately a picture is not available.





# Retirements



Capt Dan Orr being presented his squadron retirement gift from the CO, 409 Squadron, LCol Lott.



Capt Bill Books being presented his squadron retirement gift by the 409 Squadron CO, LCol Lott.



Capt Mel Ferraby being presented his squadron retirement gift by the CO, 409 Squadron, LCol Lott.



Major R. Jenson being presented his retirement gift by the PMC, Major Montgomery.

## SUMMER SAVINGS

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- Rice Puffs - 400 g. ....
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**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.  
**JUNIOR CHOIR:** Rehearsals are 1830 - 1915 hours at the Chapel. Children in grade two and older are eligible to join. Choir members will be expected to be at rehearsal each week and attend worship services.



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**CHAPLAIN:** Maj Julien Rheault: Telephone 339-2211, local 2274.  
**MASS SCHEDULE HOURS:**  
 Saturday 1900 hours  
 Sunday 1000 hours  
 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.

## Library

(Located back Station Theatre)

**HOURS:**  
 Monday to Thursday  
 6 pm - 9 pm

**Giant Book of Computer Games** - actually taking place, on a vast scale, a settling of scores."  
 Tim Hartnell's.  
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**Commodore 64 Users Guide**  
 Gods and Heroes - Myths and Epics of Ancient Greece - Gustan Schwab.  
 Originally published in 1946, Gods and Heroes is a treasure house of Greek Mythology made accessible to a general audience. Drawing widely from the basic texts of all the classic myths, Gustan Schwab wove together the scattered strands of individual legends into a single narrative of tremendous poetic power which continues to demonstrate the inexhaustible vitality of this cultural legacy.  
**The White Boned Demon** - (A biography of Madame Mao Zedong) - Ross Terrill.  
 "An absorbing biography of a flawed but fascinating personality. It brings life to the politics of China and shows that beneath the surface of economic development there is

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see *Ceremonial Divisions* and  
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## European Sea Cadets visit the Comox Valley

Once again top Sea Cadets from Britain, Sweden, Netherlands, Belgium and West Germany will be visiting the Comox Valley. They will spend several days onboard HMCS QUADRA, a National Royal Canadian Sea Cadet Training Establishment, which is located on Goose Spit.

The 25 cadets and 6 officers from Europe will join with the nine hundred officers and cadets already onboard QUADRA. They will partake in the training given to the cadets onboard. Some of the training will consist of sailing, sports events, the jetty jump, and seamanship cruises into Desolation Sound.

The European Cadets will also be taken on tours to Campbell River, Comox Lake, Comox Valley and Victoria. They will be taken to all the major points of interest in the areas stated. Following their visit to Vancouver Island they will travel across Canada stopping for visits at Edmonton and Kingston. It should be noted that before their visit to Vancouver Island they had a tour of the nation's capital city.

The Canadian conducting officer is Lieutenant Commander Stuckless from Regina, Saskatchewan.

## Across my kitchen table

— by Rosemary Gibson



I wonder if, as I suspect, most people are as turned off as I am by all the junk that comes to us in the mail -- the big contests, the sweepstakes entries, the "cash guaranteed to be given away". Perhaps the "Chance of a Lifetime" Sweepstakes will draw my entry, and all for the price of a stamp, even if I decide not to order the merchandise being presented. I ruefully admit to scratching all the spots, and sticking all the stamps, just on the off-chance. . . . But I resent the time it takes to sort out all the stuff that comes to our door. I think this country is drowning in junk mail. Perhaps the postal service might improve if more time were spent (by both humans and machines) in sorting and forwarding only real mail.

Oh, well, back to that stack of paper!

I got this recipe from a friend in Richmond, Virginia.

### MARY JANE'S CHICKEN KIEV

**Ingredients:**  
 Boneless chicken breasts  
 Garlic powder  
 Margarine, cold  
 Mozzarella cheese  
 Parsley flakes  
 Beaten egg  
 Bread crumbs - Italian seasoned

### Method:

Pound boneless chicken breasts with rolling pin. Sprinkle with garlic powder. Cut strips of margarine and mozzarella cheese about pencil thickness, and lay each on breast next to each other. Sprinkle with parsley flakes. Tuck and roll, using toothpick to hold. Try to close completely so filling won't leak out.

