



# TOTEM TIMES



Canadian Forces Base Comox B.C.

Vol 28 No 4

February 27, 1986

Deadline is Monday March 10, 1986

Cost: Priceless

## Update....

### MOTORCYCLE SAFETY SEMINAR

All military and civilian personnel are advised that in accordance with the Base Commander's policy on motorcycle safety, attendance on the Motorcycle Safety Seminar is compulsory if they wish to continue to park or ride a motorcycle on CFB Comox property. The only exceptions are those motorcyclists who have already completed a Canada Safety Council (CSC) course;

The Motorcycle Safety Seminars will be held on two consecutive week nights, or on Saturdays from 0800 to 1600 hrs in the MSE Safety classroom. While attendance at the seminar is not compulsory for dependents and "moped" riders, those interested may attend on a space available basis. For registration and further information, please contact MSE Safety, Local 2263.

### SUCH A DEAL

Arrangements have been made with CP Air to be the official carrier of the P2000/VP1 Reunion. The savings to you will vary, but to maximize these savings please note the following points:

1. Book through the toll free No. 1-800-268-4704 and mention that it is a VP International Booking.
2. There will be an advance booking requirement so make your plans early.
3. You may be able to apply other promotional fare savings as well if they apply.

### NEW NAME FOR CORVETTE TRUST

Halifax — The name of the Canadian Naval Corvette Trust has been changed to the Canadian Naval Memorial Trust. This change was made to more accurately reflect the nature of the project.

### 1986 SHRINE CIRCUS

The 39th edition of the Gizeh Temple Shrine Circus will be held from Friday, March 7 through Sunday, March 9 in Vancouver's Pacific Coliseum.

Six performances are scheduled in Vancouver. The 1986 Vancouver appearance opens at 4 p.m., Friday, March 7th with a second show set for 8 p.m. Other shows are scheduled for 2 and 8 p.m. Saturday (March 8) and 2 and 6 p.m. Sunday (March 9).

Tickets are available from VTC-CBO outlets and all Eaton's and Woodward's ticket centres. Reserved seats are available.

### WESTERLY IN NEW HANDS

Courtenay's landmark "Westerly Hotel", long plagued with financial problems, is now out of Receivership and has been bought by hotelier Richard P. Gibbons of Vancouver.

New General Manager John Southerst, a 20-year veteran of the hospitality industry, said "Now that the Hotel is on a solid financial footing we will be implementing an ongoing upgrading program designed to provide and maintain the high standard to which the patrons of the "Westerly" have come to expect and deserve."

## Jump jet visits Comox



An AV-8B (Harrier) Jump Jet visited CFB Comox last week and aroused a lot of curiosity along the hangar line. The aircraft came out of VX-5 China Lake Naval Weapons Centre in California and was on its way to Alaska to support a U.S. Exercise dubbed "Operation Deep Freeze". The AV-8B and other assorted Naval and Marine aircraft staged thru CFB Comox as part of their travel itinerary.

Courtesy Base Photo

## Reward

The Comox Valley chapter of the Steelhead Society of B.C. has set up a reward fund for information leading to the arrest and conviction of the thief who stole three female steelhead trout from the Puntledge River hatchery.

Chapter president Rory Glennie said anyone with information should report it to police.

Anyone interested in contributing to the reward fund may write to the chapter at Box 3811, Courtenay.

Three female steelheads stolen from the hatchery have reduced by 27 per cent the number of eggs that hatchery workers hoped to use to replenish the river with trout.

## Motorcycle Safety

### Base Commander's Policy

As your Base Commander, I have become very concerned over the increasing numbers of personnel involved in motorcycle accidents. These accidents create a terrible cost in terms of lost manpower, medical expenses and subsequent rehabilitation of the individual, if he is fortunate enough to survive the crash.

In order to ensure that every motorcyclist on this base is aware of the skills required to operate his/her vehicle safely, I have directed that a one-day seminar on motorcycle safety be conducted under the coordination of the Base Transportation Officer, as part of the Privately Owned Motor Vehicle Safety Program. This seminar will consist of classroom instruction only and will be compulsory for all military and civilian personnel who wish to operate a motorcycle within the confines of CFB Comox. Personnel who can produce documentary evidence of having previously attended a Canada Safety Council (CSC) approved motorcycle course may be exempted from attending the seminar. Further information on the seminar will be available in WROs or by calling the MSE Safety section, Local 2263.

B. Kadonoff  
Colonel

# Water Awareness week Mar 24-28





## SECTION NEWS

## VU 33 Squadron

## New Destruction Kit for CP 121



No! No! No! Barry.....  
Not the whole bloody airplane.....  
Just the Classified gear!

## New Trainer at Comox



With restraint in place the ingenious minds at VU33 have come up with what appears to be a solution. Flying hours have been curtailed so out comes "Big Jock" and sling ensemble to allow the jocks to get some "free air time". Amazing what you can do with a couple of gallons of diesel fuel!

Courtesy Base Photo

before he saw the light) will be called upon for some solid U.D.F. training. (Sick 'em Barry).

Well, I'm afraid that's all for this week: be sure to catch next article for a more comprehensive update on squadron news.

**NEXT TOTEM TIMES DEADLINE**  
**March 10th**

By the way; Dave Maloney didn't want me to let you know that he and Maggie are finally shopping for a wedding dress. Also thanks to Ray Morrison for covering while I was away in Borden. Another week and you probably would have had the job!

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get on next years' event. Good luck to both of you.

On return from the far north, I realized Blearie Bam Boozle lost the fight in maintaining a window seat and the Ops room has been moved to a room with a view. You'll be happy to know, Blearie, that you're now closer to the ace-deuce board as well as the microwave so we'll be watching those pounds grow.

Do we have a X-country skier on squadron? If so, talk to John Reimer (2240) so we can use you in the Squadron Snow to Surf team.

Ankr 99

Having just returned from sunny Borden, this writer admits he is not up on all the current news at the fightin' 33rd. Although politely reminded that this column was due, nothing was said about its length.

One thing I am sure of — for word reached out as far as Ontario, — is our finely dressed athletes in blue, rose to their full potential in a decisive victory at the Glacier Gardens. Yes, despite being heavily outgunned by the strong Bam-TelO team, the mighty VU managed to pound out the 4 — 3 win. The relentless attack was led by Pete Morro slamming home an awesome three goals. The game was then history when Glen Litchfield slid the winner between the pipes. Can the team keep this drive alive? Will the pressure crack us or drive us onward? Be sure to check next article for the outcome against the French Connection from 407.

While Pete was out scoring goals, his wife Sue had her hands full with a brand new baby girl Christi Marie. Congrats to the Morros. Not only are Sue's hands full, so are her pockets; it seems she pulled in some cold hard cash winning the bingo in the local newspaper's contest. Nice timing.

On the note of timing, how long do you think Wayne Southward and Gene Meyer will hold out before lighting up again? I've noticed a lot more candy in the canteen since Wayne quit.

There is a new member to the Safety Systems team; welcome to Tony Pasolli, who has been sent here to keep Bert in line. Ron 'Barfy' Fortin will be staying on the ground for a while; apparently his experience as an infantier (in the days

## VU 33 AIRCREW

This week finds Squadron members both frost bitten and suntanned from such tropical climates as Resolute Bay, NWT and Hawaii. Welcome back to Maj Owen, Kathy, Rollic and Shirley. It's hard to find a bed that sleeps four, but I guess they managed quite nicely.

Wayne Cuthbert and myself just survived the two week Arctic Survival Course. Our thanks goes to Normus Potvinas for his generosity in loading us on the course (and he thinks Comox is a safe place to live!). Apparently the base only received the two slots this year and we lucked in????

For those of you not as fortunate as myself, I'll give you a brief rundown of what actually happened. The course started with the usual one day ground school stretched into three and then we head up to Resolute Bay, located on a tropical treeless island north of mainland Canada. We sleep the first two nights in a hotel, spending time preparing kit and sightseeing. We enjoyed numerous moonlight walks beside the ocean — the moon was up 23½ hours per day and the ocean was frozen solid.

Following the acclimation period we moved to the survival school (Crystal City) and pitched a tent for the first cold night. The next day we built our igloos and moved in for two nights of cool luxury with indoor running water. While living in the igloo, we were busy burrowing into the snow on the side of a valley building a snow cave for four persons. We spent one night in the cave and were pulled out early due to high winds and snow accumulation. The entrances to the caves were being filled in at a rate of 1 ft of snow per hour and the wind chill temperature was -100°C.

Throughout the survival situation, personalities clashed, grated and changed. For example, Wayne (Koovik) Crystal City Cuthbert spent two days bartering with the Inuit for enough wood to complete a comfortable hunting lodge — rather than living in an igloo. The lack of wood left CCC so bewildered that he spent the first two days flat on his back muttering over and over something about killing Normus. All in all, a great course, where a lot was learned. I've heard Russian Ouellette and Mountain Mike are fighting to



## SECTION NEWS

## Demon Doins

## 108 Comm Flight Reunion

You are invited to attend a 108 reunion to be held in Ottawa during Labour Day weekend 1986. We are hoping that the participation will be matched by the overwhelming enthusiasm received during our telephone search to locate former members. It will be a great occasion to renew friendships and reminisce about old times.

Ottawa has grown considerably since the "108" days and many attractions are worth visiting. We are hopeful that the new Air Museum will be opened as scheduled during the summer of 1986. The highlights of this commemorative weekend will be the Friday afternoon/evening Meet & Greet and Saturday evening Dinner/Dance. Both functions will take place at the Rockcliffe Air Base WOs' & Sgts' Mess Tudor Room.

It is anticipated that \$25.00 per person will cover the cost of the planned activities. Arrangements have been made with the Chimo Inn Hotel, and a block of rooms have been tentatively allocated to us at the special rate of \$55.00 per night, single or double occupancy. One night deposit is required to guarantee the room.

In order for us to anticipate the number of people attending, early confirmation would be appreciated. Please return the enclosed registration form by early April even if you will not be attending. We would like to produce an updated 108 Comm Flight "Nominal Roll" for distribution at the reunion. Also if you are in contact with former member(s) who have not received an invitation, forward their names to one of the following committee members:

- Gerard Brazeau, Presqu'Île Unit No 19, Lefaire, Ontario KOB 1J0, (613) 679-4658;
- Bob Sabourin, 1751 Stoneboat Cres., Orleans, Ontario K1C 1W9, (613) 837-1069;
- Ray Trepanier, 1213 Cedarcroft Cres., Gloucester, Ontario K1B 5G9, (613) 741-3731.

P.S. Additional information will be handed out when checking in (any time after 1200 hrs Friday 29 August) at the REUNION WELCOMING DESK, WHICH WILL BE LOCATED IN THE Chimo Inn lobby.

## SERVICING

Crew check time of the year has come and gone and again, with standards playing their usual bag of tricks. Every crew was recently put through its paces to see who will be 407's representative at the 1986 O'Brien Cup competition to defend the championship. Competition was said to be extremely tough but the winner won't be announced until all the results are analysed.

Crew 2's check ride was held first in order to accommodate their schedule for the trip to Australia, however, this was not to be — the trip was cancelled at the last minute due to the new budget restraints. To compensate for their disappointment, they were later given the opportunity to attend Readix in California this week, which they immediately took. Actually, almost half the squadron will be participating in this exercise, which shall keep us busy for the next little while.

The biggest news of late is the rash of recent Lt - Capt promotions where there are ten new Captains. They are: Don Corino, Ron Grossman, Haico Kettlopper, Kevin Kimpinski, Dennis Sawatzky, and Dave Thomson. Congratulations go out to all. Short and sweet this week — we need to make dirt for the future.

Well, the time has come for 2 Crew to write the TT article. A few of our illustrious staff had a three day excursion to Hawaii. The groundcrew was led by Sgt Bill (Diet Pie) Folliott, accompanied by Randal (Punch) Nahu, Dave (Tailspin) Ronaldson and Ron (the Hamster) Elliott. By the way Punch how about the Newfie on a working vacation in Hawaii. Judging by the sun reddened faces, the sun still shined on the white sands of Whacki-Whacki beach.

