



TOTEM TIMES



Canadian Forces Base Comox B.C.

VOL 29 NO 22 DECEMBER 3, 1987

DEADLINE IS MONDAY, DECEMBER 14, 1987

COST: PRICELESS

C.F. Shorts

SOVIET AIRCRAFT INTERCEPTED

NORTH BAY, ONT. -- Four Soviet "Bear" aircraft were intercepted the morning of Nov 4 when they entered the Canadian Air Identification Zone.

According to the North American Aerospace Defence Command (NORAD), the aircraft were two Soviet Tupolev-95 "D" and two Tupolev-95 "F" aircraft flying northward from Cuba.

The incident marked the 13th time this year that military aircraft of the USSR have been intercepted, identified and tracked off Canada's shores by Canadian or U.S. fighter interceptors under operational control of NORAD.

BEATTY ADDRESSES FINANCIAL POST CONFERENCE

OTTAWA -- The Honourable Perrin Beatty, Minister of National Defence, addressed an international gathering of senior defence industry management, government officials, investment analysts and officers of defence associations recently.

The two day conference, sponsored by the Financial Post in association with Air Canada, focused on "The Defence Industry: Building Canadian Capability."

Mr. Beatty stressed the defence white paper and its immediate and long term significance to Canadian industry. He commented on the need to continue western alliance partnerships, with emphasis on cooperation between international defence industries.

APPOINTMENT TO COLONEL COMMANDANT

OTTAWA -- Chief of the Defence Staff General Paul Manson, has extended the appointment of colonel commandant of the Canadian Forces' Physical Education and Recreation Branch held by retired Commodore Glen de Rosenroll.

The position of colonel commandant is an honorary appointment made by the minister of national defence on the recommendation of the chief of the defence staff. The honour is bestowed upon a retired senior military officer who, as colonel commandant, advises National Defence Headquarters on matters of significance to his or her branch. The appointment is for three years.

BEATTY MEETS WITH DEFENCE INDUSTRY LEADERS

OTTAWA -- The recently announced Defence Industrial Preparedness Advisory Committee had its inaugural meeting recently under the chairmanship of Defence Minister Perrin Beatty. The 18 member committee met to define its terms of reference, its role and how it would operate.

The meeting is significant because this is the first time that industry has been called upon in a formal body to offer guidance to the Department of National Defence.

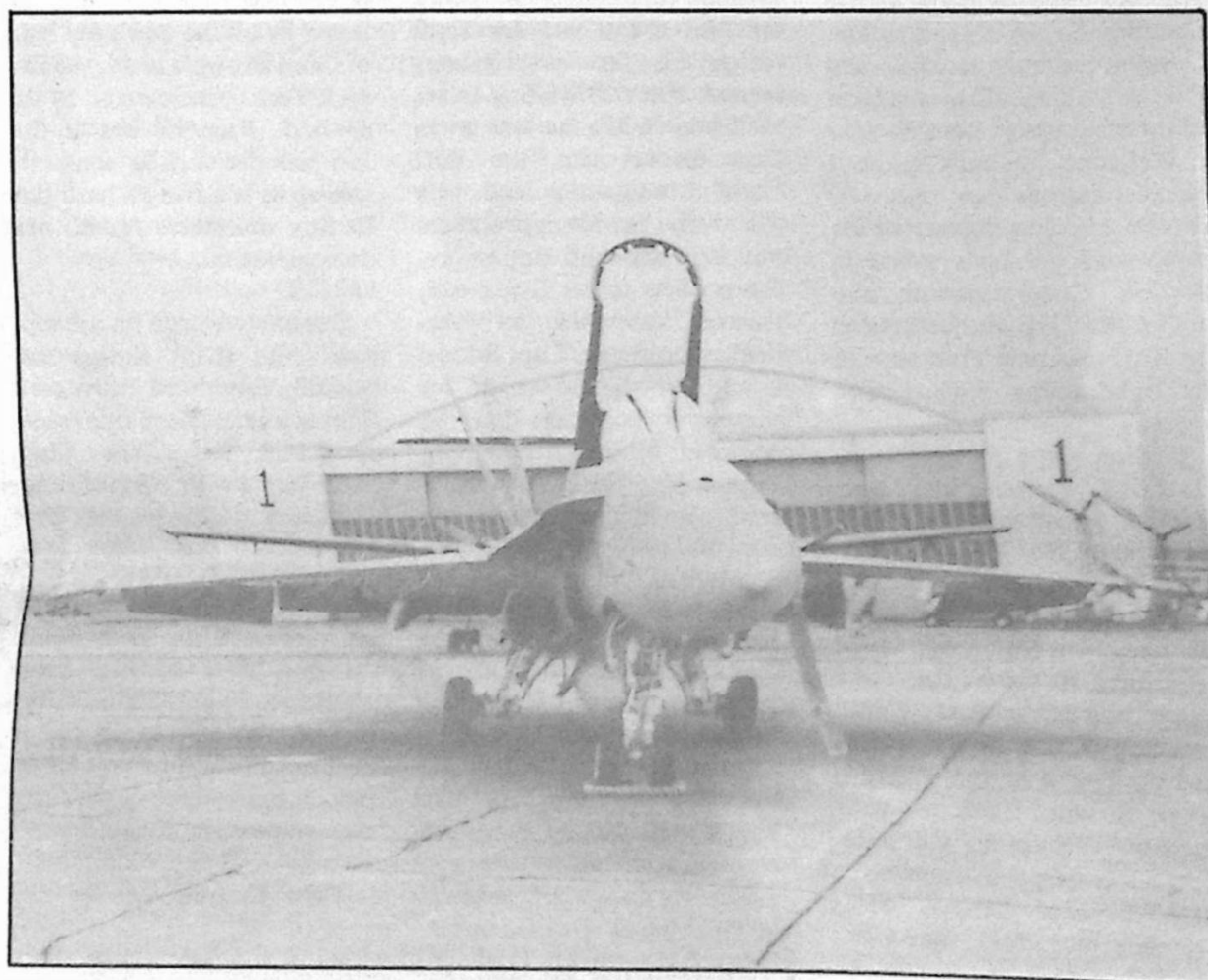
The committee will meet on a regular basis with the Defence Minister to Exchange views on industrial preparedness issues affecting national defence.

NEW NAVAL RESERVE OPENING

OTTAWA -- A new Canadian Forces Naval Reserve Division was commissioned recently at Rimouski, Que.

The new division, to be called Her Majesty's Canadian Ship (HMCS) D'Iberville, is the last of the three new naval reserve units that have been established in Quebec to increase Canada's naval presence in the province. The first of these, HMCS Champlain, was commissioned at Chicoutimi on Aug 15, 1986 and HMCS Radisson was established at Trois-Rivieres on Oct 3, 1987.

CF-18 Aircraft Delivery Resumes



An F18 on standby at Comox...It's all systems go for delivery of the remaining F18s to Canada.

OTTAWA -- Delivery of CF-18s has resumed following discussions between Government officials and McDonnell Douglas, the aircraft manufacturer, and General Electric, the F404 engine manufacturer.

Canadian Forces spokesmen had announced on Nov 6 that the delivery of the remaining 22 CF-18s had been halted pending resolution of engine problems.

General Electric will provide sufficient modification kits to equip all engines in the 22 aircraft to be delivered and those engines in the 12 aircraft delivered 180 days before Oct 20, 1987. This reflects the warranty conditions of the CF-18 as set forth in the initial contract. The Canadian Forces are responsible for procuring the modification kits for the remainder of the CF-18 fleet and the installation of all modification kits.

General Electric has offered and agreed to provide the manpower to change the outer duct of the engines of all aircraft in the field and replace them with ducts coated with a fire retardant rubber mat. The fire retardant material will be provided at no cost to the Canadian Forces.

General Electric will train and qualify three Canadian contractors as well as a West German contractor, Masserschmitt-Boelkow-Blohm, on the application of the fire retardant material to the removed engine ducts.

While carrying out the duct modifications, General Electric technicians will also carry out associated modifications to the high pressure compressor.

General Electric has also agreed to provide labour, materials and training to Canadian Forces technicians and contractors. General Elec-

tric will provide an extended warranty on the engines installed in the last 34 CF-18 aircraft until the required modifications are installed. Many of these steps go beyond the required warranty coverage originally offered by the engine manufacturer.

McDonnell Douglas will send three crews of technicians to CF-18 main operating bases to apply an additional fire retardant coating to the firewalls of five aircraft at each base. Canadian technicians will, at the same time, be trained in the application of this coating to modify the remaining fleet aircraft.

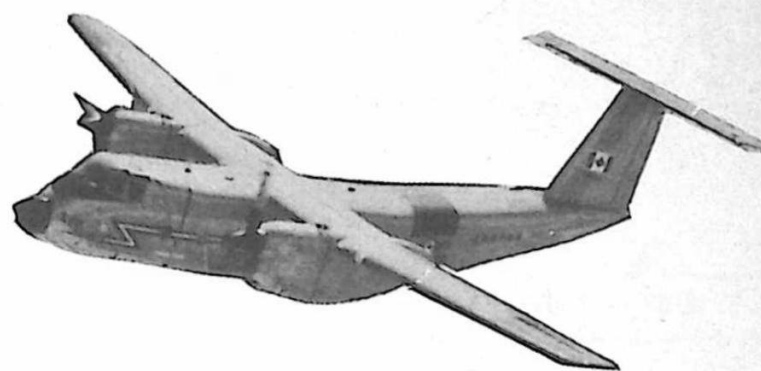
The research and testing of the coating, training of Canadian Forces technicians and the material to be applied to the entire fleet will all be supplied at the expense of Mc-

CONTINUED ON PAGE 2



AROUND THE BASE

442 Squadron



442 SQN MAINTENANCE

A big welcome to our new arrivals, Pte John Reed, a safety system tech, and Pte Mario Trambly, a CRS tech. Both of these two are being posted in from CFB Borden. Another type of new arrival deserves mention.

Congratulations to Ed and Donna MacDonald on the birth of their baby boy, born Nov. 1.

Welcome back and congratulations to Sgt Al Davies who just completed the three week 6B Sgt's course in Borden. Congratulations also to Cpl McHarg who completed the Buff course in Trenton with an outstanding 90% course average.

Getting onto a more controversial matter, the Sqn Hockey team after winning their game Nov 18, is now ahead of the Chiefs and Old Timers team. If you need some pointers Chief, the guys would be happy to have you come watch their next game!

The Sqn Xmas Party will be held on Dec 3 at the Westerly Hotel. Judging from last year, I'm sure everybody will more than enjoy themselves; however, don't get too loaded

because knowing Sgt McDonald, he'll probably try to sell everyone some 442 Sqn Reunion souvenirs as they leave.

BUFF FLIGHT

Maj and Mrs Allott just spent two weeks in Hawaii without their children. I saw the Maj today and for some reason his face wasn't very tanned. I'm still waiting to see his back! While he was away Capt Strocel was the Buff Flight Commander and very effectively, but for appearances only kept the mail slot empty. The pockets in his flying suit, however, resembled an over-filled garbage can. Capt Strocel so enjoyed the power of his temporary position that he promoted himself to Deputy Commanding Officer during a recent newspaper interview.

It's a good thing the Maj came back when he did, otherwise, in another week you may have been after the CO's position. That's all from Buff Flt...No news is good news.

FE SECTION

In an effort to reduce the work load on Lab FEs MCpl Joe Casey has put his entrepreneurial skills to work again. He calls his new labour

saving device the "Automatic Hoist." This hoist works by telepathy and requires no physical inputs from the engineer. Joe recently demonstrated this new hoist in Victoria. Unfortunately, all the bugs have not been worked out of this new system as can be attested by all the new gray hairs of Gord Brown's head, the first SAR Tech to be lowered by this method. Rumour has it that Joe has decided to scrap the idea as he is having a hard time finding volunteers for his next demonstration.

LAB FLT

Our story begins on a happy note. Maj (Kip) Kippel successfully completed an Aircraft Commander's check ride recently which helps the flight somewhat with scheduling. MCpl Jim "Hollywood" Bernard recently had some first hand experience trying a bag hoist. MCpl Casey approached the veteran SAR Tech about the possibility of him cross training to Flight Engineer. Jim replied "Well I'd really like to Joe, but the Wife won't let me put on the weight. Sgt Murray was somewhat annoyed when he overheard Jim's comment.

Capt Charlie Cue is now

back at the squadron after his staff school course. Word has it that Charlie has opened a clandestine memo proof reading racket. Welcome back Charlie.

Hans Kleeman and his wife Shelley have moved into their newly built Comox home. Hans has been asking a plethora of questions regarding how to plant grass. He was really dismayed to discover that you don't start the seeds in the house. Hans has also just been awarded the Meritorious Service Cross for a rescue that he conducted in a Sea King on the East Coast. Details to follow in the next issue. Congratulations Hans!

Maj Drover recently approached Lab Flight to assist CE in taking aerial photos of the Comox runways and taxi strips. The standby crew volunteered to help out and was airborne within 15 minutes. Shortly after the photo runs commenced, Snake 61 and Snake 73 called up tower to request consecutive streamer, bundle and live para drops. Needless

to say, there was a constant flow of radio transmissions to control this incompatible cluster. The tower controller left work that day mumbling something about seeing yellow and red spots.

Last minute news...

Gord Currie is recovering from his operation in Vancouver and hopefully he should be home for Christmas.

On the SAR Tech side Cpl Condly is recovering from his operation and MCpl Seager is trying to get out of his PT test by keeping his ankle in a cast.

442 Flyers lost 6-4 to 407 Devils.

SAR SUMMARY

Nov 6 - A Buffalo was tasked to aid a boat in trouble in Grenville Channel. The boat sank and the survivors were picked up by CCG helicopter.

Nov 8 - A Buffalo searched and localized an ELT in the Vancouver area.

Nov. 16 - A Buffalo and a Labrador did a night search for a missing person after a tug sank in the Campbell River area.

Reunion Winner



Big winner at 442 Sqn Reunion. LCpl Ed Jay, CO 442 Sqn, presents a beautiful oil painting by John Rutherford to MCpl Ken Stagg from 407 Sqn. Ken won this painting of his choice in a draw at the recent 442 Sqn Reunion.

more CF18s

Donnell Douglas. Aircraft delivered after Dec 1, 1987 will already have this coating applied to the engine firewall.

The modification costs to the F404 engine will be absorbed by McDonnell Douglas, General Electric and the Canadian Forces. Modification costs to be borne by National Defence include the purchase and installation, at contractor

level, of modification kits for the high pressure compressor not covered by warranties, and application of fire retardant material by contractors.

Canadian Forces officials estimate that the costs to National Defence for the engine modifications will be eight to nine million dollars over the next four years.



FROM THE TOP RUNG

COL TED GIBBON

CANEX is the life blood of our Base Fund, providing the majority of the money that is made available to support the recreational activities and social amenities that we demand and enjoy. It stands to reason, even to a simple pilot, that a sound Exchange operation, generating a reasonable profit, will lead to a wide ranging program of affordable activities to suit our local needs.

While CANEX is not the sole source of funds your base fund committee has to work with, its success or failure determines the extent to which they can respond to the proposals that are put before it for consideration. We have gone through a year of upheaval and change in our CANEX organization but I think that we now have in place a variety of outlets, staffed by efficient and dedicated personnel that are responsive to our requirements. With the plant in place all that is needed is your patronage to achieve with the productivity it is designed to produce. I'm not trying to dictate your shopping habits but I do encourage you to give CANEX the opportunity to satisfy your requirements before buying and ask you to remember the extra work your cash will perform through base fund activities.

Speaking of life blood, this is Safe Driving Week. As Broderick Crawford (for those over 40) used to say "Don't leave your blood on the highway, give it to the Red Cross."

20/35 Fitness Program

The 20/35 fitness program is designed for those personnel 20 lbs overweight, or those personnel 35 years of age or older. At present we have ten active participants who meet every Monday and Thursday from 0730 - 0830 at the Base Rec Centre. This program does not involve formal fitness classes. The choice of exercise is yours. You may swim, walk, go for a run, train in the weight room or hydra fitness. The choice is yours. A member of the PERI staff will be on hand to assist you during your activity and design a program for you if you so desire. If you fit the above criteria, feel free to drop in and participate in this program.

COMOX CUSTOM GUNSMITHING AND MACHINING
392 Butchers Rd
Comox, B.C.
339-2078

"The Little Store with More"

CHRISTMAS IS COMING

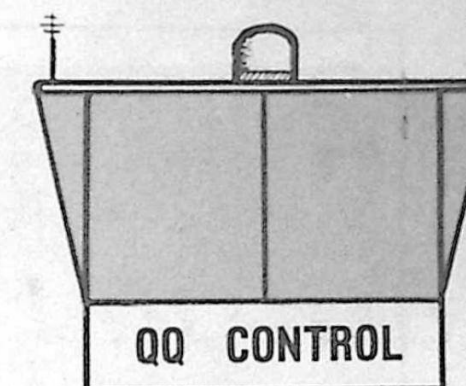
Why not drop by and find just the right gift for that special someone in your life, or treat yourself! Best Quality. Best Price.