Freeze in double plastic bags. To use -- thaw well. Dip in beaten egg, then in Italian-seasoned bread crumbs. Heat fat in heavy fry pan (such as cast iron), and cook approximately 5 minutes on each side. (Use judgement.)

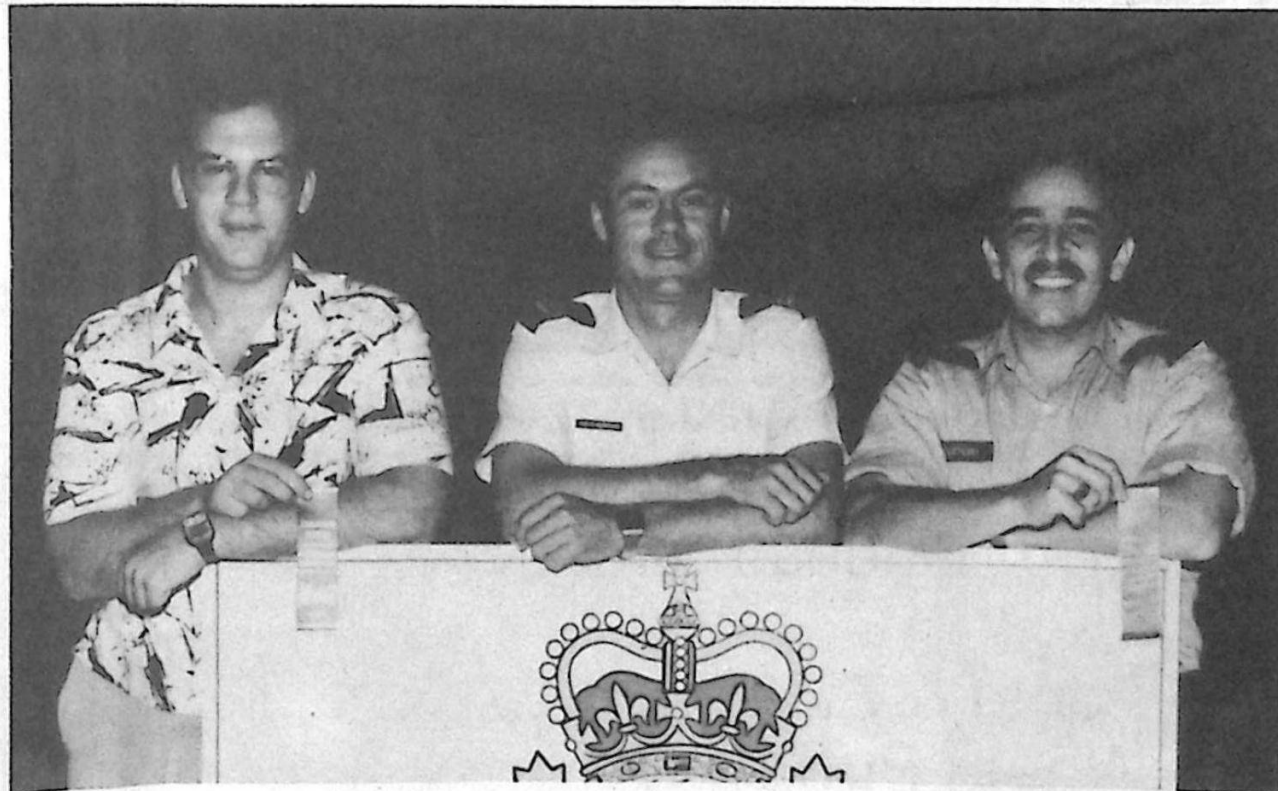
### HINT:

To remove tops from bottles or jars which have become difficult to open, wrap an elastic band around the lid and unscrew easily.

