



TOTEM TIMES



Canadian Forces Base Comox B.C.

Vol 28 No 13

July 31, 1986

Deadline is Monday, August 18, 1986

Cost: Priceless

*You're Invited to Our
Armed Forces Day
And
Airshow*



**CANADIAN FORCES BASE
COMOX**

**SUNDAY,
AUGUST 3, 1986**

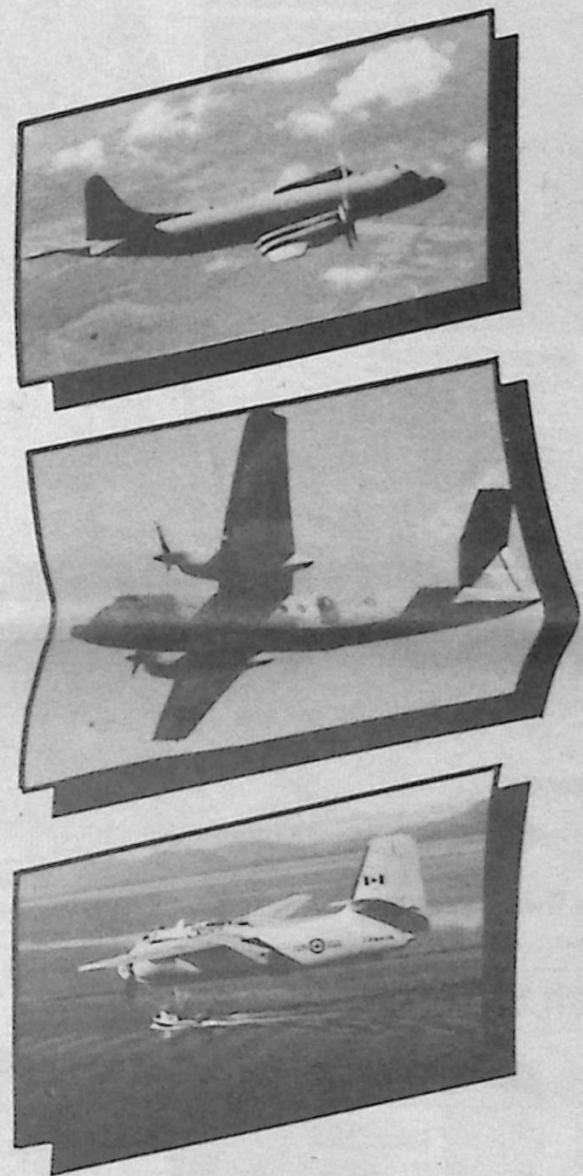
Gates open at 9:00 a.m.
Airshow starts at 1:30 p.m.

AIRSHOW
Featuring
**AERIAL DISPLAYS
SKYHAWKS
RAY BAN GOLDS**

**AMPLE ACCESS TO ON BASE
PARKING AVAILABLE**
(\$2.00 PER CAR INCLUDES COLOR PROGRAM)
Follow Signs from Courtenay

WIN A TRIP FOR TWO TO CALIFORNIA!

-Lucky Airshow Program Holder Wins a
Ride in Bud Granley's T-6 Harvard!



Bringin' Mac Back

....from airshows of another era

UNISKINS

WELCOME WHITE
SETTLERS TO THE
FIRST ARMED
FORCES DAY.
WALK ABOUT
UNISKIN CAMP
SEE WHERE
YOUR TAX
WAMPUM
GOES

HERE AIR BRAVES WARM
UP THEIR AIR SHIP.

WHILE PONY BRAVES TRY OUT
THEIR NEW PERSONNEL CARRIER.

AND CANOE BRAVES PUT STR-
ONGER ANCHOR ROPE ON CANOE.

NOW FAREWELL.
IF IT MAKE YOU
FEEL BETTER

UNISKINS HAVE TO
PAY TAXES TOO!



EDITORIALS

STRUTTIN' OUR STUFF

On Sunday August 3, 1986, we play host once again to our countrymen and visiting friends. The Armed Forces Day Air Show entertains, informs and - among young Canadians mostly - inspires the citizens whose normal contact with the things we do is through the media or by the occasional sight of aircraft over our towns and villages.

We are held in high regard by some, perhaps less so by others. We can satisfy most of our visitors by presenting a professional face - and a professional show.

We're also hosts to the Armed Forces of other countries, whose representatives have gone to considerable trouble and expense to be here. Civilian pilots and crews are also taking part. In a sense, we are a small part of EXPO and we, too, are saying "Welcome" to the world.

To our local visitors, who are also our neighbours and friends, we're saying "Glad you can come: have a good time, and if there's anything you'd like to know, ask one of the men or women in uniform." Everyone on base has been mobilized to ensure a successful Armed Forces Day, from the pilots and crews working on the flying programme and their supporting technicians to the personnel working on static displays and those working on the fringes of the airshow on mundane but important tasks like traffic control, and the people working on booths, manning the tower, feeding the airmen and airwomen, driving vehicles, and so on.

Armed Forces Day is a big occasion for our visitors. It is for us too. Let's give it our best shot....

N.V.B.

Next Deadline
...August 18



HEY BABE... THOUGHT THEY SAID
THERE WAS A B-52 BOMBER IN THIS
AIRSHOW?

Comox Nautical Days — a neighbourhood celebration

The annual Nautical Days celebration in our neighbourhood of Comox looks like the biggest and best ever. Four days - Aug 1, 2, 3 and 4 - will feature a spectacular array of fun, sports and cultural activities for the entire family,

ranging from the Filberg Festival of arts, crafts and entertainment and the big air show here at CFB Comox to a big parade on B.C. Day, Monday Aug 4.

For details on the Filberg Festival, see the local

newspaper supplement. There are serious and recreational sports contests, in which spectators can take part.

A three-day tennis tournament begins on Saturday Aug 2 in Anderton Park, winding up on Monday.

For those who have Volksmarched in Germany, or those who would like to, there's a Volkswalk for the entire family, with food and refreshments available, starting at 10 am at Marina Park, concluding at 1 pm.

A bike race, a windsurfing regatta, the four mile footrace, horseshoe pitching, golf, children's races, a rowing regatta - and much, much more.

For additional information, phone the Comox Recreational Centre, 339-2255



TOTEM TIMES

Read in the Best Messes in the Canadian Forces
CFB COMOX, LAZO, B.C. VOR 2K0



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EDITORIALS



—Lightside—

Norm Blondel

Getting Used to Glasses

I knew there was going to be a problem when the last step wasn't there. Well it was, but I didn't see it -- my new bifocals brought the floor closer than reality, and my foot encountered thin air. The air-pocket effect of the ensuing plunge almost stopped my ticker. Prior to the bifocals, I'd only used glasses for reading. Had to squint a lot, mind you, but I'd never tripped over kerbs and lawn mower cords before.

Stepped on an open can of tuna the other week, and didn't that hurt. Wife had fed cat (it's OK; it was fit for feline consumption) and put the can on a stair while she Schultz the houseplants. I came downstairs, avec bifocals, and didn't see the can. The next thing I knew was agony underfoot. Not only that, my sock smelled of fish and I still have this cookie-cutter imprint on my right arch.

Since becoming four-eyed, I've stepped on Dog, relocated Cat, confused Wife and sat on the space between me and a chair a few times.

Another effect of bifocals is the Neck Crick. My job in QA requires me to inspect a lot. The lower part of the bifocals always has the most powerful lens, so up goes the head to look for inspectable bits, and after a while, it stays there. Between trying to focus with the head up and looking down for lawn-mower cords, the head sometimes starts to oscillate. People start calling you "old Noddy" behind your back.

I've tried doing without the bifocals, but found that I have to hold things about twice arms length to get them in focus. Wife refuses to stand six feet away and turn the pages of my books for me, and I miss a lot of good views. ("Good views my foot!", snorts Wife; "You old prevent!") At least Cat and Dog don't avoid me, but the minute they see glass on my face they crawl under the bed.

Weakened eye muscles happen to almost everyone over 40, states my MO; I guess the only thing to do is count the blessings which accrue to the four-eyed.

If only I could think of some.

Feelin' Guilty?

A prominent churchman recently wrote: "Would we be ready to give up our lives for the cause of peace as thousands of soldiers have agreed to give up their lives because of war?"

My first reaction was to feel somewhat ashamed. Soldiers -- my brothers! -- were the "bad guys" that were led astray and misguided to lay down their lives for war, a cause unworthy of them? The Christian and holy thing to do (it is suggested) is to give up one's life for the cause of peace?

Pray, where was this clergyman when he should have been studying metaphysics? He must have learned the difference between a *final cause*: that which is done to obtain or realize a goal; and the *efficient cause*: that which produces something. Soldiers were killed by war: war was the *efficient cause* of their demise; but peace was the benefit for which they

accepted the supreme sacrifice: the *final cause*.

Really, his sentence should have read: "Would we be ready to give up our lives for the cause of peace as thousands of soldiers have agreed to give up their lives for *peace*?"

Then, I asked myself if this churchman was really reflecting the doctrine of the Church. So I went to the Pastoral Constitution on the Church in the Modern World promulgated by the Fathers of the Second Vatican Council. This is what I read: "Those who are pledged to the service of their country as members of its armed forces should regard themselves as agents of security and freedom on behalf of their people. As long as they fulfill this role properly, they make a genuine contribution to the establishment of peace". Guilty? My word, no, I'm proud!

Father Pierre Vaillancourt

Pride In Your Uniform

The first time I heard those words, I was on basic training at HMCS Venture, the Officer Candidate School in Esquimalt, back in 1969. A patient but exasperated Chief Warrant Officer Prokopetz was trying to impress a platoon of fourteen chaplains and three young females that a uniform should be freshly pressed, and without lint! Shoes should be shined until they blinded you! A forage cap should be worn in such a way that the visor almost touched the end of your nose. "Wear your uniforms with pride", he told us. And he must have been thinking: "How many miracles do I need to transform fourteen individual and independent clergymen into a platoon of soldiers in six short weeks!"

I've heard those words again throughout my time in the Forces -- from commanding officers who were worried that discipline and general comportment were slipping.

But I never thought I would hear those words from the Pope! And now I have! On 19 April 1985, Pope John Paul was speaking to 10,000 Italian soldiers of Italy's Central Military Region. He spoke of the pride and honour of wearing their uniforms which was a public witness of their devotion to their country. For a Christian, he went on, devotion to one's country is a form of service to our fellow men.

He explained to them why they were entitled to be proud: "The morality of your profession, dear military people, stems from the ideal of serving peace -- within each individual national community and even more in the universal context." "Peace", he told them, "with its fullness of life, of truth, of justice, of freedom, remains the highest aim to which man and nations can dedicate their action". The Church promotes the cause of

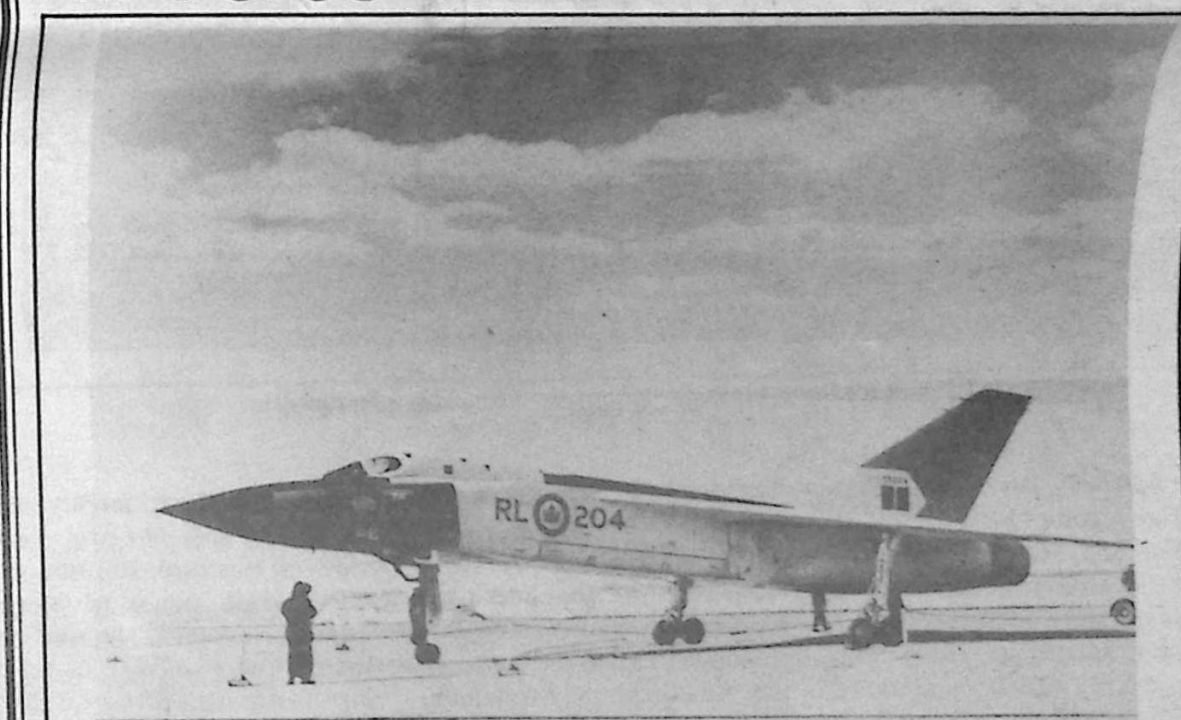
peace by preaching the message of the beatitudes of the evangelical love; by preparing increasingly rigorous criteria for the respect of human values; and finally by identifying concrete ways of internationalizing authority in order to reduce tensions in the world, and thereby reducing the need for armament.

And then these beautiful words that I would like to shout in everyone's ears until I was sure he or she heard them: "And nobody can be more sensitive and grateful for this passion for peace than he who devotes his life to its pursuit". And of course he speaks of those young soldiers who were before him!