MERRY CHRISTMAS TO ALL

TRADES WELCOME

HOURS: 9 to 9 Tuesday Thru Sunday

AROUND THE BASE



As The Beacon Turns

As the holiday season quickly approaches, our thoughts are turned to the buying of presents, making sure all our family at home are taken care of and wondering which appliance the household needs this year. We often forget those who are less fortunate than ourselves. So let's take the time this season to make somebody's Christmas just a little nicer. A mall in Vancouver is running an interesting promotion. They have a Christmas tree set up in the mall with the names of children who are not likely to have a Christmas at all. You simply take a name and buy a gift and the mall staff will wrap it and ensure the gift gets to the recipient in time for Christmas.

Perhaps we can equal this generous gesture in our own way this year. Give it some thought, there is always somebody worse off than you.

Our illustrious leader, the BATCO, Maj John Stariha recently celebrated his thirty-second year in the service and has received his second clasp on the 17th of November. Congratulations Sir on a long and distinguished career in the service from all of us in Air Traffic Control.

The section seems to be all busy with one thing or another but some of us are beginning a slow ascending panic as the

OPDP session seems to be drawing to a close as exams begin in early Dec. I for one had to send my wife and child to Nova Scotia for a couple of weeks to get my studying done not to mention the rest of the household chores. It doesn't take long to figure out what a culinary calamity I am. When you have the same meal for breakfast, lunch, and dinner it is usually an indication that something is amiss, I guess I'd never make it as a bachelor.

Recently MWO Dale Campbell has been the target of some ridicule and I would not feel my job was complete without taking a stab at him. Word has it he blew the biggest game of his goalie career when he allowed the tying goal to be scored in a game which has since seen the downslide of the championship old time team from yesteryear. He also managed to gladden the heart of the woman (yes I said woman) who scored her first intersection goal on him. She apparently made a somewhat excited gesture as she passed the Old Totem's bench. While we are on the subject of sports the BOPs hockey team is doing fairly well now that turnout has improved, beating the 407 Devils 9-5 with Cpl Steve Tinker scoring two goals and assisting in five others. Cpl Trevor

Shippam also had a great game scoring three times and assisting on three. Also scoring was Sgt Greg Templeton. We did however drop a tight game against the Old Timers (no the MWO was not in nets), when they scored with 30 seconds left in the game to snatch the victory from the jaws of a tie defeating us 4-3. The ATC curling team have also been struggling lately but have posted their second victory. This was marked however with a recent incident in which the team was defeated 11-0 after just four ends when they stormed off the ice in embarrassment. The skip was faulted for cracking the whip too hard in a serious approach to a fun game where the team comprised of beginners. I hear they did have fun anyway, so good luck in the future.

Congratulations goes out to Cpl Steve Tinker who recently joined an elite group affectionately known as the "Par Pack" by qualifying last week.

Last Saturday evening the section had its Christmas wine and cheese party and a good time was had by all especially Alien who was taste-testing in to the wee hours of the morning, after making formal introductions of himself to all the ladies.

Environmental V-necked sweaters approved

Regular and primary reserve personnel of the sea and air elements of the Canadian Forces will be issued with environmental V-necked sweaters commencing by late summer of 1988.

This follows recent approval given to Maritime and Air Command Headquarters for a change in their respective base dress uniforms which are being provided as part of the distinctive environmental uniform project. The sweaters are in lieu of the previously approved base dress jackets. Contracts for the new navy air force sweaters are expected to be awarded early in the new year, with distribution to bases and



stations to commence by late summer.

**NEXT DEADLINE
DECEMBER 14**

Promotions to Cpl



Maj R.C. Mohs SAMEO 442 Sqn, presents Cpl hooks to five happy squadron members. Left to Right: Cpl JAG McConnel, Cpl MHN Corneau, Cpl JYR Cote, Maj Mohs, Cpl JR Charlebois, Cpl RR May.

EDITORIALS



COMMENT

GORD KRUGER

DRIVE SAFELY

It's Safe Driving Week. It is up to all of us to do our part to reduce the carnage on the nation's roads.

Let's focus our attention on safety issues and promote the programs and activities that will reduce traffic related accidents and injuries. Foster a strong, positive and responsible attitude towards safety.

G.M.K.

TOTEM TIMES

1988 PRINTING SCHEDULE
VOLUME 30

NUMBER	DEADLINE	PUBLICATION DATE
1	JANUARY 11	JANUARY 14
2	JANUARY 25	JANUARY 28
3	FEBRUARY 8	FEBRUARY 11
4	FEBRUARY 22	FEBRUARY 25
5	MARCH 7	MARCH 10
6	MARCH 21	MARCH 24
7*	APRIL 11	APRIL 14
8	APRIL 25	APRIL 28
9	MAY 9	MAY 12
10*	MAY 30	JUNE 2
11*	JUNE 20	JUNE 23
12	JULY 4	JULY 7
13	JULY 25	JULY 28
14	AUGUST 15	AUGUST 18
15	AUGUST 29	SEPTEMBER 1
16	SEPTEMBER 12	SEPTEMBER 15
17	SEPTEMBER 26	SEPTEMBER 29
18	OCTOBER 17	OCTOBER 20
19	OCTOBER 31	NOVEMBER 3
20	NOVEMBER 14	NOVEMBER 17
21	NOVEMBER 28	DECEMBER 1
22	DECEMBER 12	DECEMBER 15

"Slow Down"



CFB COLD LAKE, ALBERTA -- Traffic definitely slowed down when Master Corporal Charles Brocklehurst, right, and this group of policemen and women decided to test an HR-12 hand-held radar at the main entrance to this Albertan fighter training base. From left are Staff Sergeant Charles Jordan of the 4554 Ground Combat Training Squadron from Nellis AFB, Nevada, Staff Sergeant Calvin Wyatt of the 363rd Security Police Squadron from Shaw AFB in South Carolina and Constable Irene Birrell of the Cold Lake (Grand Centre) RCMP Detachment. The four cops were helping to police the more than 1,087 visiting airmen from across the U.S. and Canada participating in Maple Flag XX - Canada's largest air exercise. Nine American security personnel joined the military and Mountie police forces for the exercise. Their job largely involved aircraft security because of the visitors' crime record is extremely good according to Constable Birrell. "I've been here for 12 Maple Flags and we've had no problems at all," she says. MCpl Brocklehurst seconds this. "If they get into trouble here they're gone the next day so they generally stay out of trouble," chuckles the 18-year veteran of Canadian Forces military police work. (C.F. Photo by Sgt Beau Loeffler).

NEXT
DEADLINE
DECEMBER 14

TOTEM TIMES

Read in the Best Messes in the Canadian Forces
CFB COMOX, LAZO, B.C. V0R 2K0



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The Totem Times is an unofficial publication of CFB Comox. The Editor reserves the right to edit copy and reject advertisements to suit the needs of the publication. Views expressed are those of the contributor unless expressly attributed to DND, CF or other agencies. In case of typographical errors, no goods may be sold and difference charged to this newspaper whose liability is limited to a refund of the space charge for the erroneous item. "Advertising is an offer to sell and may be withdrawn at any time." Address correspondence to The Editor, Totem Times, CFB Comox, Lazo, B.C. V0R 2K0. Subscription rate: \$6.50 per year.



EDITORIALS



Lightside

Norm Blondel

DO THEY GO TOPLESS IN NANAIMO?

Wife was plaintive again last week. That's the second time this year. I'll have to watch for further signs of discontent.

"I want to go cruising," Wife said plaintively. Thoughts of us tooling up and down Fifth Street in a red convertible came to mind, immediately to be replaced by a more practical vision of two motorized wheel chairs.

"Come on," I said, "We're a bit old for that. Besides, it's November, we'd catch our death of cold!"

"No, silly, I mean I'd like to go on one of those holiday cruises, like they do on Love Boat."

"Do you have any idea what one of those trips costs?" I asked.

"What are you planning to do, take it with you?" Wife retorted.

"Well you'd think they'd let me take a couple of hundred bucks up there, wouldn't you?"

"Who said you were going up?"

I could see where this conversation was heading, so I returned to the subject of cruising; "We could go to the French Riviera, they go topless there."

Wife humphed: "Prevert; How about the Alaskan Cruise in 'Love Boat?'"

I replied, "Neat; There's an Inuit custom up there to do with sharing wives."

"You're not sharing with anybody. Are there any other warmer places?"

"How about Yugoslavia? Great nude beaches."

"You're cheap. All this skin talk is simply to put me off. I'm going to write a book of my own about being married to a skinflint."

I protested, "I'm not a skinflint, just being thrifty is all."

"Thrifty my fundament; you are miserly."

"Provident."

"Niggardly," Wife shot back.

"Careful."

"Cheapskate, penny pincher, Scrooge, userer, tightwad, skimper, piker, hoarder," Wife machine-gunned.

"You've been reading my Thesaurus," I protested.

"All the better to name you, Dear." Wife olive-branched: "Come on, I need to get away. Where can we go?"

We settled for Nanaimo.

LETTERS
WE GET

Dear Sir:

On behalf of the Comox District United Way and the Comox Valley Communities, I would like to thank the employees at CFB Comox for their continued support of the Comox District United Way.

The 17 agencies under the United Way umbrella offer vital services to the Valley and the generous contributions from the base personnel to the United Way ensure that these services will continue for the benefit of all of us who love here.

Again thank you.

Yours truly,
Marianne Muir
Chairman
Comox District United Way
1987 Campaign

Dear Editor

Plans are well underway for our J.M.H. High School Reunion (1972-1975) inclusive. The official dates have been set for July 29, 30 and 31, 1988. Since James M. Hill High School is situated in Chatham, New Brunswick, many students whose families were stationed at CFB Chatham were among the graduating classes.

It is our hope that our readers of your newsletter who know the names and addresses of any graduates from J.M.H. ('72-'75) will forward this information to:

Rendez-Vous '88"
P.O. Box 218
Chatham, N.B.
E1N 3A6
Sincerely yours

Mary Jane Kerr
Class of 1972

To the Editor

The Town of Rivers, Manitoba is celebrating its 75th Anniversary in 1988. On July 8, 9, 10 and 11 a homecoming is being planned.

The committee is looking for names and addresses for former residents of C.J.A.T.C. (CFB) Rivers.

Anyone wishing more information contact:

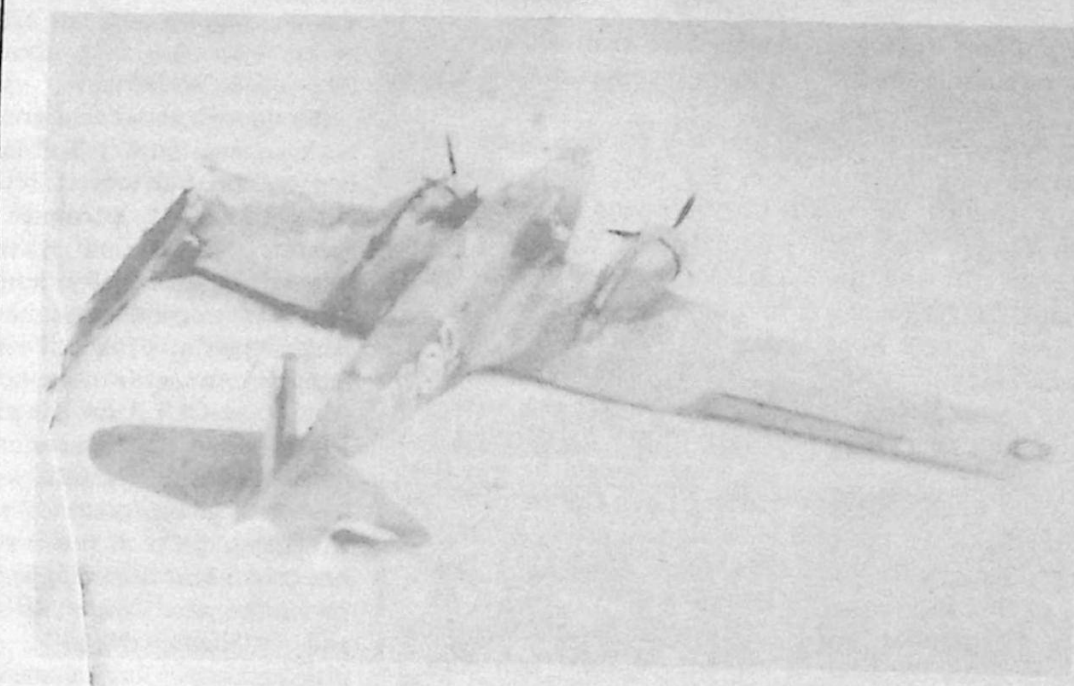
Mrs. Shirley Kamula
P.O. Box 95
Rivers, Manitoba
R0K 1X0

Yours truly
Shirley Kamula
Rivers Homecoming Committee



Air Force Trivia

WHAT WHERE WHEN WHY



Answer from Last Issue



THIS WEEK'S TRIVIA:

This time around we would like to know the aircraft type, unit and for a change, the US designation for this aircraft. Photo courtesy of Al Scott.

TRIVIA ANSWER:

This accident occurred when the brake cables on 6289 broke. It then carried on into 6385. Both aircraft are AVRO Ansons from No. 8 S.F.T.S. and the incident occurred in Oct 1941. The CO "Weeping Willie" Brown watched the entire incident.

H-E-E-E-R-E'S CHRISTA!



Our new Business Manager for the Totem Times is Lt. Christa Robertson, Base Traffic Officer.

Christa, a schoolteacher in civvy street, joined the CF in Feb 1986. At the Fishwrapper she also works with the editorial staff on proofreading, layout and as backup camera operator.

Christa will be out in the Comox Valley Business community from now on, pointing out the advantages of advertising in a newspaper which caters to a military and retired military community representing an annual payroll in excess of fifty million dollars.

For your advertising needs, call Christa at 339-8291.

SECTION NEWS



BAMSO

Thanks Ron



RON FISHER

Capt Ron Fisher, a veteran of 36 years RCAF and CAF service, stepped down as Business Manager of the Totem Times, recently.

Ron has been a mainstay at the Fishwrapper since 1984, when he joined staff as Editor. He served as Business Manager from 1985 to October 1987. He is presently the Arm/Photo/Avionics Officer in the BAMSO organization.

Ron Fisher retires in August, 1988. We at the Totem Times would like to express our sincere appreciation for all his hard work on behalf of the Base Newspaper, and we wish him well for the future.

Our beloved major is still away in our national capital. Rumour has it that he is on a shopping spree buying gifts for all of us. But he has assured me he is consciously preparing for his Santa Claus role on the night of the 11 Dec, and he expects to have a chance to wish "Merry Christmas" to each and everyone of you on that night.

As for myself, I will unfortunately be unable to attend. Due to service commitments, I will be with you in spirit however, and I hope that you will enjoy the BAMSO Christmas Party.

REFINISHING SHOP

Since the last time we let you know how refinishing section was doing, a lot has happened. First the Sgt Wayne (99) Keefe realized that we went from 3 aircraft to 5 aircraft so he decided with all this work he would be better off with the seminar about DDC (Defensive Driving Course). I sure hope that it was enjoyable and whatever you learned, pass it on to the youngest of the section, right Scooter!!

As for the rest of the section MCpl Guy Plante and Cpl Serge (Chief) Roger are just fresh out of the "Corrosion control course" and watch out Sqs, if there is any corrosion on those birds' feathers it will have to come off first.

As for Cpl Denis "Baker" Harvey he is still working like a mad dog on the hangar line trying to have all the Sqs happy with their planes and on his free time is getting ready for the Christmas festivities. Cpl Al "Fozzie" Behmer is counting the months now until the day that he will be a Mister in the big wide and wild world of civvy street.

And for the youngest member of the section Pte Bob "Scooter" Gervais, he would need another rank to be able to

keep his mean machine running but with a lot of sacrifice and toasts for lunch he will do all right.

AMSE

It seems Borden is the "in" place this season. MCpl Nort Kennedy just got back, Cpl "Les" Quines is still there and Sgt Al Kruger is going in January. There must be something they're not telling the rest of us! I guess they told Pte Mike Hambley their secret because I just heard he's on his way to Borden in Jan for a POL course.

Pte Kim Lee is here on OJT as a replacement for Pte Wade Farrell. Pte Lee says it's not as boring here as in 407 servicing (I think that statement is a first!)

Pte Ray Levisne must really love his job. Every morning whoever opens up finds Ray either sleeping or reading in his car. Maybe we should teach him how to tell time - 0730 we start Ray - not 0630.