### THOUGHT FOR TODAY:

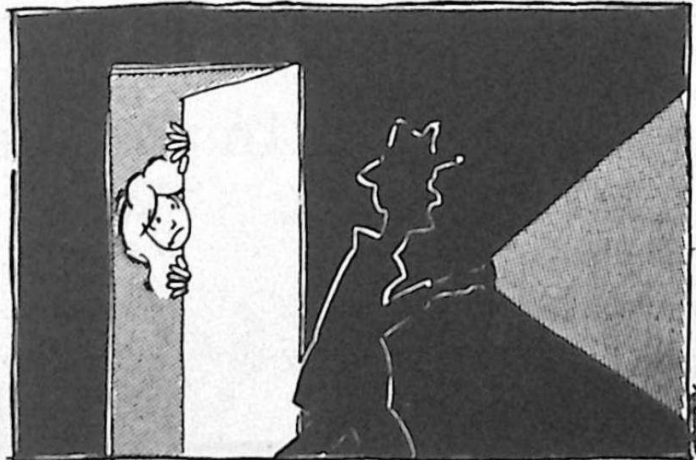
Most people are willing to meet each other half way. The trouble is most people are pretty poor judges of distance.

## CF National Photo Contest



Lt Van Hereweghe flanked by two happy recipients of awards from the CF National Championships held in CFB Ottawa.  
 Left to right: Pte JRJ Plante, winner of professional life - 35 mm slides and MCpl AV Sartori, who received an honorable mention for amateur military life - 35 mm slides.  
 Note: There were 36 entries in Pte Plante's category and 60 entries in MCpl Sartori's category.

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# Around the Base

## Pacific fleet report

With 2 out of 3 squadrons on Base working directly with Maritime Pacific in Esquimalt, it's valuable for us to know about MARPAC and what they are up to. The following article about MARPAC was written by SLt McGillivray.

Whilst attempting to converse with a few Air Force types the other day, an inquiry was raised regarding the achievements and daily goings-on of the Fleet. It was readily apparent that while we are based only a few hundred kilometers apart, the distance seems vast when it comes to knowing each other's day-to-day accomplishments.

For instance, one of these zoomies happened to comment on the rather unique "noses" (or "bows") of the destroyers tied up alongside in the harbour, and he asked what their purpose was. I explained that the rounded-down bows were indeed unique and a wholly Canadian design intended to wash down radioactive fallout and for operations in rough waters, particularly the shallower Atlantic Ocean. When he then remarked upon their similarity to submarine bows, I congratulated him on his perception and his quick adoption of naval jargon. I went on to explain that since our destroyers' primary role is ASW what better way to find subs than to batten down the hatches and submerge with the aid of our rounded-down bows. He readily agreed but confessed that until then he was unaware of this awesome capability. "That's okay, most people are..." (hook, line and anchor; gulp!)

On a more serious note, let's start with an introduction to Maritime Forces Pacific. We operate from CFB Esquimalt, under the command of Rear-Admiral R.D. Yanow, as a formation of Maritime Command. MARPAC forces consist of two destroyer squadrons, comprised of four destroyers each, one replenishment ship or AOR, six converted Bay Class minesweepers, numerous auxiliary yard craft and small training vessels, as well as several thousand military and civilian support personnel.

The two destroyer squadrons, Desron Two (D2), and Desron Four (D4) have specific roles and tasks unique to each squadron. The ships of D2 (HMC Ships Gatineau, Kootenay, Terra Nova and Restigouche) are designated as operational while D4's ships (HMC Ships MacKenzie, Saskatchewan, Yukon and Qu'Appelle) are also designated operational but tasked primarily with training naval of-

ficers. There is a further differentiation between these squadrons; that is the classes of their ships. D2's ships are classed as Improved RESTIGOUCHE Class (IREs) while D4's ships are of the MACKENZIE Class.