Yes, Mr. Prokopetz, you were right and the Pope agrees with you. I should wear my uniform with pride!

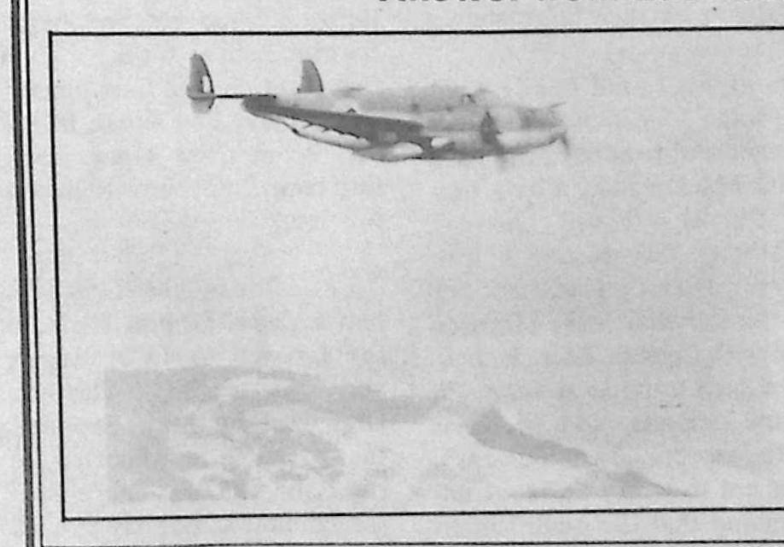
Father Pierre Vaillancourt

Air Force Trivia



what...where...why...when

Answer from Last Issue

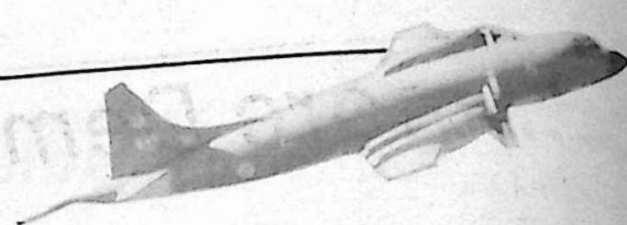


A Lockheed Hudson overflying RCAF Station Comox in the early 1950s. Runway 11-29 at that time ended at runway 06-24.

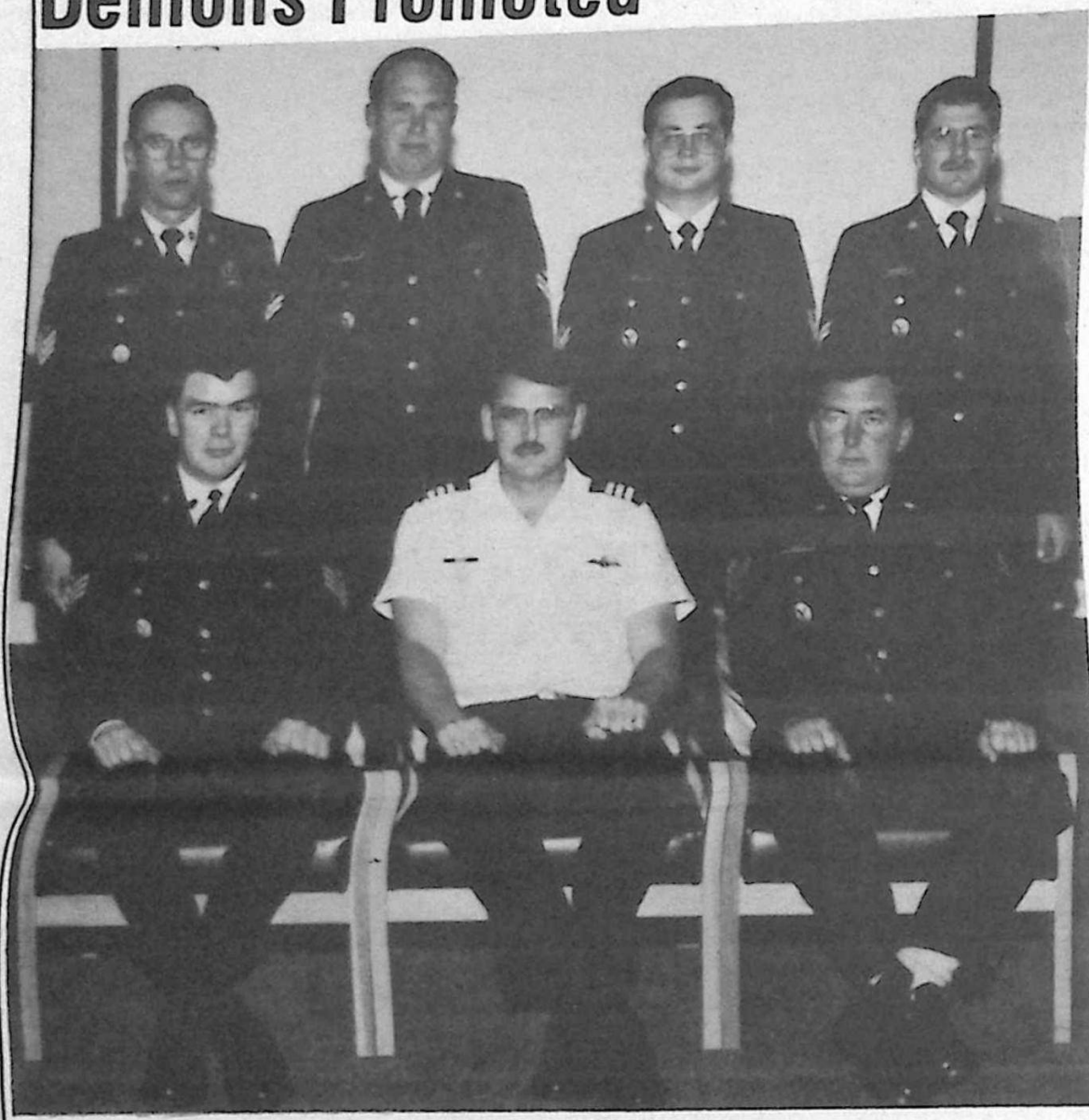
SECTION NEWS



Demon Doins



Demons Promoted



Front Row L to R

WO Peterson
LCol Rogers
WO Folliot

Back Row L to R

Sgt Filgate
Sgt Pegg
MCpl York
MCpl Saunders

407 Aircrew

The summer leave period is still upon us with Crews 3 and 5 just returning from a well deserved rest and Crews 4 and 7 waiting to depart for points unknown. The remaining crews, although at times extremely busy, have managed to weather the situation well with only a few incidents of grumbling to be heard. Most of those have been heard from Crew 5 spaces where Dom Carino had recently returned from Greenwood where he had been with Crew 2 on an OMS/house-hunting trip. Dom we could have saved you a lot of trouble - there are simply no houses to be had in Greenwood, but I'm sure that they won't keep you in Stalag 3 too long.

A lot of crews lately have been visiting the Enchanted Isle of the North for varying periods of time. It seems to be the squadron VPC check area.

There are, as you know, two types of VPC check rides - senior and junior. A senior ride, such as the one Chris Ketellapper made, involves a prolonged stay at an unsuspecting Adak with the Moosemen. While there, the budding VPC is tested in the following: how to handle warnings by the military police, a ticket for misuse of a government vehicle, ground personnel trapping a female in her shower

for an hour, and finally Kevin "Picaso" Kimpinski being caught red-handed spray painting MacDonalds. Chris handled it all very well, but Maj. Hansen's hair turned a little greyer. Now a junior check ride is the one that Steve Harrison did with Crew 6. There he handled such traumas as hangnail, home sickness, and problems with an unknown skin-rash. But not to worry Steve - I understand that the qualification is valid anyway.

Crew 4, those mighty air-men, were also part of a check ride - in this case, Bill Bowers' VPC ride down to North Island on a Subex. Nothing too unusual was encountered except for a small matter of little Johnny Langevin not being allowed in a bar because he had no ID to prove he was 21. Clearly another case of pilot not acting his age. Bill took it all in stride though and when things got too hot and heavy for him, such as at the 'O' Club that night, he just took himself outside and had a nap in the car. When Crew 4 goes away they really know how to have a fun time.

Last Friday the Squadron had a Super Demon Night to say farewell to LCol Rogers and his wife, Heather. Organized by Maj. Sponder, the 20 minutes allocated to roast the CO was more than enough time so nobody minded the 2 and 1/2 hours it took. The

CO and his lady walked away with some excellent gifts and the rest of us walked away with some amazing details on the private lives of our senior officers. Strange. Oh yes, Crew 3 also provided a little (yawn) entertainment with a skit on a reunion held in the year 2025. It was well acted, strangely presented, and thought provoking. How's that for the best joke of the evening?

Last but not least, tomorrow is the Reunion and it should be a big success. The meet and greet is Friday night from 1600 - 0100 hours, followed on Saturday by a dinner/dance starting at 1900 hours. There will be Demons there who span all of our Squadron history and they should make for some very interesting conversation. During the festivities on Saturday, we also get to welcome our new CO LCol Sutherland. Mind you he is a pilot, but we can forgive that. I hope I'll see everyone there. Nuff said.

SERVICING

There is nothing less imaginative than a newspaper article that covers the weather, but under the circumstances we have no choice but to complain about the so far non-existent summer. Our technicians still have their parkas hanging in servicing and the topic of conversation lately has been the ski season. Let's keep our fingers crossed and hope that it's a temporary delay and not a cancellation!

Postings and promotions?! It's the inevitable feast or famine situation and we are presently in the feast mode. "Charles in charge" is finally "Charles in charge" but he'll be doing it all in Edmonton. Good luck up-Chuck. Ken Stephens is looking forward to the nicer weather in Greenwood, along with Mrs. Carol Carriere (a.k.a. Carole Levesque). Al Peterson will be filling the position of WO in Toronto and Ron Douglas is en-route to Winnipeg, or is it Toronto?, or Borden?, or Cornwallis?, one of those anyway, he'll know when he gets there. Soon-to-be MWO Bailey is filling WO Nicol's place, and MCpls Grass and Hayman are taking charge of research. Bob's been undergoing an intense training program on how to sit correctly behind a desk and master the art of putting pen to paper. A few more months and he might have it!

New additions to our crew include Jean Leblanc, an airframe tech from Portage la Prairie, Cecile Blanchette, CRS, from Moosejaw, Sue Oostrom, AET, from Borden and Bill Pegg, AFT, all the way from maintenance. Rumour has it Sgt Overholt is looking forward to his return to one crew.

By the time this article is printed our boys will have returned from North Island. It was awful nice of the squadron to give Ron one last salmon run. Rumours from that trip will undoubtedly follow in the next issue.

The short stay in White Horse and Yellow Knife was enjoyable according to those who participated. Maybe next time a few people we won't mention will learn how to cast before purchasing a one year fishing license. Alas, they did return with a few nice Douglas firs.

SECTION NEWS

....more Demon doins

RIMPAC86

From the ground crew's point of view, the 1986 Rimpac exercise was, to say the least, a terrific success. The compatibility between each NATO country's representatives was remarkable. The Canadians undoubtedly left an egregious impression with our fellow participants. Within the first week of the detachment we held a B-B-Q for everyone involved in the exercise, which, if we may say so ourselves, was undoubtedly the best "bash" there. Everyone enjoyed barbecued ribs and chicken, beer by the keg and the infamous Canadian "surprise" moosemilk, (which left several unfamiliar to the concoction rather legless). Almost all personnel attended and, as the old saying goes, a good time was had by all, compliments of 407 Sqn. As one British technician declared, "I used to think the Canadians were quite boring and reserved but they've certainly changed my opinion on this trip". Now where did he get that impression in the first place?!, it wasn't from 407

Sqn. I will add that the Brits stopped in Greenwood enroute to Barbers Point!

With reasonable workloads as it was, all personnel had ample time to get plenty of serious shopping and tourism accomplished. Each crew attended Germains luau in between shifts which is a mandatory tourist attraction for first timers. The base offered discount prices on several of these and similar attractions around the Island.

Needless to say, if somewhat crapulent, we all had our share of Mai Tais, among other exotic creations. Consequently we involuntarily suffered the reverse effects of insobriety.

The 12 on 24 off shift was excellent, two cars were available for each crew and an extra one was acquired from the crew working dayshift. Although parts availability through the American supply system left something to be desired, it helped us all substantially by making us appreciate our own supply system. There was an overall show of collaboration and cooperation

between crews which made the trip even more so successful.

What a great way to kick off the summer! a great detachment. I'm sure all who participated would do it again anytime.