MCpl "Lev" Levy just got off from 2 weeks sick leave. He says he's not 100% better, but we never thought he was (just kidding Lev). Cpl Dean Young is leaving sometime in Dec to VU 33 Sqn. Good Luck, Dean. IE/S LABS

Pre-holiday greetings from the lair of the "Lab Rats," nestled high on Seven Hangar's uncharted top floor. Before I get on with the usual Lab gossip, I must announce that our very own MCpl Steve Lazar's wife Heather, with a little help from Steve I'm sure, this Nov 18 brought into the world a beautiful 7 lb baby girl. Congratulations and best wishes from us all to the newly expanded Lazar family.

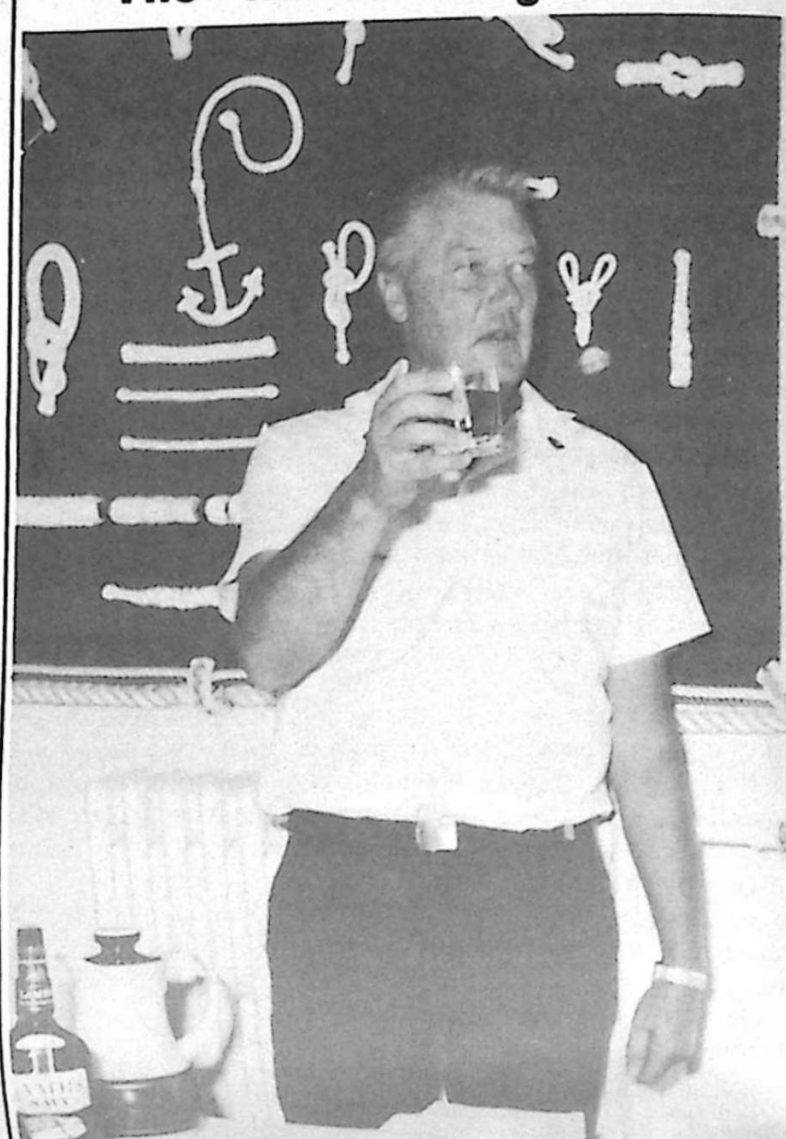
Now that the important news has been passed on, here's the usual "Lab life" flashback. I can't divulge any names, but being a member of the incredible BAMSO all-star

hockey team I've heard a few whispers that a certain IEMCpl, who has been in a terrible scoring slump of late, has tried to blame his unusually drab performance on the tension and work involved in writing P.E.R.s. Not to put too much pressure on him but rumour has it that if he doesn't snap out of it his son and protege, will be drafted and the old man sent down to the minors (which, I believe includes being monitor at Sunday afternoon public skating). It is also rumoured that a certain IS Cpl has become so good at playing pool that he's entertaining the idea of using his pool cue as a hockey stick (go right ahead Dan, it couldn't hurt).

But enough about that great hockey team. Sgt Ken Sullivan dug out his old tools a little while back and attempted some "open ignition system surgery" on his car (that horse sure was a good investment Sergeant). Pte Claude Pepin recently returned from a short stint up at CFS Alert. He enjoyed seeing the place and noted that the nightlife just seemed to go on forever. On a strange note, Cpl James Scally has been heard humming such favourites as "Jingle Bells" and "Silent Night" in preparation for his upcoming performance as Disc Jockey at the BAMSO Christmas Party (take it easy on them James). Cpl Linda Cornish has packed up her snowshoes and is off to beautiful Greenwood for the Aurora second line maintenance course. Best of luck Linda, and please leave your cold out there where colds should be.

With postings finally over, we've all started to settle down just in time for the holidays. Everyone seems to be a little brighter than usual as the old favourites like Christmas, the New Year, and Days Off approach once more.

The "REAL" Long Timer



WILL THE REAL OLD TIMER PLEASE STAND UP - In the last issue we published a list of what the computer told us was the top twelve senior military people on the base but we have since found out that we missed the member who has the most service. Better late than never though as now we can also publish a picture of Chief Petty Officer First Class Hunter showing him in a typical naval environment. We hesitate to print the date that he first joined the Royal Canadian Navy but we understand that on his first ship he served with a bunch of animals and his captain's name was Noah. We don't dare add that the captain's wife's name was Joan (of arc).



BUTT-OUT PROGRAM

The next BUTT-OUT Program starts on the 18 January 1988.

For details call:
Maj Tamminen BDentO at 8347

SECTION NEWS



Supply Signals

T'was a month before Xmas,
And all through Supply,
Not a creature was stirring,
Not even a fly.

The MACRs were finished,
The rejects all done,
All were in waiting,
To start the fun.

The empties were stacked,
By 2AG with care,
With hopes that someone,
Would fill them up there.

I with my forge cap,
All decked out in blue,
Was hoping and praying,
The Boeing still flew.

When all of a sudden,
There arose such a clatter,
I jumped to my feet and screamed,
"What the hell's the matter?"

The message centre had
One hot off the press,
Santa's delayed,
His sleight is U/S!!!

The crew in the warehouse,
Leaped to their feet,
To get the sleigh flying,
Would be no mean feat.

NOTE BOARD

To keep with the season, the big Supply Xmas dinner/dance is 5 Dec 87. Get your tickets now! Time is running out! Also, the Xmas gift exchange is 21 Dec 87. So get your gifts ready.

On the lighter side, both CE and MPO are saying goodbye to fellow workers. John Clark is leaving CE and Fred Kennedy is leaving MPO. John and Fred are not leaving Base Supply, they are just moving into new work areas.

We would like to welcome a new man in General Stores, Bill Chiki has joined the world of Supply for a short time.

Upon closing, we would like to congratulate all the new corporals in Supply, the latest being Karen Parrott.

They tore out the boxes,
And threw back the lids,
They knew that they couldn't
Let down all the kids.

The parts were all here,
That much we knew,
But finding the suckers,
Wasn't easy to do.

The BISRs were flying,
The MUX was aglow,
The paper spewed forth,
Like fresh, fallen snow.

At 2AA we found them,
And that was just grand,
Strike up the music,
And bring out the band.

The parts were all loaded,
On the aircraft with care,
Knowing the pilots
Would soon get them there.

On Tracker, on Lab,
Aurora and Buff,
The Squadrons were launched
With all the right stuff.

Now fly away, fly away,
Fly away all,
Back to the parties,
Let's all have a ball.

Are your tires ready

Aside from having snow tires, or all weather tires to provide the safest driving in winter months, even the tire pressure is something to be concerned about during this period.

Tire pressure should be checked monthly (including the spare), and tires should be checked when they are cold - not after driving a number of miles. A cold tire is one that has gone less than three miles, according to the Canadian Automobile Association, which also warns that cold weather can cause the pressure to drop approximately a pound per square inch (PSI) per 5 degree celcius temperature drop.

Improper pressure in the tires can cause hazards and cost money. Underinflated tires can also be hazardous and costly for they are more likely to be damaged by potholes, or sharp bumps.

ROTATION

Tires should be rotated according to the pattern and frequency outlined in the car manual, and to wear evenly, attention must be paid to the wheel alignment and tire balancing. Uneven wear on the front tires suggests, for instance, that the front suspension alignment is out of whack, a condition that not only wears out tires but can cause annoying steering wheel vibration, and increase driver fatigue on long trips.

What we've written so far about tires is relevant to automobiles generally; there are even more concerns for trucks, vans and other vehicles.

Some manufacturers recommend a range of pressures to suit intended use and loading of the vehicle, and the recommendations made are minimums. In short, the pounds per square inch should never be less than recommended, but can be slightly more.

Some vehicles may need different pressures for the front and rear wheels or call for a higher pressure for extended highway travel, especially with heavier loads.

So there is plenty to know about tires and potential trouble-free driving. And when it comes to checking on the wear and tear they've had and the need to make sure they are in the best possible shape for driving in winter road conditions - "winterized" you might say - there are many tire specialty and wheel alignment shops listed in the Yellow Pages of your local telephone book

WOs & Sgts Mess

Wednesday Mornings at 1000 hrs. "FREE" Coffee & sticky buns in the Mess Lounge

DECEMBER

DECEMBER 6th
CHRISTMAS DECORATING PARTY
1400 Hrs - Join in - get the Christmas spirit

DECEMBER 12th
PMC'S DRAW & CHRISTMAS BINGO
Early Bird Bingo starts 1830
Food: Chicken Fingers & Chips
Music and dance after the Bingo
Dress - Casual (no jeans)

DECEMBER 17th
At home with the Officers

DECEMBER 20th
CHILDREN'S PARTY AT THE MESS
Names to be submitted by 11 Dec
Sign up at the Mess
Ages 6-12 years

DECEMBER 31st
NEW YEARS EVE BALL
Prebook for regular and associate members
Dates: TBA
Watch for details by flyer

JANUARY 1, 1988

NEW YEARS LEVEE

FUN DARTS

Drop in mixed darts will commence at 1330 hrs on SUNDAYS.

A new draw for teams every week.

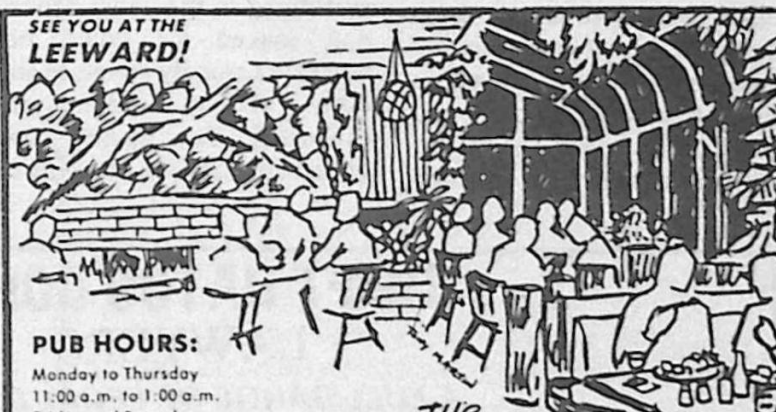
Prizes for the winners

Cost \$1 per person

Come out and enjoy a friendly game

For info contact WO Al Gray 8455

Help us stop drinking drivers.



PUB HOURS:

Monday to Thursday
11:00 a.m. to 1:00 a.m.
Friday and Saturday
11:00 a.m. to 1:30 a.m.
Sunday
11 am - 12:30 am

good food!
KITCHEN HOURS
11AM - 10 PM
good times!

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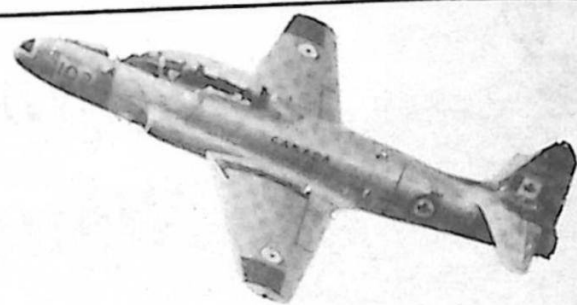


Cpl Parrot gets "hooked" by the BSUpO Maj Blakely.

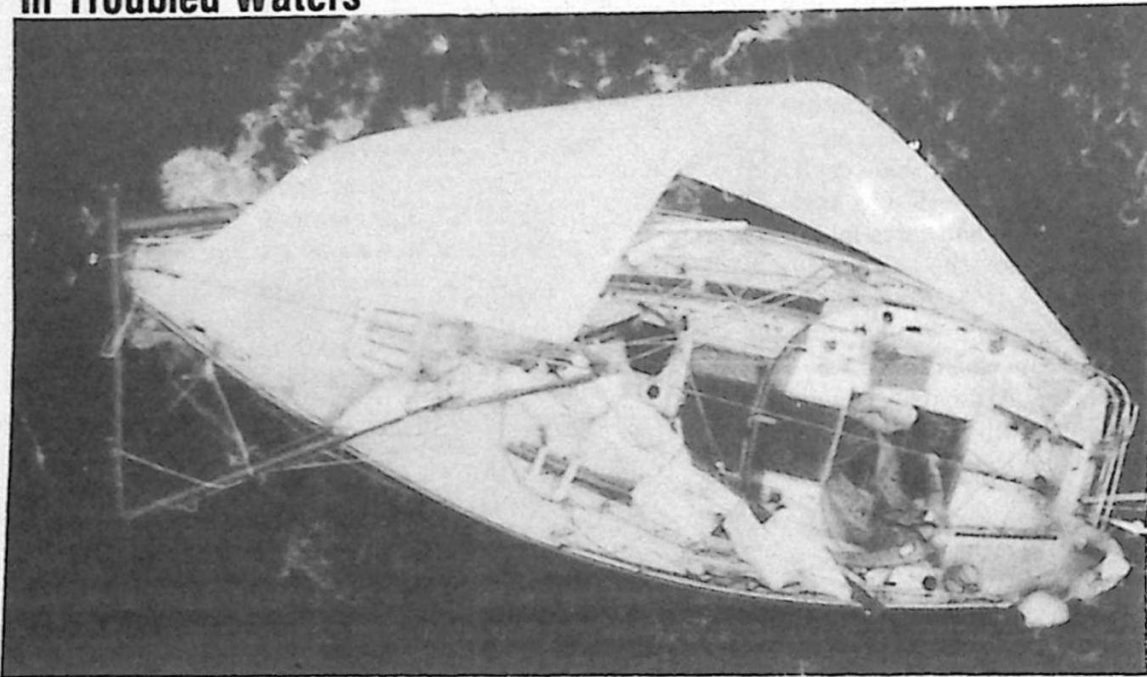
SECTION NEWS



Anker Klankin'



In Troubled Waters



German yacht VAGANT trouble.

This week's dispatch from the Fighting 33rd begins with a long overdue report of good work by a Tracker crew this fall. A recent letter of thanks from the crew of the West German yacht Vagant shows that a small act of assistance rendered by the Tracker was of no small importance to the yacht.

Maj Rollie Acorn, Lt Pete Bush and Sgt Wayne Larson were on a routine Fisheries patrol which took them up to the North Coast -Queen Charlotte Islands area. In the Dixon entrance, stormy and turbulent at the best of times, the wind was blowing 30-35 kts.

Struggling through the wind and waves was the 31 ft Vagant which had capsized and been dismantled three days earlier when it was caught between two large waves. Onboard, and now sailing under a jury-rig, was an experienced husband

and wife team from Bremen who are on their second circumnavigation of the globe. They were able to attract the attention of the Tracker with their backup handheld VHF radio. The Tracker crew then brought their plight to the attention of the Prince Rupert Coast guard and the Rescue Coordination Centre while providing navigational assistance.

The crew of the Vagant was very grateful for the help from the passing Tracker. To quote from their letter:

"...the sudden appearance of your plane really was a saving miracle. Our boat was still able to sail and even the motor could be started by hand for the final landfall, but with everything in the cabin broken and soaked we could not navigate precisely anymore and both of us were very exhausted. The plane's crew did an excellent job of giving us

the position, a course to the nearest port and boosting our morale..."

All in a days work for VU 33 who were glad to be of assistance.

In other local news Capt Orlando Bokor has recently concluded the purchase of a house in the formerly prestigious Highwood Park area. Bok and Pete Bush are looking forward to hosting wild, licentious parties in their new castle. They're especially pleased that our CO, Maj Arsenault, lives close by. Being bachelors with no domestic trappings the intrepid duo figure they'll have to borrow everything from a vacuum cleaner and a lawn mower to the washer and dryer for the next few years. Rumours that Maj Arsenault has just put his house on the market are being investigated as this article goes to press.