Recently on 2 Crew there has been a strange obsession with fitness — namely Aerobics. From George we learn that the secret commercials are true. Women do perspire differently than men! We can hardly wait till Ned gets his tu tu washed. We were also wondering what colour George's is and what kind of quiche he eats.

On our next 4 days we hope to experience the latest edition of the semi-annual ugly shirt fiasco, the theme "the 60s or 20s who knows".

## 407 ARMAMENT

Things have been pretty quiet around here lately with everyone off on course gearing up for their postings to Europe. We even managed to send out

bosses off to Cold Lake for an armament technical review. Unfortunately, Lt Luneau decided to stay here and twist his knee into a universal joint while playing soccer. He now joins Spike on our "gimp list". Faye is starting to drive everyone crazy as she waits for word on her remuster.

Our canteen has recently gotten a new look with pictures of naked men starting to crowd the Okayboy pinups. Sandra, the newest addition to our fold, demanded equal wall space and what with equal rights and all, we had to give in. Although the ladies enjoy the new look, some of the pictures are giving the rest of us an inferiority complex; all except Bill that is. He assures us that in his younger days he could have modeled for those photos.

Stu has brought all the smokers in the shop to their knees with his "Requiem of a loner". This is a write-up and cost breakdown on the affects of "loaning" his home-rolled cigarettes. If you think that giving away the occasional smoke doesn't add up, you're invited to drop in and read Stu's expose.

Final thought, "If at first you don't auxxwvs....give up." (?)

## On the docks

Each day we read more about computers and how they are becoming increasingly important in all aspects of our society. The marine world is no exception to this development, and some years ago large ocean ships introduced computer-controlled systems in the engine room as well as on the bridge for navigation.

Recently the yard of Jones-Goodell at Tacoma launched a seventy foot yacht built for a private owner, Mr. Cohen of the Marina Del Rey Yacht Club, Los Angeles. Jones-Goodell are noted for their fine work and craftsmanship, and they produced the PATRICIA G, an outstanding trawler type boat that once was a frequent visitor to Comox Bay. The new yacht has been named *TOBY SEA* and is "state of the art"

for a private pleasure craft.

Designed both to cruise and to go where big game fish such as marlin are caught, the *toby sea* was carefully planned by Howard Cohen to have the latest electronics and computer controls available. Mr Cohen has a personal computer in his Los Angeles home that interfaces with a Hal Telereader (sistor) that transmits data to a single sideband radio which talks to the same equipment on the *TOBY SEA*. Without becoming very technical the end result is that the engines on the boat, when it is in Honolulu for example, can be started by Mr Cohen from his home in Los Angeles. It is not clear to me why this would be desirable, but it does prove a point and show what with modern electronics and money

almost anything can be accomplished.

All gauges that measure vital functions of engines and generators, including switches, have been wired by control of the computer. The sidor system transmits in Morse code, and the direction, course and speed of the vessel can be established remotely. It is claimed 60 miles of wire and 2400 ft of copper tubing went into the 70 ft boat. Included in this is an elaborate security system and fire prevention arrangements.

The very latest navigation aids are present, Loran C, satellite nav, twin commercial grade six foot radar scanners turn on a moulded crossbar below a special "bucket" which has been placed high on the boat so a "fishing master" can spot game fish and control

the boat. *TOBY SEA* HAS BOTH A MAIN BRIDGE AND FLYING BRIDGE WITH ALL EQUIPMENT DUPLICATED.

Powered by two 350 hp Cummings NTA-855s and with Northern Lights generators, it carries 3400 (US) gallons of fuel and can go at 15 plus knots, although normally cruised at 10 or 12 knots giving ample ocean-crossing range.

It is just possible the *TOBY SEA* MIGHT BE SIGHTED IN LOCAL WATERS, FOR THE OWNERS PLAN. A CRUISE TO Desolation Sound this coming summer, before Mexico, Hawaii, and later Australia. A "dream boat" for a dream cruise — but a most interesting dream that in this case

is true.

Closer to home, but of more

interest to local boaters, is the courtesy vessel inspections, provided free of charge by qualified members of Unit 60 of the Canadian Marine Rescue Auxiliary, (CMRA) often referred to as the Coast Guard Auxiliary. Recently a refresher course was held in Comox, attended by CMRA members from the north end of the island, and instructed by CG Officer Ball. This course reviewed safety equipment which is required for each size of boat. Free inspections will be provided at the start of the boating season by this group, and detailed information will appear in local papers and Channel 10 notices at that time.

D. Warren



## EDITORIALS

## Blue shoes faster ....

This is all about a couple of friends of mine that wear blue shoes. Their claim is that their blue shoes allow them to run faster than my white shoes....at least that's what those smart alec guys told me as they "whizzed" by the other day.

But here are the real facts! We both cover the same distance and as such we both burn off the same number of calories.... it's a fact!

Assuming that people are of equal weight and Lord knows we are, and run an equal distance over the same terrain, both will burn off equal numbers of calories.

Dr. Paul Donohue M.D. writes that to make the arithmetic easy we should look at it this way.

Lets say you are both running one mile. Say your faster friend covers that distance in six minutes. He has burned 1,504 calories. You run half as fast, at the rate of 12 minutes a mile. In the first six minutes you burn 752 calories. But you have to run an additional six minutes to cover the mile. That's another 752 calories. You both burn 1,504 calories.

That's the general drift, and it works out pretty much the same way when you vary speeds, so long as distance remains constant.

There are some exceptions to this rule of thumb of course but my friends are not ones to get picky. As an example, if the intensity (speed) is of such magnitude that it can be sustained only a short distance (as in a dash) then the slower runner can't hope to make up for the energy expended by the faster one. I really don't think we need speak of such situations however, as my friends who might think they are very fast are really not much faster than I.

It's interesting however, to note that the lead footed joggers in the 190 lb plus category are still burning off those fat globules at a rate equal to the skinny set. We that crack the concrete with each step do not take kindly to statements that are intended to slur. For we too are calorie burners!

So to "white shoed heavies" everywhere — when the blue shoed wonder boys fly by just give them the finger!

...on behalf of the Richter twins.



## Are you ready to file?

Your personalized tax return thumped through your mailbox some time ago. Now your employer has handed you your T-4 slip, showing how much you earned last year.

You are amazed at all the income tax you paid in 1985. Are you going to get some of it back, or will you have to pay more?

That's the intriguing question that millions of Canadians attempt to answer at this time of the year. The only way you can find out where you stand is to complete your return.

But first, you have to assemble all your tools.

Have you got all your tax slips on earnings together? Most people receive employment income, but others collect commissions or dividend income.

You should have a T3 slip if you have a trust income, a TFA1 slip for family allowance income, a T4A slip for unemployment insurance benefits income, or a T5 slip which shows your investment income.

Your deductions are fairly straightforward. But you will need tax slips to claim contributions to an RRSP, RHOSP (if made before May 23, 1985), or a charity.

If you paid union dues, you need a slip confirming the payment as well as receipts for medical expenses. If you're a student, you'll have to produce a slip for tuition fees if you want to claim them.

The tax guide provided with your return will tell you how much you can claim.

There are some more involved deductions for which you may need professional advice from a Chartered Accountant.

These would include such things as allowable business investment losses, capital gains deductions, money transferred to a spouse, or gifts to Canada, or a province. Alimony payments provide another deduction which has to be claimed properly.

There are other factors that could affect your taxable income. These include forward averaging which you might want to consider if your earnings were higher than normal in 1985, grants, scholarships or bursaries, and political contributions.

In simple terms, your taxable income on which you pay tax equals your total income minus all your deductions.

When you've got all the slips and information assembled on income and deductions then you're ready to see who comes out ahead, your government or you.

Good Luck.

—Courtesy Institute Of Chartered Accountants of British Columbia.

## Did you know?

**SMALLMOUTH BASS — BABYSITTING** — Smallmouth bass (*Micropterus dolomieu*) have an interesting technique to protect their young from hungry mouths lurking in the marsh. At spawning time the male bass stands guard over the fertilized eggs, hovering over the shallow nest and chasing away any and all intruders. When the eggs hatch, the male continues to guard the young, swimming watchfully about the school and driving away predators. After several weeks the male ceases babysitting and the fry are left to fend for themselves.



A World Wide Association of VP Fellowship

## P2000/VPI REUNION

On the weekend of 13 — 15 June 1986 there will be a Reunion, open to all P2000/VPI members and their ladies, at Canadian Forces Base Greenwood to celebrate the 20th anniversary of the forming of the P2000 club in 1966.

Throughout the three day period a variety of events have been planned. Friday afternoon will be Registration followed in the evening by a meet and greet. Saturday will commence with a brunch followed by golf, bus tours of local area, static aircraft on display, etc. Saturday evening activities will consist of a fabulous dinner with wine and music followed by a dance with live band which, no doubt will last until the wee hours in the morning. The Reunion final official event will be a Sunday brunch.

Accommodation at Canadian Forces Base Greenwood is basic but fairly plentiful. Limited motel accommodation is available in the Annapolis Valley and a special rate has been negotiated with two motels (details at Annex B). In addition the majority of VPI members currently resident in the Greenwood area, which now total approximately 150, have offered their spare rooms, beds, trailers, etc. to accommodate anyone wishing to attend.

The cost of the weekend will be \$50.00 Cdn per couple. In order to help defray the cost, the committee has canvassed private industry to help support the event and an original Geoff Bennet oil painting (approximately 35" x 24") of a P2V Neptune will be raffled during the Reunion weekend. Tickets for this raffle are available through your local wing and will also be available during the Reunion.

For planning purposes and to allow the committee to complete advance commitments of P2000/VPI members are requested to complete Annex A and return it to the above address Attention: F/L Nick Jones, our British Exchange Navigator, who will be coordinating the publicity for this event.

The Reunion weekend has all the promise of being a most entertaining and enjoyable one for all concerned. We in Greenwood fully realize the enormous distances that separate most of the Wings from Greenwood, however; be assured that all those attending will receive an extremely warm welcome from those of us here and we look forward to seeing many old acquaintances and making many new ones.

Yours in fellowship

E.J. Raiche

President

Greenwood Wing

—Courtesy Totem Times

## EDITORIALS

## Reading a joke

On a Friday night TV programme recently, a comedian was commenting about how television had contributed to his education. "I haven't yet reached the intellectual level of the 'Dukes of Hazard'," he said seriously, "But I'm working on it. And as for television affecting my reading, that's nonsense. Look: I've even got a bookmark in my TV Guide!"

This is black humour indeed, when you consider what is happening to spelling, writing and reading among our youngsters, some of them in uniform. In my opinion, there are three main reasons for the current low literacy level among young Canadians, a surprising number of whom are university students. (According to Prof. W.D. Valgardson, of UVic, his first year students come to the university brandishing 'A' and 'B' grades

from every high-school English class they've taken, yet two out of three can't write a simple sentence and get it right).

First, and directly related to Valgardson's findings, our school system has substituted, either as a result of pressure from various special interests or from theorists of various stripes, a concept of the "Well Rounded Student" rather than one fully trained in the basic 3Rs. That's like stuffing a steer full of additives and starch: you get a "Well Rounded Beef," — full of fat, but lacking in nutrition.

Second, Parents: Who has the ultimate control over their child's destiny? Mom and Dad, that's who! Who controls the TV set? The same — who can by various means get their children hooked at the earliest possible age on the most beneficial drug known to the mind of man — the Book.

One of these "Various Means" was practiced on me, when, as a very young miscreant, I would be sent to my room. That room was full of books, placed there by canny parents. Like Brer Rabbit in the Briar Patch, I was at home among my friends, who without conscious effort and with much enjoyment on my part, taught me how to read, write and spell.