Did You Know



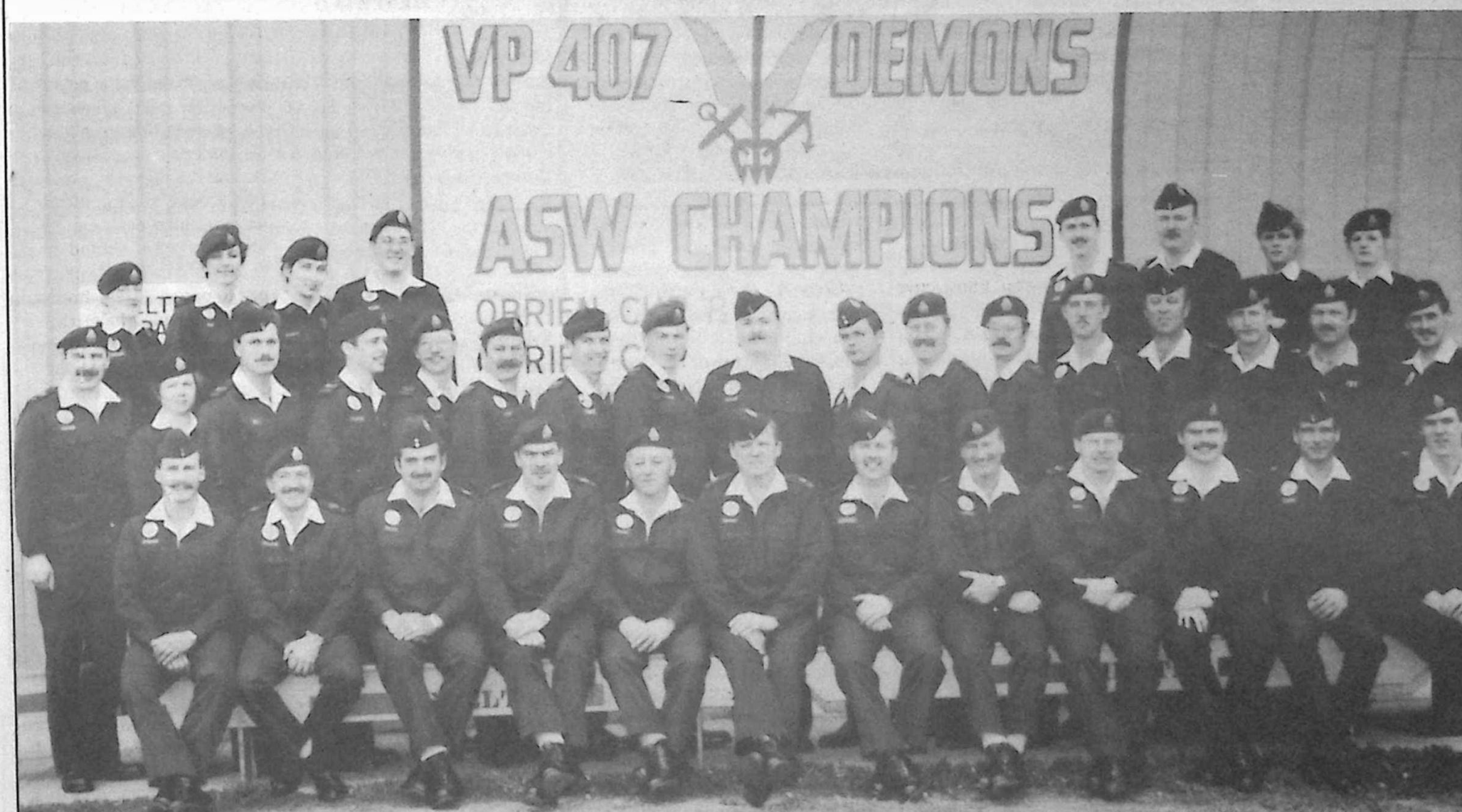
Thomas Edison patented more than a thousand inventions.

Young's Farewell



LCol Rogers, Lt (USN) B.J. Lunsford and the Crew 7 Moosemen celebrate the last flight of Maj Rick Young with 407 Squadron.

1 CREW - 1986



Rear row L to R: Carole Levesque, Holly Ford, Ann Warren, Steve Wilson, Ron Ayotte, Ed Ransberry, Marie Nolan, Anita Wilson.
Center row: Rod Mattson, Debbie Eckert, Bryan Beal, Ian Thompson, Mike Simard, Bob Hayman, Bob Filgate, Chris Carew, James Knaus, Gord McAndrew, Chuck Hogan, Shawn Johnson, Garry Hackett, Ron Douglas, Dan Labbe, Jim Taillon, Rick Cassie.

Front row: Perry Goddard, Bill Brulotte, Jean Maltais, Al Peterson, Wayne Sloan, Bob Bailey, Cal Jefford, Stan Lawson, Hank Budny, Sheldon Stotz, Bernie Hebert, Gary Grass.
Missing: John Rochester, Ken Stephens, Fred Otterman, Tim Hautzinger, Bruce Ehmann, Bernie Lebel.



BAMSO

The collecting of BAMSO shop news remains in the hands of an ex-RCAF type despite Bob Williams' move to greener (oops-light blue) pastures over the BTSO way. To qualify for this news roundup activity one apparently has to be an atrocious writer (lack of penmanship skills) and must use the messy desk top "seek and ye shall find" filing system.

When Bob cleaned out his goodies from the ArmAvO office the BAMSO was surprised to note that Bob's desk top was covered by plexiglass...it was only after Bob made his freight run to his new desk that his old desk top finally became unveiled or finally surfaced.

Most shops will have had one or more of our summer time Lt-OCdt AERE trainees pass their way. Lt Marc Dechamplain is assisting Maj Monahan with the coordination of CFB Comox's technical support for the Abbotsford Air Show. Lt Phillip Durocher is working with the ADAM system Operator and DIAC Services Officer to improve the operation of the ADAM computer system. OCdt Bob Furlotti is sharing the MSO's palatial office while working up a concept for ABDR (Aircraft Battle Damage Repair) operations for the Base and Squadrons. OCdt Dan Gibeau has a project to update the BTSO's briefing kit so will be travelling with a photo tech to get up-to-date colour slides of current equipment or activities. OCdt Tony Sykes has the project to eradicate some problems from our FMIS (Fuel Management Information System) computer program.

The "Phantom Armourer" has a new father figure to emulate or pick on as the case may be as Ron Fisher is now firmly planted in the ArmAvO job.

Congratulations to Bob (Workshops) and Mary Portman as I believe they are the recent winners of the Leeward Pub dinner for two.

Lack of news and shop writers on leave has led to little shop gossip this issue but I'm sure the flood gates will open in future editions of the "Fish Wrapper".

NAVCOM

Nav Com Labs is going to experience quite a few changes this summer, some of which have already taken place.

Recently, things have been reasonably quiet during coffee breaks without the invaluable and groan-inducing comments of Dave Crittenden. Dave is off to Kingston where, as an instructor, his audiences will have no choice but to sit and listen.

John Forbes has also departed from our section. He's been posted to Edmonton...no Cold Lake...or was it Toronto?...no it WAS Edmonton...I think.

Due to John's absence, Carl Charko's Fix It Shop has been relocated to Base Test Equipment. His old shop is still in operation under the new management of Ron Davies.

And speaking of "Davies", we are expecting one of our two new MCpl (W) s in this month. MCpl (W) Davey should arrive on 21 Jul 86 from Cold Lake. What a bargain guys! Two female supertechnicians for the price of one.

We were also honoured with a fleeting and final glimpse of Joe Glidden, who enjoyed the "Penguin-type" company in Cold Lake so much, that he managed a posting there.

More changes are due later but will be reported as they happen.

As for sports, one of our very own (although we don't always like to admit it) Clive Webb won a bronze medal for team accuracy, in sky diving, at the B.C. Summer Games. He claims that he was in contention for a silver medal in individual accuracy until he noticed the female's softball game in the adjacent ball diamond. This may appear to be a likely story, but if you know Clive at all (member of Frustrated Anonymous), you can believe it.

Following along the line of sports, Warren and Kym Sutton have announced that they are expecting a baby. As Warren's MCpl, I feel obligated to prepare him for the enormous responsibility of fatherhood by qualifying him by OJT. I could use a babysitter next Saturday night, Warren.

I'm on my way (posted) to VP 407 so this is my last article.

Camping Out

When camping out or in the backyard exercise special care with flammable liquids and open flame near tents. When camping out take the following steps: Buy a tent made of flame-retardant fabric. A paraffin coated cotton tent can burn up in a few minutes with someone trapped inside. If possible, purchase a tent with two exits or with a window sufficiently large enough to serve as a second exit. It is also a good idea to have a sharp instrument in the tent. In case fire obstructs the only exit, it can be used to cut out an exit in the walls.

Never use candles or matches in or near a tent. Use flashlights.

Extra care should be exercised when using electricity and lighting in or near tents. When using heaters, keep them well away from walls, pillows, camping chairs, in fact, all contents of the tent.

Build your fire downwind, far away from your tent. Make sure it's out before you go to sleep.

A fire extinguisher is must in every campers equipment, for it could well be a lifesaver. It is also recommended that a portable smoke alarm (detector) be part of every holidayers equipment. A minimum of one of these devices properly located in a recreational vehicle or a tent, a motel or hotel room, can detect the presence of smoke and may provide those precious extra moments that can mean survival.

Campers who carry fuel for propane or gasoline type camp stoves in the trunk of the car should never leave the fuel in the trunk over the weekend or any longer than needed to transport it. If you are planning a full day's drive to a campsite, take the precaution of opening the trunk periodically to ventilate the compartments.

Never freshen a fire with a liquid starter. Explosions can result. Keep liquid away from your tent and children.

All fire laws, ordinances and regulations should be strictly adhered to.

Children burn up in their own backyards experimenting with campfires, candles, tents, gasoline. Supervise learning and play. Make sure your children are safe. A little extra caution is an item well worth taking on any camping trip - whether it be the backyard or the open woods.

CFB Comox

SECTION NEWS



Legion Log Entertainment

BRANCH 17 - COURTENAY

TGIF at 6:30
Friday August 1 Music by PRIME TIME at 9 pm
Saturday August 2 Dance to WESTWIND at 9 p.m.

Friday & Saturday August 8 & 9 Dance to MILLER TIME at 9 pm

TGIF at 6:30 pm
Friday August 15 Dance to COUNTRY MEN at 9 pm

Saturday August 16 Giant Auction (Food Served) 12 noon
Music at 9 pm by COUNTRY MEN

Sunday August 17 Super Sunday Steak Bar-B-Q 12-8

Activities:

BINGOS - Monday, Tuesday, Thursday, and Sunday at 7:30

Friday - Drop-in bingo at 7 pm.

Thursday..... Fun Darts 7 P.M.

Friday - TGIF & Money draw at 6:30

Saturday Fun Bridge at 12:30

BRANCH 160 - COMOX

New Hours

Branch now open on Sundays 1 pm to 7 pm

Entertainment

Commencing 31 July the Branch will now have Thursday night dances.

Thu 31 July - ALLEY CATS

Fri. 1 Aug - SWEETWATER

Thu. 7 Aug - COUNTRY CLUB BAND

Fri. 8 Aug -

Thu. 14 Aug - WESTWIND

Fri. 15 Aug -

SPORTS

Branch 160 Annual Golf Tournament, Comox Golf Club - Sunday 10 Aug, 1 pm, \$10.00 per person (incl. green fees.) Open to all Branch 160 members, L. A. and bonafide guests. Cut off date for entries Wed. 6 Aug.

Branch 160 Picnic

Kin Beach Sunday 24 Aug, 1 pm to 6 pm. This is a family affair so bring the kids and have a good time. Food/fun/refreshments and games for young and old.



BRIAN HORLEY

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Courtenay

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Did You Know



Four-fifths of Greenland, the world's largest island, lies buried under an icecap that averages 1,000 feet in depth.

AROUND THE BASE

Thanks Cath!



Catherine Gibson

...our girl Friday is gone

Cathy, Farewell

You tamed our computer, and made the best brew.

You made up some ads, worked overtime too.

You collected the money and never did gripe,

When Editors asked, "Would you please re-type?"

You're Government now, (end of this rhyme).

Thank you for giving us, your Totem Time.

....N.V.B.

Hints For Motorcyclists

NIGHT RIDING

If you're one of America's 15 million motorcyclists the chances are that sometimes you're a night rider. Here from the experts at Motorcycle Safety Foundation are some tips to make your night riding safer.

- Learn to use the lights from other vehicles. Don't override your headlight which may not cover the road as well as those of an automobile.

- Take extra care to make sure others see you. Wear light, bright clothing. Reflective tape on your helmet and clothing may help catch another driver's eye.

- Don't wear a scratched face shield or goggles. At night it would be particularly dangerous because of the poor vision caused by the reflective glare from oncoming lights. If you use tinted eye protection during the day remember to carry a clear face shield or goggles for night riding.

- If the high beam of your headlight goes out, use the low beam, but get the lighting system fixed at the first opportunity. If your low beam goes out, switch to high beam, and turn or twist the headlight lower so it does not annoy other drivers.



Brave Lion Update

OTTAWA -- Exercise Brave Lion, scheduled to take place this summer in Northern Norway, will use civilian ships and aircraft to augment military transport of the largest movement of Canadian troops and equipment since World War II.

The exercise is designed to test plans for the mobilization and employment of the Canadian Air-Sea Transportable (CAST) Brigade Group and two Rapid Reinforcement Squadrons (RRS), as part of our commitment to help protect NATO's northern flank in a crisis. The CAST group is composed primarily of the 5e Groupe-brigade du Canada stationed at Valcartier, Quebec and Gagetown, N.B. The RRS formations are CF-5 fighter aircraft from Chatham, N.B. and Cold Lake, Alta. By 1989, these squadrons will be equipped with 'CF-18 aircraft.

Brave Lion will also test plans to integrate military and civilian transport. More than 2150 pieces of equipment, ranging from the M-109 self-propelled howitzers to Kiowa and Twin Huey helicopters, will be transported by four "roll-on roll-off" (ro-ro)

vehicle carrying ships.

The helicopters will be dismantled for shipment and reassembled on the jetty at Sorreisa in Northern Norway. Transworld Shipping of Montreal has been awarded the contract to cover this "sea lift".

The main air lift is scheduled to take place between August 31 and September 3, with approximately 1000 troops arriving daily in Norway. In addition to Canadian Forces Boeing 707s and C-130 Hercules, Air Canada will provide five Boeing 747s and Nation Air will provide four DC-8s, to fly approximately 4400 personnel from Quebec City and Chatham, N.B. to Bardufoss, Norway. The commercial aircraft will be integrated into the military flight system for this exercise. The Department of National Defence, Air Canada and Nation Air are expected to sign a contract later this month, finalizing their agreement.

Deployment for Exercise Brave Lion will be completed when the 'Rapid Reinforcement Squadron', consisting of eight CF-5's, from Chatham, arrive in Andoya, Norway between September 5 and 10.

