



TOTEM TIMES



Canadian Forces Base Comox B.C.

VOL 30 NO 10 JUNE 2, 1988

DEADLINE IS MONDAY, JUNE 20, 1988

COST: PRICELESS

CANEX Examined

MAJOR CANEX STUDY UNDERWAY

The Canadian Forces NPF Board of Directors has recently approved a major study of the Canadian Forces Exchange System (CANEX) to be conducted by the well-known consultant firm of William M. Mercer Limited over the next several months. This study follows from a diagnostic review of CANEX that was carried out late in 1987 that identified a number of management issues facing CANEX, not the least of which were declining sales and flagging profits. As Tim Plumpre, principal of William M. Mercer, indicated "It is obvious that some competitive repositioning of CANEX is called for."

One of the key elements of this study will consist of a professional market survey consisting of detailed telephone interviews with literally hundreds of service persons, dependants and other CANEX patrons at various bases and stations. Since it would be too time-consuming and too costly to survey every individual CANEX patron across the country, a representative sampling will be taken. Colonel Ray Audet, Director of CANEX emphasizes that if

someone is called and asked to participate in this CANEX survey, they should take the time to reply honestly and conscientiously since every response is important. In the 20 years of CANEX's existence, this is the first time that a system-wide market survey of this magnitude has been conducted.

CANEX is a network of outlets at bases, stations, ships and in the field operated for the benefit of military personnel and their families. CANEX outlets may consist of retail and grocery stores, service stations, snack bars, canteens, vending operations, barber and beauty shops, and various other services, including the popular home heating oil program and a newly opened travel agency Voyages CANEX Travel in Ottawa. Since the profits from CANEX support a wide variety of base-level recreational, sports and amenity programs, provide grants and loans for new NPF buildings and recreational facilities, and finance Personnel Assistance Fund Loans and grants to individual service members, the continued health of profitability of the CANEX system is vital to everyone in the forces.

Abbotsford Airshow Adds Trade Show

VANCOUVER, B.C. -- A major aviation trade show will be added to the Abbotsford Airshow with the assistance of federal and provincial government contributions totalling \$3.4 million.

Airshow Canada, a newly formed subsidiary to the Abbotsford International Airshow, will stage the aerospace trade show biennially starting in 1989.

The funding was announced at a news conference today by Bill McKnight, federal Minister of Western Diversification and by Peter Dueck, Minister of Health and MLA for Central Fraser Valley on behalf of Grace McCarthy, B.C. Minister of Economic Development. On hand for the announcement

were Premier Bill Vander Zalm and Pat Carney, President of the Treasury Board.

The Ministers noted that Airshow Canada could become the major North American aerospace trade show comparable with the famous Paris and Farnborough air trade shows. Abbotsford Airshow has operated for 27 consecutive years and has achieved an excellent international reputation.

"Although the aerospace industry is presently quite small in Western Canada, it has tremendous potential for growth," said Mr. McKnight. "A major aerospace trade show will offer the opportunity to significantly increase the visibility and trade opportunities for this industry."

Discussing the SAR Business



FAIRMONT, B.C. -- CASAREX 88 -- Search and Rescue technicians Master Corporal Marques Reeves, left, and Marty (Shamrock) McNaney, centre discuss a Kendrick Extraction Kit with Cranbrook emergency rescue service communication operator, Vernon Radloff, during CASAREX 88 at Fairmont, B.C. Members of Comox's 442 Search and Rescue Sqn, the SAR techs and Radloff were supporting the Civilian Air Search and Rescue Association (CASARA) competition which involved more than 130 personnel and 16 aircraft. Designed to find the best civilian air search team in B.C. and Alberta, CASAREX 88 was won by a team from Nelson-Castlegar, B.C. See more CASAREX on page 26.

CASAREX '88

CIVILIAN AIR SEARCH & RESCUE COMPETE

Members of Alberta's and British Columbia's unpaid volunteer Civilian Air Rescue Emergency Service (CARES), competed recently in a 12-team tournament of air search volunteers called CASAREX 88, sponsored by the federally funded and run Civil Air Search and Rescue Association (CASARA), the event was won by a team from Castlegar-Nelson, B.C. CASARA is dedicated to providing training, advice, guidance and control to those many civilian flyers across Canada, who routinely volunteer to assist federal officials during air searches.

Through participation in CASARA civilian flyers can participate in searches safely and effectively. As the event organizers said, there were no winners or losers at this contest. Everyone gained experience, refined existing skills and learned new techniques.

Each team was required to write a written exam testing their knowledge of flying, survival and searching; fly an hour-long air search for a trans-

mitting electronic locating transmitter (ELT); and, locate several hidden targets along the search routes. They also were judged on their overall airmanship, search techniques and written and oral reporting.

All the aviators are unpaid volunteers with CARES. Under CASARA, they are repaid for any gas consumed on a search or exercise and they are paid for any accommodations, meal or ground transportation expenses they incur. Their time and aircraft are volunteered free. Why do they do it? Spotter Cherill Shannon knows why. "I like to help people and I think the military needs the help, especially when they aren't around or can't get to a site quickly. They need trained people like us. Some day it may be me waiting for rescue!"

CASTLEGAR-NELSON TEAM BEST

If you ever go missing in B.C. or Alberta you may want to know that the best civilian air search team in B.C. and Alberta comes from the Castlegar-Nelson B.C. area. Castlegar pilot Leo Sommers led his crew of volunteer search-

and rescue enthusiasts to a first place finish in CASAREX 88, a two-day interprovincial test designed to find the best civilian air search team in the two westernmost provinces. The Castlegar-Nelson flyers beat 11 other teams by possessing the highest score after writing an exam, flying an air search for a transmitting electronic locating transmitter (ELT) as well as several hidden targets and being judged on their overall performance and procedures. It shouldn't surprise anyone that Leo and his crew did well -- they're veterans of this game. "Both Robert and myself have been involved with ground searches since we were boy scouts in 1972," Leo says. "We just naturally went on to air searching. We participate in an average of four real air searches a year. Just coming here we were involved in locating an ELT. It turned out to be a plane at an airport."

NEXT DEADLINE

JUNE 20th - NOON

AROUND THE BASE



Demon Doins



SERVICING 407

It's that time again where we try and give you just an idea of what's been going on in 1 Crew. Before we start writing about the techs who are coming and going we have to give a special mention to our competition crew. What a wonderful way to show that their hard work really pays off, so to David Wheeler, Laurie Roy and Shaun Johnson from 1 Crew and the others on the competition crew, we give our congratulations.