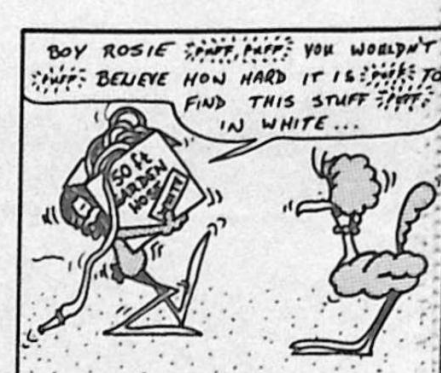
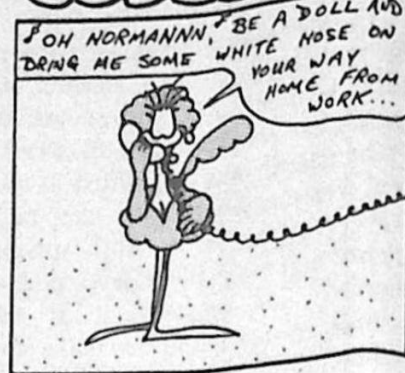
The IREs are the older of the two classes and were commissioned in the late 50s while the MACKENZIEs were commissioned in the early 60s. The two classes are virtually of the same dimensions; an overall length of 371/366 ft., a beam (wing span) of 42 ft., a draught of 21 ft. and a displacement of 2,900 tons. They are both powered by steam turbines producing 30,000 shaft horse power with a maximum speed of 28 knots and a range of 4,750 nautical miles at 14 knots. The major differences are in their respective weapons and sensors systems. The IREs can be easily differentiated from the MACKENZIEs by their quadrupod mast, their boxy ASROC mounting aft versus a second (smaller) gun mount and by their Variable Depth Sonar (VDS) and accommodating transom (stern).

As mentioned earlier, D4's primary role is that of training; specifically training young naval officers for the fleet. This is a very long, involved and graduated process and begins with a small boat coxswain (pronounced cox'n) course. From there it is off to sea for approximately four weeks in (never "on") one of the training destroyers. While on board these ships, the trainees live and learn the jobs of the men, including the ever-popular cleaning stations (scrubbing and painting).

After some nine months of classroom and afloat training on board smaller vessels, it's back to the destroyers for three months of ship handling, navigation, blind pilotage (i.e. radar), officer-of-the-watch maneuvers and what seems like a thousand other evolutions before the trainee receives his Certificate of Competency Level I ("Wings Standard"). D4 also trains Marine and Combat Systems Engineers, both of the MARE classification, in addition to the training of MARS officers. Both squadrons are committed to comprehensive OJT for the men and D2 also trains MARS officers to the C of C II level or "OTU standard". As you can see, training is an integral part of the West Coast squadrons' activities.

D2, however, like the operational ships of the east coast, are more involved with the primary role