Did You Know

STEAMBOAT SAGA

Two famous big ships have a very small ancestor, even though it's true she was all steamed up.

The Atlantic liners, the Queen Mary and the Queen Elizabeth, were built on the River Clyde in Scotland. They are descendants of a tiny ship which first sailed the Clyde in 1812.



Called *Comet* (after a comet which had been seen in the sky about that time), she was the invention of a hotel-keeper called Henry Bell. He gets the credit for introducing the first practical steamboat to ply on European waters.

At one time Scots claimed that Henry Bell built the first steamboat in the world, but Teacher's Scotch Information Centre points out that an American steamboat was sailing before 1810.

The "Comet" had a crew of 12, including a schoolmaster who was the captain, and a piper who stood at the bow and played inspiring music. On her first voyage she went ashore on a sandbank, but the crew merely hopped out and pushed her off.

Henry Bell's object was to carry visitors from Glasgow to his hotel at Edinburgh, but he started something which went round the world.

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SPORTS & RECREATION

Softball Update

MEN WIN GOLD

The CFB Comox Servicemen's Softball team recently attended the Pac Region Servicemen's Softball Championship at CFS Kamloops (16 - 20 Jul 86) where they were successful in their quest for the gold for the second year in a row. Results of the championship were:

CFB Comox (3) vs Fleet (2)
CFB Comox (8) vs CFB Esquimalt (7)
CFB Comox (12) vs CFB Chilliwack (5)

The championship game saw Comox up against the Fleet. The boys came out flat and lost 9 - 6. A second game was then played due to the fact that both teams now had identical records. The Comox team came out with bats buzzing as they easily demolished the Fleet 11 - 2 to win the championship.

The team will now travel to CFB Shearwater as the Pac Region representative at the CF Nationals 11 - 15 Sept 86. All base personnel congratulate the team for their excellent play and sportsmanship at the Regionals and wish them all the best at the Nationals. A special note - Cpl Dennis Mahoney-Bruer was chosen team MVP and tournament MVP with a batting average of .750. Congratulations Dennis.

LADIES IN TOO!

The CFB Comox Servicewomen's Fastball team will represent the Pac Region at the National meet later this year. Since inception of this sport in the National Program, Comox has represented this region every year thus far.

The Regional competition was held 11 - 12 July at CFB Esquimalt. The first meeting between Chilliwack and Esquimalt was an error filled game with the host team coming out on top, 19 - 18. The second game between Comox and Esquimalt got off to a slow start but ended in a 13 - 0 route after 5 innings. The next game saw Comox destroy Chilliwack 22 - 0 in 5 innings, thus setting the scene for a Comox/Esquimalt final.

The second meeting of these 2 teams was much like the first, but with good all around play and excellent pitching, our girls triumphed 14 - 0 to retain possession of the coveted trophy.

With continuing practice and determination needed to span the remainder of the 2 month period between Regionals and Nationals, Sept should see a strong Pac Region representative this year.



Outdoor Writers of Canada

Pipe Smoke

By Gerry Gerow



One of the things that scares me the most, both in the wild, and with house pets, is the disease known as RABIES. The really bad point about rabies is that if it is not treated before the symptoms appear, it is invariably fatal. In Continental Europe the disease is so common in the wild that no one would think of permitting their pets to go unvaccinated. In North America, however, such is not the case. Many, otherwise caring pet owners, permit their pets to go without immunization. This is magnified by the fact that many pets are owned by those who can't really afford the shots. At one time there were free rabies vaccination clinics but these seem to have disappeared.

Rabies is on the increase in Canada. There have been a startling number of infected animals found, mainly in Ontario. The disease is spread primarily by carnivorous animals such as foxes and wolves. Bats, also, can spread the disease. Any warm blooded mammal is susceptible to rabies, but as it is primarily spread from the saliva of the infected animal into the bloodstream of another, the main threat of infection comes from animals which bite others.

The disease takes two forms. One is easily recognized by its symptoms of frothing at the mouth and irrational behaviour from which was coined the phrase 'mad dog'. The other form is called 'dumb rabies' and is not easily recognized. The animal may simply act lethargic

and sickly, but no one really realizes what is wrong.

Any bite from an animal, tame or wild, no matter how small should be reported to medical authorities. If possible, the animal should be detained for examination. Unfortunately there is no vaccine existing which can be used on humans. Fortunately if the possibility of infection is known, the preventative shots are effective and contrary to popular belief, they are not overly painful.

There are a number of other diseases which your dog should be immunized against. CANINE DISTEMPER is often fatal if contracted. HEPATITIS is another, often fatal, disease. CANINE LEPTOSPIROSIS can cause kidney damage and can be transmitted to humans.

CANINE PARVOVIRUS is a new dog disease. It only came on the scene in 1978. It is particularly dangerous in puppies. Other diseases such as parainfluenza are not normally serious in healthy dogs but can be disastrous if contracted by puppies.

Normally only one needle is required to vaccinate the dog against all the common diseases with a second shot for rabies. If your dog hasn't had a shot in the past year it's time to see the vet. You owe it to your pets to see that they receive proper medical care.

Did you know?

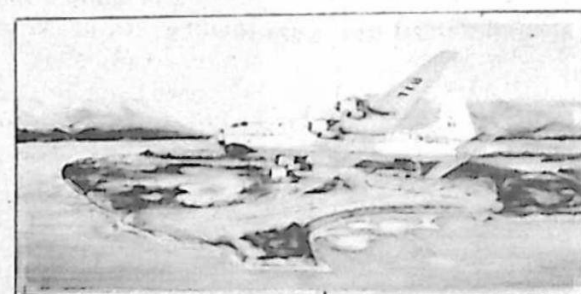
A light year is not a measurement of time but of distance. It is the distance a ray of light would travel in one year, about six trillion miles!

OWC Award for 442



Outdoor Writers of Canada committee member Capt Frank Gavin presents LCol Dave Lett with OWC plaque as a token of appreciation for airshow and static display by 442 Sqn on 8 Jul 86.

Congratulations and best wishes to CFB Comox on your Armed Forces Day and to VP 407 on your reunion.



A Special Greeting to all Demons and Ex-Demons who may be returning to Comox for the Reunion. Should your plans for the future include settling in B.C., selling, or buying Real Estate Please give me a call.



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Next Deadline...

August 18

SPORTS & RECREATION

New Openings at Glacier Greens



Bud Englund, Bill Chiki, Mike Murphy, John Ferguson, Steve Bailey, Dan Forget, Bud Peters.



Maj Larry Harker, Mike Murphy, John Ferguson, Doug MacArthur

The new bridge between No. 6 and No. 7 holes has been officially opened at an informal ceremony that took place this month. The bridge has been built through a self help project and at no cost of N.P.F. The volunteers who freely gave their time for the building of this bridge are Bud Englund, Bill Chiki, Mike Murphy, John Ferguson, Steve Bailey, Dan Forget, and Bud Peters. On the same day, another opening ceremony took place to officially open the new driving net. The one person who patiently put the net together is OCdt Rob Dimmer from the Air Traffic Section. Well done Rob. Contributors to this project are Mike Murphy and John Ferguson. At the present time, the course is in excellent shape. Rules are that you are not allowed to "bump" your ball (preferred lie) and must play it as it lies. So to all of you "bumpers", Beware. Coming back to the driving net, the cost for balls is \$1.00 per small bag which contains approximately 30 balls or \$15.00 for the rest of

the season. By the way, you are not allowed to use your own practice balls in the driving net. The next tournament to take place is the "Mr. & Mrs." Tournament. The date was scheduled for the 17 Aug 86 but will be amended so check with your tournament chairman for further details. Another interesting tournament coming up is the "General Lett" which will be played on Aug 23rd and is open to military and ex-military members only. We will have the results of the Lefty vs Righty Tournament which was held on 27 Jul. The only thing that we could mention for now is that the Lefties won by at least 4 points and also there was a lot of moaning and groaning after the game in the club house. So I guess that the true right handed golfers are the ones that wear right handed gloves and address the ball from the right. Congratulations to John Ferguson who had a hole in one on Men's Night last week.

Tri-K was Tough!

...base participants do well

On Sun 20 Jul 86, Comox was the sight of the third running of the Tri-K Triathlon. Six personnel from CFB Comox participated in this prestigious event.

The swim was a little delayed due to the course being chewed up by boats the previous night. But at 1030 hrs the first swimmers entered the 62F freezing water to battle the 1500 meter swim. Not only were they fighting the cold but after swimming to the half way point, the return trip was fighting quite a powerful current, which hampered a lot of the swimmers. After the gruelling swim, the participants had to jump on their bikes and pedal a 26 mile course which was very challenging. It included a lot of hills and sharp turns. Throughout the race the sun was beating down on everybody, making things a bit harder, especially due to the fact that most Valley participants had practiced all the time in cooler weather. At last the final event, running, which

consisted of quite a hilly course ending at the Washington Inn after six (6) miles.

The base had quite a few participants entered, all of whom did very well. For some of them it was their first Tri-K Triathlon. Cpl Al Shanks finished 76th overall with a time of 2:43:17. MCpl Skidmore, for his first time ever did very well, finished 91st overall with a time of 2:52:53. For someone who could barely swim a length of the pool at the start of his training he did extremely well. 2Lt Ken Westeweld finished 96th overall with a time of 2:56:22. Cpl Mark Dufour finished 98th overall with a time of 3:00:23. Cpl Yves Carignan finished 101st overall with a time of 3:02:16. The only woman on the base to compete was Lt Linda Becker who finished 104th overall with a great time of 3:03:46.

All participants should be congratulated for entering such a prestigious event and for their excellent overall performance.

SHELLFISH CLOSURE

The red tide shellfish ban now in place for the entire B.C. coast does not affect commercially-packaged products on store shelves or shellfish served in restaurants.

Department of Fisheries and Oceans sanitary shellfish coordinator Rudy Chiang said today those products had already been inspected and found safe before the red tide hazard occurred on July 16. The ban will stay in effect until further notice.

"I'd like to remind people," Chiang said, "that DFO fishery officers regularly obtain shellfish samples from beaches up and down the coast, and our

inspectors routinely sample shellfish lots at commercial processing plants to ensure public safety."

During the summer months DFO also sets up mussel monitoring stations in the Strait of Georgia to provide an early warning red tide system, Chiang said.

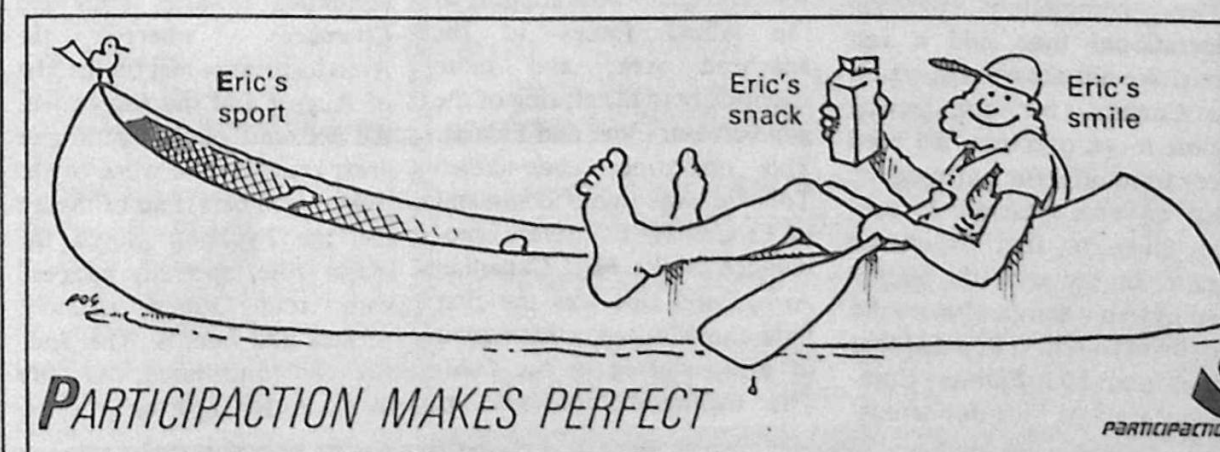
Yesterday Chiang announced that for the first time in six years, DFO banned commercial and recreational harvesting of bivalve shellfish along the entire coast due to a growing presence of red tide or paralytic shellfish poisoning (PSP).

Chiang said that tests have revealed some of the highest levels of PSP on the south coast.

The ban applies to the recreational and commercial harvesting of mussels, clams, oysters and scallops - but not crustaceans such as crabs, shrimps and prawns.

Chiang said PSP is the bloom of the single-celled phytoplankton organism - *Prorocentrum* -- and is affected by temperature, salinity, nutrients and the upwelling of bottom sediment.

PSP symptoms include numbness and tingling of the lips, tongue, face and extremities, followed by nausea and vomiting and potentially fatal respiratory paralysis.



FALAISE

...tales from Duke's Diary



Duke Warren



...rotting flesh of dead horses



...death & destruction everywhere.

June of 1944 was a frustrating month for my twin brother and I, for the long-awaited return to Europe had seen the Allied Armies land on the 6th of June, and we were still on our "rest tour" at Ingham, near Lincoln. The Bomber Defence Training Flight, a detachment of the Air Fighting Development Unit, that we were members of, made practice attacks on various types of bombers so the air gunners could track and use their cine-gun cameras to sharpen their skills at aerial gunnery. Although important to the war effort, still we chafed at not being on operations at this critical time.