Even before we start saying goodbye to the people being posted out, we have to say goodbye (or at least see you around) to two people who aren't being posted away but who are being shuffled in the system. Sgt Cal Jefford is moving to 3 Crew. It looks like there is more than just a shuffle in store for Cal. We also have another engine tech shuffle. 1 Crew will be sorry to see Shaun Johnson leave. Although he won't be far away, he's only moving to engine bay. I know that he'll still have some loyalties to 1 Crew, and that we'll get any help from him that we would need. Good Luck in engine bay Shaun.

We have been working with quite a depleted crew with all the trips going on. Pat Nevett and Rick Caissie were on the Barbers Point trip and Rick seemed to have come home with more than he bargained for (a cute little devil tattooed on his arm).

And then there is the Moffet trip. On April 18th two Aurora aircraft winged south loaded with techs, crews, and spare parts. Luggage packed with Bermuda shorts and sunscreen they landed at N.A.S. Moffett, Calif. to begin an eleven day deployment (FLEETEX). A downpour of giant proportions awaited the first aircraft to land and rainsuits and umbrellas were wished for.

Split into two servicing crews we attempted to settle into a routine. We first taught Dave Spindler, a supply tech, how to hump sonos then re-acquainted him with an euchre deck to fill out a foursome.

We managed to use all of 407's available fleet with the exercise and the fleet running out together. The rows of P3s lining the tarmac looked more inviting every day.

At the hotel we established a meeting place in Fred and Bernie's room with music supplied free by Marie Oliver and Sue Oostrom; harmonies by Fred and Keith. Fred discovered the way to get rid of an electrician is to run out of Jagermeister.

Every effort was made to explore the central California area. From San Francisco to Carmel the fearless Canadians trekked. All reports indicate that the trolley car still run, a live baseball game is best enjoyed with a cold beer, and Clint's not the mayor of Carmel anymore.

We got the routine of returning aircraft figured out and

had time to locate a few well known watering holes. The days passed quickly and we found ourselves running out of time. A trip was planned to San Jose and the Saddle Rack whose main attraction was a mechanical bull that Bill Pegg offered to teach us to ride.

Bernie Lebel started things off and managed to ride the bull well into the third level. After imbibing enough courage (and with a few bribes to the bull's keeper from us) Bill strode out and mounted up. It was a classic battle and the bull catapulted Bill into the cheap seats during the second level. The bull, however, was last seen valiantly bucking but refusing to spin. We called it a draw.

Again the call was heard: "Party in Fred's room" and, dragging Denis Hennessey away from the mechanical punching bag he had found, we all headed back to the hotel for some much needed crew rest.

Despite the poor weather and intractable aircraft, a splendid time was had by all and we're looking forward to visiting our hosts VP 19 (BIG RED) again soon.

AMCRO

Since this is my first (fand maybe my last) article I guess I should give some sort of acknowledgement to my predecessor, a man of many faces and changing moods. His diminutive, lilliputian stature, coupled with his jargonistic idiolect, stupefaction and bewilderment towards his invertebrate metier makes him no less than a thaumaturge. Micki had a veritable plethora of farcical and sisyphian knowledge. Thanx Micki.

On to other news, what's new? Not too much actually. Micki has planned a fishing derby (28 May - 11 Jun). Remember "Youse" guys you're not allowed to weigh your fish with lead weights installed and the fish must be caught - not bought!

On our trips away list, Pete is off to sunny Borden on what he calls a POL Supervisor's course. Rumour has it he's only packing his squash racket and balls. Neil is off to Winnipeg in late May for his flight safety course. He's finally going to learn the errors of his ways for the past year. Maybe now he'll learn some new phrases. His channelized attention motto is getting a tad worn out. Good Luck, guys, on your individual excursions. Hurry home!

CONTINUED ON PAGE 25

Demon Promotions



The DCO, Maj Thomas, congratulates Capt Mike Wright on his recent promotion.



The CO, LCol Sutherland, congratulates WO Ralph MacCuaig on his recent promotion.

Demon Tech of the Month



Pte Bill Rickard has been chosen our Demon Tech of the Month for April 1988 because of his outstanding dedication to duty and tireless 407 Squadron spirit.

During a period of extremely heavy workload in 407 Sqn Engine Bay, Pte Rickard was required to fill the position of a fully qualified Aero Engine Cpl. He was faced with several major engine and propeller repairs, Reduction Gear Box changes and APU inspections. He repeatedly worked beyond the usual 10 hour shift, completing all tasks to a very high standard of workmanship. In addition he managed to become a new father during this period.

Pte Rickard's professional attitude to his job and his ability to perform well under stress has made him a 407 Demon Tech to be proud of.

Suggestion Award Winner



When they were employed in the BAMS0 AMSE Section Corporal Farina and Private McKay suggested that a modified cylinder hone tool be used to clean the interior of the CP140 Aurora tow bar. They shared a \$150 award and Corporal McKay received his award from Major Clarke, the 407 Squadron Aircraft Maintenance Officer.

AROUND THE BASE



From the Top Rung

COL TED GIBBON

As you can appreciate I receive lots of mail, not much of which goes further than my desk and some certainly isn't worthy of your attention or mine. Occasionally Canada Post delivers an imposing looking envelope that strikes terror in my heart (panic if it's registered) and like everybody, I take a few moments to contemplate the content before tearing it open with trembling fingers. How many times have you prepared 1,000 excuses for an unknown indiscretion while hastily responding to an unexpected summons only to discover it was good news? Such was the situation recently when I received a delightful letter from Miss Gwen Garrison, a patient at St Joseph's Hospital who has unfortunately been there for some period of time but retains an indomitable spirit that we would do well to emulate in our lives. She happened to occupy a room that overlooked the hospital helicopter pad and wrote a poem that honours the members of 442 Squadron but indirectly acknowledges the contribution this base makes to the quality of life we all expect to enjoy. Miss Garrison asked to visit the base and I've invited her, on your behalf, to join us on August 7th. I hope you'll take the opportunity on that occasion to meet this special friend of ours.

CHOPPER 403

*As the chopper came into land
It stirred up the dust
But in an emergency like this
Only time is a must*

*The 5 patients were unloaded to stretchers
By attendants, nurses and crew
Being rushed inside to emergency to see
What the doctors had to do*

*Soon it was time for them to go
How fulfillment, must fill their day
I thought to myself and watched
As they left to fly away*

*But before long the 403
Had come back again
This time only 4 aboard
Turning off engines to remain*

*After waiting awhile to see
Their patients were all O.K.
They returned to the chopper
And were once again underway*

*If it wasn't for this team
Of paramedics and Search and Rescue
The air medical service wouldn't
Be available for me and you.*

GWEN GARRISON

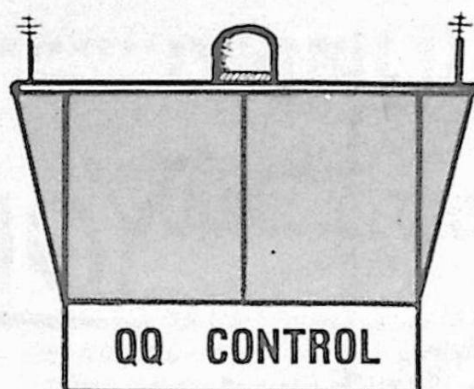
OUR NEXT DEADLINE JUNE 20th - NOON

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- CHARTER SERVICE - FLOATS & WHEELS
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338-0771 after hours 335-0347

As The Beacon Turns

"Alien, Sit Down!" That and other similar cries were heard at the recent ATC Steak and Lobster Night held at the Gravel Pit. The weather was slightly undesirable, however, it was still a major success.