SWIFT DATOO DOHERTY
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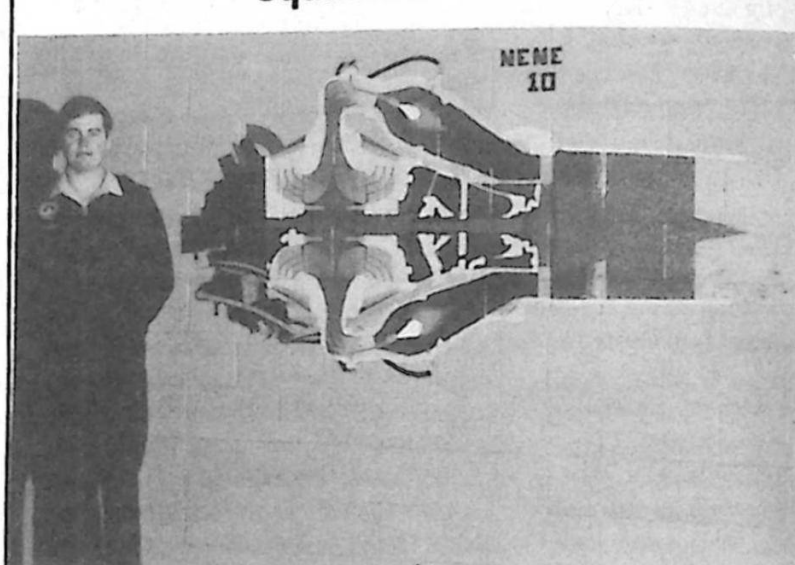
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Squadron Artist



Cpl Alan Ashcroft sets the scene at "Gallery 33."

VU 33 TECH SIDE

As the festive season approaches we would do well to reflect on how we are going to come through it safely. It's your responsibility - drink or drive - arrive alive.

GETTING THE PICTURE - Merv was so thrilled with the good turnout at the latest mess dinner that he decided a picture of all attending VU 33 types was in order. After breaking up many conversations, a couple here a couple there, the group, including the Base Commander was finally taking shape. Then Merv went to work on the final adjustments, tall in back, squeeze together, etc., to get the best shot. Ready at last Merv, not feeling too much pain, realized only then that he didn't have a photographer. Actually it was a good thing as Wayne Hay, sporting the new mess kit, noticed later that he had attached his suspenders to his cumberbund.

MCpl Town has been promoted to Sgt effective 1 Dec 87. Many VU 33ers were on hand at the Glacier Greens Lounge last Fri eve to have one on Ted. Congratulations Ted.

The first place VU 33 - BTLO hockey team is definitely the best partnership in the league. With the net minding expertise of Brian Peaver and the hard work of defencemen Pete Vantassel and our SAMEO Capt (Bill) Snow how could we miss. After outskating Fire Hall, CE in a 6-3 win, the team was victorious in a 7-3 defeat of the Old Timmers. Fast skating and straight shooting Greg Korn was credited with 4 of the 7 goals.

On Wed Dec 2 it's VU 33 - BTLO against BAMSO. BAMSO the 2nd place team is getting stronger and is the team to beat to remain in the top spot. So! Let's see you all out there to cheer our guys on.

Upon receiving word that he had been rotated back to 2 Crew Harry Weeds put in for all of his remaining leave. Welcome back Harry.

SECTION NEWS

Demon Doins



1 CREW 407 SERVICING

Hello once again from 1 Crew. We would like to welcome Sgt Ellis from Greenwood. We think he feels a little homesick since he volunteered for the First Line Radar Course in Sunny Greenwood.

Fred attempted to sunbathe in Hawaii, but after the Patrol, the crew had to return to Comox. We now know why they say Long Range Patrol, instead of Hawaii. They successfully reached their destination the following day, but unfortunately, Fred missed the aircraft and so they're sending him to Edmonton instead...that is, for his H.A.I. Course.

One member of our crew carried out a Mission Impossible. Cal actually crawled into Number Five Fuel Tank. I still think Cal should be Demon Tech of the month. Maybe next month. Mike Pilon also climbed in, but then, we get Mikey to do everything. "Hey, let's get Mikey-he likes it."

Another member of our crew, due to unknown circumstances, set a new trend for joining parades which are already in progress. Rumour has it that he double-timed all the way from Comox Ave to the Courtenay House and formed perfectly into line in no less than twelve minutes. Believe it or not.

Congratulations to the Great "Kazoo" on his recent marriage to Charmaine. Good luck to both. Congratulations also to Rick Caisie and George Krueger on their recent promotions to corporal. They are supplying one free bubbly for everyone at our Christmas Party at the Washington Inn on Dec 4. It should be an exciting evening for all, especially when Santa arrives.

407 RESEARCH/AMCRO

You all had better grab a cup of coffee and relax to read this issue, as it's goin' to be kinda long. As you may note I been takin' english grammar and spelling lessons from Capt EDIT. Anyway, here we goes. The SAMO, TECH ADJ and "THE" AMCRO took Doreen and Dawn out for a farewell luncheon, and brought Marilyn along to make it look good.

Pete was in for one of his short visits with us before, toodling off to Greenwood for

some skiing on their big ski hill, and maybe some snow golf. During Pete's short stay, the SAMO got his 3rd secretary in as many months...must be a rough job...so hi to Shirley from all of us.

We finally had our farewell luncheon for Monica and it was nice to see the Marilyn & Monica Comedy Act in full swing once again, in fact Wayne was so impressed with the luncheon he actually wore (Heaven forbid!) a suit and tie!!!! By the way "Ever been to Sea Wayne Pooh?" R.G. finally paid up for the ongoing spelling contest. It's been rumoured that Rick V. is taking over Ken's job on the Adam computer so things may be a little hectic for a while.

The Duffer was away on vacation for a few days, but when he got back things really started to happen...Marilyn refuses to wear her pink sweater anymore, Wayne started having trouble with his telephone, and Stanley is back to talking to himself again. Not bad for one morning's work Neal. Micki is running around telling everyone how the "Toronto Maple Leafs" are going to win the Stanley Cup, but everyone just seems to laugh at him...I wonder why.

The party foursome have been relatively quiet lately, but Micki and Duffy got together and have decided that Marilyn can best be described as a "SYBARITIC SYLPH," which really isn't too bad. Staying on the big words for a second, Larry has been running around telling everybody how he is going out to get himself some "SELACHIANS."

With Marilyn taking a two week vacation from a certain trio, Poor John has been bogged under with paperwork from two separate desks, and the strain is already starting to show. Now for some good news. ZX has finally paid off for Michel and Patty as Patty is now pregnant, so Michel, being the good father to be, went and traded his 280Z for a four door Honda.

I guess that be her for this here issue, I hope by the next one I'll have forgotten all the lessons that I wuz gived by the AMCRO or else I'll be in kaka.

P.S. Capt Edit's favourite stock No.: 7520-21-880-9828 Pen, red felt.

December already! If only it was cold enough here to snow so we could tell how close it really is to Christmas. Good thing the annual All-Ranks Christmas Party is coming up. This year we anticipate maximum attendance. Catering is provided by the Old House and, after Crew 6 insisted on it, dinner will be served on real china! The date is 11 Dec 87 so plan for it now, the cost of \$25 per couple so save for it now, the place is the Rec Centre so reserve your parking spot now. Remember 11 Dec, 1900 hrs for 1930 dress informal (jacket, tie) Be there!

In the Golden Toilet Seat competition with the Base Ops weenies our flight line team were victorious in the opening soccer match. Still to come are the volleyball and hockey matches.

Crew four, trying to share the public limelight with that tightlipped Crew Six is taking the CBC film crew up for a flight. Silver tongued Bob Coulter has vowed to get quoted at least half as often as Kevin Parker. No small feat.

It is good to see our away trips are going to Hawaii again. People were getting tired of Adak. The weather is so much nicer in Barbados, and according to Crew 3 the hospitality is better as well. Crew 2 has gone to confirm Crew 3's impressions.

In standards, Ted Paul, the squadron clean-air rep has had some problems finding "no smoking" signs. With the change in Departmental policy only smoking signs are available. Oh well, be a pal.

Salutations from the Demon Det at the ADAC course in Halifax. The Atlantic economy has experienced a dramatic recovery since "Peddlars" began offering behaviour modification study sessions. Paige Cutland's coiffure in Halifax slipped and nicked him down to the scalp. For the sake of symmetry he had both sides whitewalled. In case no senior 407 officers get out to Halifax to see such keenness (accidental as it may be) he asked for an honourable mention.

407 ARMAMENT

"Tis the season!" is just about upon us (oh, joy!) and Christmas parties are cropping up all over the place. Arm't is celebrating on 12 Dec at the JRM. Tickets are \$30/couple

and are available from Jean-Marc Gagnon and Ann Warren. From the plans they are making, it sounds like it will be a good time.

Keeping on with the theme of...BRRR...winter, there are a couple of misplaced armours enjoying the cold weather of down east. Jim Logue and Danny Booth are both in Greenwood. Jim on DF, and Danny on 04 courses. Talking to them on the phone after the cold snap last week, one word was heard across the miles, "H-E-L-P-P!" Mitch Kain is actually no better off, freezing his circuits off in Borden on XG.

Bob Davyduck and Pete Legault lucked in, and got back home before the brunt of it. They were torp tech-ing in Greenwood during OCT/NOV.

Jim Zotek and our dear B.L.T. (Bon Lieutenant) will be fighting our case in Ottawa at the torpedo conferences. Don't forget our request for better working conditions, shorter work-weeks, and a pay raise!

We'll be saying a fond farewell in Jan to someone who has become a fixture in 407 Arm't, albeit a silent one.

Johnny Lapointe is taking his wife and new baby boy off to Bagotville. We found out he had a son only by reading the newspaper. Even though he doesn't say much, we'll miss him. Good luck, Johnny!

Inside the zoo, a few of the animals are changing cages. Steve Watts and George Kutcher are "life swapping" - Steve to 3 Crew and George to Maint. "Coon" is moving to 2 Crew and Blair Kennedy shifts to 3 Crew. Pegg Kerr is leaving her mis-employment in the Arm't OR and will be going to Maint. And it seems they couldn't find a replacement good enough as the Arm't OR will no longer be. Norm and Leo won't know what to do when they say, "type this. File that" and nothing happens. They are presently on a two-day phone-answering course, getting prepared.

And now for some zoo gossip. Word on the jungle-vine has it that last Fri was Section Sick Leave Day. We are wondering if it had anything to do with the mess dinner Thursday night?!? One of the beasts

THE DEMON SQN
ALL RANKS
CHRISTMAS PARTY

Where	Rec Center
When	11 Dec 87
At	19:00 Hrs

For your enjoyment dinner will be served, catered by the Old House Restaurant and followed by dancing to a DJ. Tickets available 16 Nov from section reps. \$25.00 per Couple

COME OUT AND HAVE A DEVILISH GOOD TIME!

SPORTS & RECREATION

Sports Shorts

PAC REGION OLD TIMERS HOCKEY

The CFB Comox Old Totems led by CWO Doug Ford will travel to CFB Chilliwack 7-10 Dec 87 to represent our Base at the 1987 Pac Region Old Timers Hockey Championship. This years team has increased its talent over last year and if their Intersection record is any indication of the talent they possess they should do extremely well. We wish them all the best of luck in their quest for the gold.

MENS BASKETBALL

If you would like to see basketball at its finest, tune into the NBA's game of the week, but if you would just like to see an entertaining fast paced basketball game involving local teams, come out to the Base Gym on Monday nights at 8 pm. The CFB Comox mens basketball team plays every Monday against one of the five teams from the local area. Although the Base team has not been able to add to the win column in the past two weeks, they have played two close and exciting games. On 16 Nov, against the top team in the league, the Muskrats, both teams showed their offensive skills in a close run and gun contest which saw the Muskrats win 93-89. The past weeks' game was an even closer defensive affair with the Arbutus defeating our Base team in overtime 52-50.

So if you're bored on a Monday evening and enjoy a good basketball game come out to the Base Gym and cheer on our Base team.

CF EXPRES PRE-EVALUATION INSTRUCTIONS FOR MEMBERS

1. In order to ensure accurate evaluation results, members are to be informed that prior to their appointment they should not;

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

2. Additionally, members should be dressed in light running shoes, loose fitting shorts and a T-shirt or a shirt. Women may wish to wear the top part of a two-piece swimsuit as a substitute for the T-shirt or shirt.

PT CLASSES

The BPERO staff offers Physical Fitness Classes for military personnel at the following times:

MONDAY

0730-0830 - 20/35 Program
0930 - 1000 hrs 407 Sqn

TUESDAY

0730 - 0800 hrs BTNO
0915 - 1000 hrs 442 Sqn

WEDNESDAY

0730 - 0800 hrs BTNO
0930 - 1000 hrs 407 Sqn
1030 - 1130 hrs BAMSO

THURSDAY

0730 - 0830 hrs 20/35 Program
0915 - 1000 hrs 442 Sqn

FRIDAY

0730 - 0800 hrs BTNO
0930 - 1000 hrs 407 Sqn
1030 - 1130 hrs BAMSO

NOTE: 407 Sqn classes take place in 7 Hangar.

Although these classes have been set up for the sections/sqns listed, they are still open to any military personnel who wish to attend. You will not be turned away.
"FITNESS IS FUN"

SERVICEWOMENS BASE BASKETBALL TEAM

Servicewomens Basketball season is back. So far the women have managed to out-score their opponents in some very close games. They are now 3-0.

A lot of the offence has been dominated by Louise Neil and Jocelyn Pemberton with some great rebounding from Mary Bryant and Jan Moyer. There are a lot of new girls on the team this year which are a very welcome addition. Girls games are every Monday at 1800 - at the Base Rec Centre. Come on out and support your Servicewomens Basketball team.



Outdoor Writers of Canada

Pipe Smoke

Gerry Gerow



As we approach the Christmas season, one sees the number of pet for sale ads start to increase in the newspapers. I personally, cannot think of a less thought out gift for Christmas than a pet. Now, don't get me wrong. There is nothing wrong with a family deciding openly that they are going to acquire a new puppy for Christmas. But for someone to go out and purchase a pet as a surprise gift for someone else at Christmas is not advisable.

A tremendous amount of thought has to be put into the decision to obtain a pet, and particularly a dog. Who's going to exercise it, daily, rain or shine? Who's going to feed and water it? What about vacation time. Is it a breed that needs grooming? I recently saw an Old English sheepdog that was an absolute disgrace. While the dog's owner loves the dog a lot, she doesn't love it enough to devote the amount of care required every day to maintain the coat of one of these beautiful animals.

Are you prepared for the almost certain veterinary bills? Annual shots, illnesses, etc. There is no medicare for dogs.

For every puppy that is acquired by someone

who has thought out all the ins and outs, another is purchased or otherwise acquired on impulse. Virtually every puppy that you see in the pet store window, will be purchased on impulse. Most of these will not have a good life. Some will, but the odds are against them.

XXXXXX

What to get that outdoor sportsman for Christmas is on the minds of many right now. How about a subscription to one of the outdoor mags, like Outdoor Canada or B.C. Outdoors or B.C.Sports Fishing. All are economical and useful as well. Outdoor clothing is always appreciated. Fishing rods and reels are excellent gifts of course, but only if you know what he/she wants or needs. Firearms are a very personal thing which should only be picked out by the user. Of course if he/she has been dropping hints about one of those new Remington auto loaders in 12 gauge, then you know what to do. It's a good idea to just happen to walk through the sporting goods department, with them and watch what they seem to have their eye on.

Another short column, Frank.

Junk Food Junkie

Admit it: you're a junk food junkie and you feel guilty.

You love those double cheeseburgers, live for french fries and dive daily into that sea of desserts in the mess hall.

Well, cheer up.

You see, there's no such thing as "junk" food!

Every food has some nutritional value. Every mouthful of every food has something the body can use - and the body needs around 50 nutrients.

Now, before you send out for pepperoni and shrimp pizza - there's a catch.

Quantity.

Eat too much of anything - and with some foods a little bit can be too much - and you throw your diet out of whack.

Your body needs nutritional balance and moderation. So, there's no reason you can't knock over a little knockwurst as long as you don't eat too much of it and as long as you're getting your veggies.

North Americans tend to get too many calories from fats and not enough carbohydrates. Cut down on steaks, whole milk products, salad oils and you'll not only be helping your heart, you'll probably readjust your weight - especially if you also take up regular exercise with the CF Expres Program.

In fact, why not aim for an overall diet that gives you 35% of your calories from fats, 50%

from carbohydrates and 15% from protein? All it takes is a little planning.

We know what you're thinking: why eat banana cream pie if you can only have two forkfuls?

Well, the answer has more tiers than a wedding cake. First, you are enjoying the guilty pleasure; second, you're doing your body a favour; and, third, when you realize that overeating probably results from an inability to deal with emotional problems, you might also be on the road to resolving some inner anxieties!

Besides, you start to look so much trimmer, friends will glance at you with admiration and envy!

And you won't feel guilty about that!