In mid-June we received a letter from our former Commanding Officer, S/LHAS Johnston, DFC, who had just finished his own rest tour and had been given command of 66 Squadron RAF flying Spitfire IX LF aircraft. The CO said he had asked for us to be sent to his squadron as he knew our non-op tour was just about complete, but that he was having trouble with HQ Fighter Command to release us from our present positions. At the same time, the RCAF sent an officer to interview us regarding a months leave in Canada which was normally granted after completion of an operational tour and a rest tour. We did not want to return to Canada, for our leaving home to go overseas had been very traumatic for our parents, and we were reluctant to subject them to that experience again. In the end, the RCAF had us sign a waiver that we did not want to return home at that time, and HQ Fighter Command granted S/L Johnstons'

request that we be sent to his squadron, where my twin assumed command of "A" flight in early July. I was his deputy flight commander, and the pilots in the flight finding it near impossible to differentiate between us, accepted orders from whoever gave them since in any case I was the deputy.

At this time the squadron was part of 132 Wing, Royal Norwegian Air Force, and consisted of two RCAF Spitfire Sqdns, 331 and 332, and one RAF Sqdn, 66, our Sqdn. Based at Tangmere or satellites, and living under canvas, we escorted daylight "heavies" to various targets on the continent. Our first operation was on 12th July 44 when the Wing escorted twenty-four Liberators to bomb Noball sites. Noball was the code designation for VI launching sites in France, and although the Luftwaffe seldom responded with fighter action against our forces the flak thrown up at bombers, and ourselves, was pretty impressive. Although not likely to win the war, the VIs were best described at the time as a "cunning nuisance".

In early August most of the bombing sorties we escorted were directed to the support of the Allied forces in the beachhead area, and more specifically to the closing of the gap between Caen and Falaise. This operation, code-named Totalize, was under command of Lt Gen HDG Crerar, commander of the First Canadian Army, and this was the first time Canada had a formation of army stature in the field. The formation consisted of

Gen Simonds' 2nd Canadian Corps, including the 1st Polish Armoured Division and 51st (highland) Division, and the 1st British Corps, which had a Dutch and a Belgian brigade.

On the 7th of August Operation Totalize was launched shortly before midnight with a heavy bomber raid and artillery fire from 720 guns. Next day the US 8th Airforce dropped almost 1500 tons of bombs on the enemy from 492 bombers. Unfortunately, two twelve plane groups erred and bombed the Polish Armoured and 3rd Canadian Division, causing 65 killed and 250 wounded among our own troops. Occasionally after an operation our squadron would land in the beachhead for refuelling before returning to England or to do another sortie and then land back in England. Much of our work at this time was armed reconnaissance or fighter bomber. The Spitfire could carry a 500 lb bomb under the fuselage and one 250 under each wing, in addition to the usual machine guns. Our aircraft were fitted with two 20mm cannon and two point five Brownings, a combination I particularly liked.

Falaise was reached on the 16th of August, and fighting continued towards Trun and Chambois where the Americans were met on the 21st of August and the gap closed. All accounts of the battle give great credit to the work of the fighter-bombers, and of these I feel the Typhoon played the major role, specially adapted with four 20mm cannon, rockets and bombs. The Spitfire also contributed, not only to secure air superiority in the

battle area, but also doing armed reconnaissance and fighter-bomber attacks. I shall always remember attacking German horse-drawn transport, and a good deal of it was horse-drawn, and to see the horses rear and scream with fright and pain. The German soldiers would be pulled off their feet holding the bridles, and somehow one felt specially sorry for the horses, for they could not understand the terrible things happening to them.

When the battle was over we were already based in Normandy, at B16, near Vilon les Buissons. This was one of the first "tar-paper" strips, a method of laying down heavy treated paper on the airfield in an attempt to control the dust. Not only was it most disconcerting to have visibility limited to a few yards by the dust during

landing or take-off, but the dust was very damaging to the aircraft motors, and Typhoons specially suffered engine failures because of this problem. Equipped as they were with the sleeve valve Napier 24 cylinder Sabre engine, they could not eat the dust the way a Merlin could.

B16 was close to Caen and Carpiquet airfield where fighting had been bitter and the Canadians experienced heavy casualties. Situated in an orchard with small trees in the area it was not unusual to come across a corpse that had been missed in the clearing of the woods. Indeed, a DRO notice (even in the field there are DROs) stated personnel who found a dead body should

continued on page 24



...the Warren boys - circa '44

CANADIAN FORCES UPDATE

New Boss at Air Command



Lt. Gen. Larry Ashley

WINNIPEG -- Simcoe native, Major-General Larry A. Ashley, will be promoted to the rank of Lieutenant-General August 1, 1986 and on the same date will assume command of Air Command during ceremonies which will be held at the Command's headquarters in Winnipeg.

Air Command is the largest command in the Canadian Forces. Comprised of six functional air groups, the Command's 650 aircraft and 33,000 military and civilian personnel are located at 37 bases and stations across Canada.

Maj.-Gen. Ashley was born in Simcoe, Ont. October 2, 1937. After completing his secondary schooling in Simcoe, he attended the Royal Military College of Canada, Kingston, Ont. as a naval cadet graduating in 1959 with a Bachelor of Science degree. The following year he completed pilot training with the Royal Canadian Air Force and served with several naval air squadrons as a naval aviator. As well, he qualified as an aerospace engineer and served in a wide range of flight test and technical assignments.

During his career, Maj.-Gen. Ashley commanded both 406 Maritime Training Squadron and 423 Anti-Submarine Squadron. Both units were located at Canadian Forces Base Shearwater, N.S.

After a one-year tour as senior staff officer, maritime, at Air Command Headquarters in Winnipeg, Maj.-Gen. Ashley returned to CFB Shearwater as Base Commander in 1977. Two

years later he was named Director of Air Requirements at National Defence Headquarters in Ottawa, a position he held until 1981 when he was promoted to the rank of brigadier-general and posted to Brunssum, The Netherlands, where he served as Chief of Military Factors for the NATO Airborne Early Warning and Control Program.

Upon his promotion to Maj.-Gen. in August 1983, he was named Chief of Air Doctrine and Operations, once again at National Defence Headquarters.

In November 1985, Maj.-Gen. Ashley was appointed to the Order of Military Merit in the Grade of Commander. The appointment was made in recognition of conspicuous merit and exceptional military service.

Maj.-Gen. Ashley is married to Gail Berry of St. Thomas, Ont. They have three children: Lesslie, Royce and Christopher.

New Commander at MAG

...BGen Curleigh takes the helm



BGen Colin Curleigh

Brigadier-General Curleigh was born in Aklavik, NWT and spent his youth in Nova Scotia, Saskatchewan and Alberta. In Halifax he was a member of the RCSCC NELSON and served with the RCMP Marine Division for one summer. On Graduation from Queen Elizabeth High in 1952 he joined the Canadian Forces as a Naval Cadet at the College Militaire Royal de St. Jean.

As a cadet he trained in the training yacht ORIOLE, the

frigate STETTLER, and the cruisers ONTARIO and QUEBEC. On graduation from CMR he served in HMCS IROQUOIS as a Midshipman, and subsequently served as a ship's officer in HMCS CAYUGA and NIPIGON.

In 1959 he was selected for flying training with the Royal Canadian Air Force, and after being awarded his wings was posted to the Naval Air Station Shearwater for Tracker training, and later for conversion to helicopters. In 1963 he was part of the initial group of pilots from Anti-Submarine Helicopter Squadron Fifty to be trained in the USA on the new Sea King helicopter. He was the Commanding Officer of HS-50 from 1969 to 1972 and at that time had flown from HMCS BONAVENTURE, the AORs and all the Canadian Navy's DDHs.

Since 1972 he has been on the staff of the Canadian Defence Liaison Staff (Washington), on the Directing Staff of the Staff College in Toronto, Commandant of the Canadian Forces Staff School in Toronto, and

on the staff of the Commander-in-Chief of the Allied Forces' Central Europe in Brunssum, the Netherlands.

He is also a graduate of Royal Naval College, Greenwich UK; Dalhousie University, Halifax; the CF Command and Staff College, Toronto; and, the National Defence College, Kingston.

In 1972 he was included in the first group to be appointed to the new Order of Military Merit. The citation read: "for outstanding leadership in the development of techniques, tactics, flight procedures and standards for the destroyer-borne, anti-submarine helicopter concept."

He is married to the former Nancy Lee Melanson of Parrsboro and they have three sons: George, Jon and James, and a daughter Sara.

Brigadier-General Curleigh has been the Deputy Commander of Maritime Air Group since 1984, and was recently promoted to his present rank to assume Command of the Group.

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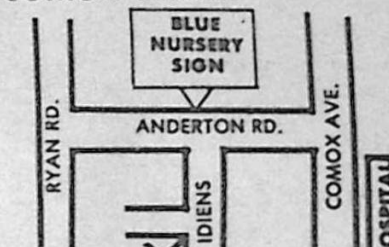


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AROUND THE BASE

CD1s and 2s Presented



Front Row L to R

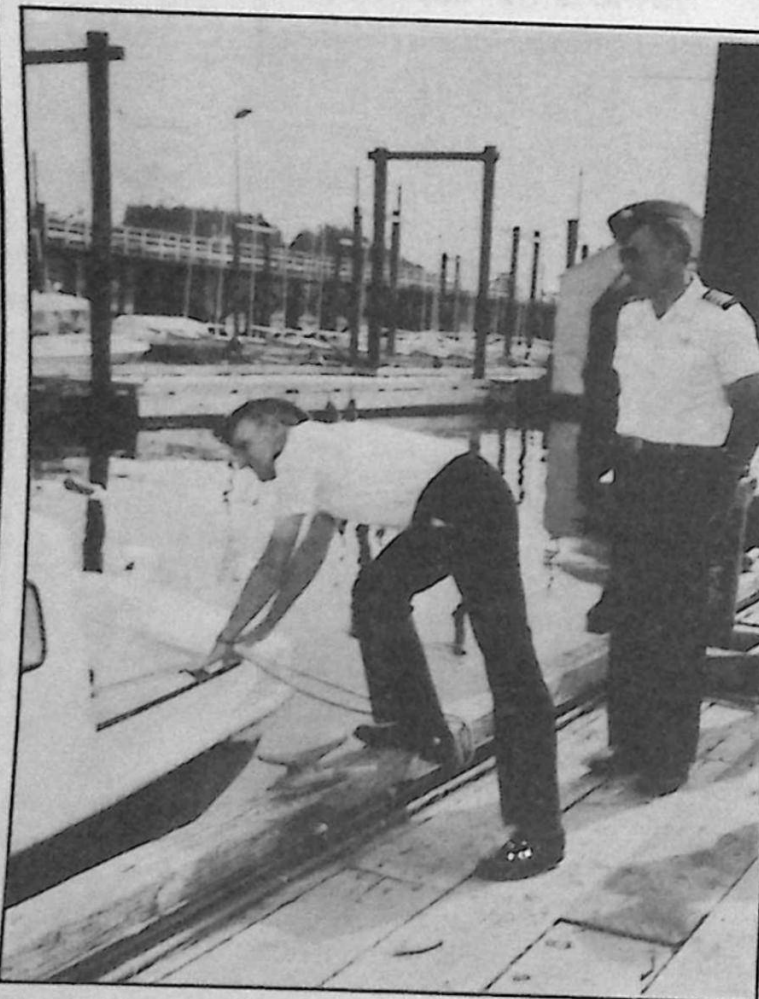
Sgt Lawless
Sgt Hiebert
Col Kadonoff
Capt Richter
Sgt Nelson

Back Row L to R

Sgt Vandusen
Sgt Warriner
Cpl Warren
MCpl Weeds

BGen Patrick Visits Comox

...outgoing MAG Commander says farewell



...looking in on a training vessel

Outgoing MAG Commander BGen Ian Patrick paid a visit to CFB Comox recently. BGen Patrick was given a comprehensive tour of HMCS Quadra while here and got a first hand look at the extensive summer cadet program.

The General and Mrs. Patrick were entertained by Col and Mrs. Kadonoff while here and a dining in night was held at the Officers Mess.

BGen Patrick is leaving his post as MAG Commander and proceeding to AIRCOM in Winnipeg. He is being succeeded at MAG by BGen Curleigh.