The stage was set for a mug-out of four of our finest: Capt Joe "Pac-Man" Pacowski, WO Al Collins, Sgt Gren "NOC i/c nothing" Templeton, and the Quiet Guy, MCpl Wes Henderson. All of them will be missed and after the length of those speeches who could ever forget them? (Capt Murphy was heard snoring in a far-off corner of the tent).

It seems we have new competition for Alien in the

ridiculous category. Pte Andre LaFontaine is rapidly learning all the party tricks that Alien has such a monopoly on. Sgt Al Munday, after receiving his CD1 felt like insulting Sgt Dave Tack, and it wasn't long before everyone joined in. Even MCpl Pete Wooldridge made the spotlight by donning bright new additions to his wardrobe. What a bold fashion statement Pete! The whole evening went very well and it looks like it just may be an annual event.

Welcome back to MWO Campbell from Thule and to Sgt "Red" McLean from the intensive three week Supervisors Course in Cornwall. We would also like to welcome OCdt Dave Crumback from

RMC who is here for summer OJT.

The ball season is rolling and the Orcas have compiled a 2-1-0 record thus far. Come on out and cheer us on- Marty is getting lonely.

Two weddings of the ATC persuasion are taking place this month. Capt Pete Foley will be married June 11 in Nanaimo, and Cpl Sylvain Houde, June 25 here in the Comox Valley. We all wish them the best!

Somebody is going to have to speak to Cpl Jim Houston about his driving habits. Nobody parks in a four foot ditch and pays \$30 to get out. And if that isn't enough, who takes a cab from Campbell River to Comox for a total of \$55?????

Military Christian Fellowship North American Conference

The Military Christian Fellowship of Canada will host the 1988 Association of Military Christian Fellowships (AMCF) North American Regional Conference 2-5 June at Carleton University in Ottawa. The theme of the conference is "OUTREACH." The main speaker will be Dr. George B. Kuykendall Jr. from Fort Leavenworth, Kansas, USA. Dr. Kuykendall will emphasize the leadership aspects of evangelism. In addition there will be eight excellent workshops led by highly qualified Christian leaders. The workshops and respective leaders are:

reaching One's Own Family for Christ by Major Don Ernst and Mrs. Jean Ernst, How the Family Unit can Reach Out to Other Families by Major Chris Currie, Methods and Techniques of Evangelism by Mr. Barry Bowater, Broadening Your Ministry to Special Groups: Supervisors In the Workplace and Military Youth by MGen Clay Buckingham, Ministry in the Chapel Program by Col Pierre J. Vaillancourt, Aspects of Christian Growth for New Believers by Mr. Paul Pettijohn, Evangelism in the Workplace Through Small Group Bible Studies by Dr.

Don Page, and How to Be Free in Christ by LCol Howard Marsh.

An invitation is extended to all members of the military and their families as well as members of the Public Service Christian Fellowship (PSCF) and the Fellowship of Christian Peace Officers (FCPO). The conference will begin in St. Pat's auditorium with registration at 7 PM 2 Jun 88. This conference promises to be stimulating and challenging. For more information you are encouraged to write to: Major Bob Fletcher, MCF of Canada, Box 678, Station B, Ottawa, Ontario K1P 5P7.



Gen Paul Manson, Chief of the Defence Staff, presents a copy of the Canadian Forces Dress Instructions to CWO Ron Francis, OMM, CD, "in grateful recognition of his determination and dedication which made it possible." CWO Francis is the author of the new dress manual for distinctive environmental uniforms for the Canadian Forces. (Photo by Sgt Tim Smith ISC88-047)

EDITORIALS



COMMENT

GORD KRUGER

THANK YOU

The recent presentation of several awards to myself caught the old Editor at a loss for words. I must however say that I am truly thankful to all those responsible for the recognition. To our Base Commander Col Gibbon I say thank you Sir for the Base Commander's Commendation; to the personnel of CFB Comox a big thank

you for the silver engraved tray and to the PERI organizations at both Pac Region and CFB Comox a thank you for your recognition. The time spent on the other duties over the years was time well spent with some very fine people in a great place. To all of you, once again THANKS. ...Gord

HELP PLEASE


The Totem Times staff will soon be decimated what with transfers and retirements. The base newspaper is desperately in need of interested and dedicated people. We need editorial help, camera help,

writers, proofers, and last but not least an Editor. C'mon gang - pitch in and help out a military tradition. The "Fishwrapper" needs your help.

OUR NEXT DEADLINE

JUNE 20th - NOON


You
can make a
miracle!



By supporting the Children's Miracle Network Telethon.

JUNE 4TH AND 5TH, 1988

All proceeds will benefit B.C.'s Children Hospital



**Children's
Miracle Network
Telethon**

Watch it on **VUI3**
or your local cable
station.

Keeping British Columbia's Air Clean

"Spring is clean air awareness time," says Maurice Cownden, president of the B.C. Lung Association. Clean air is of great importance in our lives. So too, is the lifestyle we wish to maintain based on a mechanized and industrial society that pollutes the air we breathe. Increased industrialization, a greater population crowding our cities, and rising numbers of cars contribute to the air pollution problem.

Gasoline-powered motor vehicle emissions account for more than 61 percent of total airborne lead emissions. "This is a major threat to the health of British Columbians and all Canadians. The B.C. and

Alberta Lung Associations in cooperation with London Drugs have organized The Fresh Air Photo Contest to promote clean air awareness," Cownden says.

Air pollution comes from many manmade, natural, vehicular and stationary sources. "The motor vehicle is a major manmade source, contributing greatly to lead, carbon monoxide, hydrocarbon, nitrogen dioxide and ozone concentrations in our air." Then there are the fuels used to heat our homes, schools, hospitals and office buildings, they also release pollutants into the air.

The same is true for many

industrial activities, including mineral processing and refining, petroleum refining, forestry and forest products manufacturing, natural gas production, and pulp and paper manufacturing activities. "Backyard burning, residential woodstoves, woodwaste burners, slash burning and forest fires also contribute to air pollution," says Cownden.