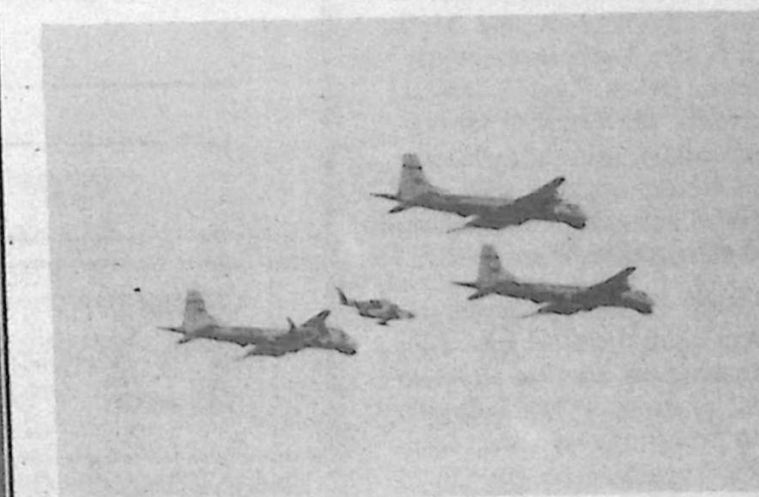
The third, the most pervasive, invasive and mind-numbing influence on young minds is Television. With a few exceptions (Sesame Street is one), there is nothing in television which will teach a young person to read, write, spell or even perceive accurately. Will a cartoon or a 30 second clip educate as well as a book? Better get your kids a library card, before it's too late...

—Norm Blondel

## Military trivia What? Where? Why? When?



## Answer From Last Issue



Flypast at RCAF Station Trenton on Air Force Day, 1958.

The Argus are from the Conversion Unit and 405 Sqn, while the three (count 'em) Sabres are from 411 Reserve Squadron.

## One, two, three — Hike

The time taken to raise gasoline prices after the price of a gallon of crude oil goes up a dollar in some far corner of the world, approximates the duration of the above football signal.

The time taken to reduce gasoline prices after the price of a barrel of crude oil drops twenty dollars in Saudi Arabia may, if we wait for it, take the length of an entire football season.

With wonderful logic, the oil companies tell us that lower

gasoline prices will be with us, "once the higher priced existing inventory is used up."

But why can't we take advantage of "Lower priced existing inventory" when crude oil goes up a dollar? Well, we are told, the extra money will be used for exploration, and other worthy purposes.

Someone should get a penalty for clipping.

N.V.B.



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## SECTION NEWS



# 442 Squadron

Once again, here's the latest 442 Snakepit comings and goings, kept at a minimum by the latest budget freeze. Other than a number of marine incidents, the SAR scene has been rather quiet for the past few weeks.

On February 15, the Squadron was tasked to search for a boat overdue on the west coast of the island. Two days later, the boat was spotted by C.C.G. vessel "Bamfield". Rescue 307 deployed their two SAR Techs divers to search the vessel. The occupants were not found and further searching proved to no avail. While on this search, R-307, under the command of Capt Levesque, was called upon to assist in the search of a man off a large Tanker, overboard 100 nm out to sea. They were ably assisted on this search by R-116, a 407 Sqn Aurora aircraft. The next day, while still situated on the west coast, the Buffalo and Labrador were tasked to proceed to Port Hardy to assist in an incident involving an overturned boat. High winds and bad weather conditions hampered the search, however, two of the victims were spotted by R-456 and subsequently recovered. Unfortunately, there were no survivors in this incident.

On a more cheerful note, congratulations to Dale Fritzke and Rick McClure, our two newest Captains! As well, congratulations to Capt Marv, alias "Up-chuck", MacCauley. He recently became an honorary member of 442 lab Flight, having successfully completed LP1 in the "How-to-fly-a-Flingwing" curriculum with only one minor embarrassing incident. (must have been the strange vibrations, Marv!) This Friday is Marv's mug-out at the Officer's mess, and all members are urged to attend. Good-luck on Hercs, Marv, we're sure to miss you.

The 442 Sqn hockey team suffered an agonizing defeat by BTNO in the playoffs. This defeat was made more painful by the fact that they had previously won a game against the top-ranking Old Timers. Better luck next time guys!

Well, that's it from 442 Snakepit for this edition! Next edition will include the tales of the lab pilot threesome curren-

tly frolicking at Whistler. Then again, it might be raining! As well, by this time next edition, Lab Flight should be residing in Prince Rupert actively involved in Herring Roe. So fly safely and always watch your s-s-s-s-s-s.

## FROM THE MAIN FLOOR

With reaction to my poem last time ranging from "You look tired Norm," to "Gee I didn't read it yet," I thought I'd return to straight reporting this week.

Co-incident with an unnamed but much revered member of 442 having regained his bowling form (with a 140 average, can you really lose it?), a large trophy case has appeared in the Canteen.

Apparently, Himself is planning either to fill the case with bowling trophies, or use it for storing his dog.

New Corporal Linda is back from 9L-Borden, with the news that she will become Mrs Brian Cornish on May 31. Thus will climax a romance to rival in length those of Marshall Dillon and Kitty, or for you young tads, Kermit the Frog and Miss Piggy.

Corporals Karen Tulk and Doug Leadbeater returned from JLC last week. With Pte Lynette Kelly joining Karen and Dianne on the same crew, we have the makings of an all-girl servicing crew here? No comment from the other crews please. Sandy Beal has the latest posting to come in; she's off to 410 Sqn, Cold Lake with her husband, an AF Tech in 407 Sqn.

Sue Brassard had a fight with her cat the other day, hence her black eye. Apparently, the Tom was about to become an It, and he objected. Wouldn't you? Rick Parent and Mark Piper are back from course. Gwen Allen, our canteen steward, when pressed for canteen gossip, said that what she had heard to date couldn't be printed anyway. She must have been listening to Lorne.

Bob Legault received his Dear John the other day. He's planning to stay in Comox. 6SG advises that Mario Seguin will be joining us soon, from 5SG. The Gaylors had a 6 lb 10 oz mini-Gaylord (that is 3 kilograms, for those who are not still fighting progress), and

## Suggestion award....



Courtesy Base Photo

Cpl Gaylor, an Airframe Technician on 442 Sqn, realized that the chances of CH113 Helicopter rotor blades hitting the hangars during towing operations would be greatly reduced if the tow lines were extended outside the hangar. He submitted a suggestion to correct that problem and the Base Suggestion Award Committee obtained a \$250.00 award for him. LCol Lett, his Commanding Officer made the presentation.

our Lieutenant is marrying an Ontario girl in Barrie in the Fall.

Finally, Sergeant Brash advises everyone to read the labels

on cough medicine purchased over the counter. Having dosed himself heavily against a pesky cold, prior to the announcement that the CF would be

checking alcohol consumption, he didn't know whether to report to MIR or put himself on charge.

Norm Blondel

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## SECTION NEWS



# Medical Report

....from the Base Hospital

## Lifestyle profile

Canada's Department of National Health and Welfare has prepared the following "lifestyle profile" test. Answer the following questions and see how your lifestyle rates. Circle the appropriate letter (A, B or C).

### Exercise

Amount of physical work expended during the workday.

A mostly heavy physical (walking, housework)

B mostly desk work

Participation in physical activities (skiing, golf, tennis, lawn mowing, gardening).

A daily

B weekly

C seldom

Participation in vigorous exercise program..

A three times weekly

B weekly

C seldom

Average miles walked or jogged per day.

A more than one

B less than one

C none

Flights of stairs climbed per day

A more than ten

B less than ten

### Nutrition

Are you overweight?

A No

B 5 — 19 pounds

C 20 pounds or more

Do you eat a wide variety of foods — something from each of the following groups: 1— meat, fish, poultry, dried legumes, eggs or nuts; 2— milk products; 3— breads or cereals; 4 — fruits; 5— vegetables?

A each day

B three times weekly

### Alcohol

Average number of bottles of beer (12 oz.) per week.

A 0 to 7

B 8 to 15

C 16 or more

Average number of hard liquor drinks (1.5 oz.) per week.

A 0 to 7

B 8 to 15

C 16 or more

Average number of glasses (5 oz.) of wine or cider per week.

A 0 to 7

B 8 to 15

C 16 or more

Total number of drinks per week, including beer, liquor and wine.

A 0 to 7

B 8 to 15

C 16 or more

### Personal Health

Do you experience periods of depression?

A seldom

B occasionally

C frequently

Does anxiety interfere with your daily activities?

A no

B occasionally

C frequently

Do you get enough satisfying sleep?

A yes

B no

Are you aware of the causes and dangers of VD?

A yes

B no

Breast examination (if not applicable, do not score).

A monthly

B occasionally

### Road and Water Safety

Mileage per year as driver or passenger

A less than 10,000

B more than 10,000

Do you often exceed the speed limit?

A no

B by more than 10 mph

C by more than 20 mph

Do you wear a seatbelt?

A always

B occasionally

C never

Do you drive a motorcycle, moped or snowmobile?

A no

B yes

If yes to the above, do you always wear a regulation safety helmet?

A yes

B no

Do you ever drive under the influence of alcohol?

A never

C occasionally

Do you ever drive when your ability may be affected by drugs?

A never

C occasionally

Are you aware of water safety rules?

A yes

B no

If you participate in water sports or boating, do you wear a lifejacket? (If not applicable, do not score).

A yes

B no

### Drugs

Do you take drugs illegally?

A no

C yes

Do you consume alcoholic beverages together with certain drugs (tranquilizers, barbituates, antihistamines or illegal drugs)?

A no

B yes

Do you use painkillers improperly or excessively?

A no

C yes

### Tobacco

Cigarettes smoked per day

A none

B less than ten

C ten or more

Cigars smoked per day

A none

B less than five

C five or more

Pipe tobacco pouches per week

A none

B less than two

C two or more

### General

Average number of hours per day watching TV.

A 0 to 1

B 1 to 4

C 4 or more

Are you familiar with first-aid procedures?

A yes

B no

Do you smoke in bed?

A no

B occasionally

C yes

Do you always make use of clothing and equipment provided for your safety at work? (If not applicable, do not score.)

A yes

B occasionally

C no

### Scoring

Determine your score by giving yourself one point for every A, three points for every B and five points for every C. Then compare your score with the scale below.

34 — 45 points: Excellent

A score in this range indicates that your lifestyle is based on sensible habits and an awareness of personal health.

46 — 55 points: Good

You have a good grasp of basic health principles. You are only one to ten points away from the top category. With a minimum of changes your lifestyle can be excellent.

56 — 65 points: Risky

You are taking unnecessary risks with your health. Lifestyle is based on choice, and if you choose to make some changes in your personal habits your chances of living a long and healthy life are better.

66 points or more: Hazardous

You have a high risk lifestyle. Either you are not aware of good health habits or you are choosing to ignore them. A change of lifestyle is essential if you want to avoid dangerous and unnecessary health problems.

# Base Supply

Its time to see what's happening in the life and times of Base Supply Section.

It seems the Supply section shows some talent. The Junior Ranks held their final contest on the Lip Sync. 1st place was Chuck Harvey as Mick Jagger. 2nd place was Donna Forget, Lorena Charles, Kim Heath, and Betty Duncan as the Beatles. 3rd place was Sandra Belanger as Tina Turner and friend Brian Adams. Good show to you all.

Congratulations are in order for Capt Russell on his recent promotion.

It seems the MPO section is taking an environmental course while their section is getting a face-lift with a new paint job and new tiles.

Sgt Kaye Alex is counting the days to her retirement. She's created a war zone in LPO, with pic cards from 1982-83 thrown all over the section.

Deanna Graham wants her own 'Parking' space in front of General Stores, seeing how the people in GS, like Joan, Mary Anne and Derrell all have just recently bought new cars. They told Deanna not to park anywhere near them!

A warm welcome to Comox to Pte Ken Verge who was posted here from Esquimalt. It seems he's jumpy when the phone rings, his wife is pregnant, and she is due any day now. Hang in there Ken. Also welcome back to Starr Beachey from her trip to Mexico. If anyone is planning to go to Mexico, they should talk to her about where not to eat.

Now for some blurbs:

— Liz is moving to Tyee Park — Platonic Affair, you say!

— Chuck, your hair! It's it's, it's changed!

— Francine you must be serious this time. \$40.00 per week! You mean business.

—Who says we need SOPs on the breezeway clean-up.

Last, but not least, Base Supply would like to congratulate Cathy Deruelle on her engagement. Her wedding is in Cape Breton April 5th. Not too far away to go now, Cathy.



## SECTION NEWS



## BAMSO

## Suggestion award

Cpl Betty Hendrickson....