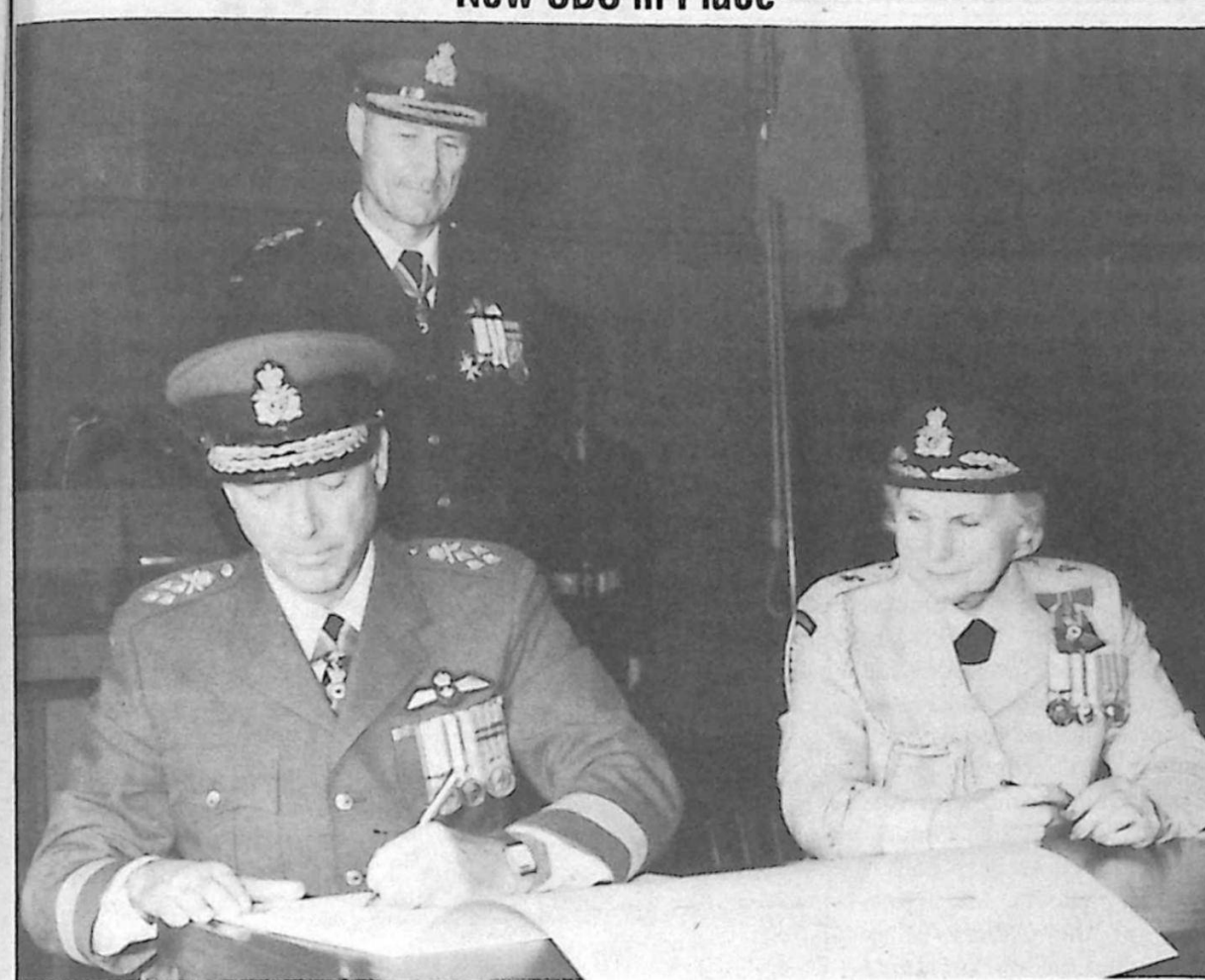
GMK



...action in the wheelhouse

CANADIAN FORCES UPDATE

New CDS in Place



General Paul Manson (left) signs for the Canadian Armed Forces while Governor General Jeanne Sauve (right) and General Gerard Theriault (standing) look on during change of command ceremonies held at CFB Ottawa July 11, 1986.

New Sub Project

OTTAWA -- The Minister of National Defence, the Honourable Perrin Beatty, has announced government approval of a preliminary phase towards the acquisition of new submarines for the Canadian Navy. The modern submarines would replace Canada's aging fleet of three diesel/electric propelled submarines which are approaching their design life expectancy.

The Department of National Defence has identified a need for a minimum of four new conventional submarines to replace its current fleet and restore a minimum submarine capability on the West Coast.

Perrin Beatty said: "The modernization of Canada's Naval forces is considered essential to enable Canada to fulfil its defence and sovereignty requirements of the 1990s and beyond".

Authorization to proceed with the Project Definition phase of the Canadian Submarine Acquisition Project (CASAP) marks the beginning of a lengthy process to identify and cost suitable submarine designs and any adaptations necessary to satisfy Canadian Forces requirements.

During this phase, fully costed options for four, six, eight and 12 submarines will be developed by potential Canadian prime contractors. As well, final options with

regard to procurement strategy, technology transfer, Canadian industrial participation and life cycle support will be determined.

Perrin Beatty also declared that the definition studies will be carried out at a funded competition between two qualified Canadian prime contractors, with the highest possible level of Canadian in-

dustrial participation. The tenders are expected to be selected and named early in 1988.

If the project proceeds as scheduled, construction of the first submarine would commence in 1990 and the first new submarine would join the fleet in 1995. The second submarine would join the fleet two years later and the minimum four would be completed by 1999.

Female Fliers

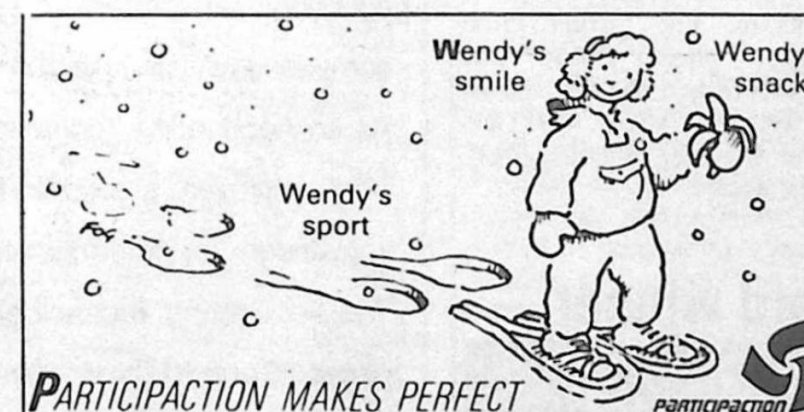
OTTAWA -- The Honourable Perrin Beatty, Minister of National Defence, has announced that aircrew positions in the Canadian Armed Forces are now open to women. The Chief of the Defence Staff, General Gerard C.E. Theriault, in one of his last decisions before retiring last Friday as head of Canada's Armed Forces, ordered that women will now be eligible to fly as pilots, air navigators and flight engineers (officer and non-commissioned member) in a wide variety of aircraft, including the 170-passenger Boeing 707; the C-130 Hercules and other transport aircraft; the CH-113 Labrador and CH-135 Twin Huey helicopters used for search and rescue; the CT-114 Tutor jet used for pilot training and the T-33 Silver Star in the utility/communications relay role.

Beatty said that Canada is, with a handful of other nations, at the forefront of the employment of women in military service.

The number of women serving in the Canadian Forces has risen from a controlled ceiling of 1,500 in 1971, to approximately 7,400 today, which represents 8.9 per cent of the Regular Force. Within NATO only the United States, with 9.5 per cent, has a higher percentage of women in the military. Of all the countries of the world fewer than five are known to have a higher percentage of women in their armed forces.

Beatty added that the Canadian Armed Forces is fully committed to the government's policy concerning the Charter of Rights and Freedoms while ensuring the provision of operationally effective forces in order to continue to provide peace and security at home and abroad.

Since March, 1986 when the Chief of the Defence Staff established the Charter Task Force, approximately 3,500 additional positions in the Canadian Armed Forces have been designated as mixed-gender positions. The Charter Task Force was formed following the Government's response to the Equality Rights sub-committee which tabled its report in Parliament March 4, 1986. It will submit its final report on 1 October 1986. So far, as a result of Charter Task Force recommendations, twelve military occupations such as intelligence operator and search and rescue technician have been designated mixed-gender. The naval architecture specialty has become a mixed-gender sub-occupation in the maritime engineering field. Additional recommendations by the task force are expected to be made prior to the completion of the final report. Presently, 73 per cent (approximately 35,500) of the military occupations in the Canadian Armed Forces are now open to mixed-gender employment.



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AROUND THE BASE

Filberg Festival

Don Hutchens - guest artist

The Filberg Festival August 1, 2, 3 & 4 will have special attraction for all potters and lovers of the craft. Gordon Hutchens, the internationally well known potter will be guest artist in the Lodge at Filberg. He will have a fascinating and beautiful collection of works in clay and as a great addition to his exhibition will be some examples of his other craft—glass blowing. He is experimenting with colour and patterns in glass and will display vase forms in transparent, translucent and opal glass.

Gordon Hutchens, a very well known and admired potter has become a master craftsman whose work is known throughout North America and in Japan. He lives and works in a large studio hidden in the woods on Denman Island. He was born in Champayne, Illinois in 1949. Having grown up near the campus of the University of Illinois he found it natural to study there, graduated with an honors degree in Fine Arts specializing in ceramic design and glass blowing. Putting himself through school by working in the University ceramics lab as an assistant, he learned a great deal from the engineers and technicians while taking the fine arts courses in his University program. After his degree he continued his studies and

had many more learning experiences at workshops, including those held at the Toledo Museum School, the Pilchuck Glass Centre in Washington and the Sheridan School of Design. He has studied furnace design and welding and has designed and constructed for his own use, three kilns for his pottery and three furnaces for his glass production. This is a most impressive catalogue of skills involving not only great artistic ability but mechanical and chemical capabilities. He is a man of many skills.

Gordon Hutchens came to Canada in 1973 and taught ceramics in West Vancouver for two years. His ambition had always been to have his own studio and when he discovered Denman Island he decides that it was here where he would embark on his life's project. Ten years later he has a lovely spacious and functional studio and hopes to remodel and enlarge the small house where he had his Denman Island beginnings. He works very hard at his two crafts but takes time to continue teaching through workshops and demonstrations at Universities and colleges throughout B.C.

Gordon Hutchens has achieved his ambition to have his own studio and to make his livelihood in the work he does.

His works are in the permanent collections of the Maltwood Museum in Victoria, the Burnaby Art Gallery and private collections in Canada, the U.S. and Japan. His work has been exhibited in Vancouver at the Cartwright St. Gallery, the U.B.C. Museum of Anthropology, the Rembrandt Gallery, Ping Gallery, Bernadettes Gallery, Circle Craft Gallery, and the B.C. Gallery of Ceramics. In Calgary he has exhibited at the Rubaiyat Gallery and Art Objects. In Victoria, at the Handloom and the Out of Hand Gallery. In Edmonton, at the Nuttall Conservatory and the Fireweed Gallery. In Toronto, at the Kaffee Gallery, the Ontario Crafts Council Gallery and A Show of Hands. In Nova Scotia, at the Gallery 21 in Halifax, and the Market House Gallery in Annapolis Royal. In Japan at an exhibition of Western Canadian Crafts; in Seattle at the International Academy of Ceramics Annual Exhibition.

The Filberg Lodge and Park Association is delighted to bring the work of this talented artist to the Festival.

Mr. Hutchens will be doing a Raku firing on Friday, August 1, and will also be actually potting at various times during the other days of the Festival.

P.P.A.S.S.

P.P.A.S.S. Post Polio Awareness and Support Society of British Columbia was founded April 19, 1986, in Victoria, B.C.

The need for this Society arose from a new problem, commonly known as Post Polio Syndrome, now being suffered by many Polio Survivors. The advent of the polio vaccines has meant that very little information about Poliomyelitis has been included in medical school curricula; therefore, when a former Polio patient goes to a physician complaining of muscle weakness, pain and unusual fatigue, frequently the problem is misdiagnosed.

The aim of this Society is to provide information, to assist in medical research, and to provide support to all Polio Survivors and their families.

The Society will meet at regular intervals throughout the year at the Garth Homer Centre, Victoria, and will

present programs by medical professionals and provide literature on current research and developments. "Contact people" are located throughout the province and audio tapes of every meeting are available for those unable to attend, and newsletters are sent to all members.

Suggestion award winner



Sgt Lesage accepts

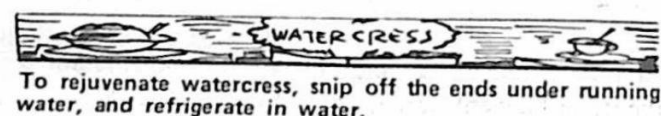
Maj Young presents

NOSTALGIA



Bill Mazey gets his first extension CIRCA.....some other era!

Wisdom



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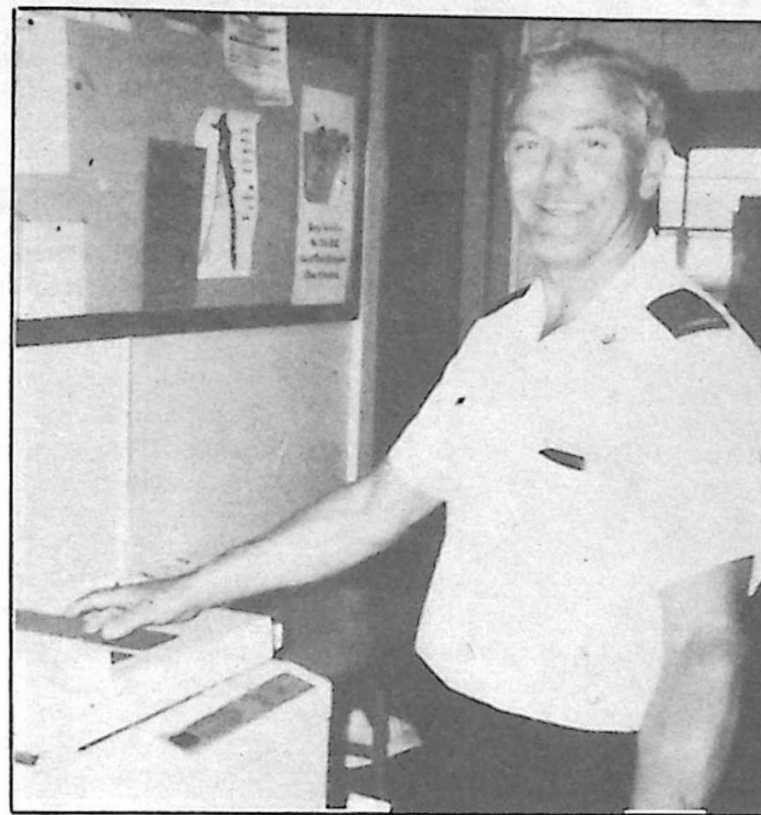
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AROUND THE BASE

PROFILE



Training the Techs — WO Cal Pearson

In April 1951, a young flight cadet reported to the Officer Selection Unit at Crumlin (near London, Ont.), for processing as a pilot trainee. He didn't make it, so he went home, and four years later he was back — married — to begin a career as a Comm Tech in the RCAF.

Cal Pearson's experience is on aircraft which have become museum pieces: the Lancaster, Neptune, Expeditor, Sabre, Voodoo, Starfighter and T-33. It was while working on a Sabre that he began his running career (he does three miles a day), albeit inadvertently. He inveigled a fellow technician by the name of Jim McKendry (young Shatterproof himself) to try on a pair of special "ear-phones". These were connected to a Megger, but Jim didn't know it until he got twelve thousand volts between the ears.