To protect air quality in the province, the B.C. Ministry of Environment has an overall responsibility for regulating stationary sources of air quality, issuing permits and investigating complaints. The Ministry also controls unsafe levels of motor vehicle emissions and vehicular

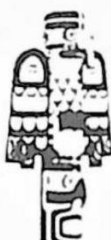
pollution through the Motor Vehicle Act.

The goal of the Ministry of Environment's Air Management Program is to maintain atmospheric quality in B.C. at a level conducive to good health and a quality environment.

Concern for air quality in B.C. is reflected in over 500 air quality monitoring locations operating in the province. The ministry is in the process of establishing provincial air quality criteria, as well as an ozone control strategy in the Lower Mainland, and is continuing development of air quality criteria for a variety of potential pollutants and areas of the province.

"Generally, according to the ministry, the state of air quality in B.C. is good, with pollution problems existing only in specific locations," Cownden says. Action is being taken to reduce problems in Prince George, Kitimat, Trail, Williams Lake, Kamloops, Castlegar, Squamish, Kimberly and Port Alice areas.

The B.C. Lung Association's Fresh Air Photo Contest hopes to bring home the message that our air must be managed wisely. Contest details and entry forms are available at any London Drugs location, or by contacting the B.C. Lung Association, 906 W. Broadway, Vancouver, B.C. V5Z 1K7.



TOTEM TIMES

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



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EDITORIALS



Lightside

Norm Blondel

"Grow old along with me;
The best is yet to be."

....Robert Browning

ME AND MY WHEELBARROW

It appeared on my birthday in 1972, just after we had moved into the old house on Baird Road. It cost \$37.50 and was a gift from Wife. It had a fat wheel and was painted grey, with red handles. I posed proudly (and chubbily) with it for a photograph in the yard. Also in the picture is Burp the Ram, who would normally try to kill me if I stood ignoring him like that, but since he didn't know what to make of Wheelbarrow, he kept his distance.

That was the first of many uses to which Wheelbarrow was put. The second came after our first rain. We lived in an old saltbox house with a leaky roof and, as we found, no storm drains. Four inches of water rose in the basement (which contained two bedrooms), and the rain poured down between the walls, picking up colour from the insulation, and ran across the kitchen floor in a yellow stream resembling some other liquid. The previous occupants must have been amphibians. We asked one of them how he coped with a flooded basement every time it rained, and he informed us he kept a pair of "Wellies" by his bed.

While the roofers worked on a new lid for the house, I spent the next couple of days digging in the "Big O" pipe which kept the house dry from then on.

Wheelbarrow picked up its first scratches hauling drain rock. Over the years, Wheelbarrow carried just about everything -- chicken stuff, sheep stuff, pig stuff, big stuff and small stuff -- without so much as a flat tire. It followed me everywhere I went on my service career (except to Germany) and it, like me, lost some of its shine and gained a few creases in the process. I bought a new wheel and axle for it recently, which cost more than wheelbarrow did in 1972.

Currently, I am moving three truckloads of sandfill -- that's thirty-six cubic yards of the stuff -- one barrowload at a time over a distance of a hundred meters, for a total of nearly 500 trips. My neighbours think I'm mad, Wife thinks I'm too cheap to hire a bobcat (she's right), Cat thinks I'm building an enormous toilet just for him and Dog just sleeps.

Wheelbarrow just plugs away, loose welds, cracked body and rusted frame notwithstanding. I am in much the same shape; we are growing old together. Trucking that much landfill for several weeks is having its effect: my legs are getting short and stubby and my hands almost touch the ground.

If I was thirty years younger, I'd qualify for the infantry.



Me, my wheelbarrow and Burp, circa 1972.

Family Support Centre

119 Little River Road
PHONE: 339-8654
HOURS: 10 a.m. to 5 p.m.

ANNOUNCEMENTS

JUNIOR FOREST WARDEN REUNION

Every year the Junior Forest Wardens (JFWs) on Vancouver Island gather together on the May long weekend for a fulfilled campout. This year, we would like to invite all former J.F.W.s and Club Supervisors to join us at Rathrevor Park, Parksville on May 21 and 22nd. Drop in for a quick visit or camp with us. Bring your families. See that the JFWs are still going strong while you meet up with old friends. If your red shirt still fits - wear it! For more information contact: Jean Weighill, B.C. Forestry Association, 748, 5800 (B) or 749-6983 (H).

OTTAWA REUNION

Reunion September 8, 9 & 10, 1988, Ottawa, Ontario, Canada: 450 Squadron RAAF "Harassers;" 1 Transport Helicopter Platoon (RCASC); 450 (T) Squadron Detachment (Namas); and 450 (T) Helicopter Squadron Ottawa. For registration package contact: S. Pennington, 450 (T) Helicopter Squadron, CFB Ottawa, Ottawa, Ontario, Canada K1A 0K5 (613) 998-3381.

A704 AIR CADET REUNION

A704 Air Cadet Reunion will be held on September 17, 1988 at CFB Trenton in the South side Rec Centre. It is open to all ex-members who were involved with the Corp during the period 1 Jan 75 to 31 Dec 82. For more information please contact Todd Simms, Box 5218, CFB Greenwood, Greenwood, N.S. B0P 1N0.

ST-JEAN BAPTISTE

L'Association Francophone de la Vallée de Comox vous invite à venir fêter la St-Jean Baptiste au pavillon de la plage "Airforce Beach" de la BFC Comox, Vendredi le 24 juin, 1988 à 19:00 hrs.

En plus du traditionnel feu de la St-Jean des "hot dogs et hamburgers" vous serez offert à un prix modique. Apportez vos rafraichissements s'il vous plaît il est à noter que les bouteilles de vitres ne seront pas acceptées au pavillon ou sur la plage.

Nous aurons de la musique pour danser et chanter.

Tous sont bienvenus, venez passer une bonne soirée entre amis.

The Francophone Association of the Comox Valley invite you all to come and celebrate "St-Jean Baptiste" with them at the pavilion of Airforce Beach on June 24, 1988 at 1900 hrs.

We will be having the traditional "Feu de la St-Jean." We will have hot dogs and hamburgers for a small fee. Please bring your own beverages, note that glass bottles will not be tolerated at the pavilion or at the beach.

We will have music for dancing and singing.

Everyone is welcome so come and have fun with friends.

Air Force Trivia

WHAT WHERE WHEN WHY



Answer from Last Issue



THIS WEEK'S TRIVIA:

Yes, this is a Sabre, but who built this version and what country was it in service with. For those really in the know, name the engine that powered this version.

TRIVIA ANSWER:

This is a Breguet Alize anti-submarine patrol aircraft. It is a French aircraft and is in use with the French and Indian Navies. It is a carrier aircraft and is now over thirty years old.