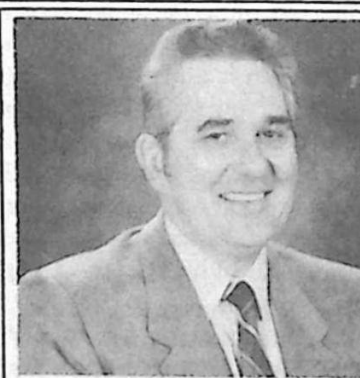
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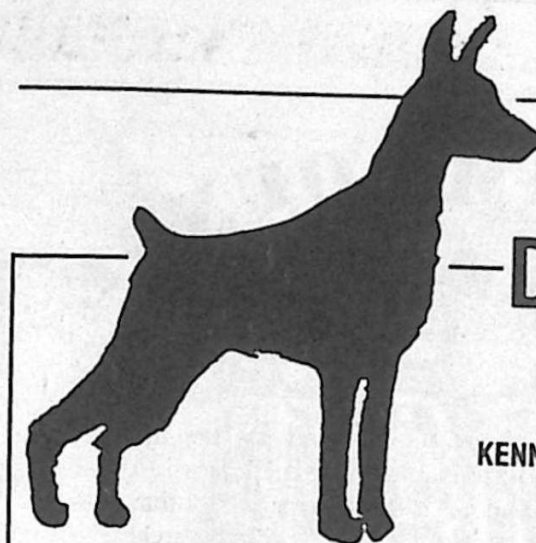
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SPORTS & RECREATION



DOGS

CANADIAN
KENNEL CLUB NEWS

There are thousands of dogs on this Island - millions in this country - billions in this world...WHY?

To be man's best friend? To provide friendship and comfort? To lend an ear when you are down? HAH! Hardly.

Do you even know how many animals are put down each year? Why? Because of irresponsible ownership. The blame lies with US, dear friends, US.

If I call the SPCA to talk to an owner or pick up two dogs that are breeding on my front lawn, it is not with guilt feelings that I do so, but with feelings of anger towards the owner, and sadness for the dog. Doesn't anyone care where these dogs are? Obviously not, or they wouldn't be making puppies on my front lawn.

It is a common fact that everyone wants a dog. Look out of your window! I can think of 24 dogs alone in Tyee Park. Twenty-four! Let's hope each dog has a bed to call his own and knows where the water dish is.

Now if these are our pets - let's have them spayed or neutered. They are PETS, not breeding machines.

Webster's New Twentieth Century Unabridged Dictionary (2nd Edition) defines PET - "An animal that is tamed or domesticated and kept as a favourite or treated with affection."

I hardly think the above definition takes into consideration all the dogs we see running around.

The Canadian Kennel Club officially recognizes 28 breeds in the Sporting Group, 22 in the Hound Group, 19 Working, 24 Terriers, 18 Toys, 14 Non Sporting and 14 breeds in the Herding Group. There is, as you can see, a large variety to choose from. A difficult decision, and one to make with the approval of the entire family. Remember, a dog's life span does not expire after a year and a half of novelty is gone - so keep in mind he will be a member of your family for the next seven or more years. He should make you proud to own him - proud enough to take care of him and to cherish him even after he is gone.

Why invent another "breed" by letting your PET run loose to come home with an unwanted litter? Let the true, dedicated breeders of these breeds determine the fate of tomorrow's dogs.

For more information on the Canadian Kennel Club, or for a list of breeders please contact the local kennel club, or: Cpl Thompson local 8309, Susan D. Thompson 339-3025.

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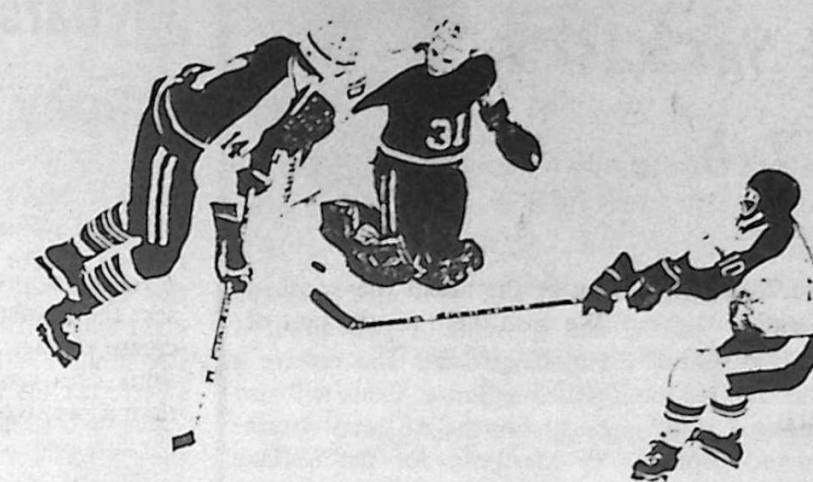
"Everything For The Builder"

LUMBER - PLYWOOD - DOORS
WINDOWS - GYPROC
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PLUMBING - ELECTRICAL

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610 ANDERTON, COURTENAY

"Serving The Island Since 1924"

CFB COMOX
2ND ANNUAL CHARITY
HOCKEY TOURNAMENT

GLACIER GARDENS - DECEMBER 4,5,6

PROCEEDS TO CHARITY. 14 TEAMS PARTICIPATING. PRIZES TO BE RAFFLED. ADMISSION: FREE

COME ON OUT



BATTLE OF THE BULGING

Until recently, most people equated physical fitness with bulging muscles. PARTICIPAction, however, has always taken the position that fitness starts with a sound heart - a muscle, to be sure, but not one that's going to win the Mr. or Mrs. Universe title.

Still, anyone striving for overall fitness must work on developing skeletal muscle tone as well as cardiovascular fitness.

Understand, when you start a program involving calisthenics or weight training of any kind, you're not aiming to build a body beautiful - although that may result.

Your goal: to achieve strength and muscular endurance. Keep that simple premise in mind, and your efforts in the gym will pay greater rewards.

Any qualified instructor will tell you the basics:

- 1) a good program will involve resistance exercises and repetition of those exercises.
- 2) it makes sense to start with light weights and add poundage as you are able to complete your repetitions.

PARTICIPAction



3) good form is imperative which means slow, deliberate controlled movements whether you're curling a dumbbell or doing a push-up.

4) proper execution of a movement involves working the muscle through a full range of motion.

As you can imagine, you'll begin to pick up a myriad of other pointers once you start to work out with P.E. & R. staff guidance. You'll learn proper breathing techniques, how to concentrate only on the muscles being exerted, how to warm up and cool down and much more that will speed your progress while reducing the chance of injury.

Most important, you'll quickly overcome the false notion of "No Pain, No Gain." PARTICIPAction believes that if it hurts, stop doing it! We prefer the slogan: "Train, Don't Strain!"

Getting into a gym may seem a nuisance or unnecessary to some people. However, the benefits of regular, intense exercise last a lifetime - and only you can do it.

And PARTICIPAction knows that as a member of the Canadian Forces, you can do it!

This column is provided by the Directorate of Physical Education, Recreation and Amenities, in cooperation with PARTICIPAction.

Comox Shoe Repair

1836 Comox Avenue
(Across from Legion)

Tuesday to Saturday -- 9:00-5:30

TOP QUALITY

SHOE AND LEATHER REPAIRS



AROUND THE BASE

WO's & Sgt's
Wives Club

Well ladies, - another meeting and another successful evening. The games night was great and thank you to the Junior Ranks Ladies' Club for joining us and helping to make the evening so much fun! Everyone enjoyed themselves with the games and congratulations to the winners as well as the "boobie prize" winners.

Our next meeting is the last one in 1987 on Dec 14 at 8 pm and it is a Christmas theme.

There will be a gift exchange and a Santa - you bring a (small) gift and you receive a gift from Santa. There will also be a showing of party dresses by Mariposa for the holiday season.

On Dec 6 at 2 pm will be Christmas decorating in the Mess. All members are invited (and spouses) to come out and help - so lend your support and see you at the Mess!

Mynarski
Trophy

The Mynarski Trophy, presented annual by the RCAF Association for contribution to the Canadian Forces search and rescue effort is going to the Canadian Mission Control Centre at CFB Trenton.

Maj Ted King and his staff at the CMCC were recommended for the award by Air Command and received the trophy at the RCAF Association's annual general meeting in Red Deer, Alberta.



The Mynarski Trophy

guests welcome. A penny auction will follow, as well as a dance.

Dec 12th there will be a bus trip into Nanaimo for Xmas shopping.

In closing the J.R. Ladies Club would like to wish everyone a safe and merry Christmas.

For more information call Gloria Ross, 339-0592.

J.R. Ladies
Club

Nov 19th's meeting was well attended! 30 or more people participated.

The meeting started at 7:30 and the entertainment soon followed!

Xmas crafts displayed by Barb McNab and Shelma Young. Bingo followed with crafts as the prizes!

Dec 17th meeting will be a pot luck dinner. Spouses and

ASK ABOUT THE FOREST



Single tree selection logging is carried out on approximately 12% of the area logged in B.C. each year. Most of this occurs in the southern and central interior forests of which the dry-belt Douglas fir-yellow pine forests are a good example.

Left to her own devices, Mother Nature too will harvest these particular forests on a single tree selection basis. With her method, older, large trees will usually be killed by the Douglas fir bark beetle, creating openings that allow in light and release space where younger trees can thrive and develop. With this process, the trees in the forest will be of differing ages and will usually continue as "uneven aged" or "multi aged" forests.

It should be noted, however, that Mother Nature does not always use this method. In the

case of lodgepole pine, for instance, she often harvests by killing large expanses through the mountain pine beetle (usually finishing them off by fire). As a result, the new lodgepole pine replacement forest will be "even aged" and will grow until the cycle is repeated.

In duplicating Mother Nature's harvesting systems, man cannot go too far wrong. Thus, the Douglas fir and yellow pine forests that are found in the dry belts of the interior from the Cariboo to the Okanagan to the East Kootenays generally should be logged selectively to maintain an "uneven aged" or "Multi aged" forest structure.

Brought to you courtesy of The British Columbia Forestry Association and the Totem Times.



Maj Ted King

TOTEM LOUNGE



DECEMBER 87

DECEMBER 4
GERRY WATSON POOL TOURNAMENT
1900 HRS

DECEMBER 13
KID'S XMAS PARTY
1400 HRS

DECEMBER 16
SINGLES MESS DINNER

DECEMBER 31
NEW YEARS EVE

2000 Hrs - Band: 3RD DEGREE

Tickets on Sale at Mess Manager's Office (Nov 1 - MEMBERS AND Dec 1 - Guests).

Admission: Members - \$30/couple and \$15 single. Guests: \$40/couple and \$20 single

Keep your kitchen
clean - eat out
at

Smitty's



MAKE NOTE

PLEASE CHECK THE FRIDAY'S
ENTERTAINER FOR OUR
WEEKLY SPECIALS.

Open 7 a.m. - 8 p.m.
seven days

1747 Comox Ave
339-3911

AROUND THE BASE

Fire Chiefs for a Day



Sarah Roy and Donald Menard pose with personnel from the base Fire Department during their tour as "Chief for a Day."

Back Pain

PARTICIPAction suggests you add the following specifics to your lifestyle:

1) See your PERI for a program of regular exercise aimed at helping you reach your "ideal" weight.

2) After you warm up for your routine, do some gentle stretching to limber up all over - especially your back.

3) Concentrate on exercises that build your abdominal muscles. Weak abdominals force the spine to carry extra weight, often with disastrous results.

4) Concentrate on your posture - just like your Grade One teacher told you! When standing, suck in that gut to tilt your pelvis into position to support the spine. Also place one foot on a stool or railing about six inches off the floor. Avoid prolonged sitting. Get up at least every hour for a "stand-up" break. When you sit, keep your feet flat on the floor and your knees slightly higher than your hips.

5) Bend at the knees to pick up any object, no matter how heavy. Lift it close to your body.

6) Sleep on a firm mattress.

If you already suffer back pain, you'll be somewhat relieved to know that medical advances in treatment are widely available. Your physician can put you in touch with organizations that can help. Realize, however, how

important it is to continue therapy: back problems, ignored, tend to recur.

While some back conditions are purely organic and can be diagnosed and treated only by a qualified physician, most back pain can be prevented!

The key: exercise.

HONDA OWNERS

IMPORTANT NOTICE

If you own a 1980 or 81 Civic, 80 through 82 Prelude or 80 through 82 Accord that has been operated in the provinces of Nfld, N.S., P.E.I., N.B., Que. or Ont. please contact Island Honda immediately for a free manufacturer's authorized Suspension and Corrosion Inspection.



A good deal better

1025 COMOX RD., COURTENAY
338-1922

Pewter Room
Restaurant

West
Opposite
Lewis Park

498 ISLAND HWY., 334-4401

Excellent Dining • Steak & Cordon Bleu Specials

\$6⁹⁵ — \$8⁹⁵

Everything for your dining pleasure

We wish all the base personnel and their families a very Merry Christmas. Your patronage is appreciated.

FREE!

For the best deal in the area try winter golf at the Base Club. Green Fees for casuals or pro-rated memberships (\$50 in Dec) good until 31 Mar. Winter exercise and free fresh (Western) air. Regular Sunday golf - register by 0930 for a 10 a.m. tee-off. It's fun!

Bar & Grill Open Daily

Book your section party now. Info 8592.

Officers Mess

WEDNESDAYS DECEMBER 9, 16

OFFICERS' COFFEE HOUR: Coffee will be served in the Lounge at 1000 hrs. Dress will be dress of the day. All officers are invited to attend.

FRIDAYS DECEMBER 4, 11, 18

REGULAR TGIFs: Food as indicated 1700-1800 hrs. Free taxi-ask at Bar

WEDNESDAY DECEMBER 9
OWC BRIDGE CLUB

SUNDAY DECEMBER 13

CHILDREN'S CHRISTMAS PARTY. Bring your children for an afternoon of fun from 1400-1600 hrs. Entertainment will highlight a puppet show, a clown and be topped off with a visit from the Big Fellow with the white beard. Hot dogs, candy, ice cream, popcorn, etc. Admission free.

THURSDAY DECEMBER 17

INTER-MESS VISIT: The Officers will host the SR NCOs Mess. Dress will be S3.

SUNDAY DECEMBER 20 SUNDAY JANUARY 3

NOTE: The dining room will be closed

THURSDAY DECEMBER 31
NEW YEARS EVE

RECEIVING LINE
CHAMPAGNE PUNCH
DINNER SERVED

1930 hrs
1930-2000 hrs
2000 hrs

MENU

FANCY BUFFET

ROAST BEEF

SALMON

ROAST TURKEY

JUMBO SHRIMP

BAKED POTATO

MIXED VEGETABLES

ASSORTED SALAD • CHEESE TRAY

PLUM PUDDING FLAMBE

Reservations by 18 Dec 87. Cost per couple: Members \$40 Limited Associates & Guests \$50. Dancing to Margaret Taylor Band (5 piece orchestra) from 2200-0130 hrs. Dress for the occasion: Members - Mess Kit Associates & Guests - Black tie formal Ladies - Long formal

FRIDAY JANUARY 1

NEW YEARS LEVEE 1100 hrs. Dress is S3

RESERVATIONS: Please make every effort to make confirmed reservations by the deadline in the calendar. This will not only help us plan the function, but will enable us to give you the service you expect, and which we wish to provide. NO SHOW CHARGE: The policy is now in effect that if a "no-show" occurs, the person making the original reservation will be charged the full cost of the ticket(s). If a member wishes to cancel a reservation, he must inform the Mess Manager at least 24 hours before the start of the function. Those who cannot attend because of unforeseen circumstances are requested to advise the Mess Manager no later than one working day following the function. DRESS STANDARDS: Casual - Shall consist of dress slacks, sport shirt or sweater. Open-toed shoes, with socks, are allowed. Informal - Recommended dress is jacket and tie. The minimum requirement is a well coordinated leisure suit with open-neck shirt or turtleneck with sport jacket and slacks.

NATIONAL SAFE DRIVING WEEK

DECEMBER 1 - 7



You Can Improve Highway Safety

During the past 10-20 years, there have been significant improvements in the design and construction of automobiles and the roads on which they travel. Highway signage, pavement markings and traffic signal operations have also been noticeably improved. In addition, safety legislation has been strengthened, police enforcement made more visible and a variety of proactive and remedial measures have been developed and implemented during this time.

The separate and combined efforts of engineering, enforcement and educational agencies have had a positive effect on traffic safety. The number of yearly fatalities on Canadian highways has decreased significantly during this time period. However, increasingly traffic safety has been recognized as one of the major issues of today that cannot be passed off to government, business or labour for a solution. Collisions cannot simply be legislated or enforced away, nor should we always rely on technical solutions to protect us. Improving highway safety is a personal responsibility.