The resulting two-mile chase between the hangars and shops

of Zweibrücken convinced Cal that running would be good for him in future. He's still an inveterate joker (of the verbal kind) who memorizes punch lines to feed his seemingly endless string of bon mots. He can also be described (charitably) as a conversationalist, who can either fill or empty a room, depending on the subject. On the vital topics of finance and retirement, however, he's very well researched and most people sit down and listen when he starts to discuss the relative merits of Severance and Rehab, and such. He could be described as a walking SCAN seminar.

Cal Pearson is the Air Trades Advancement Training (ATAT) coordinator for CFB Comox. He monitors the progress of all TQ3 technical personnel in 407, 442 and VU-33 squadrons, and the BAMSO branch. He sees his job thus: "Aircraft work is heads-up work. Training is the most vital part — not just the data — but in

attitude as well. Technicians should be encouraged to think for themselves, rather than be led around by their supervisors. Tech manuals do not cover every situation, and many of our supervisors are not experienced enough to deal with every problem, so we need alertness and initiative in our young people."

Like a lot of the old "Blues," Cal misses some RCAF ways: "Seniority counted for more in the RCAF than it does today. I think we had better, more experienced supervisors as a result. We also had 'Crews,' in the squadrons, rather than 'Trades.' If a Lanc came in with a cracked de-icer boot, the whole crew would turn out with screwdrivers, and fix the boot. Then we'd all go to the wets for nickel beer. Now, it's "Where's the Rigger!" We have terms like 'Allied Trades' and 'Greasy Paws'. The best squadrons are those which push the crew concept." Asked what other advice he gives to young techs, Cal replies, "When you're in the woods, don't forget the trees. The simplest things cause most of our problems."

The writer puts his stock question: "What would you want said of you after you leave?" "That I was a good man to work with, who has helped to improve the lives of people I have come in contact with, in the service." About Good Days and Bad Days, Cal remembers time spent in intensive care, after his recent heart attack, "Any morning you can shave yourself is OK. The clouds blow away, eventually, so be an optimist."

The Optimist retires in August, 1987 to his Comox garden, his stamps and a cookbook he's going to write, about "251 ways to prepare Balogna."

Photo - Story by Norm Blondel

888 Wing

Congratulations to Joyce Hallowell on her recent election as Wing President. Also to all of the new Executive taking office on August 1st. We wish you luck and hope you continue to have the strongest support from the membership.

Speaking of memberships, remember 1986-87 renewals are due on August 1st. As well as renewing, how about bringing a new member with you!

Here's the line up for the rest of the summer. Steak night on August 2nd is cancelled due to the numbers of people involved in the 407 reunion and beef on a bun for the Airshow and Comox Days. Steak and ribs barbecues will be held on August 9th, 23rd and 30th. Saturday, August 16th is the annual BBQ at Air Force Beach — the Wing supplies corn,

salads, fire and bar. Bring your own meat and maybe a lawn chair or two.

The fall season begins Wednesday, September 3rd with a General Meeting followed by a Meet and Greet. Plan on attending and see what's in store for the fall and winter. In the meantime enjoy what's left of summer!

per Ardua ad Astra

Bias for Cadets

Life is not, and will not be, a 'do your own thing' experience. Society rightly demands personal productivity, and for that, one needs self discipline, an agile mind, a willingness to forego self indulgence when necessary, self motivation, leadership qualities, loyalty to ideals, civic pride and good plain common sense. "Cadets" teaches or enhances all of those attributes — and more. By and large, those youngsters who have chosen to join the cadet movement are physically more fit, mentally more confident and able to master a greater individual commitment than most others. It is difficult to just 'belong' to cadets. You pretty well have to be involved.

My own particular bias is towards the sea cadets, but that is primarily because I saw what they did for our sons — and of equal importance, what it allowed them to give unstintingly in return. The sense of achievement they gained from rising through the ranks — achievements more joyful to young minds because the insignia of promotion are there for everyone else (and most particularly their peers) to see. That indefinable something which teaches understanding of the saying, "no man is an island" — of a willing acceptance of humility when being commanded and service when commanding. The broadening

maturing minds which were obvious in them after each summer camp in new places (there is nothing that produces a healthy independence of spirit better than fending for one's self away from home). And when leadership was conferred on them, the pride in the progress of those placed in their charge. Those kinds of growth don't come from tating.

Despite what you may think, the cadet movement also provides a wonderfully healthy training in inter sex relationships, for all its arms accept both boys and girls who learn to respect each other because they do exactly the same things, and are therefore judged as individuals by the same yardsticks. Precision drill, boat handling, piloting, rappelling, orienteering, canoeing, flying, mechanics — you name it, and boys and girls in the cadet movement are conquering the intricacies as equals. As a matter of fact, there are more females than males in the ranks of the sea cadets, and only tens short of the 50 per cent mark in the land and air arms. In 1982, Bonnie Pittman of St. John's was the top sea cadet in all Canada, would you believe. Clearly the leadership and citizenship which is at the heart of cadet training knows no sex roles.

Courtesy St. John's Telegraph

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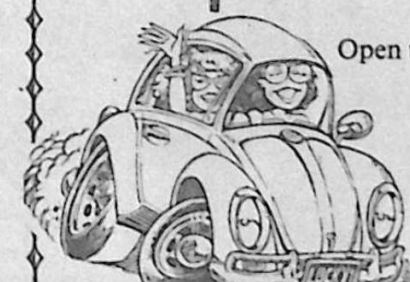
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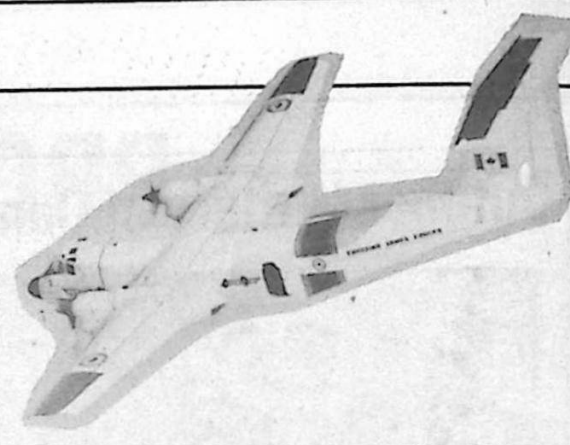
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SECTION NEWS

442 Squadron



With Airshow weekend fast approaching, the Buff Flight Commander, aka Maj Paul Drover, alias "Mr. Airshow", has been conspicuous by his absence around the flying Snakepit. Seems he's too busy trying to figure out how to spell "RCAF" with four Ray-Ban Golds, a B-52 and a KC-10 in formation, to make his customary appearances at the controls of a '115...but not to worry, Maj!—A quick refresher at Portage in basic flight procedures, three months for the OTU at Trenton, and you'll be back on Squadron as a new Phase 1...The CO's making all the arrangements!

Not to be outdone, our new Lab Flight Commander, Maj "Kip" Kippel from CFS Gypsumville has also been flying the "mahogany bomber" while awaiting an OTF course in September. Welcome aboard the wonderful world of west coast SAR!

Speaking of welcomes, a hearty one must go out to our new PADO, Capt Doug Hutchison, recently escaped from a life sentence at AFIS. Doug is already re-decorating the office with "pilot" memorabilia, but we're not sure about the picture of that light blue airplane with the two propellers and two jet engines...doesn't that belong one hangar down at number 7, Doug?

The other side of the coin from welcomes is, of course, goodbyes, (shall we say,

'farewells') and we've had our share in the past couple of weeks. MCpl Pam Spracklin, our Chief Clerk has departed the fix for Recruiting in Vancouver; "Big Al", Capt Watt of the Nav Section was last seen clearing Base for his trip eastward and a tour at the Nav School; Capt Mark "Bam, Bam", Zwanski will shortly take leave of sunny Comox for brrrr, Yellowknife and Twin Otters; Capt "cool, calm and collected", Rick Hanna will be taking leave of us in mid-August for RCC Victoria. Never one to stand on ceremony, Rick even missed his Mug-out at the mess last Friday, preferring instead to take the standby Buff crew on an impromptu tour of the northern B.C. coast and Alaska. Best of luck to all of you "Snakes", and y'all come back, now!

The FE Section is pleased to announce the promotion of MCpls Carl Grice and Gerry Galway to Sergeant, effective August. Congratulations, guys! Felicitations are also due Gerry Galway and his wife Kay, on the occasion of the birth of their new son, Daniel James on July 24th! We understand that despite holding standby several times during the "high probability" period, Gerry made it to the hospital for the main event!

The SAR Tech Section has been joined this summer by continuously-changing pairs of



augmentees from the 'down-easter' Squadron in Slumber-side. These lucky devils are here to boost our manning during the extra standby periods on the Labrador due to Expo, and the hardest part of the program has been taking them to the Boeing at gunpoint for their return trip when their tour is up! Speaking of gunpoint, one of the jacks-of-all-trades recently bit the dust at

the altar and became an honest man. MCpl Danny Sanscartier and his new bride, Donna, are planning a long honeymoon on the "other" coast. Congratulations, and have fun on the 'rock' at Gander! Last but not least, the two Flights, Lab and Buff held a well-attended family day barbecue at Airforce Beach last Saturday. Well-deserved credit for organizing the event goes

out to Lt Dave Vanderspek of the Buff Flight. Coming-up in September, on a date TBA, will be our annual Squadron Family Day, and we're looking forward to that! That's about it for the Snake pit. Ian Murray's farewell to our retiring SOPs, Maj Jim McBain appears elsewhere, as does his advance impression of Airshow '86. 'Til next time, Snakes, out...

SUGGESTION AWARD WINNER



When Sgt Lepatourel, a Communications and Radar Systems Technician was at CFB Lahr, he proposed the use of heat shrink sleeves on aircraft grounding cables. His suggestion was introduced into general service use by CFTO C-12-010-011/CS-001, and NDHQ granted him a \$400.00 award. His present commanding officer, LCol Lett, presented the award.

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SECTION NEWS

Outdoor Writers of Canada visit 442 Squadron



MCpl Dave Maloley, a 442 SAR tech briefs OWC members. The briefing was part of a demonstration put on by 442 members for the Outdoor Writers during a recent visit.



LCol Lett presents a bouquet to Mrs. Kit Kitney. The Kitneys from Winnipeg are both former RCAF Members and were married at Comox in 1945. Frank Gavin fills the frame!

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AROUND THE BASE

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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.

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By Rosemary Gibson



Chocolate Macaroon Bars

Ingredients:

1 cup flour
1/4 cup sugar
1/2 cup margarine
1 cup chocolate chips
2 egg whites
1/4 teaspoon cream of tartar
1/4 cup sugar
1 cup flaked coconut

Method:

Combine flour and 1/4 cup sugar. Cut in margarine until well blended. Press evenly in 9 inch square pan. Bake at 350 F for 15 minutes. Remove from oven and immediately sprinkle chocolate chips over surface. As chips melt, spread evenly. Meanwhile, beat egg whites and cream of tartar until soft peaks form. Gradually add the second 1/4 cup of sugar and continue beating until stiff peaks form. Stir in coconut. Spread coconut mixture over chocolate layer. Bake at 350 F for 20 minutes longer. Cool and cut into small square.

HINT

Dried herbs yield more flavour if they are soaked in water (one tablespoon water to one teaspoon herb) before being used in a recipe.

THOUGHT FOR TODAY:

An old Indian proverb: It is not enough for a man to know how to ride, he must know how to fall.

Take time for 10 things

- 1 Take time to Work - it is the price of success.
- 2 Take time to Think - it is the source of power.
- 3 Take time to Play - it is the secret of youth.
- 4 Take time to Read - it is the foundation of knowledge.
- 5 Take time to Worship - it is the highway of reverence and washes the dust of earth from our eyes.
- 6 Take time to Help and Enjoy Friends - it is the source of happiness.
- 7 Take time to Love - it is the one sacrament of life.
- 8 Take time to Dream - it hits the soul to the stars.
- 9 Take time to Laugh - it is the singing that helps with life's loads.
- 10 Take time to Plan - it is the secret of being able to have time to take time for the first nine things.

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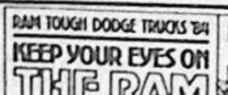
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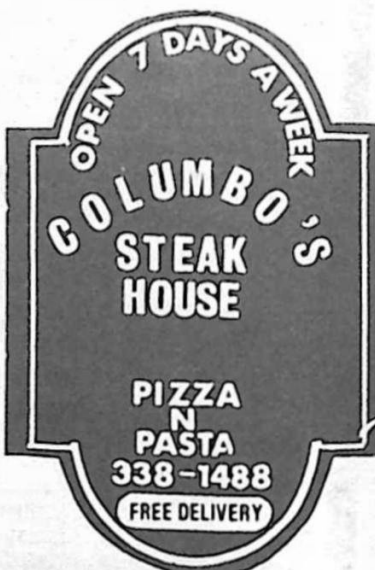
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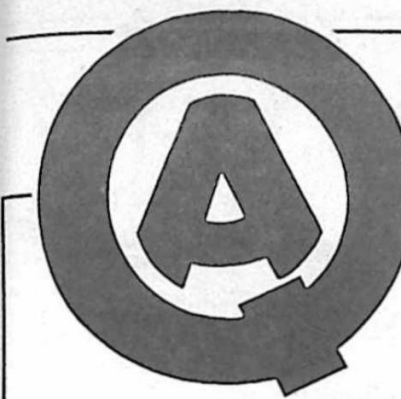
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Did You Know

NOW PLAYING "AH, CHOO." The first motion picture copyrighted in the U.S. was of a man sneezing. The year was 1894.