When Pte Betty Hendrickson, an IE Technician, was on 407 Squadron she noted that the Bulkhead Light Lens on the CP140 Entrance Ladder Drive Carriage was frequently broken and that, as the replacement lenses were not stocked, the whole light assembly had to be replaced each time, at a cost of approximately \$85.00. She suggested that broken Lenses be replaced with locally manufactured, virtually unbreakable, Acrylic ones. NDHQ gave her an award of \$780.00 for savings of \$8,600.00 during the first two years after implementation. CPL Hendrickson is shown receiving her certificate from her Commanding Officer In Baden-Soellingen.

I always seem to start off by saying "well, it's that time again" but this time I will be different and say that "after a long anxious wait, the time to start this column finally arrived." Actually that isn't too much of an exaggeration as I'm finding that I enjoy writing this and, from most of the reports I receive, I believe that the shop writers are the same way. (Last Minute Addition; You will see from the introduction paragraph in the Base Photo column that they just made a liar out of me. Second Last Minute Addition: Brake and Wheel also made a liar out of me by not even having a column for this issue.) As a matter of fact I sense that the writers in NAVCOM Labs have been waiting for a chance to get even with someone for a few weeks now and I believe that it will happen with this issue. I'm sorry that I reported that I overheard someone say that they don't play with a full deck in that lab.

Attended a meeting of the committee responsible for organizing the Armed Forces

Day Air Show this August and I must say that I'm impressed with the way things are shaping up into what promises to be a very impressive display. The flying team from Italy will steal the show, we are led to believe.

Anyone know who the Phantom Valentine sender was? Apparently the MSO and most of his Senior NCOs received unsigned valentines on that special day. I don't know who did it but I wouldn't be surprised to find that it was someone handy to the mail distribution centre and I might suggest that if you took an "h" out of one of the words in this sentence that you might find the culprit.

On the sports scene I must report the bad along with the good. Apparently the BAMTELO hockey team got whipped by the lowest team in the league. I won't embarrass that team by mentioning their name but if you wanted to congratulate them you might walk over to the old 409 Squadron area. I also don't know who to blame it on but I should report that Mike didn't

come up with a very quick answer when I asked him if he was an asset to the team during that game. Another very important sports event took place this week. Apparently Andy's rink finally defeated Dave Crittenden's foursome. You would think that she would be elated over finally beating the other BAMSO rink but for some reason or other she is not talking too much about it. I think I heard the word 'default' mentioned. Maybe that has something to do with it. Apparently she was so embarrassed that she went right out and changed her name. Boy, some people are sure proud of their athletic abilities and will go to any extreme to keep it unblemished.

A gem attributed to Bud Bryan: "Scalping tip — before bringing home a scalp, double check to be sure you've remembered to remove the paleface from under it 'cause there's nothing more awkward than trying to hang a scalp from yer belt with someone attached to it." Must admit that if I had had to guess who in

BAMSO would make a statement like that I would have given Larry, our resident scalper, the credit.

My compliments to the "exercise only" sand bags that NAVCOM came up with to permit them to use that lab as a shelter during exercises.

Last issue I complimented the staff of the Base Dental Clinic on their professionalism and on the service they provide to the rest of the base. I would like to continue this practice and ask that any BAMSO personnel who receive exceptional service on the base to tell me about it and we can give that section public recognition. We won't make things up and will only report legitimate occurrences. The section that has been on my mind for the last while is our Base Finance Section, both the pay side and the claims side. I have always found them very cooperative and willing to help. Keep it up gals and guys.

Can't think of anything to say about the other Bobbsie Twin except to quote his elder son who pointed out very politely to his sister that their father possesses certain "ape like" features. Actually I got that wrong because he really pointed out that a particular ape "has certain McPhail like features." 'nuff said.

Now let's see what the shops have to say, starting with the one that got their column into me first.

## BASE AIRCRAFT WORKSHOPS

"As the Machine Turns" is back with more tid bits of workshop law. With our resident 441 tech, Pte Larry Kozakevich, now on both feet (the leg healed quite nicely I'm told) he is finally able to finish off his training as a "welding-machinist" and will go over to BML in March to learn all there is to know about tanks, trucks, and such.

WO Orcutt finally received his long awaited posting. He is a wee bit disappointed though as it is only down the hall to Tool Control.

The D/MSO got tired of his little blue room so he unloaded it on Sgt Tremblay, and then took over WO Orcutt's old office. The way to find MWO Dryden now is to come in for a coffee in the workshops canteen and he will be sure to come by.

Russ Parker, our 'bearded

warrior, has one more story to tell his great grandchildren. He finally finished his new metal rack. All the shops are very grateful for that. Now everything is so neat and tidy that nobody can find anything.

More and more postings out of the section. Pretty soon there will be nobody left. Pte Kozakevich is off to BML and Cpl JC Marquis is off to CFB Penhold for his JLC and then he will be posted to Germany for a three or four year vacation. The best of luck in future endeavours to JC and Larry. Don't have to say the same thing to Terry as he plans to return to Workshops after a short tour in his new job.

Last, but not least, we report that Barry Silk and his wife had an eight pound baby girl. Congratulations to both of you from all of us here in workshops.

## NAVCOM

Well, NAVCOM, you had your chance and you blew it. We put forth a challenge to everyone in the shop by giving them an opportunity to exhibit their own literary skills and submit additions to our article. This was brought about by the constant nagging of certain individuals who claim that our precise and extremely accurate account of the lab was somewhat ambiguous, biased and lacked any mention of ourselves. We were surprised to hear a number of witty comments floating around the ship but the tongue must be quicker than the pen because no one managed to get anything down on paper. Therefore we are led to believe that everyone must be happy with the way we've been reporting the news. The challenge did, however, bring forward a new co-author for the column. If any of this article sounds funny please be patient, portions must be read with a French accent.

The following paragraph is the only exception, it may be read with an English accent. This paragraph is dedicated to Bruce. Nous avons un Radar Technicien, Bruce, qui est tres interesse a apprendre le Francais. Et a tout les Francais faisez certain de donner beaucoup d'aide a Bruce en lui parlant qu'en Francais. Bonne chance Bruce!!!

To our one and only new 524 Tech, Ron Davies, welcome to NAVCOM labs. You have made a definite first impression

## SECTION NEWS

## More with BAMSO

with your refined troubleshooting techniques on the IFF bench. It must be due to the superior training that the Radar Techs provide. Not to worry though Ron, the Com Techs will make a super Tech out of you yet.

We all know that Bob's girlfriend is getting a posting to Ottawa. Don't worry Bob, we've submitted your name in the Junior Ranks dating game. Who knows, they may be able to match you up with another French driver.

Marc had a minor operation last Friday and, although no one knows for sure, everyone is teasing him about the big "V". Even Steve can be seen chasing him around asking, "Does it hurt?...Does it hurt?"

It seems that Warren really missed his wife while he was away on course in Shearwater. We heard that he phoned her every two hours. What a phone bill he must have! What are you going to do when you go to California? The way we see it you have two choices: you can spend all your time on the beaches exercising your eyeballs or you can get Kim to come down and both of you go on to the New Newly Wed Game. Which do you think is the wisest move Warren?

Gilles is not impressed with all the snow we have been having lately. He says that he moved to BC to get away from cold Quebec winters and besides he thinks his car looks dumb with winter tires. Patience Gilles, spring should be here soon enough.

As everyone is well aware, our shop is in the process of undergoing a major metamorphosis. We are all accustomed to working in a somewhat confusing atmosphere, but a few unexpected problems have developed due to the painting and tiling. Carl has found his cup, Cliff can't find his desk, and no one can find George. But when could anyone find George? The illustration accompanying this column sums up the situation nicely.

George took leave on Monday to avoid moving his office back into the shop. All the corporals would like to thank you for leaving this delightful job for them. It was such an honour and a privilege.

Speaking of George, Steve is developing into a mini George. Give him a few years to lose his hair and to start wearing his glasses on his forehead as he's got the old war stories down pat already.

John has impressed us with his professional JLC style by

confusing everyone while moving his stuff back into supply. What's a few light bulbs, eh John?

Well that's it for now. Until next week then, au revoir.

## BASE PHOTO

Boy don't you just hate it when you sit down to write the Totem Times article and you've got writer's block? I do, especially when I'm a day past my deadline and, to make matters worse, there's very little news.

One juicy little tidbit is the official engagement of our Tammy to Rob Kazakoff, a Photo Tech from CFB Cold Lake. They'll be wed sometime in 1987. Before that though she's off to Kingston for a four month POET course. Better you than me Tammy, but I guess I'll have to go sooner or later.

Attilio went on a fluid handling course in Borden where he learned how to 'handle his fluids'. He didn't say what kind of fluids. He and his wife Nancy are both on the base bowling team that is going to participate in the National Classified tournament. Good luck to you guys!

Poor Doug, our fearless leader — went through the agonizing weekend of the Base Rolloffs, then on to Victoria for the Pacific Region Bowling Tournament, which they won (congratulations guys), only to find, much to everyone's dismay, that the Nationals have been cancelled. C'est dommage.

Gilles' news is good. His bowling average is going up. Now if we could only all follow in his footsteps. We all bowl together every Wednesday and our kids bowl on Saturdays. How's that for togetherness? Sections that play together stay together. I find it hard to believe that the five of us have been together for almost two years. Wow! Time for a new face around here boys.

Well, since I am at somewhat of a loss for words (a rare occasion you say) I will sign off for now. Take it easy.

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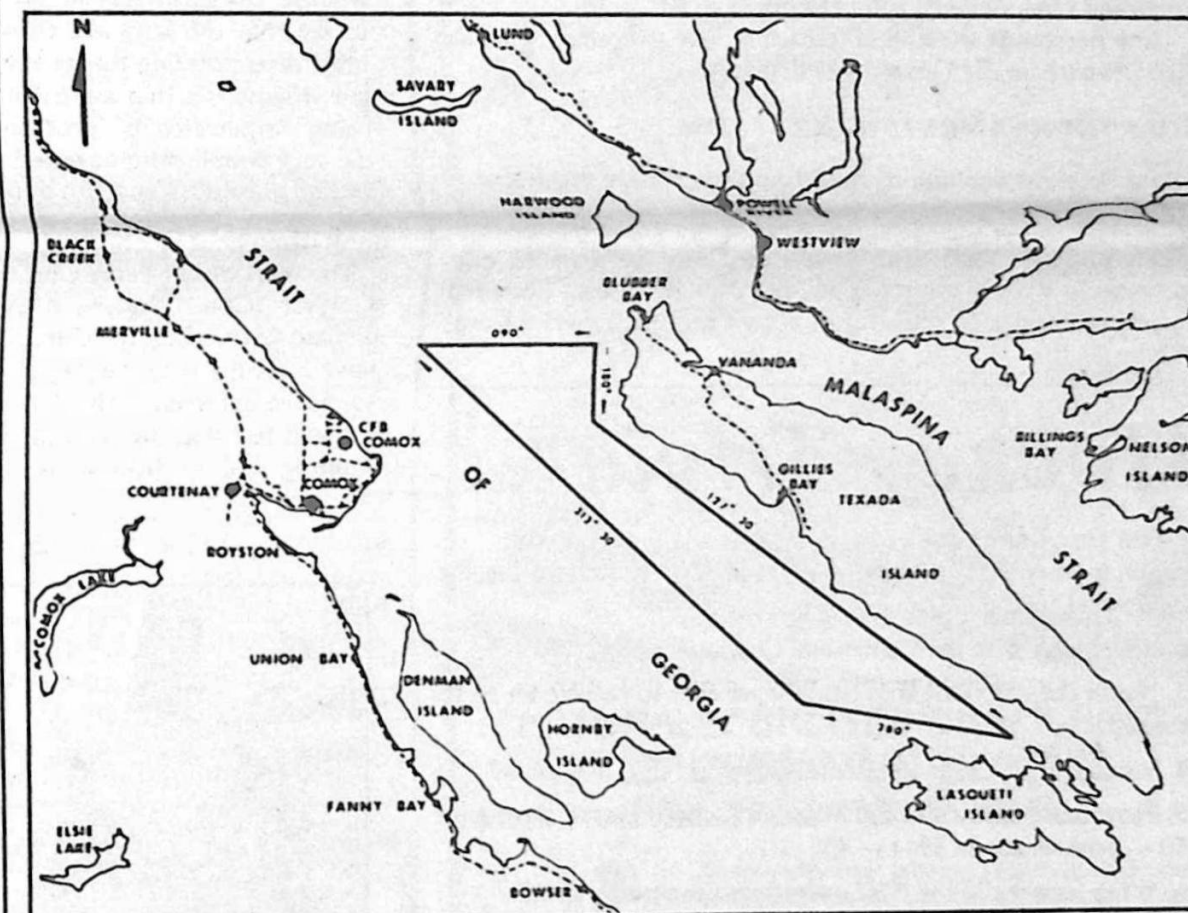
## WARNING

CANADIAN FORCES AIR WEAPONS RANGE  
TEXADA ISLAND BOMBING RANGE

The public is hereby warned that, until further notice, BOMBING may take place daily, between the hours of sunrise and sunset, at the Bombing Range situated in the Strait of Georgia, off the West Coast of Texada Island, BC, as illustrated and described below.