SECTION NEWS



BAMSO

From Hooks to Stripes



Officer Cadet Korn, a former Radar Tech in the Nav Aids Section, received his new appointment from LCol Mack, his Commanding Officer.

It has been a busy and challenging two weeks and one that I am sure I won't quickly forget. Despite my "dislike" of flying specifically and my total distrust of aircrew generally, I was flown by Capt Paul Vanderbasch and crew in a serviceable (?) 442 Sqn helicopter to the CF188 crash site on the Brooks Peninsula and lowered into the site by winch. It was at that fateful moment when you are hooked up to the winch, back to the door and it is a long way to the ground, you realize that you should not have made so many nasty comments about aircrew, and perhaps BAMSO

should have let 442 win the intersection hockey championships. I would like to compliment the SAR Techs though, for their politeness. When I was asked to step back out the door my response was an emphatic NO. The SAR Tech was quite polite about the whole thing and only pushed me instead of the kick he wanted to give me!

The BAMSO organization has also enjoyed a successful time in sportings/social events with a decisive victory in the recent BTSO Branch Sports Tabloid. The haul of 5 firsts in 3 seconds in 8 events showed

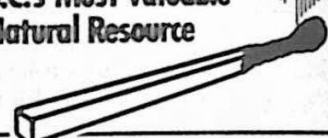
our natural superiority and proved BTelO's slim margin of victory in the Winter Carnival Sports Tabloid was a fluke. Even if BSupO had taken me up on my offer of trading 2 firsts and a second for 10 high score points for SNCOs, PERs, BAMSO still have handily won the competition. And to show that leadership is the key to victory, the BAMSO officers with a throw in from 441 Sqn were successful in collecting the most cans of food and donations for the Courtenay Food Bank during the recent KIWI Wheelbarrow race. The

BAMSO PEDIATRICS with Maj Kightley, Lt Carter, Lt Boucher and Lt Corak also won the Best Costume Award as their giant crib, summer bonnets and droopy diapers demonstrated that some people will do anything to get noticed!

In closing, I would like to dispell one rumour that was started at the last BComd Meeting. I have absolutely no intention of being lowered into the Brooks Peninsula again with a Bowie knife in my teeth and taking on the Black Bear which has recently established a residence in the CG & S Camp.

The Base Hospital Staff have indicated that they don't want me to have sharp pointy objects in my possession and the only bear they wish to see me with is Yogi and then only if he is telling me some new jokes!

**Be Careful
with Fire
in the Forest**
B.C.'s Most Valuable
Natural Resource



Victorious



ONE MORE TIME! - These smiling faces belong to the BAMSO team members who recently swept the first BTSO Branch Sports Tabloid. If we keep going, the trophy display case will have to be extended...

Clerks Don't Eat Regularly

EDITOR'S NOTE: Clerks everywhere, it is passed along here so we all may sympathize with their harrassed state.

It is considered that not enough training is given to officers to prepare them for dealing with clerical staff and it is hoped that the following points will assist them:

Always remember that clerks do not require to eat regularly. They therefore appreciate being given urgent tasks at lunch time to be completed by first thing in the afternoon. To make them completely happy this work should be accompanied by the phrase, "I'm just off for a quick lunch; I'll have that as soon as I get back."

Clerks do not have happy lives. You will therefore be extremely popular if you can delay your urgent work until the evening when the clerk is due to leave, thus ensuring that he does not have to spend long boring hours with his wife and family. He will especially enjoy

typing papers at this time on morale and man management.

If a clerk is obviously employed on an urgent task for another officer, i.e. typing or compiling a brief, he will appreciate your breaking his concentration with important questions, e.g. "Why is there no soap in the washroom?" or "Have you seen my pencil?"

If, on entering your office, your clerk is engaged in conversation with a second person of equal or inferior rank than yourself, then ignore the second person and speak directly to your clerk. If he appears not to hear, or his attention is wavering, then speak in a louder voice until you have his complete attention. An expert will develop this until he can stand twenty feet from his clerk and shout down every other conversation in the office.

The procedure in the paragraph above is even more effective if the clerk is talking on the telephone. He will enjoy

the mental stimulation of trying to listen to the caller whilst you shout in his free ear.

To ensure your work is dealt with promptly and not overlooked, always place it in the centre of your clerk's desk. This is very important if he is already working on other papers at the time.

When preparing drafts for typing, ensure that they are written in faint pencil. Deletions, additions, arrows, balloons and writing in a margin will also aid the typist. Under no circumstances write in a legible manner.

Typing speed will also be improved if you appear at the typist's desk every two minutes to ask how it is going.

Clerks have computer like memories which they like to keep in training. It is sufficient therefore to say "There was a letter three or perhaps six months ago, I'm not sure of the subject, but I think it mentioned...let me have it straight away."

Be assured that if you follow these few simple rules, your name will be passed from clerk to clerk throughout the Forces and your reputation will be firmly established.

Author Unknown

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SECTION NEWS



From The Fire Chief's Office

FIRE SAFETY TIPS FOR HAPPY CAMPERS

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

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

Extra care should be exercised when using electricity and lighting in or near tents. When using heaters, keep them well

away from walls, pillows, camping chairs, in fact, all contents of the tent.

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

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

Campers who carry fuel for propane or gasoline type camp stoves in the trunk of the car should never leave the fuel in the trunk over the weekend or

any longer than needed to transport it. If you are planning a full day's drive to a campsite, take the precautions of opening the trunk periodically to ventilate the compartments.

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

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

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

For more information, contact CFB Comox Fire Department at local 8552.



Supply Signals

It is the season to say goodbye. Time is growing short for many of our industrious Supply Techs as the posting season approaches approaches full swing.

MCpls Martine Veldhuizen and J.P. Ullock will be next in line with Martine being on her way to Cold Lake by way of Alert. That's quite a detour Martine! While J.P. heads for Masset; don't forget the bug spray. OCdt Steve McGuire is also leaving us to attend school in the fall; rumour has it that digging trenches isn't his idea of a good time. Sgt Al Chappin is also leaving the Supply Orderly Room to join 407 Sqn. Good Luck to all of you.

As for the happenings in our busy sections. 1 Supply Group is still trying to get the new mezzanine to fit in the allotted spot. General Stores has real big hammers Carl. 5 Supply Group is back to normal after the return of Cpl Christine Carignan (nee Couture) from her honeymoon. Jack is sure happy to see her back. Do you take a hammer with you when you do the computer work Christine?

General Stores is just as exciting as ever. Cpl Shane Houser quickly learned that you don't go down the aisles without a hard hat on. Somebody should mention to Sgt Dianne Earl that no amount of time spent in the sun beds is going to give her a tan to match June's and Davis's.