Seat Belts

Whether you are a driver or passenger, buckling up your seat belt is the single most effective action you can take to make Canadian highways safer. Everyone knows that proper use of a seat belt reduces the risk of injury to the wearer. Less well known is the fact that proper use of a seat belt reduces the risk of injury to other occupants of your vehicle and to other road users. If you are involved in a collision, wearing a seat belt will help you as a driver to maintain control of your vehicle and take appropriate corrective action. If you lose control of your vehicle, even temporarily, you may strike other vehicles or pedestrians. Seat belts will also keep your passengers from sliding around inside the vehicle. Maintaining control of your vehicle after the initial impact will be difficult enough without being bumped or struck from behind by an unrestrained passenger. Buckle up for everyone's safety, and ask others to do the same.

Defensive Driving

...is driving to prevent collisions in spite of the actions of others and the conditions around you. In judging safety performance, it is of little significance whether you had the right-of-way or whether the other driver disobeyed traffic regulations. Make allowance for all factors.



MESSAGE FROM THE PRIME MINISTER

National Safe Driving Week will be held from Dec 1-7, 1987. On behalf of the Government of Canada, I would like to offer my wholehearted support to this worthwhile and informative campaign, sponsored annually by the Canada Safety Council. Safe Driving Week provides road users with an important public service by informing us of programs and measures that contribute to improving the safety of our highways.

This year's campaign theme, "YOU Can Improve Highway Safety," emphasizes the contribution that each of us, as individuals, can make toward improving highway work together to develop standards, enforce regulations and disseminate traffic safety information, a significant reduction in motor vehicle collisions and related injuries can only be achieved through active participation of individual road users. By having regard for the safety of other road users as well as ourselves; driving, bicycling and walking defensively; and courteously sharing the road, we can reduce the number of collisions and related injuries. Some of us may even save a life.

I urge all individuals to make a personal commitment to improve highway safety. By collectively striving toward this objective, we can effect a substantial decrease in motor vehicle collisions which will benefit us all in the long and short term. Most importantly, many families would be spared the grief of injuries and deaths caused by motor vehicle collisions.

I congratulate the organizations and individuals who are actively involved in promoting highway safety. I would also like to take this opportunity to encourage other service, labour and management groups to join the Canada Safety Council in these efforts.

"YOU Can Improve Highway Safety."

Best wishes for a safe and happy holiday season.

Brian Mulroney

Message from the National President

Our 1987 NATIONAL SAFE DRIVING WEEK campaign the "YOU Can Improve Highway Safety" addresses the question of what each one of us can do to reduce the incidence of traffic accidents and protect ourselves and other road users from injuries and fatalities.

Driving a motor vehicle on a public highway is a public act and must be undertaken with due regard to the safety of all road users. As responsible motorists we have an obligation to take every possible precaution to help ensure our own safety, the safety of our passengers and the safety of other motorists, cyclists and pedestrians.

Eighty-five percent of all collisions result from human error, excessive speed, failure to yield and driver inattention are recurring factors. Considering fatalities only, almost 50% involve alcohol impairment; between 20% - 40% could be prevented by proper seat belt use; another 3% - 5% could be prevented by using daytime running lights.

There are many things we, as individuals, can do to improve highway safety. For example, not driving when impaired by alcohol, medication or other substances; wearing our seat belts; using daytime running lights; and slowing down when poor road or weather conditions prevail. All of these precautions are part of "defensive driving," i.e. driving to prevent collisions in spite of the actions of others and the conditions around you.

On behalf of the Canada Safety Council, its members and supporters, I ask all Canadians to make a personal resolution to improve highway safety, beginning right now. Please encourage your family and friends to join your efforts.

Kathleen Francoeur

Message from the Base Commander

December 1 - 7 has been designated as Safe Driving Week throughout the nation. The efforts of the Canada Safety Council have shown positive results in the past 30 years in this direction. The Canadian Forces actively supports the Canada Safety Council and has adopted their Defensive Driving Course as part of the Mobile Support Equipment Safety program. We in the CF are more than familiar with safety. It is foremost in our midst regardless of our occupation. I congratulate the Canada Safety Council on its outstanding efforts in the past 30 years and urge all members of CFB Comox and their dependants to join with the millions of Canadian drivers in making the first week of Dec 1987 the most effective Safety Driving Week on record.

Col Ted Gibbon
Base Commander



Pedestrian Safety

Pedestrians are the most vulnerable group of road users. They have very little physical protection and, in collisions with automobiles, they are almost always injured. As pedestrians, the best way to avoid becoming involved in a collision is to see and be seen. Wear retro-reflective or light colour clothing at night; where there are no sidewalks, walk along the left side of the road facing on-coming traffic; stop and look all ways before crossing and be sure the driver has seen you before you step in front of a moving vehicle. Motorists are often distracted: do not assume that they have seen you just because you have seen them. Make yourself conspicuous and look for an indication that the driver knows you are there. In the absence of any indication, assume that you have not been seen and govern yourself accordingly.

Daytime Running Lights

Remember Mohammed Ali, "Float like a butterfly, sting like a bee; he can't hit what he can't even see." Unfortunately, many traffic accidents do involve hitting or being hit by something you didn't see or at least didn't see in time. Driving with your low beam headlights on during the daytime makes your vehicle more conspicuous to other motorists and helps them to better judge your speed and distance. If you do not believe this is true, make a point of observing approaching vehicles (even on bright sunlit days) with and without their headlights on and decide for yourself. Drive with your low beam headlights on at all times.

Impaired Driving

Impaired driving is the greatest single contributing factor in fatal motor vehicle collisions. Studies by the Traffic Injury Research Foundation indicate alcohol involvement in:

- *50% of fatal traffic collisions;
- *25% - 30% of injury producing collisions;
- *5% - 10% of property damage only collisions.

There are only two sure methods to reduce the incidence of alcohol impaired driving:

1. IF YOU DRINK, DON'T DRIVE.
2. IF YOU DRIVE, DON'T DRINK.

It's as simple as that for each of us.



YOU CAN IMPROVE HIGHWAY SAFETY

AROUND THE BASE



Origins of the Species

John Bradley

162 (BR) SQUADRON

No. 162 (Bomber Reconnaissance) Squadron was formed at Yarmouth, Nova Scotia, on 19 May 1942 under the leadership of S/L N.E. Small. The unit was on the RCAF's Home War Establishment and was tasked with anti-submarine patrols on Canada's East Coast. To carry out their job, the unit was equipped with the Consolidated Canso twin engined amphibious patrol aircraft. Throughout their entire war-time service, 162 would only fly this type of aircraft.

The unit actually came to Yarmouth as a two plane detachment of 10 (BR) Squadron. They flew from Yarmouth until 18 May 1942. The next day 162 (BR) Squadron was officially formed and the aircraft and crew were handed over to the new unit. Within a few days the total number of aircraft was brought up to a grand total of four. Even though the unit was still undergoing training during May and June, they were still able to fly their first offensive patrol on 25 May. On that day S/L Small took his crew out in Canso 9748 on an uneventful patrol that was cut short by extreme poor weather.

ASV RADAR FITTED

During June and July three serviceable aircraft departed for a trip to the US Naval Stations at Quonset, Rhode Island and Norfolk, Virginia where they were outfitted with the ASV Mk II radar and the resultant yagi antenna. Shortly after the fourth and final Canso also made the trip to receive the new radar after it was released from an intensive maintenance check.

In spite of the low number of aircraft, four, 162 was required to send one Canso to Mont-Joli, Quebec between October 10 and November 30 to help counter the U-boat threat that was slowly working its way into the St. Lawrence River. During this same period they also had to dedicate one aircraft to full time training duties at Yarmouth. This left the unit with only two aircraft to fly operational missions which played havoc with the airframes, engines, and of course, the crews. At one point the

squadron diary noted: "Hardworking 9748 (after a 15 hour patrol) is now due for a long rest in the lush pastures of Central Maintenance." Over the next few months the diary would also note that a days activities would read "no flying-no aircraft."

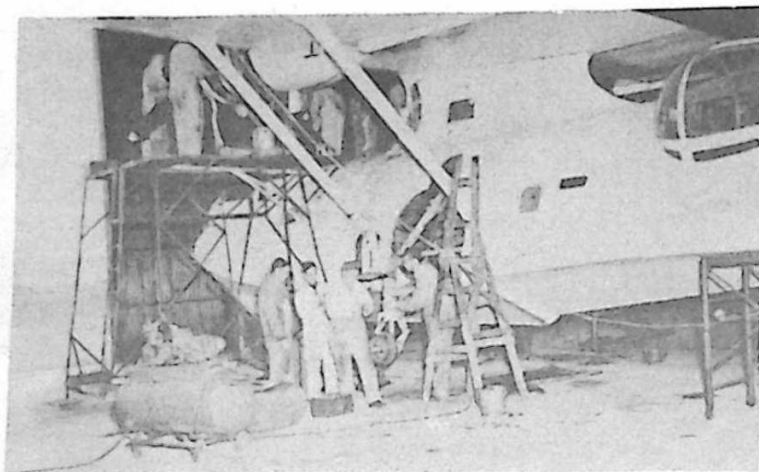
The lack of aircraft became acute when Eastern Air Command ordered the unit to send two aircraft and three complete crews to Gander. Only one aircraft was serviceable so 9746 was returned from training duties to make the trip. When the two aircraft departed, a large void was left in the units home hangar. Just how much of a void was noted in the diary with these comments; 10 December - "In future new members, on joining the Squadron, are requested to bring their own aircraft," and on 1 January 1943, there is only one wish for the New Year - AIRCRAFT!"

NEW AIRCRAFT DELIVERED

Just a little over a month later a new Canso was delivered to 162 and one aircraft was sent home from the Gander detachment. By 8 March Canso 9766 was delivered and by the end of the month, personnel, especially the hard pressed groundcrews, were happy to see the new aircraft, would be an understatement of the highest order.

Like a number of other aircraft types during the War, the Cansos were built in many different locations by various companies. 162 had Cansos that had been built by Boeing and Vickers. The Boeing aircraft were notorious for their constant minor but nagging problems and the poor adhering properties of the paint used in the camouflage schemes. The Vickers aircraft however were considered far superior and generally preferred by all concerned. Just a few short weeks earlier this type of comment would not have been heard from anyone as they would have accepted anything with wings.

The summer of 1943 was extremely quiet but by September, six aircraft were diverted from the planned move to Dartmouth that was to have taken place in early October. Instead, the aircraft and crews were sent



Canso 9839 of 162 (BR) Squadron undergoing extensive maintenance in a hangar at Camp Maple Leaf, Reykjavik, Iceland. (CF PL 117246).

to the American base at Stephenville, Newfoundland, to help with the new U-boat offensive that was making its presence known on this side of the Atlantic.

Within a few days they were sent to Goose Bay where all of 162's aircraft were now flying from. They were then sent to Mont-Joli to take part in the massive search of a 10 (BR) Sqn Liberator that had gone missing with 24 men onboard. The entire unit remained at Mont-Joli until 25 Nov when the search was finally called off.

With the return to Dartmouth, training, plans and operational patrols were prepared for the winter months. These plans were quickly shelved when it was announced on 7 Dec that they were selected for an overseas posting. The next day it was announced that they were heading to Iceland and packing and bringing the aircraft up to standard was made a high priority. By 16 Dec the unit was ready to go so all personnel were given two weeks leave.

DEPARTURE FOR ICELAND

On 4 Jan 1944, the first Canso departed for Reykjavik and by the 31st, all aircraft and personnel were in place at the newly named Camp Maple Leaf. While in Iceland the squadron came under the command of No. 18 Group, RAF Coastal Command. Being under the RAF control, the squadron suffered some unexpected problems that ranged from the poor British rations to the fact that the RAF considered 162 as "the poorest equipped squadron with respect to radar under its command." By this time Coastal

Command was using the ASV Mk II radar as a navigational aid but was unwilling or not able to spare any of the new centrimetric radars for 162 Squadron.

In spite of the perceived radar deficiency, 162 was soon tracking, attacking and sinking enemy submarines. By 13 June no less than four U-boats had been sunk including U-715 which was sunk on that date by the CO, W/C C.G.W. Chapman, who received the squadron's first DSO for his daring attack. The next U-boat kill was to be 162's greatest battle.

F/L HORNELL'S V.C.

On 24 June 1944, F/L D.E. Hornell and crew in Canso 9754 "P," on a patrol from their detachment in Wick, Scotland, attacked and sank U-1225. The attack was started from a distance of five miles when Hornell began to manoeuvre his aircraft towards the submarine. The U-boat turned to starboard and with all its guns now in the clear, opened fire on the Canso. Unfortunately for the aircraft's crew, one of the two forward guns on the aircraft jammed leaving them with little forward defensive capabilities. At about 800 yards flak struck the wings of the aircraft and by 500 yards, the starboard engine was throwing oil and began to blaze. At around 300 yards the engine was in such bad shape that it had to be shut down and the propeller was feathered. Nevertheless, Hornell kept on coming in towards the submarine at a height of 50 feet.

At the last possible second the submarine made a quick turn to port and swung broadside to the aircraft. In spite of

this new complication and with an almost uncontrollable aircraft, Hornell dropped his depth charges across the beam of the submarine and within a very short time, U-1225 went down. As the aircraft crossed over the boat both pilots struggled vainly to control the aircraft. Within seconds the engine fell off and the aircraft was then successfully ditched into the cold Atlantic waters.

The crew took to the life raft and suffered through a night that included such hardships as overcrowding in rough seas that were whipped up by winds of up to 46 knots. During the night two crew members passed away. They endured more than 21 hours in the raft and in the water before they were picked up by an RAF Rescue Launch. Just a short twenty minutes after he was picked out of the water, F/L Hornell died. For his pressing home the attack, leadership and determination, F/L D.E. Hornell was posthumously awarded the Victoria Cross. This was the first RCAF VC of the war. The VC awarded to P/O Mynarski was for an action that had occurred earlier in the war but was not awarded until after the war was over.

LAST MISSION

162's last mission took place on 31 May 1945 when Canso 11074, piloted by F/P R.J. Mills and crew departed from Iceland on an uneventful patrol. The unit returned to Sydney, Nova Scotia on 14 June and was disbanded on 7 Aug. During its short career 162 sank five submarines, damaged one more and shared in the sinking of another U-boat. Casualties to the unit included 9 aircraft, 25 killed, and 17 missing in combined operational and training accidents. Sorties totalled 2100 for a grand total of 30, 397 flying hours. The unit was assigned the GK and DZ fuselage codes but these were rarely applied and only during 1942.

HONOURS AND AWARDS

The unit was deactivated before they received their Battle Honours but had they remained on strength they would have been awarded

CONTINUED ON PAGE 18

AROUND THE BASE



Legion Log

BRANCH 17 COURTENAY

ENTERTAINMENT

Fri & Sat Dec 4 & 5 Music by BRANDY
Fri & Sat Dec 11 & 12 Music by COUNTRY MEN
Fri & Sat Dec 18 & 19 Music by WESTWIND
Sun Dec 6 Fun "Turkey" Shoot
Entry Fee \$3 per player
Register 1130-1230 Start 1 pm
FUND BRIDGE TOURNAMENT
FUN CRIB TOURNAMENT
NEW YEARS EVE DANCE
Reserved Seating

\$15 per person - Buffet Supper - Free Corses

REGULAR ACTIVITIES

BINGOS - Mon, Thur, Fri, Sun at 7 p.m.

MONDAY Fun Euchre
TUESDAY Pub Darts
WEDNESDAY League Darts
THURSDAY Fun Darts
FRIDAY TGIF & Money Draw at 6:30
SATURDAY Fun Bridge at 12:30
SUNDAY Something doing every Sun afternoon

"MORE PLAYERS WELCOME"

Phone 334-4322 (days) for more information.
NEW SUNDAY HOURS.....11 a.m. to 7 p.m.
(reduced prices 11-4)

**Dress Code in effect 8 PM Fri. & Sat.
(NO JEANS OR T-SHIRTS)

BRANCH 160 - COMOX

ENTERTAINMENT

Dec 4-5 Music by WESTWIND
Dec 11 Music by ALLEYCATS
Dec 12 Music by EDWIN GRIEVES TRIO
Dec 18-19 Music by COUNTRYMEN
Dec 25 CLOSED. XMAS DAY
Dec 26 To be advised
Dec 31 NEW YEARS EVE BALL
(See special events)

REGULAR ACTIVITIES

MONDAYS L.A. Drop-In Bingo - 7:30 pm
Men's Dart League - Navy Room - 7:30 pm
Mixed Dart League - Upper Hall - 8:00 pm
TUESDAYS
WEDNESDAYS NAVY LEAGUE DROP-IN BINGO - Upper Hall - 7:00 pm.
CRIB LEAGUE - At home or away.
THURSDAYS 1st Branch Executive Meeting - 8:30 p.m.
L.A. Executive Meeting as required.
2nd L.A. General Meeting, Upper Hall, 8 p.m.
3rd Branch General Meeting, Upper Hall, 8 p.m.
FRIDAYS Meat Draws: 2 - 6 p.m. Dance (Normally downstairs unless advised)
SATURDAYS Meat Draws: 2 - 6 p.m. Dance, (Normally downstairs unless advised)
SUNDAYS New Hours: 11 a.m. to 6 p.m.