Texada Island Bombing Range is still classed as an active range and, as such, is a restricted area. Although the range is used primarily for night testing of, and training on the use of high intensity flares, bombing may take place between the hours of sunrise and sunset.

Bombs, grenades, shells, and other explosive objects are a hazard to life and limb. Do not pick up or retain such objects as souvenirs. If you have found, or have in your possession, any object which you believe to be an explosive, notify your local police and arrangements will be made to dispose of it.



## DANGER AREA

Commencing at a point in the Strait of Georgia in Latitude 49° 46' 30" North, Longitude 124° 50' 00" West called point of beginning;

Thence 090° a distance of approximately 7.5 miles to a point in Latitude 49° 46' 30" North, Longitude 124° 40' West;

Thence 180° a distance of approximately 3.5 miles to a point in Latitude 49° 43' 30" North, Longitude 124° 40' West;

Thence 127° 30' a distance of approximately 23 miles to a point in Latitude 49° 31' 30" North, Longitude 124° 16' West;

Thence 280° a distance of approximately 9 miles to a point in Latitude 49° 33' 00" North, Longitude 124° 28' West;

Thence 313° 30' a distance of approximately 23 miles to the point of beginning.

All bearings are true and distances are in statute miles.

The public is hereby warned of the danger of entering the described DANGER AREA.

BY ORDER  
Deputy Minister of National Defence



## SPORTS & RECREATION

### Sports shorts

#### CF NATIONAL PHOTO CONTEST 1986

The 1986 CF National Photo Contest will be held 16 — 23 May at CFB Ottawa. CFSO 2/86 will be the governing authority for this competition with strict adherence to deadline dates, packaging and framing. Entries are to be clearly marked **Canadian Forces Photography Contest**. All entries shall be submitted to the Rec Centre NLT Friday 18 April 86. The BPerO will consolidate all entries for CFB Comox. For information contact the Base Rec Centre, Local 2315.

#### X-COUNTRY SKI SELECTION TRIALS

CFB Valcartier has volunteered to host a 15 Km X-Country ski race 14 March 86 to select members for the 1986/87 CISM Ski Training Squad. This TRG Squad will form the basis for selection of the CF CISM team to compete at Grenoble, France in May '87. Competitors should be prepared, if selected to the CISM team to also race in a 25 Km Patrol Race which includes shooting a Biathlon rifle once during the race. This race will not be included at the Valcartier Trials.

This 15 Km competition is open to all members of the CF. It is recommended, however, that only competitors capable of completing a 15 Km X-Country course in 65 minutes or less attend these trials.

Biathletes who will be in Valcartier for FMC Championships during this race may compete automatically having already qualified from Brigade competitions.

Any personnel wishing to participate are to contact the Base Rec Centre Loc 2315 prior to 28 Feb 86.

#### GOLF TOURNAMENTS (GGGC) — 1986

Base Sections wishing to hold tournaments are requested to forward their primary/alternate dates for scheduling. Traditionally the intersection rate applies for Thu with tee offs between 1200 — 1300 hrs. Each Mess may be granted one Friday each with a morning tee-off for 18 holes. Forward requests to Glacier Greens Manager by 4 mar 86. Queries Local 2592.

### Hockey Trivia

#### Test your knowledge....

1. What three NHL players registered 1000 points during the 1968 — 69 season?
2. What team won the Centennial Cup last season?
3. Name the only Oakland Seal player ever to receive an NHL trophy.
4. What year did John Ziegler take over as NHL president?
5. How many hat tricks did Maurice Richard record during his 50 — goal season in 1944 — 45?
6. What season did the NHL introduce the penalty shot?
7. Name the three NHL coaches in NHL History who have taken their clubs to four successive Stanley Cup victories.
8. What season did the NHL opt for the current four division format?
9. Which Buffalo Sabre hails from South Porcupine Ont.?
10. Which Calgary Flame defenseman played Collegiate hockey at the University of Moncton?

Contact Sgt Wayne Moore at the Base Rec Centre, Local 2315 if you think you have the answer to the questions.

## Westwind

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### Pipe Smoke

By Gerry Gerow

The protest against the wolf thinning project has again reared its ugly head. Nothing more than protest for the sake of protest. This project has been carefully thought out and planned. No haphazard poisoning or bountys or other methods that can get out of hand, but a predetermined number of animals to be thinned out for the benefit of all wildlife in the area, their own species included. So, Mr. Watson, take your protest and go home. Nobody's interested. Why not protest against something that matters, like poaching.

It is refreshing to see that the Federal and provincial governments are finally attaching the proper degree of seriousness to poaching game out of season. They are proposing fines of up to \$150,000 for offences now carrying a maximum penalty of \$500. Even if judges continue to mete out only 10% of the maximum as they seem to do now, the penalty should be quite a deterrent.

Let's hope that the respective governments will also increase the strength of their fish and wildlife law enforcement branches sufficiently to see that the laws are enforced. One of the most disappointing things about fish and game law violations is that more and more of them are being perpetrated by professionals. These are the very people who have the most to lose by a decline in wildlife and fish populations. It seems that people are only interested in today, and don't care about tomorrow.

The theft of two female brood steelhead from a West Coast hatchery is a particularly disgusting crime. If the culprits are found, and I have a feeling they will be, it will be interesting to see the outcome of the trial.

I still feel that the removal of the privilege of hunting and/or fishing, for life, would be a

great deterrent, especially to the professional guide or fisherman. Something must also be done to prevent enforcement authorities from going easy on violators from across the border, because they don't want to hurt the tourist trade. This type of tourist is neither needed nor wanted. Some of them will even commit deliberate violations because they are aware if they get caught they will likely get off easy.

I had a phone call just the other day from a gentleman who had gotten a great deal on a purebred dog at a pet store and wanted to know how to get papers for the animal. I'll be very surprised if he ever does. This pup, as do many sold in Canadian pet stores, came from an American "puppy farm". These establishments produce puppies in quantity and wholesale them to pet stores all over North America. Little attention is paid to anything except producing pups, so purchasing such an animal is a gamble at best.

These puppies are usually sold at the same or often a higher price than that charged by an honest careful breeder. An individual can easily wind up paying \$300. for a pup without proper Canadian papers and of doubtful quality, when he could have got a show or trial animal of known good temperament with proper papers, for the same price from a Canadian breeder.

Why will he have trouble getting CKC papers for the dog? He didn't import it, the pet store did. There is no doubt that the pet store can get papers, but are they willing to go to the trouble and expense. Not likely. So a word to the wise. Never buy a puppy on impulse and look into things, carefully, with somebody who knows the details regarding purebred dogs.



Having had enough of being the senior Lieutenant on base our illustrious BPerO Brian VanHereweghe went out and got himself another ring. "Captain" Van Hereweghe is shown being congratulated by the BAdO LCol Jackman....

I guess that makes Al Walsh the "Chief Lieutenant". ...Ed!

Courtesy Base Photo

## SPORTS & RECREATION

### Seasons announced

#### PROPOSED OPENING DATES FOR MALE BIG GAME ANIMALS

Proposed opening dates for the 1986/87 big game hunting seasons in British Columbia were recently released by Environment Minister Austin Pelton.

The released schedule covers male big game animals only, and the dates are preliminary and subject to change. Final dates will be legally confirmed when the regulations are published in July. However, they are sufficiently reliable at this time to permit hunters and guides to plan hunting trips with some confidence, he said. The complete hunting regulations appear in July.

The Minister advised that early (September 1) openings are under consideration in the Northeast. "Only mature bulls with large antlers would be harvested," the Environment Minister said. "The restriction would be similar to one in force in M.U. 5—12. It is designed to reduce the caribou harvest without shortening the season or reducing recreational opportunity. In fact, in the Northeast the regulation might make a longer open season possible."

The Minister also advised that there may be no antlerless moose seasons in the northern Skeena area in 1986, in order to encourage an increase in the moose population there.

The Environment Minister emphasized that only significant changes or additions to the regulations are described in the released schedule. Unless changes are specifically mentioned, hunters should presume that all special areas, closed areas and no shooting areas that were in effect last year, and limited entry hunts similar to those in effect in the 1985/86 season, are again being considered for 1986/87. Detailed information regarding limited entry hunts will be available by mid-May.

#### Did you know



Ostrich eggs are the largest bird eggs. They may be eight inches long and weigh three pounds.

### Water Awareness week March 24 — 28

#### We are concerned.

An alarming number of Canadian sportsmen and women who engage in aquatic and boating activities needlessly lose their lives each year through carelessness and a lack of knowledge regarding safety practices. It is the aim of this article to assist you in the preparation for a safe and enjoyable hunting and fishing trip.

#### Safety — Don't leave shore without it

DOT Regulations — The Department of Transport requires that all boats under 5.5 metres (18 feet) in length must be equipped with the following items:

1. An approved personal flotation device (PFD or approved life jacket for each person aboard.
2. A bailing device.
3. Two oars and oar locks or two paddles.
4. An efficient sound signal (whistle).
5. A class B1 fire extinguisher if the boat has an inboard motor, a permanently - fixed or built in fuel tanks or a cooking or heating appliance that burns liquid or gaseous fuel.

#### Lifejacket or personal flotation device

The lifejacket you purchase and wear should be a fully approved model carrying the DOT authorization. These lifejackets, although bulky and uncomfortable, are designed to keep an unconscious person afloat, face up, and with the head clear of the water.

The PFD, although having less buoyance than a lifejacket, will keep you afloat, and should carry the same DOT approval. For hunters and fishermen, there are several types of PFDs models with extra pockets, special hooks and loops to accommodate tackle, ammunition and even bait are currently available. Your assurance of safety and quality control in the manufacture of either a lifejacket or PFD is the department of transport approval. Never buy a product that does not carry this important qualification.

#### Know your PFD/Lifejacket

Once you have purchased your lifejacket or PFD, familiarize yourself with the product. Wear it, preferably with the clothes you will wear on your trip, and check all ties, zippers and buckles and make necessary adjustments. If possible the device should be tested in the water to familiarize you with it.

Your PFD or lifejacket should always be worn when you are near or on the water. Accidents do happen and a jacket stowed in a boat will be useless should you slip or fall into the water.