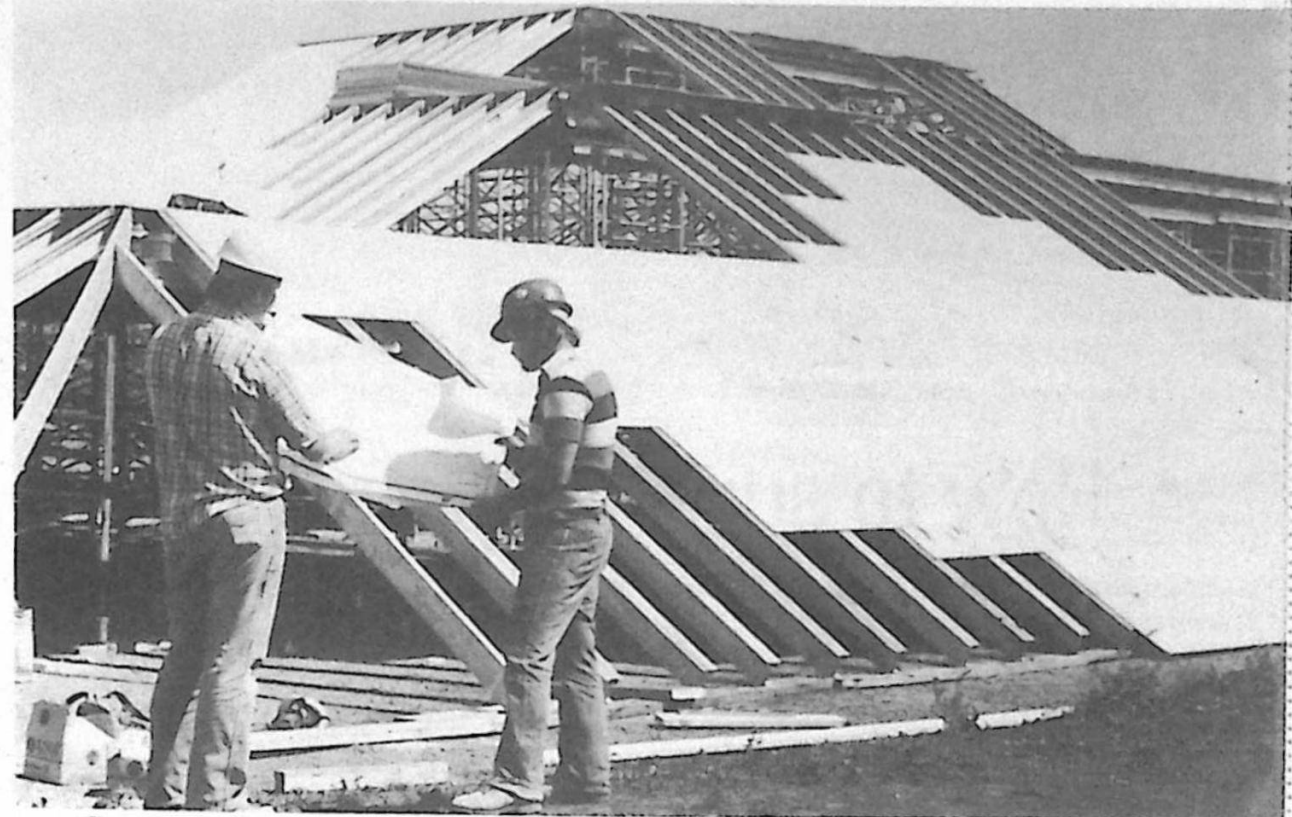
## GUDGEL STEW by Rick St. Germain



assigned to Maritime Command as a whole, which is to provide an operationally ready maritime force to meet our defence commitments as follows: surveillance, control and defence of Canadian territorial waters; defence of North America in co-operation with United States forces; contribution to the North Atlantic Treaty Organization's collective defence measures; and assistance to the United Nations and other international bodies. This, of course, is not to say that D4 ships do not or would not participate in the aforementioned tasking, only that D2 ships are better prepared to meet these tasks by virtue of their manning state, weapons and sensor fit.

In order to carry out their respective role assignments, the two squadrons often are called upon to conduct extended deployments away from home port. For example, during Exercise FAR HORIZONS 83, D2 ships Gatineau, Restigouche and Terra Nova and the AOR HMCS Provider deployed to the Western Pacific 14 March - 25 June participating in FLEETEX 83 (a three-carrier Battle Force operation) and READIEX 83-1 (a Seventh Fleet exercise). The ships made port visits to Hawaii, Japan, Korea, Hong Kong, Philippines and to the People's Republic of China, this being the first visit to China by Canadian Warships since the People's Revolution. During SAM-PLOY 83, D4 ships MacKenzie, Yukon and Saskatchewan deployed 12 September - 1 December 1984 to Central and South America and participated in READIEX 84-1 in addition to training junior officers. Calls were made at San Francisco, San Diego, and ports in Mexico, Panama, Peru and Ecuador. While one squadron is on extended deployment the other is never too far from home. In fact, a considerable amount of time is spent plying local waters conducting training, combat readiness, and surveillance operations.

Well, that about sums up an overview of the fleet goings-on. Stay tuned for further operational updates and be sure to keep your eyes peeled for surfacing destroyers...



Construction crews are busy in Edmonton erecting the altar from which Pope John Paul II will conduct a service to a crowd of several hundred thousand persons. The site of the papal mass is on DND land at Lancaster Park, CFB Edmonton.