SPECIAL EVENTS

MON. DEC. 14 MEN'S DART LEAGUE TURKEY DRAW. 7:30 pm - Leaguer Members only.
TUE. DEC. 15 MIXED DART LEAGUE CHRISTMAS POT LUCK SUPPER. League Members only. Darts will start at 7 pm.

NEW YEARS EVE BALL Lower Lounge 9pm to 3am. Music by WESTWIND. Food served from 9 pm. Hats, noisemakers, etc. Cost: \$35/couple - \$17.50 single. Tickets available at office or bar. Open to all Branch 160, L.A. Members and their bonafide guests.

The "Newfie Connection"



Will the real Newf please stand up...so they did! The Sally Ann Snack Bar is inundated with make believe west coasters and each and everyone of them think they're in paradise our here in Lotus Land. Pictured left to right are Shirley Smith, Capt Winston Dodge, Mrs. Cora Dodge and Rona Bowers. The "Rock" was never like this!



HANDS

How many times have you used your hands today, without even thinking about it? Our hands make everyday chores so much easier! Of course, we may not always appreciate their value and worth. Yet, if we cut a finger or injure our hand in any way, so that we cannot use it, then we quickly see how important our hands really are.

There are large hands, and there are small hands. Some hands are soft and silky, while others have become hard and calloused, because of heavy work. Sometimes, our hands are spotlessly clean, but at other times, they become grimy and greasy, because of the particular work in which they have been engaged.

Then, too, we often describe people as having 'loving hands,' and we associate that with people whose hearts are so filled with love that they seek to show it by kind loving deeds, and often with the use of their hands.

If a person has 'pure hands' then we assume that that would be the type of person who does not engage in anything that is evil, profane or ungodly.

We may also have 'working hands' or 'idle hands,' and we can readily see the meaning of both. Working hands will do good, while idle hands will take advantage of anything, and will certainly be tempted to do evil.

of that beautiful story of love and sacrifice. The 'Praying Hands' motif has been used on pens, plaques, bookmarks, spoons, cups, candles, and just about anything that is 'sellable' as a keepsake.

J. Palmer Muntz tells the story behind this beautiful work of art. He says "Along about 1490, two young friends, Albrecht Durer and Franz Knigstein, were struggling young artists. Since both were very poor, they worked to support themselves while they studied art.

Work took much of their time and advancement was slow. Finally, they reached an agreement; they would draw lots, and one of them would work to support both of them while the other would study art. Albrecht won and began to study art while Franz laboured to support them both. They agreed that when Albrecht was successful, he would support Franz, who would then study art.

Albrecht went off to the cities of Europe to study. As the world now knows, he had not only talent, but genius.

When he had attained success, he went back to keep his bargain with Franz. But Albrecht soon discovered the enormous price his friend had paid. For as Franz worked at hard manual labour to support his friend, his fingers had become stiff and twisted. His slender, sensitive hands had been ruined for life. He could

no longer execute the delicate brush strokes that would be necessary for fine painting. Though his artistic dreams could never be realized, he was not embittered, but rather, rejoiced in his friend's success.

One day, Durer came upon his friend unexpectedly, and found him kneeling with his gnarled hands intertwined in prayer, quietly praying for the success of his friend, although he could no longer be an artist. Albrecht Durer, the great genius, hurriedly sketched the folded hands of his faithful friend and later completed a truly great masterpiece, which came to be known as "The Praying Hands."

Today, art galleries everywhere feature Albrecht Durer's works. But of them all, none holds the place in the hearts of people that "Praying Hands" does. It tells an eloquent story of love, sacrifice, labour and gratitude. And it has reminded multitudes the world over of how they may also find comfort, courage and strength.

It is an inspiration to us as well to use our hands for good, to bless and to help. The Bible reminds us "Blessed is the man that...keepeth his hand from doing evil." (Isaiah 56:2)

Mrs. Captain Cora Dodge
The Salvation Army
Red Shield Services

AROUND THE PROVINCE

Travel Tips



CRUISING NORTH TO ALASKA

PORT OF VANCOUVER - The Alaska-bound ships that cruise the Inside Passage between Vancouver and Southeastern Alaska have become one of the hottest vacation items on the continent.

From May to October the cruise lines collectively sail 19 ships that make more than 200 trips on the seven-day voyage that features spectacular scenery in addition to personalized service and fine dining.

The cruises have been increasing in popularity yearly since 1982. Last season's boarding in Vancouver of 313,881 passengers was 50% higher than five years ago. And amazingly, it was even higher by 496 than the number of passengers who cruised during Vancouver's Expo '86 year. Most passengers took advantage of the pre-cruise and post-cruise hotel packages that many lines offer with their cruises.

The popularity of the cruises was instrumental in the Federal Government creating its \$27 million Canada Place, a state-of-the-art cruise ship terminal and convention centre. A masterpiece of architecture and design, Canada Place resembles a regal five masted ship setting sail into Vancouver Harbour and it has become the waterfront symbol of an already gorgeous city.

Why does the Vancouver-to-Alaska cruise continue to be so popular? For starters, with prices as low as \$950, Alaska cruises are an inexpensive way to get the luxury of an ocean cruise while at the same time experiencing some of the most pristine and remote wilderness in the world that includes passing pods of killer whales.

But it's more than the reasonable cost that attracts passengers. While the on-board entertainment and recreation are enough to keep any traveler active, it's the spectacular scenery, ports of call, the sights and sounds that make Alaska and the Inside Passage such a lure.

Ketchikan, with its weathered "Cannery Row" cluster of waterfront buildings is Alaska's salmon capital and houses a rich collection of Tlingit and Haida Indian artifacts. In Juneau, Alaska's capital, there's gold panning or river rafting, a tour of the Mendenhall Glacier, or the local colour of the notorious Red Dog Saloon, complete with sawdust floor.

But the highlight of the cruise is the Glacier Bay National Monument, where centuries old glaciers meet the ocean. Frozen islets of ice dot the aquamarine bay as on-lookers are treated to the sight of great ice chunks breaking off the main glacier. One ship captain plays the majestic opening movement of the Sibelius Symphony No. 2 on the ship's loudspeaker system as his ship enters the dramatic entrance to the bay.

For the many questions that passengers bring with them, park naturalists come aboard to discuss the local fauna and wildlife, which includes puffins, whales, seals and eagles.

Alaska cruising provides something for everyone: comfort and luxury, scenery, extraordinary glimpses of wildlife and historical ports of call.

There's only one problem - the popular times of July and August are usually the first ones to book up. So contact your local travel agent soon.

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CANADA'S AIR FORCE TODAY

By Larry Milberry



Here is the most splendid aviation book yet published in Canada. *Canada's Air Force Today* is the natural follow-on to *Sixty Years*, CANAV's internationally acclaimed 60th anniversary illustrated history of the RCAF and Air Command. The new book is a detailed look at today's Air Force in all its various tasks, aircraft, personnel and bases.

To complete this project, Milberry visited AIR-COM bases and met with hundreds of serving personnel. He flew in most aircraft types and took thousands of photos. The end result is a book to delight anyone in today's Air Force and all who follow the Canadian aviation scene.

Canada's Air Force Today begins with a Foreword by the Commander, Air Command, then launches into a comprehensive text describing military aviation in Canada, group by group. Then follows the book's *raison d'être*—the most spectacular gallery of colour photos ever seen in a Canadian aviation publication. There are over 300 photos in

full colour, taken by a wide variety of expert photographers, both CF and civilian. Every aircraft type is represented, from Musketeer, Hercules and Chinook to Aurora and CF-18. Of the latter, there are 50 photos alone! As well there is a focus on Air Force personnel at work on exercises and on bases from Comox to Baden.

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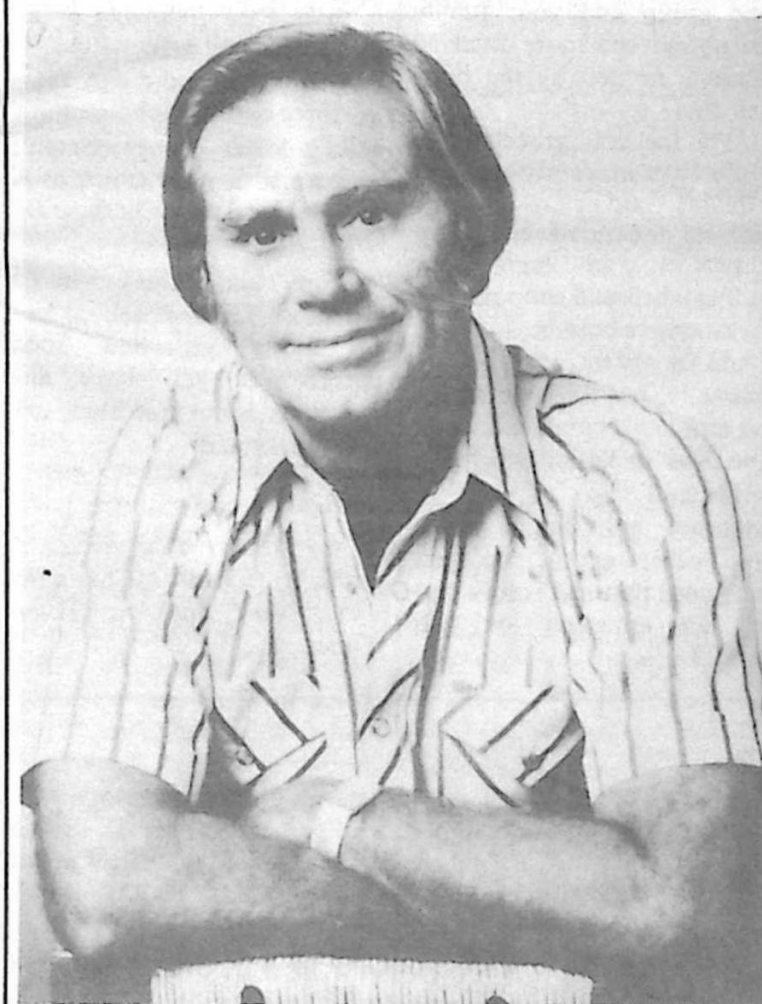
music reviews and syndicated columnist

JONES' SUPER HITS

For George Jones, "Super Hits" (Epic FE40776), is just one more of one of his many compilations of hit product. This time around the material stretches back to the early days of his career (White Lightnin', Why Baby Why, The Window Up Above) which, although originally recorded in the mid-1950s, were re-recorded in the '70s.

Most of the material here has reached the top of the charts (A Picture Of Me Without You, The Grand Tour, Who's Gonna Fill Their Shoes) and, of course, "He Stopped Loving Her Today" was such a monster hit that it not only became one of his biggest selling records ever but was named as Song of the Year, twice. His recent "One I Loved Back Then (Corvette Song)" and "Tennessee Whiskey" add a certain sales appeal. One of the most compelling tracks is the duet with James Taylor on "Bartender's Blues." All told, it's a killer album.

George's reputation as a 'no-show' and his off-stage antics have drawn much press attention but on record, he is still one of the best and this album of "Super Hits" is just that, super.



GEORGE JONES

...more Demon Doins

CONTINUED FROM PAGE 9

showed up Fri morning - by the look of him, we figured he was lost.

We have a new Used Car and Truck dealership in the area. Leo Henwood was informed that if he kept it up, he'd have to get a business license.

And I'm told our dear Ray Michell has turned out to be a quick-change artist. There is a

CE work order in for a telephone booth to be installed in the building. It's also rumoured that there is a pair of red leotards locked in his desk drawer. What all this has to do with him changing his mind a lot, we don't know.

Our closing statement today is by Blair Kennedy who says, "No comment."

All About Hives

Up to 20 percent of Canadians will experience what is generally referred to as hives, or what your doctor might call urticaria. Hives or urticaria are itchy welts that often appear on the skin but can invade deeper tissues of the body and form giant swellings. One type of hives called purpura causes the skin to appear purple or bruised.

Hives are almost always itchy. But, if they are large, the symptoms can be more severe. Swelling of the eyelids, tongue, mouth, hands and feet may occur. With these symptoms a host of other internal problems can follow, like difficulty in breathing or swallowing, stomach disturbances, fever, pain, nausea or headaches. But, most commonly hives appear in their less serious form - small areas of red, itchy skin.

"Acute hives are often caused by an allergic reaction to food, drugs, pollen, insect bites or infection," says Dr. Larry Rosen, a Toronto allergist. Foods such as nuts, shellfish, strawberries, eggs, chocolate and citrus fruits are high on the list of hive-causing substances. Other foods like cow's milk, bananas, tomatoes, beef, pork and peas are also often implicated in hives. Chances are only one or two of these substances will cause you to suffer any adverse effects.

As far as hive-causing drugs go, acetylsalicylic acid (A.S.A.) some laxatives, tranquilizers and antibiotics especially penicillin and sulfonamides, are common culprits. It's possible you might not break out immediately in the case of antibiotics, however, they will likely appear almost right away or within a few days.

"If you think you might have hives, or any other type of allergy for that matter, see your family physician. He will be able to recommend something to help relieve your itching," added Dr. Rosen. Antihistamines such as Seldane from Merrell Dow Pharmaceuticals (Canada) Inc. can help relieve the symptoms of hives without inducing drowsiness - a side-effect common to other antihistamines.

However, the best way to control your hives is by having your doctor identify the allergic substance and then avoiding it or eliminating it from your daily lifestyle. So even if you are allergic you will probably be able to live a relatively symptom-free life.

ROAD TO CALGARY

FREESTYLE SKIING

Upside-down in mid air...bouncing and jolting down the mogul course....and performing ballet on skis attracted me to freestyle skiing.

Definitely the most creative winter sport and one of the most difficult to train for, freestyle consists of three distinctly different events; moguls, ballet, and aerials.

In the mogul competition, each athlete manoeuvres down a steep hill covered with 50 to 60 snow mounds, each about the size of a compact car. Bumping, leaping and swerving, we ski down the mogul "mounds" as fast as possible in this timed event. A minimum number of two jumps must be executed during the mogul run.

The ballet competition combines strength, rhythm, and grace for this "dance on skis" event featuring movements based on classical dance routines. As in figure skating, we are required to perform compulsory routines as well as create our own choreography. The musical accompaniment varies dramatically between athletes, although most of us choose the bump and grind sounds of rock 'n roll.

The aerial competition is by far the most spectacular to watch. It requires the ability of both a ski jumper and an acrobat. Flying off a 30-meter ramp, we perform summersaults, flips, and twist combinations with names such as a "rudy rudy full." Before attempting these manoeuvres in competition we perfect them on trampolines and by landing in water.

Training for three unique and demanding events requires that we divide our training time equally between each event.

The costs for the team to travel to training centres such as Mount Hood, Ore. and Austria is supplemented by corporate sponsorship such as Molson Breweries' "Making the Dream Happen" program. The program sponsors 12 national winter sports that will be featured at the upcoming Olympics.

In international World Cup competitions last year, our national team captured 12 gold, 18 silver, and 15 bronze medals, more than any other national freestyle team in the world.

At the 1988 Calgary Winter Olympics, freestyle skiing will be a demonstration sport to be showcased for the first time at any Olympic Winter Games.

Our Canadian team rivals the world in freestyle skiing and it would be a wonderful chance for Canada to bring home future Olympic medals if it does become an Olympic sport.

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HEALTH AND WELL BEING

info
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Dr. Bob Young

UNDERSTANDING FASCIITIS

The leaf spring used in horse-drawn carriages and older cars is a duplicate of a similar structure found in our feet. It is called the plantar fascia and runs from just behind the toes to the front of the heel bone.

It is normally arched or bow shaped, higher in the middle than at either end. It is composed of dense fibrous material that does not easily stretch. When it does we speak of fallen arches, although there are other causes for flat feet.

More important and disabling is plantar fasciitis - pronounced fash-eye-tis - often associated with sports activity. It can also occur with normal walking, especially in a heavy, older person.

Other contributing causes are minor foot deformities such as a high arch (which causes a rigid foot); flat feet, especially when the body weight is carried on the inner side of the foot (pronated foot); poor shoes, running on a soft surface such as a sandy beach; and running up-hill or on the toes.

The end of the ligament attached to the heel pulls away from the bone, causing inflammation and pain. Continued walking aggravates the problem and delays healing. The torn area may repair itself

Lactose
Intolerance

Very often people think they are allergic to milk when, in fact, their problem is lactose intolerance. LACTOSE INTOLERANCE is an inability to digest lactose, the major sugar in milk. It mainly affects certain population groups such as some Blacks, Orientals, Latins, Native Indians and people of Mediterranean origin. After drinking milk, lactose intolerant people experience varying degrees of stomach upset which may include a bloated feeling, diarrhea, or stomach pain.