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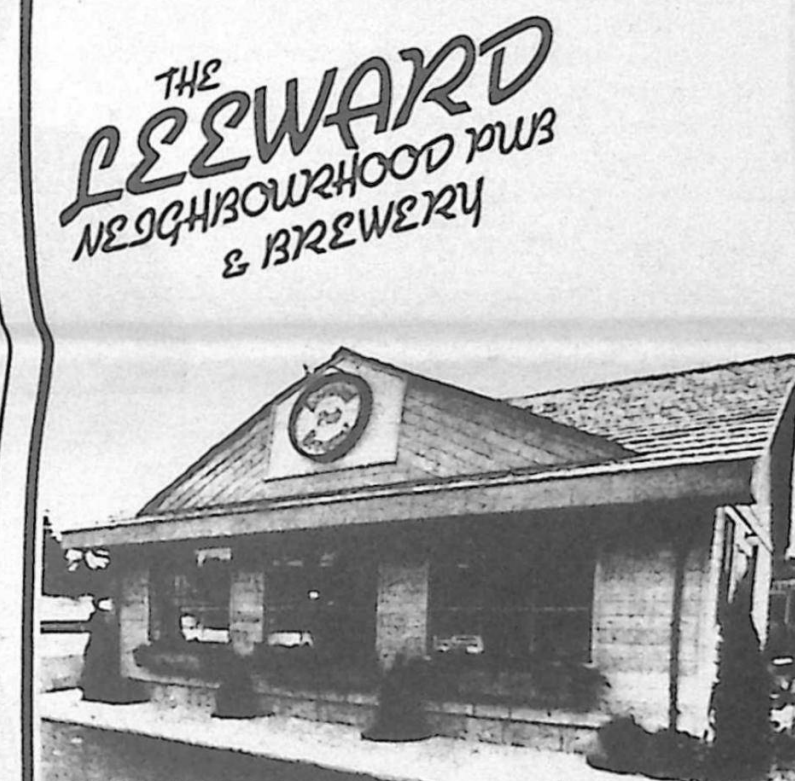
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BREWED RIGHT HERE!  
(No chemical additives or preservatives)

THE Comox Valley beer brewing industry got its start in Cumberland at the turn of the century. The Pilsener Brewery Company produced "Queen of Pilsener" from 1904 until 1914. The brewery was located at the present site of the park at the corner of 4th and Cumberland/Courtenay Road. A dry spell then ensued for 70 years until 1984.

The Leeward Pub Brewery begins chapter 2 in our beer brewing history. Built in the summer of 1984, the Leeward Pub Brewery offered its first draft beer to the public in August of that year. Brew Master Robert H. Lamb uses a natural brewing process to produce 3 distinct draft beers using no chemical additives or preservatives. Our beers consist of malt, hops, yeast, water and glucose.

TRY ONE!

LEEWARD LIGHT

LEEWARD LAGER (A Dortmunder German Lager)

LEEWARD DARK BRITISH ALE

Pub Hours:

Mon. - Thurs. 11 a.m. - 1:00 a.m.  
Fri. & Sat. 11 a.m. - 1:30 a.m.

649 Anderton Rd., Comox 339-5400





# Hear Ye — Hear Ye

## It Has Been Proclaimed

*For Those Amongst Thee Who Shall Kick The Evil Weed There Shall Be Rewards*



### TOO GOOD TO REFUSE

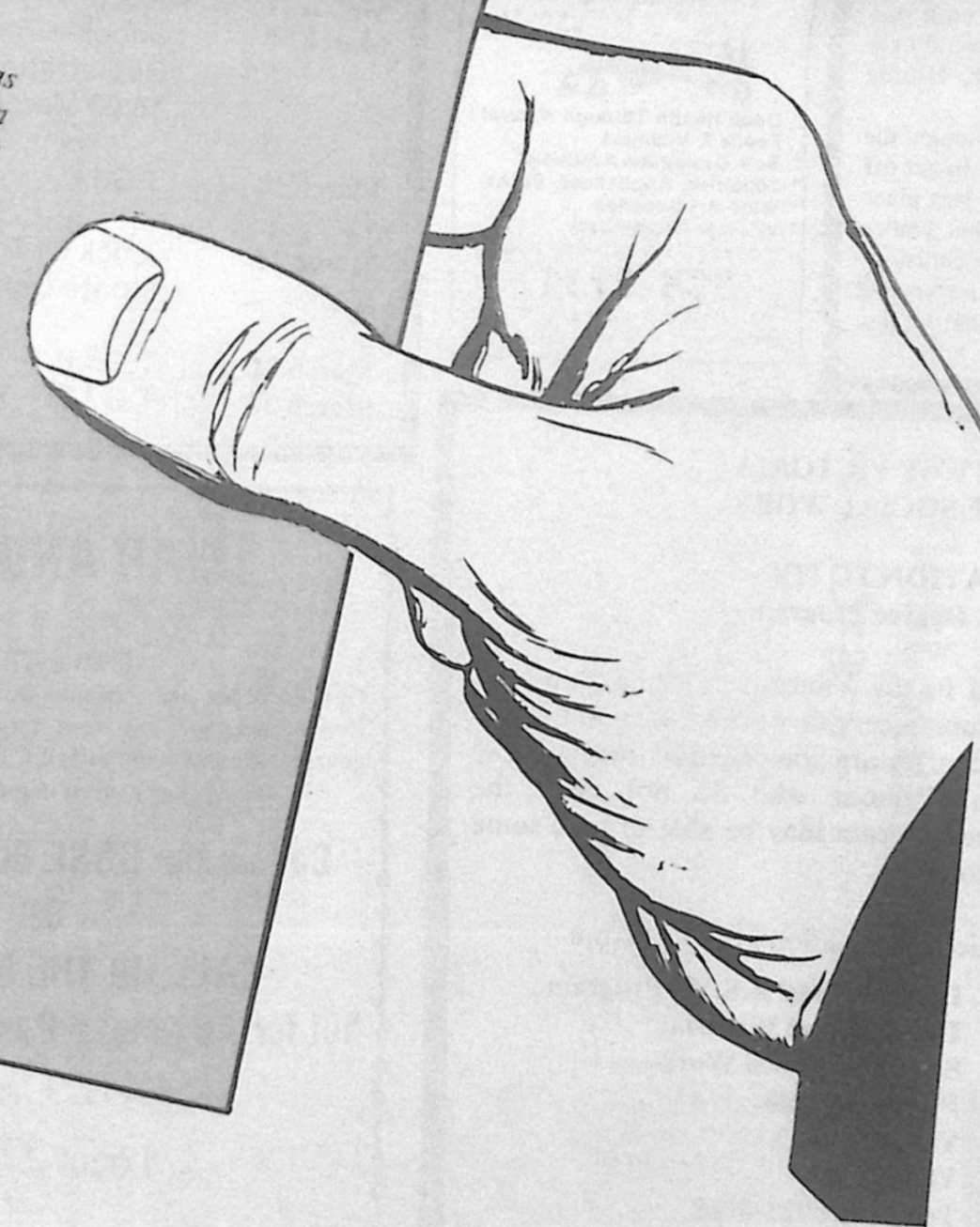
Considerable effort from external sources as well as from within the Canadian Forces has been expended to encourage individuals to stop smoking. More recently CFB Comox has been directed to implement certain measures which place additional restrictions on smokers. This matter is under consideration at the present time and members will be advised, in due course, of changes in base policy.

Obviously the best way to solve the overall problem is to stop smoking; for all the well-known reasons. I have recently taken this step and would like to extend a challenge to all smokers on the base to join with me in "kicking the habit". For those who need assistance, there is an excellent program offered by Maj Tamminen, BDentO, and he is more than willing to enrol members in his course.

All personnel who have stopped smoking since 1 Jan 86 or who plan to stop by end Mar 86 are invited to register with Maj Tamminen (local 2347) who will monitor their progress. At the end of six months those who are still with the programme will be invited to a free party hosted by myself. Those who manage to avoid smoking for one year will be granted 5 days off.

You are requested to encourage your smokers to accept my challenge and "butt out".

Col B. Kadonoff  
Base Commander





## SPORTS &amp; RECREATION

## Golf News

Well, I thought I was back in Bagotville by the looks of this awful, ugly weather. I hope it was the last snowfall for this year. This week, I had planned to publish the names of the winners of the last winter golf played but everyone chickened out (even myself) when they saw the white flakes coming down. So, instead, I will announce that the Winter golf closing tournament will be held on Sunday the 2nd of March at 1000 hrs. Since we are expecting a good turn-out, no entries will be accepted after 0930 hrs, so be there early. This tournament is open only to those who have played a minimum of 3 games during winter golf. The entry fee is \$7.00 which includes prizes for everyone and food after the tournament. Bob "Lefty" McAndrew, commonly known as "Rotor Rooter" will be the sponsor for the team low gross trophy and Wayne Smith of Pearson Tire will sponsor the team low net trophy. Should the weather be Baaaad and ugly the tournament will be postponed until the 9th of March at the same time.

The Glacier Green Pro Shop will start its operation on the 15th of March. Again this year, Jim Nolan of the Comox Golf Club will be operating the shop.

## GOLF★JR GOLF★JR GOLF★JR GOLF★JR

There will be a meeting for all Glacier Green Junior Golfers Saturday the 8th of March at 1300 hrs at the Glacier Green Golf Club. The meeting will be presided by Mr Bill O'Neil. So if you are between 8 and 19 years of age and would like to learn more about Junior Golfing, there is your chance.

J.C.

Fitness for fun  
...a Valentine Day spectacular

How fun!..How colorful!..What was it? It was a super great fitness class given Friday, February 14th at 9:30 am in the Base Rec Centre. Sixty-eight participants showed up in pink or red to add colour to the event. After a surprise visit from our "wild and crazy guy" Cupid, (alias Bob Lesage), we were treated to a tape of entirely love-related songs to work out to. Laurel Ham's, Tanya Kidlark and Anita Wilson all contributed their fitness instructing skills to the fifty minute workout.

In all, nine fitness-related prizes were given away, with the grand prize of a red nylon "Adidas" sport bag won by Kathleen Hackett. Congratulations Kate!

After we munched on candy hearts and distributed heart shaped balloons to parents of children in our childcare program, we filed upstairs to the Allcan Snack Bar where we

were treated to a CPR demonstration given by Ron Carr and Barry Gougeon of the Base Fire Hall. We got to try our hand at life saving techniques on the Annie Doll, and received a readout on paper of our progress.

I would like to thank everyone who attended for making the event such a successful one. It was Super! Classes continue Monday, Wednesday and Friday, 9:30 am and Tuesday, Thursday 4:15 pm, until May 31st.



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## WO's &amp; Sgts' Mess

## ENTERTAINMENT

March 1986

- |          |   |
|----------|---|
| March 7  | T.G.I.F.  |
| March 8  | Snooker Tournament Cost \$200<br>Registration Cut Off<br>18:00 March 6. |
| March 14 | T.G.I.F.  |
| March 15 | 'Luck Of The Irish'<br>Monte-Carlo Night ...Food.                       |
| March 21 | T.G.I.F.  |
| March 27 | T.G.I.T. (Thursday)   |

## BAR AND GRILL

## OPEN EVERY DAY

Our Facilities are available to all Base Personnel and Dependents. We are open for lunch every day (but the gourmet soup sells out early). Cable TV is now available. We are the Base experts in recycling DND dollars.

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OR  
CALL US THE GOLF CLUB  
but for Advanced Bookings or Queries  
DUE CALL.  
Local 2592

DAILY WINTER GREEN FEES AVAILABLE

## AROUND THE BASE

## Our Pride and Joy.....



Miss CFB Lazo, Susan Murley is escorted to front and centre stage by escort Trevor Hole. Susan competed in the recent Winter Carnival Sno-Queen Pageant held at the Sid Williams theatre. Congratulations and thanks for a fine effort Susan!

WO's & Sgt's  
Wives Club

On February 10th we held our monthly meeting and blind auction. Vicky, our Auctioneer, did a terrific job — and managed to get the bids and bidders rolling. This was not an easy task since one lady insisted on bidding fifty cents on each article and one table of ladies, rumour has it, were not bidding at all. I have inside info that these ladies through finesse and calculated bids managed to acquire some unique works of art. Everyone had a great time and most ladies went home with some real treasures.

Next month's meeting will be held on March 10th at 8:00 p.m. in the Mess Lounge. It will be a Chinese Pot Luck Supper to which our husbands are invited. The tickets for the April Fashion Show go on sale that night for \$4 each....be sure to get your tickets early so as not to be disappointed. Also, don't forget to bring something for the food hamper.

Susan Campbell  
Secretary  
339-4710

TOPS  
'n  
TRENDS

## Spring Fashion Show

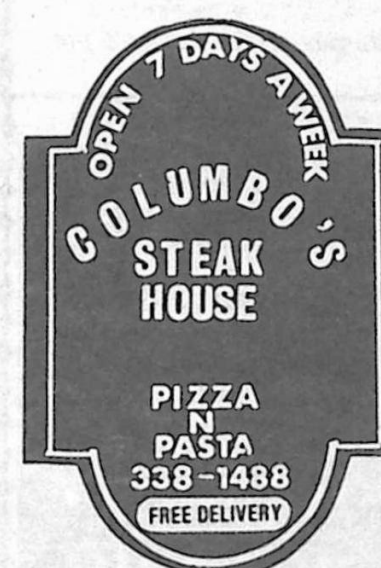
March 10th — 8 p.m.