SECTION NEWS



Quality Assurance

The Old Order Passeth

The QA crew presented a mounted photograph of the Avro Arrow to MWO Al Munkeskov last Friday week, as a memento of his last assignment at Comox, prior to his posting as career manager AF-MCpl at Ottawa. Al is an inveterate collector of aeroplane pictures. Our next scheduled departees are MWO Bert Keryluk and Sgt Paul Hiebert, both headed for civilian status in mid-August. Bill Ouellette had his plumbing fixed in Saint Joes last week; He's recovering well, and we now refer to him as our "Gutless Wonder".

to check for FOD, and how anti-FOD procedures are followed. We attend the regular FOD committee meetings and learn what to look for from the other members. One recent example may interest the concrete-workers among you. A gentleman picked up his "Navy-Jack" (gravel mix) from the local pit in his pick-up, used most of it and left the rest sitting in his truck and on his rear bumper. He brought this residue on base and parked near the hangar line. Gravel migrates easily towards the tarmac. Leave your navy-jack at home.

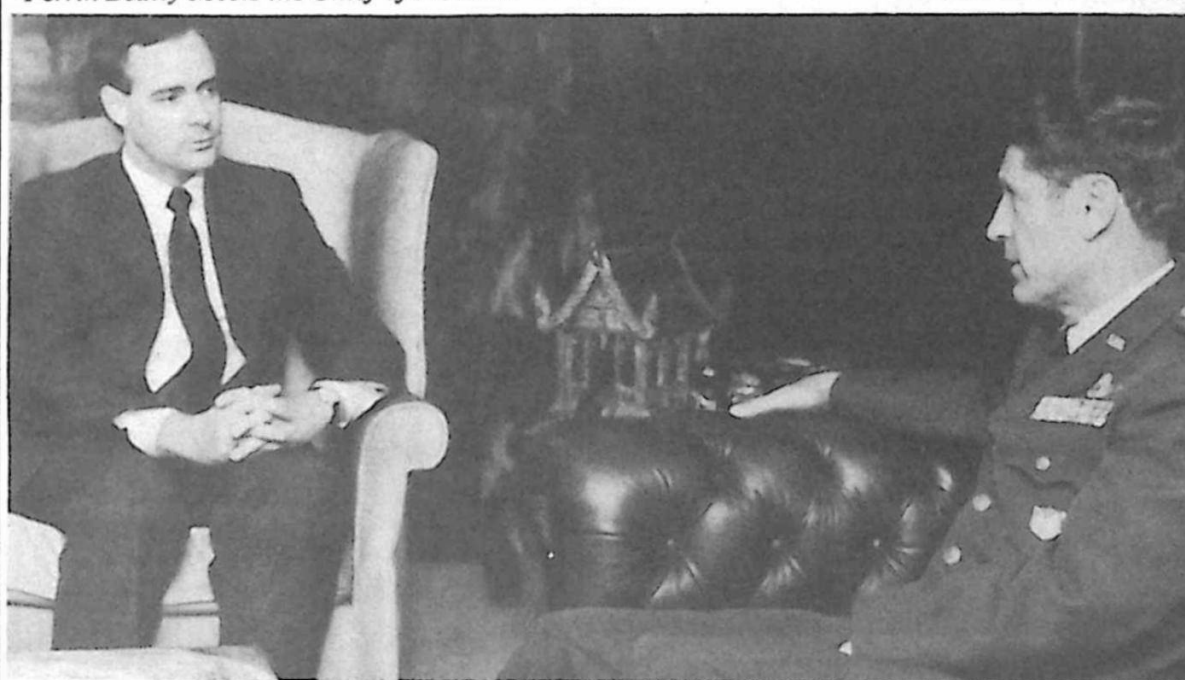
From Here

We've been gloating a lot lately about the luckless (or careless) subjects of Incident Reports who were, as we put it, "Not From Here." Pride goes before a fall, however. Five messages in a row blew our hubris all to heck recently, as Comox figured in incidents where inattention, lack of supervision, non-compliance

Trucking in the FOD

One of QA's assignments is

Perrin Beatty Meets the Chief of NORAD



OTTAWA - The Minister of National Defence, the Honourable Perrin Beatty (left) met General Robert T. Herres, (right) during his visit to Ottawa to attend the Chief of Defence Staff change of command ceremonies held at CFB Ottawa July 11, 1986. Gen Herres invited Mr. Beatty to visit NORAD Headquarters later this summer.



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Supply Signals



Welcome again to the world of Base Supply.

First of all let's start out with a welcome to the following new people to Base Supply. In LPO, Pte Johanne Martin, in POL, Cpl Frank Charles, as A/MCO/D, WO Barry Howell, in 3 Sup Grp, MCpl Bill Watts, in 1 Sup Grp, MCpl Matt Snetsinger, in General Stores, Cpl Bill Bailey, in 3 Sup Grp, Pte Allison Randall, in MIS, Sgt Maxine Vander Kooy, in the Supply OR, Sgt Gord Trevena and in Rations, Cpl Walmsley. We also have a new civilian lady working as Purchaser upstairs by the name of Rosalie Bridal. Welcome one and all.

Little Things Can Burn You

Checklists exist in the military technical environment for just about anything. In QA we use the AMIT handbooks and in-house written lists to ensure all areas are covered in an inspection. An example of an advanced checklist is the CF-18 CFTO set, which includes a small sized series of books designed for use in and around the aircraft. No excuses for wrong, missing or skipped steps in any maintenance/servicing activity.

If a list exists for any job you do, follow it. It's what you forget that can burn you.

trying to rent a boat, they wouldn't let him take it out because the waves were too big. That's the second time now that it happened. Don't give up Sir! Then of course there's MWO Bowerman who blames it on the moon when he's not catching anything.

Everyone in Base Supply would also like to wish a quick recovery to Dan Martin who spent a little bit of time in the hospital recently. Take care of yourself Dan!

Mary Joe has again changed her hair, someone told me. It's only been the third time in two months this has happened.

Base Supply is having an Adventure Training canoe trip to Buttle Lake on the 27, 28 and 29 of July. Good luck ya all!

Well that's it from the world of Supply for this issue and in signing off I'd like to make a little quote which hopefully everyone will follow: "Compliment others for work well done, and reassure them when they fail. Don't take for granted the things they do for you".

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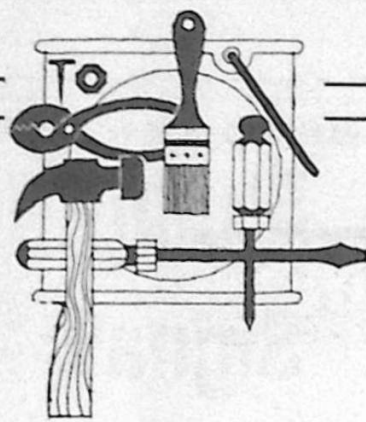
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AROUND THE BASE



CE Happenings



The CE Section held their annual fishing derby from the 31st of May to the 8th of June. Weigh-in was done at the beach house and the fire hall.

Don Parsons took first place with a 15-lb spring and Ray Hunter had the most pounds entered with 114. Other prizes were awarded to Duke Schiller (carpenter shop), Dave Green, Larry Carlson and Betty Harrison. Hidden weight prizes went to Paul McAloon, Tom Esler and Steve Edwards.

Over 500 lbs of fish were entered in the derby. A barbecue was held at the beach pavilion and prizes were presented on the 8th of June with 30 people participating.

The CE Section had their summer party at the beach

pavilion on July 11th. Various events were played during the afternoon, including volleyball, multi kids' games, tug-o-war, and an ongoing euchre tournament.

Cpl Dieter Dodge and Dave Nelson took first place in euchre, and the tug-o-war was won by the wives and girl friends. Guess the guys were kind of tired from putting in a full morning's work before the events started.

Many new speed bumps may occur throughout the base. Phase II of the underground steam line is due to start in mid August. Building 22 will soon be renovated to provide occupants with a more modern heating system. The Central Heating Plant is struggling to

complete summer maintenance so that all may enjoy a warm work place this winter. Jack Bosse, our newest WSPOLboss, experienced a slight leak in his swimming pool this past week (FLQ Jack?). One word of advice for RJ - furnaces will not start unless the thermostat is calling for heat! That's it from the Utilities section.

Congratulations to Cpl and Mrs. Bowes on the birth of a son on June 11th. Further congratulations go to Cpl and Mrs. Dodge on the arrival of their son on July 23rd.

Congratulations to Kip Kuyper on his promotion to Sgt on July 1st.

Larry claims he's not the 'Herb' they are looking for.

T.D.

Sgt Edwards, Firefighter, to Borden early Aug for Fire Inspectors course.

Cpl Johnson, Egs Tech, to Goose Bay mid Aug to late Oct.

Cpl Threader, Firefighter, to Borden early Aug for TQ3 course.

MCpl MacDonald, Firefighter, back from Borden after completing Fire Inspectors course.

POSTINGS OUT
Capt Johnson, B.F.C., to Borden

Sgt Cann, Firefighter, to Germany

MCpl Healey, Firefighter, to Chatham.

Cpl Dodge, CEP Tech, to Halifax.

Cpl Bowes, Firefighter, to Borden.

Borden.

Cpl Lamond, Firefighter, to Germany.

POSTINGS IN

Lt Halliday, Firefighter (new Fire Chief).

Cpl Gravelle, Stat Eng, from Holberg.

Cpl Woolman, Field Eng, from Chilliwack.

Cpl Woodfine, Stat Eng, from Goose Bay.

Cpl Nicholas, WSPOL, from Barrington.

Cpl Cashman, Firefighter, from Halifax.

Cpl Holland, Firefighter, from Borden.

Pte Manczuk, Firefighter, from Borden.

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Last year he received an award of \$1,240.00 to cover a portion of the first year savings resulting from his proposal.

National Defence Headquarters just announced that they granted him an additional \$340.00 award at CFB Cold Lake, where he has been

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MCpl Ray Martin

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Classified

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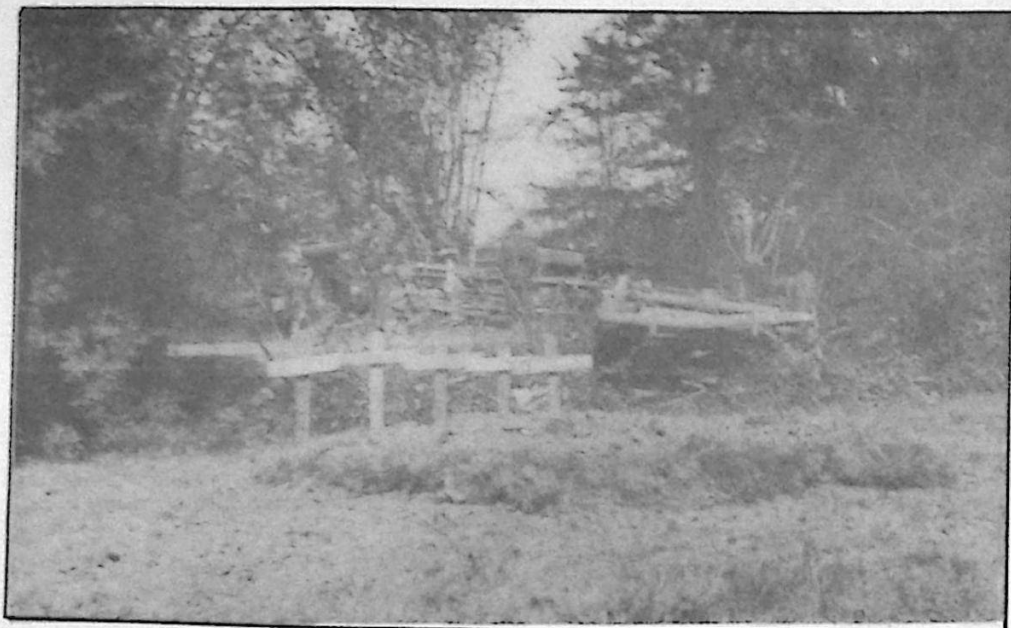
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....makeshift graves!!



....to the victors - the spoils

Falaise

—continued from page 12

report to sick quarters with it. The pilots balked at this on the basis we were trained to deal with aircraft not bodies. Two days after the gap was closed we travelled by staff car to the Falaise-Trun road to see the results of the fighter-bomber attacks. The scene was like something out of Dante's Inferno. Men, animals, and equipment strewn throughout the area. Members of the French Resistance searching for useable equipment of all kinds. Shocking to some, but understandable, after years of occupation, was the highly irreverent way the Maquis treated the German dead. As fighter pilots, who fought a different sort of war in the atmosphere, we were not accustomed to the sights we witnessed on the battlefields aftermath. It reminded me of the historical accounts of the battlefield scenes of the Middle Ages.

Never-the-less, our party picked up souvenirs such as small arms or items of uniform. There were more than enough for all. One item we did "liberate" was a jerry can full of petrol, and on our way back to B16 we stopped at a farmhouse where one of our group, who was bilingual, (Cambridge, old boy) made a

deal with the lady of the house to furnish us a drink for the fuel. There were five pilots present, including myself, but I indicated I did not wish to drink. The farm wife broke into a tirade, basically all about the honour and glory of France, Gen DeGaulle, (several times) plus the King of England and Winston Churchill. I gathered all these people would be terribly insulted if I did not have a drink with her. I must confess I felt we were being taken, for Madame had only a small flask and five very small glasses which she filled and handed to us, while we were giving a tin of hard-to-get petrol. However, "Viva La France" and it was down the hatch. I was stunned, it burnt my throat, I couldn't breathe, I gasped for air! It was my introduction to Calvados, a raw brandy made from apples peculiar to Normandy I am told. Just most peculiar as far as I have been concerned ever since!

The war went on from there, by the end of August I had completed thirty-three operational sorties, my twin thirty-four. He was the Flight Commander, and even though he was my beloved twin, I must say he was a bit of a "time-hog".

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