Fortunately, there are several ways to overcome this problem. It is not necessary to eliminate dairy products from one's diet because of lactose intolerance. Cheese, for example, contains very little lactose and is, therefore, more easily digested. Yogurt is also well tolerated. The secret with milk is to consume small amounts at a time and drink it along with meals. Also, warm milk, chocolate milk or whole milk, which are digested more slowly, may be better tolerated than 2% or skim milk. There are also special products available for the lactose intolerant person such as LactAid, which is a lactose reduced milk. LactAid drops, which can be purchased at most pharmacies, may be added to milk to break down the lactose. By experimenting with a variety of these solutions most lactose intolerant people can still consume the 2 servings a day of milk and milk products as recommended by Health & Welfare Canada.

Aspirin or stronger anti-inflammatory drugs by mouth, or cortisone by injection are useful, as is physiotherapy. Heel pads and other inserts are supposed to help, and exercises may be advised. The first are often disappointing; the latter are boring and therefore don't get done. The good news is that plantar fasciitis 'always' eventually gets better.

Using ice several times a day, especially after walking, eases the inflammation. As you are probably aware a bag of frozen peas (or corn, if you don't like peas) is a good way of icing a sprain.

Aspirin or stronger anti-inflammatory drugs by mouth, or cortisone by injection are useful, as is physiotherapy. Heel pads and other inserts are supposed to help, and exercises may be advised. The first are often disappointing; the latter are boring and therefore don't get done. The good news is that plantar fasciitis 'always' eventually gets better.

Info/Health is brought to you by the British Columbia Medical Association and the Totem Times.

MILK ALLERGY, on the other hand, is a sensitivity to the protein in milk and most commonly occurs in infants. It usually disappears by two years of age but, in a few cases, may continue or appear later in life. It is estimated that 1-3% of infants suffer from this allergy. If they suspect a milk allergy, parents should consult their doctor.

Because this allergy is difficult to diagnose, milk is usually eliminated from the diet for two weeks to see if the symptoms disappear. Milk should be reintroduced occasionally to determine whether the allergy has been outgrown.

Milk is an important source of protein, calcium, riboflavin, and vitamins A and D. For this reason it should not be eliminated from the diet without consulting a doctor or your local health unit.

ASK YOUR
PHARMACIST

by Bill McConnachie, B.Sc. Phm.,
Community Pharmacist, Vancouver
Shoppers Drug Mart

EAT SMART FOR BETTER HEALTH

Good nutrition helps you and your family well in every way. Poor eating habits have been linked to heart disease, stress, tooth decay and obesity.

To eat better and healthier, put variety, moderation and balance in your food choices and include a commitment to better nutrition among your personal goals.

Getting enough variety doesn't have to be expensive if you plan ahead and spend your food dollar wisely. They key is to choose foods from the four groups listed in Canada's Food Guide: milk and milk products; breads and cereals; fruits and vegetables; meat, fish, poultry and alternatives. Enjoy daily servings from each food group and your family can obtain the more than 50 nutrients needed by the body each day.

If you feel your grocery store should have more variety, better quality food or lower prices, speak to the manager. Learn to protect your interests by reading labels and shopping for less expensive brands.

Add variety by eating out occasionally, but think about the cost and health implications of wine, beer or liquor which can easily add up to half a restaurant bill. Think about those other extras: do you really need that roll before dinner, an appetizer or rich dessert?

If you have a lot of variety, you're less likely to eat too much, or too little of any one food. Even so, 40 percent of the energy most adults consume comes from fat. This is too high, according to health authorities. Moderate your intake of deep-fried and fatty foods to bring this proportion, and your weight, into line.

Most Canadians also have a hard time leaving the salt shaker on the table. Using less salt, wherever you miss it least, makes sense and may help control high blood pressure.

Balance energy intake through food and energy output through activity to control your weight. This sensible plan is safer than following a fad diet to lose or gain weight. If you do weight too much, there are three options: choose food with a lower energy content; increase your activity or, as is now the fashion, do both.

Stop and think about nutrition. Look closely at our personal goals and food choices. If you have any questions about nutrition, ask your pharmacist.

Ask Your Pharmacist is brought to you by Shoppers Drug Mart and the Totem Times.

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Stamps
by Larry McInnis

SIMPLE DESIGN PROVED TOO SIMPLE FOR SOME

"Postage/postes" is part of the design of some modern Canadian stamps, but not others. No one seems to care if it's there or not.

Such was not the case in 1949-50 when it became a big political issue.

In 1942-3, Canada issued definitive stamps showing King George VI in a variety of military uniforms. Surprisingly, the stamps were still being printed as late as October 1948, long after the end of the Second World War, even after the six-stamp "peace issue" of Sept. 16, 1946 (Scott 268-273).

A new issue showing the King in civilian dress was planned for issue June 6, 1949, which was marked as his birthday, as well as being the fifth anniversary of D-Day.

The portraits on the stamps were taken from photographs by Dorothy Wilding of London, England. The stamps were designed and printed by Canadian Bank Note Company.

Canadian Bank Note had received instructions from the post office department to keep the design simple.

It was kept so simple that "Canada" was bannered at the top of each stamp, with the face value shown in numeral form at the lower-left.

The lack of "postage/postes" was immediately criticized, causing post office officials to call off the issue and order the printer to amend the design to include the crucial words.

The publication *Weekly Philatelic Gossip* reported in its June 25, 1949 edition that the omission of "the little word postage" meant the entire issue "had to be shovelled into the furnace of the post office department."

A wistful note was added: "Collectors are hoping that a few of the errors may have escaped the flames."

But first, a "revised" version was rushed into print, with the sacred words included (Scott 284-8). They were issued Nov. 15, 1949.

That was not the end of the controversy, however, and it was words such as those published in *Weekly Philatelic Gossip* that led Canada Post to decide to issue the set.

It took awhile. The revised set had been on sale since Nov. 15, 1949.

Post offices were given the go-ahead in early 1950 to release the original set.

The issue seems to have first gone on sale on Jan. 19, 1950 in London, Ontario.

Canada Post's decision was sound. The existence of the postage/postes issue was well known. Fears were expressed that if the decision was to burn the stamps, some would be placed in the hands of dealers and speculators.

First day covers of the issue catalogue at \$10. Presumably, this means covers with one or

more of the stamps bearing the Jan. 19, 1950, London, Ontario postmark.

Otherwise, the 1949 "revised" issue and the stamps of the original design catalogue at about equivalent prices. Millions of each were issued, as it turned out.

None are expensive, and a collection of the two issues, including the coil stamps, make an interesting conversation piece.

Also of interest is the hidden date on the "revised" issue of 1950. Check the lower-right. In the stamp design midway between the centre and the right frame is the year, 1949. It's hard to see, but it's there. At first glance on some of the stamps, particularly the 5-cent (Scott 293), the date can be taken for a handkerchief in the King's breast pocket.

Some expert may correct me on this, but as far as I can

determine, the next issue that did not include postage/postes was the fourteen-stamp issue showing provincial flowers and coats-of-arms (Scott 417-429a), issued between 1964 and 1966.

Oops. Scott 429a had postage/postes.

Whatever. From then on, it's been optional.

Stamps is provided courtesy Canada Post and the Totem Times.

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Legal Tips

GIVING EVIDENCE IN COURT

Giving evidence in a court of law is a duty required of all citizens when called upon to do so.

You cannot "take the 5th" as they do in the United States. That is, you cannot refuse to testify as a witness to a crime for which you are not the accused on the grounds that it might incriminate you.

If you are accused, the Charter of Rights protects you against self-incrimination in that you cannot be forced to testify. However, if you choose to testify on your own behalf and adverse evidence is drawn from you on cross-examination, that evidence is

admissible against you. If you do give evidence under oath, it cannot be later used against you in another proceeding.

To be a witness you must be both competent and compellable. A prospective witness may be incompetent to testify because of a mental disorder or youth. For either case, there is no blanket disqualification; rather, each case is decided on its own merits.

Generally, if the witness understands the nature of an oath and is intelligent enough to make the evidence worthwhile, it will be admitted.

Small children may be allowed to give unsworn testimony and anyone who has an objection to the religious

component of an other may solemnly affirm instead.

Spouses can testify on behalf of their mate, but cannot be compelled to testify against them in a criminal proceeding unless the victim of the crime is under 14.

A spouse may, however, choose to testify against the other spouse.

For the purposes of the rules of evidence concerning spouses, "spouse" means "legally married." A common-law wife or husband is compellable.

Legal Tips is brought to you courtesy The Law Society of B.C. and the Totem Times.

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CANADIAN FORCES UPDATE

Beatty stresses necessity for dialogue on NATO

OTTAWA -- The Honourable Perrin Beatty, Minister of National Defence stressed recently in a speech to the Nova Scotia Social Studies Teachers' Association, in Halifax, the necessity for Canada's continued participation in NATO and the collective defence of the west.

Noting that 60% of Canadians, including himself, were born after the Second World War and that we often take peace for granted in this country, Mr. Beatty welcomed the opportunity to address the teachers who are in a position to help shape the way young Canadians think about the defence of their country.

"Most Canadians haven't experienced what it's like to be fighting for a cause. We don't know firsthand how it feels to see the whole world in arms, teetering on the brink of self destruction. I hope we never

do," said Mr. Beatty. "But while so much has been gained by living through the last generation in peace, we have lost the habit of engaging in meaningful debate on the subject of keeping the peace."

Mr. Beatty went on to discuss the historical facts which led to the creation of NATO as a response to the aggressiveness of the Soviet Union during and after the Second World War. "Our alliance is based on the premise that you ensure the security of all members by using our combined defensive strength to deter aggression against any one of us. And alongside armed deterrence, it is also our policy to open the doors to meaningful disarmament and arms control negotiations -- further reducing the risk of armed conflict," he said.

Turning to the peace process, Mr. Beatty stressed Canada's

contributions to date, noting that to leave NATO would disenfranchise the nation from high level participation in peace negotiations. "As a part of NATO, we helped bring about the Helsinki Final Act of 1975. As part of NATO, we contributed to the success of the Stockholm Conference. As part of NATO, we're involved in European conventional arms control negotiations. And we were among the allies consulted on the historic U.S./Soviet nuclear arms controls agreement announced last month. All as part of NATO. Canada has a unique, valuable contribution to make to the peace process. By remaining in NATO we ensure that our voice will be heard."

Mr. Beatty then discussed the decayed state of the Canadian Armed Forces and how, through the recent White Paper on Defence, it is planned

to close the gap between commitments and capabilities over 15 years. He reaffirmed the government's commitment to the White Paper, rebuilding the navy to reflect Canada's status as a three ocean country, revitalizing and enlarging the reserves and making sure Canada's contribution to NATO has teeth.

Mr. Beatty welcomed the opportunity to discuss Canada's participation in NATO emphasizing that informed debate on the issues was necessary in today's society. "The point is that people won't have a chance to consider these issues if they don't hear them aired," he concluded. "This is where you come in. As educators, you have a golden opportunity to bring informed debate into the classroom. It is my fervent hope that, by sending our young people into the world

armed with the right information, we will forestall the need ever to send them into that world armed with anything more deadly."



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Winter Hours are 10-4 Friday, Saturday and Sunday.

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Canadian Forces Update

New RC Bishop to Canadian Forces



Father Andre Vallee (centre) the new Roman Catholic Bishop to the Canadian Forces meets with BGen C.J. Campbell (left) Chaplain General (RC) and the Most Rev Francis J. Spence, Archbishop of Kingston, former Military Ordinary. (IS87-737 by Sgt Tim Smith).

The appointment by Pope John Paul II of Father Andre Vallee, PME, as the Roman Catholic Bishop to the Canadian Forces, marks the beginning of a new era for the Catholic military chaplaincy.

For the first time in the history of the Catholic Church in Canada, the Military Ordinariate will have its own bishop without pastoral responsibilities for another diocese. This is in accordance with the new norms established by the Apostolic Constitution, *Spiritual Care of Military People*, issued last year by the Holy See.

Until now the incumbent has been the Most Rev. Francis J. Spence, Archbishop of Kingston, who has served, for the past 20 years, first as Auxiliary Bishop to the late Cardinal Maurice Roy and then as Military Vicar.

The Military Ordinariate of Canada has existed since 1951 and many Catholic military personnel met with Archbishop Spence on the occasion of his pastoral visits to bases across the country, where he administered the Sacrament of Confirmation among his other duties as military ordinary.

Archbishop Spence was the official representative of the Canadian Episcopacy to the Department of National Defence and he was the ecclesiastical authority under which came the Roman Catholic Military Chaplains.

The chaplaincy to the Canadian Forces has a long and distinguished history. Until

the appointment of Bishop-elect Vallee, military vicars had two things in common: first, they administered the Military Vicariate on behalf of the Pope (who was the real Bishop of the Armed Forces - hence the name "vicars"); secondly they were all bishops of another diocese besides the military.

Thus, Bishop Joseph Emard (1914-1918) was Bishop of Valleyfield; Bishop Charles Nelligan (1939-1945) was Bishop of Pembroke; Cardinal Maurice Roy (1945-1981) was Archbishop of Quebec; and Archbishop Francis J. Spence (1981-1987) is Archbishop of Kingston.

Reflecting on his association with the military, Archbishop Spence said: "I found it an enjoyable and rewarding experience."

He viewed his appointment in terms of one of the documents of the Second Vatican Council, *The Church In The Modern World*, which talked about the military in terms of peace.

The Council had indicated that as long as there was not an international agency capable of maintaining peace in the world, different countries had the right to have armed forces for the protection of their sovereignty and the rights of their people.

Members of the forces and those associated with them could be considered by the Council as "ministers of security and freedom of peoples" and "if they (the military) carry out their duties

properly, they truly contribute to a stabilizing peace."

"It's my experience that the Canadian Forces certainly fulfils the Council's vision," said Archbishop Spence. "I have been impressed with the dedication, professionalism and concern for the human person on the part of those in leadership roles. Efforts are made to consider the spiritual as well as human and other values."

Bishop-elect Vallee, who will become the fifth Canadian Military Ordinary, brings both pastoral and administrative experience to the post.

Born in Ste Anne-de-la-Perade, Quebec, in 1930, he was ordained as a member of la Societe des pretres des missions etrangeres on 24 June, 1956. After studies in education at Laval University and Duquesne University in Pittsburg he was sent to the Philippines as a missionary where he served for 10 years.

Upon his return to Canada in 1968, he became Superior of the society's major seminary at Pont-Viau, Que. He then went back to the Philippines as Regional Superior for three years before being elected Superior General of the society in 1973.

Upon completion of his term as Superior General, he was asked to serve as General Secretary of the Canadian Conference of Catholic Bishops from 1977 to 1985. Bishop-elect Vallee was nominated to be coordinator of the 1984 Papal visit to Canada. A few weeks ago he held the same responsibility for his Holiness' visit to Fort Simpson.

Bishop-elect Vallee will be consecrated a bishop in Ottawa in Jan. He will then begin an extensive pastoral visit of a "diocese" which covers the entire country as well as Canadian Forces bases abroad.

He is looking forward to meeting his military "flock" and acquainting himself with the special needs of Canadian Forces members and dependants at home and abroad.

Old Bird Still Draws Crowds



The oldest aircraft in the Canadian air force still attracts attention at airshows. More than 50,000 spectators turned out to the annual Saskatchewan Airshow at CFB Moose Jaw to see the latest in jet fighters and transports and to tramp through the old *Dak*. Early birds to the show established squatters rights under the venerable old kite, the only shady spot on the field with a good view of centre stage. The nine remaining *Daks* are based in Winnipeg and flown by 402 City of Winnipeg Squadron and by the Instrument Check Pilot School. This year's show was dedicated to antique aircraft and featured static displays of the *Fleet Fawn* and *Harvard* along with a flypast of a *Lockheed Electra* restored by Air Canada.

Officer Cited

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Capt J.N.R. Robert Aubin of CFB Gander has been awarded the Meritorious Service Cross. The investiture by the Governor General, the Rt Hon Jeanne Sauve, took place at Rideau Hall on 25 Nov.

On 12 Dec, 1985 the base defence force at CFB Gander responded to the scene of the Arrow Air aircraft disaster which claimed 256 lives (mostly members of the 101st Airborne Division, US Army).

Doubled in size for this task and under the command of Capt Aubin, the defence force worked in cooperation with civilian police forces and other military agencies.

Capt Aubin ensured maximum effectiveness of the force by working extraordinarily long days, inspiring his personnel to respond beyond the normal call of duty under the most stressful conditions.



CAPT ROBERT AUBIN

The defence force ensured area security, conducted searches for weapons and personal belongings and evacuated casualties.

The professionalism and leadership shown by Capt Aubin throughout the demanding assignment made a deep impression on everyone associated with the operation.

Capt Aubin is from Ville D'Anjou in east Montreal.



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