As for the serious stuff, the exchange of fridges and stoves is temporarily on hold while awaiting the arrival of more stoves. It is expected to resume in approximately one week. Oh, and we must not forget to say "get well soon" to Matt. He is in the hospital for a minor operation.

The remainder of the MCO branch is just as busy. While MCpl Lorena O'Connor watches over 6 Supply Group, Martine is pulling out her hair trying to figure out her DA so she can hand it over. MPO was back up to strength for a whole week with the return of their fearless leader but that soon came to an end when Pte Dan Boulet left on leave for La Belle Province. One day, guys, you'll have everyone there at once.

The Customer Services Section is always busy this time of year. Posting season is also the time when many DA holders change hats. Purchasing is also hopping now that they have money to spend again.

On the lighter side of things, it appears there was an interesting baseball game between the Base Supply team and a pick up team that called themselves the "Old Timers" (for obvious reasons). It took the Old Timers a lot longer to get around the bases but they still managed to win. I guess youth isn't everything.

!!!News Brief - MWO Bowerman picked up his chiefs - look out world!!!

A Museum Experience

Strictly from an Officer Cadet's point of view, working at the Comox Air Force Museum has been quite the experience. Every day presents a new challenge because every day holds so many surprises. I show up for work in the morning hoping that I have dressed for that day's line of work. You see, one day I was sent back to barracks to change into painting grubbies. I've helped with fun tasks such as accessioning artefacts; organizing and reorganizing artefacts; storing, moving, and setting up shelving to hold artefacts. (I've never seen so many artefacts!) As previously mentioned, I was a painter for a couple of days while trying desperately to brighten up the front lobby.

Just recently I was given the opportunity to research aircraft in order to be able to identify and label the scores of model airplanes which belong to the museum. Another student worker and myself could be heard exclaiming, "That's It! That's It!" when, while flipping through numerous aircraft books, we would actually spot a glossy of our model. It was truly a rewarding moment. (Maybe you have to be there.)

One thing I like about working at the museum is the sense of accomplishment that goes with the job. Not only that, I find I always have a good time and a good chuckle. For example, Capt Logan just walked in here with a funny looking wig on! (Now some poor mannequin is bald.)

Speaking of mannequins, there seems to always be one lurking in the shadows to scare the wits out of me. Most of them are dressed in the old-type uniforms of days gone by. I must admit, they DO look smashing!

With the summer looming on the horizon, the museum is now open for longer hours: 12-4 Tuesday through to Sunday and people are literally coming through in droves. (I'm not exaggerating either). New and exciting exhibits are being constructed even as I write, complete with fascinating photos, interesting text, story lines, dressed mannequins, display cases and squadron histories. (My carpentry talents may be tried soon. Oh no!) A whole new video section is also being put together so that those air force video-nuts may come in and sit down and lose themselves in any video of their

choice. The videos cover subjects from Air Force history to NATO to ATC.

There is also a whole exciting calendar of events happening. Some of the events being: an aviation art exhibit in July and August entitled "In Flight" featuring such famous artists as Arthur Lismer, Albert Cloutier, and Fredrick Varley; in September there may be an "Aero-Model Mania" display; and in October we feature a Canadian Armed Forces Civilian Artists Program (CAFCAP) from Ottawa.

The gift shop is doing good business and features t-shirts, ball caps, models, crests, pins and other aviation paraphernalia.

Volunteers are always needed; i.e. for the Air Show concessions Aug 7th (ages 16 and over) and artefacts are always welcome.

Working here at the Air Force Museum is not only great but is also extremely interesting. I urge you fellow history buffs to come out and visit the museum and meet the staff!

RED CROSS BABYSITTER COURSE

The following is a list of individuals who successfully completed the Red Cross Babysitters Course and are available for hire:

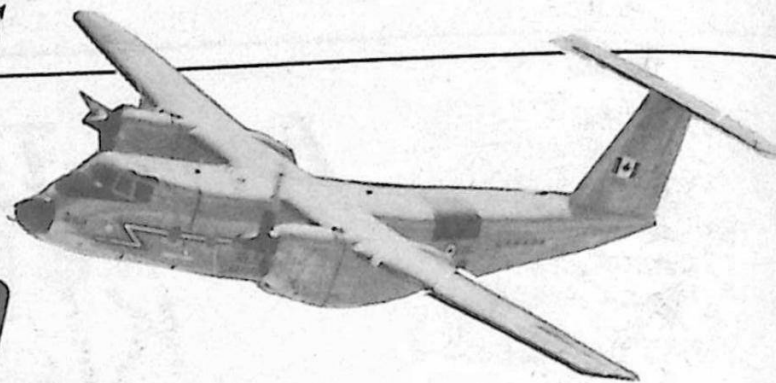
Juanita Shaw	46A Cedar Cres	9-6187
Karen Weeds	112A Maple Cres	9-6702
Scott Helpard	49 Oak Street	9-6589
Shannon McLaren	381 Denman St	9-7654
Vicki Bonnar	393 Denman St	9-2609
Rhonda Bennett	106A Maple Cres	9-4203
Shauna Rochester	6 Spruce Street	9-7214
Terra Savole	109C Maple Cres	9-4182
Elizabeth Boutillier	69 Elm St	9-0624
Jennifer Boutillier	69 Elm St	9-0624
Jolene Oliver	73A Elm St	9-0946
Jennifer Gilbert	111G Maple Cres	9-3290
Lara Wright	Box 2 Site 55 RR1 Comox	9-6613
Aaron Battiste	44 Cedar Cres	9-6087



OUR NEXT DEADLINE JUNE 20th - NOON



SECTION NEWS



442 Squadron

Giving it Back



Ex-MWO Copeland (right) handing back command of the section to WO Clements (left).

FE SECTION

Well, the time has come for changes again as witnessed at our "Bar-B-Q Bash" on Sunday. Fun was had by all (except those being beaten by a 9 year old at the Pool table). We sadly bid adieu to a few of our long time residents of the West Coast.

Moving on from the section is Greg Lewis taking the uncle Perv show on the road to Gander for a three year stint. Also leaving is Doctor Ian Murray who, after being upstaged during his farewell speech by three deer, threatened to proclaim gout as contagious.

Ian will take over skipper duties of 103 RU flight engineers and will be sorely missed. His demented sense of humour and easy going ways made him a pleasure to work with. He's almost worth going to Gander for. (Did I say that?

Naw.) Another Lab engineer by the name of Brian Smith is departing for Auroras in Greenwood. Brian dedicated many years to SAR and trained more than his share of people. Guys like you Brian set the standards, well most standards.