Photo by Sgt Dennis Mah

## Cordless phones hearing hazard

Several cases of documented permanent neurosensory hearing loss resulting from the use of cordless telephones have recently been brought to the attention of the Health Services. The noise induced hearing loss results from the improper use of the equipment. Most of us are accustomed to the conventional wired telephone which automatically stops ringing when answered. Cordless telephones have a flip switch which is normally in a stand-by position and if the user forgets to flip the switch the ringing continues directly into the ear. This is because the audio signal device

for incoming calls and the intercom or page is located in the earpiece. These new models have been found to produce a sound pressure level of between 125 and 140 decibels. Not only do decibels at this range do auditory damage but the threshold of pain is held to be 120 decibels.

This type of product first appeared on the market two years ago and now there are thirty to forty basic models with 150 to 200 variations. All of the existing

models except one have this special flip switch which should be moved manually to the talk position before attempting to answer the phone.

Warning literature and stickers are now routinely applied to the phones purchases through the Bell Telephone System. It is strongly recommended that users of cordless telephones read the operating directions carefully.

Presented by Sgt K.I. Paulsen  
Base Prev Med Tech

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# Around the Base

## Airport School renovations



Front view of Airport Elementary School showing new patio and front entrance.

In the spring of 1983 an Airport School Improvement Committee was formed with representatives from the school and CE. MWO John Martin was appointed as the CE representative. For the next several months a multi-phase renovation project was developed to improve the appearance of the school entrance and to make the school grounds more functional.

The various phases included: resodding the main playfield, relocating the softball backstop, constructing two concrete block walls for floor hockey and other sports, improving the school entrance, and redesigning the parking lot and bus-loading area. The projects are now complete except for the repaving of Oak Street and bus-loading area which will be completed before September.

The project has had a positive effect on the morale of staff and students of the school, and has promoted greater cooperation between the school staff and CE. The improved appearance of Airport Elementary adds to the overall attractiveness of CFB Comox as well as improving sports facilities for married quarters' residents' children.



The participants in the renovation project join the school principal on the patio in front of Airport Elementary School.

Seated (l to r): MWO Vern Duncan, Dick Downey, Joe Albert, Madelaine Piper, Principal Mr. R. Shields. Standing (l to r): Bill Van Ness, Don Scholfield, Doug Pollard, Al Donovan, Don Blythe, Dick Tapp, Rick Wheeler, Ed Kingston, Vice Principal - Mr Pelling, Tom Sharp, BCEO Maj Bill Low.

## How to survive a hotel fire

If you are planning a holiday that includes staying at a hotel this year, there are steps you can take to help ensure your safety.

While the possibility of being involved in a hotel or motel fire is remote, taking a few precautions and knowing what to do in an emergency is important to every traveler.

According to BCAA, surviving a fire begins right after you check into your hotel. Take a few minutes to find out about the building fire protection system, alarms, sprinklers and extinguishers. Then check the exits on your floor and memorize their location, counting the number of doors to the nearest exit.

Test the windows to see how they open. When you go to bed, put the

room key on the bedside table.

If a fire begins in your room, call the fire department immediately and get out of the room, closing the door behind you.

BCAA warns hotel guests to take every alarm seriously. If you hear an alarm, act! Take the room key, keep low and make for the door. Crawl in a smoke-filled area, since fresh air will be near the floor. Feel the door with the back of your hand -- don't open it if it is hot.

Check the hall, if there is smoke, keep low, counting the doors to the exit. Do not use the elevator. The heat sensor in the elevator could take you right to the fire, trapping you.

Walking to the ground level is usually the safest way to go, keeping a tight hold on the handrail to avoid

being knocked down. If you can't get to the ground level, go to the roof or back to your room.

While waiting for rescue, seal your room from incoming smoke by putting water-soaked material over the vents and under the door. If there is smoke in your room, open the window. Break it if necessary. Make a tent around your head with a blanket, keeping your face near the window. If smoke is coming from the floors below, filter it out by using a water-soaked towel.

Let someone know where you are by phone or by hanging a bedsheet out the window.

Finally, BCAA recommends that you listen to the instructions of rescuers. Remember few people are burned to death in fires.

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