COURTENAY LEGION HALL

Admission \$1.00

Entire Proceeds From Admission Going to  
THE CANADIAN CANCER SOCIETY

Courtesy Totem Times



"SPRINGTIME IN THE VALLEY"  
WITH  
JOELLE RABU

Saturday \*\* March 8 \*\* 8 — 10 p.m.  
at VANIER HIGH SCHOOL GYMNASIUM

TICKETS  
Adult - 2 for \$15.00 or Single \$8.00  
Students / O.A.P. \$5.00  
At the door — \$9.00

TICKETS AVAILABLE — LESLIE'S ON 5th ST., COURTENAY DRUGS, SEARLE'S SHOES (COURT & C.R.) DRIFTWOOD BED & BATH, WISE OWL — COMOX, JOHN CLIFFS — CUMBERLAND.

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Revenue Canada  
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income tax  
questions?

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THE DRIFTWOOD MALL

Staffed by officers of the Department of National Revenue, this centre will be open on Friday Feb 21 through Feb 25th and Mar 6th through Mar 12. Hours of Operation 9:30 to 5:30 daily; Fridays 'till 8:00 pm. (Closed Sundays)

(Watch for our April Advertisement)

Canada



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Nanaimo, B.C.  
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or

Decentralized B.S.W. Program  
University of Victoria  
School of Social Work  
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Victoria, B.C.  
V8W 2Y2  
Telephone 721-8038

Deadline for application is February 28, 1986.







## AROUND THE BASE

## Flight Safety awards



Sgt Dave Gariepy Col Kadonoff presenting Capt Tom McQuade

## Lori honoured....



The "Kwah-nice District" of the Girl Guides of Canada recently had a major award presentation. Lori Warren, daughter of MC-pl Larry &amp; Norma Warren received her "All Round Cord. Congratulations Lori!"

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## Jr. Ranks Club

## ENTERTAINMENT

## MARCH

## Special Events:

- 07 March - DJ Terrible, Terrible, Terrible  
21:00 to 01:00 hrs  
THE DATING GAME — Lucky couples  
win dinner down town.
- 13, 14 & 15 - Band "THE LINK" 21:00 to 01:00 hrs  
March Admission \$4.00  
15 March - St. Patrick's Day Dance
- 21 March - DJ SUMMIT MUSIC  
21:00 to 01:00 hrs
- 21 March - MIXED TGIF
- 27 March - DJ TERRIBLE, TERRIBLE, TERRIBLE  
21:00 to 01:00 hrs

SNACK BAR: 339-4333

## AROUND THE PROVINCE



## EXPO Update

## ....some questions and answers

## EXPO 86 TIPS FOR TRAVELLERS

Here are some of the most asked questions and their answers:

**What is EXPO 86?** Sanctioned by the International Bureau of Expositions, the 1986 World Exposition, EXPO 86, is a special category exposition with the theme of World in Motion — World in Touch. It is host to more than 80 participants during its 165 days (five-and-a-half months) of operations.

**Where can I stay?** Vancouver and its outlying regions offer every type of accommodation including luxury hotels, family-style motels, bed and breakfast residences, campsites and recreational vehicle parking areas. Contact ResWest at (604) 662-3300, and make all your reservations for a nominal fee. Or, book yourself using the Accommodations 1985 guide, available from Tourism B.C. 1117 Wharf Street, Victoria, B.C., Canada, V8W 2Z2. Telephone (604) 387-1642 or (604) 660-2300.

**When is EXPO open?** May 2 to Oct. 13th, 1986, seven days a week, 10 a.m. to 10 p.m. Expo After Hours, a special night-life program, provides entertainment after 10 p.m.

**Where is EXPO 86?** Two sites combine to make EXPO 86: the main site, on the north shore of False Creek, and the Canada Pavilion at Canada Place on Burrard Inlet cover 70 hectares (173 acres). There are three main site gates and a fourth gate at the Canada Pavilion. Transportation between sites is free with the price of admission.

Expo is located in the heart of Vancouver, Canada's largest West Coast city, in the southwest corner of the host province of British Columbia. EXPO 86 is just 50 km (30 miles) north of the U.S. border.

**Will there be organized tours to EXPO 86?** Many tour operators are putting together packages that include trips to EXPO 86. Contact your local travel agent for full details.

**How do I get to the site?** EXPO is easily accessible, located between two of the city's major north/south arteries — Main Street to the east and Granville Street to the west. The Trans-Canada Highway passes nearby. Two rapid transit stations lead directly onto the grounds.

Vancouver is also served by a city-wide bus system. Inter-city rail and bus terminals are within walking distance of the site. Vancouver International Airport, just 25 minutes away from the downtown core, can be reached by bus or taxi.

**What about parking?** Parking for many thousands of cars and buses is available within close proximity of EXPO 86. Shuttle bus service is available from around the city and suburbs.

**How can I get more information about EXPO 86?** Expo INFO has the answers. Write: EXPO INFO, P.O. Box 1800, Vancouver, B.C., Canada V6C 3A2. Tel: (604) 660-EXPO (660-3976). Telecommunications Device for the Deaf: (604) 660-3933. Service en français: (604) 660-3999.

For information on Vancouver and the province of British Columbia, contact: Tourism B.C., 1117 Wharf Street, Victoria, B.C., Canada V8W 2Z2. Tel: (604) 387-1642 or (604) 660-2300.

For information on events, attractions and restaurants in Greater Vancouver, contact: Greater Vancouver Convention & Visitors Bureau, No. 1625 - 1055 W. Georgia Street, P.O. Box 11142, Royal Centre, Vancouver, B.C., Canada V6E 4C8. Tel: (604) 682-2222.

For further travel information, contact your local travel agent.

—Courtesy Totem Times

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HOLY COMMUNION: First Sunday of the month.  
SUNDAY SCHOOL: From September - May for all children from age three to fourteen.  
JUNIOR/SENIOR CHOIR: Commencing in September.  
LADIES GUILD: Meets once monthly September - June.  
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CFB COMOX, B.C.

BASE CHAPLAIN (RC): Padre J. Dabrowski  
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339-2211, local 2274

MASS SCHEDULE HOURS: Saturday - 1900 hours.  
Sunday - 1000 hours.  
Week Days - 0900 hours.

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

CATHOLIC WOMEN'S LEAGUE: Second Tuesday of the month in Parish Hall, preceded by Mass in the Chapel at 7:30 p.m. (No meetings during July/August). President: Mrs. Edna Sinclair, telephone: 339-6883.

PARISH COUNCIL: Second Wednesday/month at 1300 hours in Parish Hall.

CATECHISM CLASSES: From September - May in the PMQ School at 1830 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.

## Across my Kitchen Table

By Rosemary Gibson



First impressions? Green Lahr — (everything is green!) — beautiful old buildings — I should have brought more film! — unusually cold (they tell me) — bitter weather — but friendly people; wonderful, friendly people who try to make us feel comfortable. ("His" note: why do we expect visitors to our country to speak English, while natives of other countries try so hard to speak our language, to make us feel at home? Everywhere, so far....)

And so far we have visited Munich and Garmisch Germany, Innsbruck Austria, and Zurich, Switzerland — the last two places somewhat marred for me by an under-the-weather husband. On returning to Lahr we are once again impressed with the efficiency of the service. From checking in at the MIR, to check-up, to X-ray, to diagnosis and treatment prescribed — 30 minutes — and with a wish for the happy continuation of our holiday thrown in. I didn't think that, after 35 years anything could surprise me, but this trip has produced a wide-eyed appreciation of the efficiency and humanity of the Canadian Armed Forces.

And tomorrow — on to Paris!!

\*\*\*\*\*

## Swedish Meatballs

## Ingredients:

1/4 cup chopped onion  
1 tablespoon butter or margarine  
1/2 pound ground beef  
1/2 pound ground veal (or you can use all beef)  
3/4 teaspoon salt  
Dash pepper  
2 tablespoons flour  
1 egg  
1/4 cup cream or 2% Pacific canned milk  
1 cup consommé

## Method:

Cook onion in butter until tender but not brown. Combine meats and seasonings; beat thoroughly. Beat in flour; then egg. Gradually beat in cream. Add onion. (Mixture should be light and fluffy.) Form mixture into 1-inch balls and lightly brown in a little additional butter, shaking skillet to turn balls. Remove excess fat. Add consommé; cook uncovered 12 — 15 minutes. If desired, thicken gravy. Makes 24 meatballs.

## Spinach Salad

## Ingredients:

Salad  
1 pkg spinach, rinsed, and stems removed.  
1 cup bean sprouts  
1 can water chestnuts, sliced  
3 hard boiled eggs, chopped  
5 slices bacon, cooked crisp and crumbled.

## Dressing

1/2 cup sugar  
1 cup salad oil  
1/3 cup vinegar  
1 teaspoon salt  
1 small onion, grated  
1 teaspoon worcestershire sauce

## Method:

Layer salad ingredients in a bowl. Mix dressing ingredients in a blender. Pour on salad and toss before serving.

\*\*\*\*\*

THOUGHT FOR TODAY:  
Keep your face to the sunshine and you cannot see the shadow.

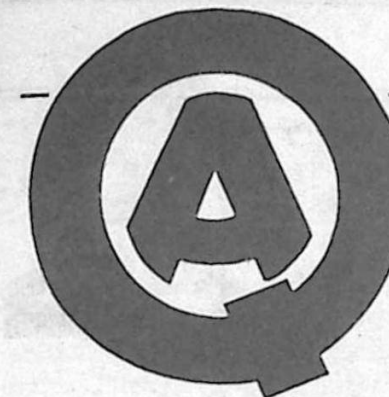
—Helen Keller

\*\*\*\*\*

## HINT

If a pound of bacon is too much to use at one time, separate slices into usable amounts when you bring it home from the store. Lay desired number of slices flat on waxed paper, cover with another sheet of waxed paper. Store in plastic bag in freezer. Extra people for breakfast? Just take out the number of packages you'll need. No more stale bacon!

\*\*\*\*\*



## SECTION NEWS

## Quality Assurance

## Chicken Little

A recent (UNCLAS) message from Cold Lake warned of falling ceiling panels in arch-type hangars. Apparently, a panel worked free of its fasteners and fell on a CF-5, narrowly missing some personnel. The aircraft was not damaged.

The recommendation that followed included, "Examine interior roof panels for cracks/damage, or hire a chicken." In these days of restraint we can't afford to hire a (bilingual) Chicken Little, so look up and around at your

workplace once in a while.

If there are potential hazards, ie, cracked walls, loose floor tiles, leaky pipes, et al, report them to your boss. The CE Section is tasked to protect us from fallen arches.

## Towing Talk

Messages from other units concerning aircraft towing accidents indicate that it is time to "Talk Tow Crews" here at Comox, before we all get complacent. We all know the proper number for a tow job; the messages received from elsewhere show that other people do not know their jobs.

The NCO i/c has certain tasks which do not include looking everywhere but at the aircraft and his crew. The driver is, of course, certified on his DND 404 for that type of mule and in his Unit Qualification Record for towing that type of aircraft. The other members are alert, they know where the aircraft is to end up so that obstructions can be noted, and they advise the NCO i/c so that he can direct the driver and indicate clearances with arms spread — not a thumbs up, "I think it's OK."

They do not gather for a

gabfest on the leisurely roll to the hangar, the towbar is properly attached before chocks are removed or replaced, and grounding cables are hooked up to aircraft (not vice versa). The brakeman should know how and when to apply brakes, remove the parking brake and pump up hydraulics as required.

Surprisingly (or not surprisingly), despite all of the above, our aircraft still get bent wings, tails, rotors and other parts. Please note: you can be held RESPONSIBLE! Refer to 05-010-001/AM-DO1 and C-

05-010-001/AM-000.