Also moving on or should I say across is Bud the Spud

Taylor. After being at the top of the ladder as Buff FE Leader alongside Ian Murray as Lab FE Leader, Bud will fall off the ladder to the bottom rung in the MAG world of 407 Squadron. 407 Sqn is getting a fine man but they had better be prepared for the standards of the mini SWO. Above all make sure your darn ball caps are clean or there will be heck to pay.

In all honesty, you guys are darn fine representatives of the trade and we are glad to have had the opportunity to work

with and for you. (I was paid to say that by Bud).

Swiftsure is on again and our section will do its part in providing highly motivated, keen and eager professionals as part of a finely tuned and superlatively trained SAR team to watch over the filthy rich but fun ground at the three day yacht race in Victoria.

Gary Kane, alias Commander Kane, is about to try his hand at instructing fledgling flight engineers at the 442 Sqn OTU while his half brother, alias thrasher or mother Larry Brown will move over to take Ian Murray's spot. They will hold these positions until the Herc world absorbs them both.

I asked Gary what he thought about teaching again and he muttered something about his wife being away and it would be a good time for him to take the OTU position. Anyway, better you than me.

As a final comment our section wishes all those leaving and their families good luck and a bright future.

BUFF STUFF

All of a sudden the Active Posting Season is here and Capt "the SAR God" Komocki isn't. We sent him to Summerside because we got tired of listening to his Buffalo SAR war stories. Have you noticed Maj Drover's haircut? It must be the new standard for ATG. All these years he has set an unacceptably low standard and failed to maintain it and now that he's off to Trenton to be a Standard's Officer?! Also, have you seen Maj Allott and crew doing their airshow routine? AWESOME!!

AMAZING!! Smokey Blair has an uneventful trip to the NWT and Yukon, however, the

accounts section has sent his claim to NDHQ for approval. They can't believe that he paid \$8.50 for one egg roll. Congratulations to Capt Newbold who recently upgraded to Aircraft Captain. It was borderline but he won the coin toss again. I had some people asking for info on the Shadow, but we haven't seen him for a while. I know that he is around as he still holds standby. Lt Muldoon has been hearing bells in his sleep. Wedding bells and they are getting louder. Wake up Dave before it's too late.

SARTECH SECTION

After months with WO Clements away on the French Language course in St Jean Quebec, ex-MWO Copeland handed back command of the section to Chuck. Copeland took command in March and ran a tight ship until May 6. Copeland is happy to return to his retirement lifestyle and requests that he not be bothered again.

Spring fever has certainly hit 442 Sqn hard. Here are a few ways in which you can definitely tell that spring is here:

1) The day crew, after doing their "B" checks, run up to the canteen for a smoke where the talk immediately turns to "Why isn't the coffee ready yet. What was last night's hockey or baseball scores?"

2) The night crew arrives at work with rolled sleeves or short sleeves, mirrored sunglasses, vehicle windows rolled down and with the car stereo turned up loud enough to awaken Patty from his maintenance stupor.

3) Last but not least, you can certainly be assured that spring has arrived when the Sr. NCMs and section heads begin to either extend their lunch hours or disappear from the hangar early just so they can chase a little white ball through the woods.

We are all hoping that the hockey season will be over soon or else Wade Parchoc and his hockey pool members will have to check into St. Joe's. They are all showing signs of having a nervous breakdown or at the very least a bad case of Channel Changeritis. It is actually quite funny, for a person who despises pro-team sports, to watch Wade and the 3 Crew boys kill themselves attempting to watch 2 or more games at the same time.

Sgt Jim Ferris, i/c of the Safety Systems Shop is proud to announce that Cpl Dwight Wagner of E-bay has been successfully cross-trained to operate the CC-115 (Buffalo) Firex system. Congratulations Dwight!

Good Luck and Best Wishes go out to Leo Uhlenberg, Gerry Ness, Al Martin and any other Sqn members who are taking their retirement.

The Power Crew (1 Crew that is) held their annual beach party over their last long weekend. There were more liquid refreshments to go around this year and a special thank you goes out to all the crew-members who opted not to attend the gala event. For those in attendance, the photo negatives are available ... for a price.

One Crew's new crew chief, WO Gary Boyd, said a fond farewell to three departing crew members: Jim Gaylor, with nine and a half years in Comox is off to Summerside, PEI. (enlarged Potato Island); Blaine McMillan (Mac), having spent six years in God's Country, will soon be destroying the gopher population around Winnipeg, Manitoba; Rick Sylvain, with five years here, will be attempting to burn up the Autobahn on his motorcycle. Just remember Rich that Dougy is going to the Fatherland as well!

Does anyone on the Base have an odd job to be finished off? The CRS techs from 442 Sqn are looking for work. Why, you may ask? It has been reported that ever since the new helicopter inspection cards kicked them out of their only job, they are finding it hard to collect their pay without feeling guilty.

And finally, all 442 Sqn Snake Charmers would like to congratulate Cpl Bev Brow who just recently had a baby boy.

Off to Calgary



Mrs. Sue Deegan, wife of WO Mike Deegan of 407 Sqn, was the proud winner of a trip for two to Calgary on Air BC. The contest was part a promotional drive to sponsor participation in the Comox Air Force Museum. Mrs. Deegan is shown here with Maj Don Thain, left, and Christine Scheidl, of the museum gift shop.



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SECTION NEWS



Anker Klankin

ANKER KLANKIN

The most newsworthy of the Fighting 33rd's recent activities was our parade in Cumberland on Victoria Day. Sixty members of VU 33 marched through the village as part of that community's 100th Empire Day celebrations. Judging from all the comments we heard the spectators were as appreciative of the blue uniforms as we are.

Before boarding the bus to Cumberland VU 33 held a Squadron parade during which two presentations were made. MCpl Peter Wybenga was presented with a suggestion award certificate for his part in the design of a new tool for the T-33 engine. Capt Martin Baggaley received a diploma of achievement for completing the OPDP programme with distinction.

Following the parade the Sqn gathered for the annual photograph. Many thanks to MCpl Jerry Fairbrother of B Photo for his fine work behind the camera.

This past week Col Gibbon joined the ace crew of Maj Arsenault, Capt Pete Bush, and Sgt Wayne Larson for a trip to Ottawa and Summerside.

Those of us in the know invested heavily in lobster futures on the Charlottetown Stock Exchange. We're expecting impressive gains as the CO buys up most of the 1988 harvest during his visit.

Welcome back to Jackie Shelly who has returned to the fold after four months maternity leave.

TECH SIDE

As we go on into the posting season many of us are going about the rigors of arranging for the big move to new surroundings, new friends, old buddies and another challenge.

Off to Cumberland parade we went, all decked out in the new blues for the first time, looking to getting our usual good job done. The 210 piece pipe band was excellent but far enough in front to make it difficult to remain in step. Ever seen two files 180° out of sync? Luck would have it that the crowds were highly impressed with the new uniform - lots of oohs and aahs - so the guys' egos weren't really suffering that much.