## Q TIPA (1)

When making observations during a section QA inspection, we do not point fingers at people, only at situations that do not meet laid down standards.

## Q TIPS (2)

"All aircraft maintenance records shall use Greenwich Mean Time, otherwise known as 'Zulu', states ACMI 05-015-001/AM-D04. "The date/time entry shall be followed by the capital letter 'Z'.

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☐ Honk, signal and ease left.

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Answer on page 14.

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Back Row L to R, MCpl London, MCpl Taylor, MCpl Carter, MCpl Filgate, Cpl Penny.

Front Row L to R, Sgt Smith, CWO Ford - CD2, Col Kadonoff, MWO Gerow - CD2, WO Brazeau.

Courtesy Base Photo

## 108 Comm Flight

In the early 50s the threat to North America posed by long range bombers was of major concern to U.S. and Canadian defense planners. The D.E.W. Line had been developed to detect bombers that might have penetrated over the Polar regions, and the Pine Tree Line provided guidance for defensive fighters once the bombers reached the southern, more populated areas of Canada and the U.S. However, radar technology of the 50s left a huge gap across northern Canada between these two warning systems. After penetrating the D.E.W. Line which had no associated interception capability, bombers could theoretically alter course, making it difficult to forecast the area of penetration of the Pine Tree Line, thus reducing the warning times and opportunity for interception to unacceptable levels.

Planners therefore developed a concept for the Mid-Canada Line, a sort of radar "fence" roughly 2500 miles along the 55th parallel, which would provide confirmation of the course and speed of bombers that had penetrated the D.E.W. Line, a minimum of one hour's warning, and guidance for the deployment of defensive fighters under the control of the more southern Pine Tree Line.

The rugged nature of the terrain along the 55th parallel,

particularly, but not exclusively, in the Eastern portion from the Hudson's Bay, to the Labrador coast dictated that, if the strict timetable for construction was to be met, an innovative approach to the transportation of men and materials in all phases of the program was required. This led to the formation of 108 Communications Flight the RCAF's first all-helicopter unit.

108 Comm flight was officially born on 1 June 1954, with its base at CFB Bagotville, Quebec. The first task was one of organizing, training, acceptance of new helicopters, and development of appropriate techniques to permit the flight to meet the exacting demands of the planned operations in unfamiliar "bush" conditions within an exceedingly strict timetable to mesh with the myriad of other planning and logistic activities that were required for everything to come together smoothly as planned.

The actual helicopter support operation commenced with the move of six H-19 helicopters on detachment to Knob Lake in May 1955, to commence the site-proving operation. From that beginning, the operation rapidly built up to the point where 108 Comm Flight had 25 helicopters, H-19s, H-34s, and H-21s, operating right across Canada from Hopedale, Labrador to the Pas, Manitoba, and, on oc-

casional, even farther west when surface transportation systems required some assistance.

The complete story of 108 Comm Flight would fill volumes, as would the story of the entire Mid-Canada Line construction phase, of which 108 was only one, albeit important element. There were many others. Suffice it to say here that approximately 200 personnel of 108 Comm Flight worked as a team to make the operation an outstanding success. One measure of that success is that, in 1955, helicopters of the unit flew 10,000 flying hours to move 14,000 personnel and 9000 tons of equipment and supplies along the Mid-Canada Line, operating in weather to -50°F, in many areas without hangar accommodation and with very spartan personnel accommodation. This with piston-driven helicopters which could lift only 4000-lb payloads — a far cry from today's jet powered monsters.

There were no heroes, just hard-working, dedicated military personnel who worked together as a team to get the job done. When the operation was completed in June 1958, every man in 108 Comm Flight went on to new challenges carrying with him the satisfaction of a job well and successfully done.

Of course, the Mid-Canada Line as initially planned, has

now long since been overtaken by improvements in technology. The gap for which it was created is now filled through improved detection capabilities of the D.E.W. and Pine Tree Lines. But it served the purpose for which it was designed.

There are perhaps few Canadians, in or out of the Canadian Forces, who today remember the Mid-Canada Line operation. But there are some. The 200—odd members of 108 Comm Flight who worked so closely together to carry out their difficult and demanding assignment remember. There are probably few, if any, of them still serving in the

Forces, and they are spread far and wide pursuing their post-military careers, or retirement, in every province in Canada. But many of them would like to get together once again to renew friendships and to talk over the good old times when they were either freezing their butts off or being consumed by black flies.

To accomplish this, a group of 108 veterans located in Ottawa is planning a 108 Comm Flight reunion to be held in Ottawa, Labour Day weekend, 29 and 30 August, 1986.

This article was written by W/C Bob Heaslip (Retired)

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## SECTION NEWS

### As The Beacon Turns

During the past couple of weeks many people within the section have received good news. Firstly, congratulations to our newest Captains, Captain Pete Foley and Captain Mike Maillet. Their promotions were quite timely as they just departed for the IFR course in Cornwall. Capt Pat Wolf-Milner checked out as a terminal controller last week and Pte. Paul Fluery has just checked out as a data assistant. Good work gents! Also, Capt

Tom McQuade and Sgt Dave Gariepy received 1985 Professionalism awards for bringing home an American Civil Airplane in trouble during adverse weather conditions. Good show! A bouncing baby girl for Capt Rick Champagne and his wife Andrea. Baby Holly tipped the scales at 9 lbs. 1 ounce. Congrats Rick and Andrea. Many of the officers of the ATC section tried their skills at the 25 yd. range using the 9mm. Browning. The only

difficulty was figuring which target to shoot at. Actually, most of them did quite well considering it has been a while since any of them fired a gun.

Last Friday, the base had the opportunity to see a Harrier, three A4 Skyhawks and an A6 Intruder. The Harrier put on quite a good show of some of its capabilities. The most impressive being the vertical landing after coming into Comox terminal airspace at over 450 knots.

The SNIC crews have been called out a couple of times over the past week and a half. After spending many man hours clearing the white stuff and dealing with airplanes wanting to use the runway slowing their efforts, the rains come and totally destroy the huge piles and windrows that they have so diligently built up. This effort is very much appreciated by ATC Personnel. Thanks SPV.

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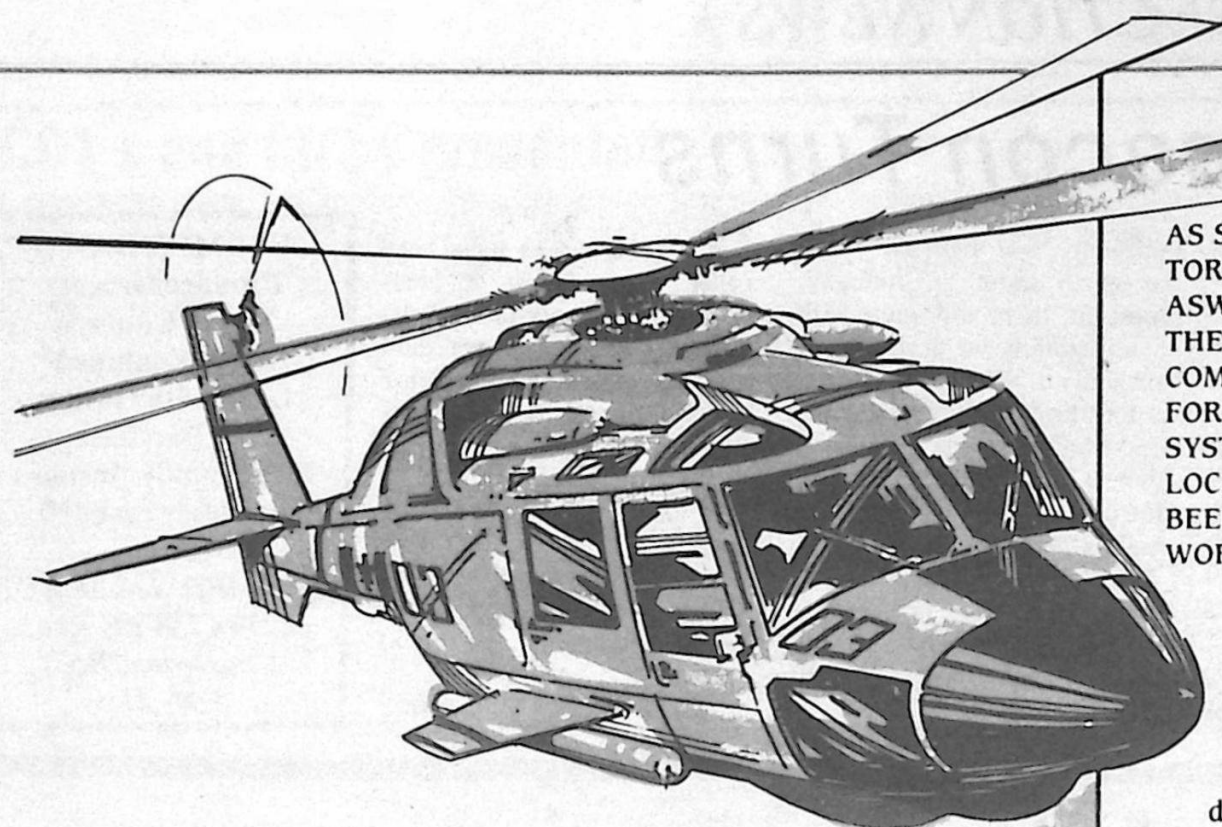
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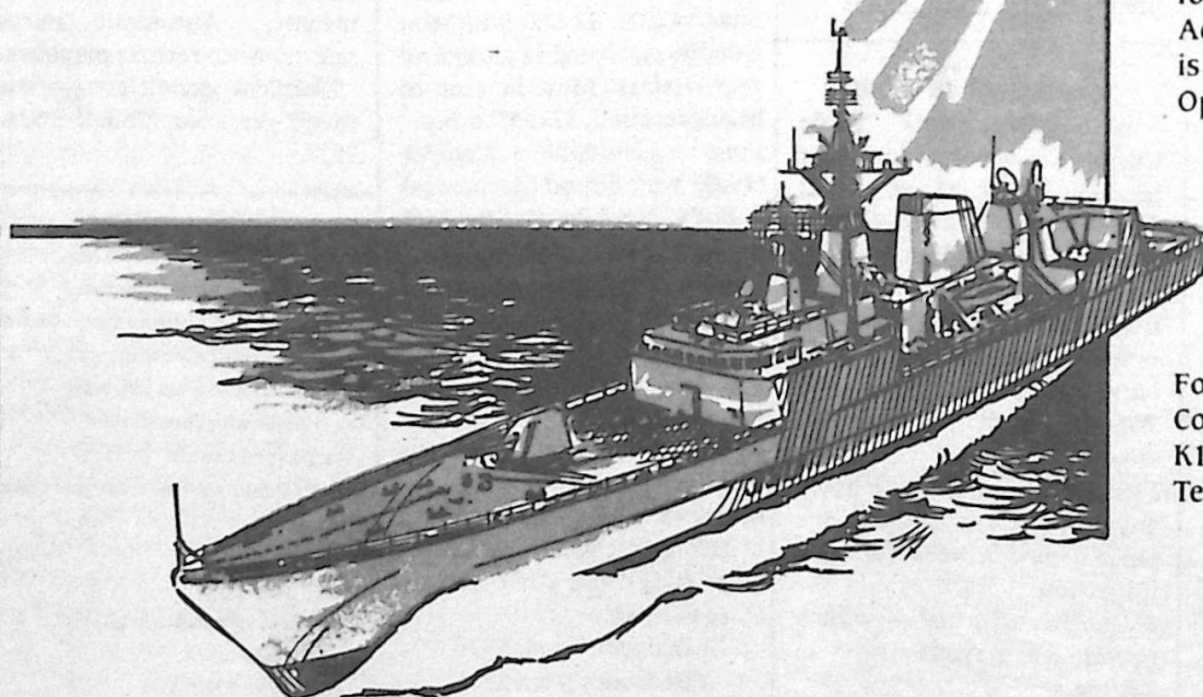
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For information please contact: Computing Devices Company, ASW Division, P.O. Box 8508, Ottawa, Canada, K1G 3M9 Telephone (613) 596-7051, TWX 610-563-1632, Telex 053-4139.



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