Last week VU 33's Fred Kay

and Ian Taylor were dispatched to Powell River in aid of a sick Tracker. 442 Sqn came to the rescue with a recip "Land and Hand" by providing chopper support.

The Mess Dinner on Wed the 18th of May was enjoyed by all. The mess hall staff outdid themselves by preparing an excellent meal. Having taken on a fair amount of pre-dinner refreshments Dave went for the ultimate no no. Perhaps he was set up for the announcement of his promotion to MCpl effective 1 Jun 88 at the social following the dinner. Congratulations Dave. During the heat of the evening Wayne Hay called for a water drop when confronted with passing flames. Wayne is also investigating the case of the missing epilette retainers.

The VU 33 fast ball team has had a slow start this year due to heavy leave commitments. Presently we stand at 1 win and two losses by default. During the last game - VU 33 versus CE Firehall - the pilots had to leave during mid-game so the guys went to the stands for more players and still managed a 23-19 win.



Awards at VU33



Maj Arsenault presents Suggestion Award Certificate to MCpl Wybenga.



Maj Arsenault presents a Diploma of Achievement to Capt Martin Baggaley.

Dynamic Duo Lead the Troops



Our Base Commander Col Gibbon takes the salute from Maj Arsenault during the Cumberland Days 100th Anniversary Parade. The other half of the team MWO Cooper is in "Seventh Heaven."

Family Support Centre

OPEN FOR BUSINESS

119 LITTLE RIVER ROAD
PHONE: 339-8654
HOURS: 10 A.M. to 5 P.M.

FATHER'S DAY IN THE GRIT

What happens when the 5th Annual Miracle Beach Sandsculpture Contest falls on Father's Day?

You get a gritty great family event filled with sandy shorts and shoes, happy dads and a unique art show of imaginative sand sculptures.

Sunday, June 19th is the day to gather up our dads, buckets, shovels, coolers, and kids and head to Miracle Beach.

This free family event is hosted by the Miracle Beach Provincial Park and Miracle Beach Resort.

Registration starts at 11 a.m. at the Red Caboose Restaurant. Judging will take place throughout the event and prizes will be awarded between 4:30 and 5:00 p.m.

We have Family, Group, and Children's categories with prizes for everyone donated by Campbell River, Courtenay, and Black Creek merchants.

Don't miss FATHER'S DAY in the grit!

SPORTS AND RECREATION

Sports Shorts

POOL CLOSURE

The base pool will be closed for casual use from the 6 - 10 Jun 88. (Annual Maintenance).

CFB CHILLIWACK SHORT COURSE TRIATHLON 18 JUN 88

CFB Chilliwack will hold a mini-triathlon on Sat 18 Jun 88 from 0800-1200 hrs. The course will consist of 1 km swim (40 lengths of 25 metre pool), 30 km cycle and a 5 km run (flat loop course). Categories will comprise of open mens, open women, senior men (over 40 yrs), senior women and beginner men and women.

Entries limited to 60 participants. Race open to military, dependants, DND employees and civilian personnel. Cost of entry is \$15. Deadline for entries NLT 6 Jun 88.

For more info contact Base Rec Centre local 8315.

CFB COMOX MENS SOFTBALL TEAM

As of 30 May 88, the CFB Comox Totems were establishing quite a record in the Bill Moore Mens Fastball League. After an impressive win over D.S.J.Electric on 11 May, Mick Hatch knocked in the winning run in the top of the seventh inning to give the Totems a 3-2 win over Mountain Meadows Athletics on 17 May. Dan Dupuis was the winning pitcher.

On 19 May the Totems put together their third win in a row, and handed Arbutus Hotel their first loss of the season, with a 4-3 extra inning win at Lewis Park. Dave Biskey provided the offence going two-for-four at the plate. He scored a run and collected two RBIs including the eighth inning winner. Dan Dupuis was the winning pitcher.

Well done guys.

WEIGHT ROOM FACILITIES

All weight room facilities including the hydra fitness equipment have been relocated to the old Alcan Lounge in the upstairs mezzanine of the Base Rec Centre.

All users are requested to use the back stairs when going to or coming from the weight room. Please do not use Salvation Army Restaurant entrance. Your cooperation will be greatly appreciated.

BASE ATHLETES WIN 4th NADEN MINI TRIATHLON

On Sun 29 May 88 two of our base athletes competed and placed first in the 4th Naden Mini Triathlon. MCpl Roger Skidmore from BAMSO placed first in the male military category and third overall and Capt Joanne Gour from B Hosp placed first in the female military category. This triathlon involved a one km swim, an eighteen km cycle and a five km run. Congratulations to both Roger and Joanne for a competition well done.

"HI and DRI"



It seems that a certain "old retired MWO" with the nickname of "Moose" just plain ran out of water. However a campfire, cot, and a good dose of patience did pay off - the water came back and "The Moose" would fish again another day.

OUR NEXT DEADLINE
JUNE 20th - NOON



Pipe Smoke

Gerry Gerow



I just came across an article about a "sting" operation carried out by wildlife enforcement authorities in B.C.'s Interior. They placed a whole, frozen deer carcass, during the closed season, in the woods and then sat back and waited. Within an hour they had bagged two would be poachers who had shot the carcass. The individuals were fined \$400 and had their weapons confiscated. A fitting punishment? Not really. My question is why they'll ever be allowed to own a fire arm or hunt again.

Do we have a problem with poaching in Canada? You bet we do. There is only one way to stop it, and that's with punishment that fits. No one is ever going to stop a hungry man from killing an animal for food. No matter what the penalty. No one really wants to. But, the majority of our poaching is done by persons who are not hungry, but see it as a way to make a fast buck. This can be stopped. A lot of poaching and the wasting of meat is a result of trophy hunters from foreign countries. Why not a law requiring that any export of wild game parts must be accompanied by a certification by game officials that the animal was legally taken and the meat not wasted.

Another severe conservation problem is with the control of predators. There are a number of individuals in the country and other countries, too, who feel that anything they don't want to

do, shouldn't be done by anyone. Apparently it is all right for a wolf to kill a baby ungulate, but not all right for man, who is simply another predator in nature's scheme of things, to kill the wold. Again, it's all right to catch and eat a fish, but not all right to kill the seals that are decimating our fisheries.

Our sealing industry has been destroyed, and trapping profits severely curtailed by a bunch of Europeans who have protested to the point that their governments are legislating against our products. It is time the Canadian government retaliated in a major way to this type of thing.

Now we've got a big outcry about bear hunting. If it is stopped, what are we going to do with all the bears? Bears are dangerous animals and in settled areas they must be kept to a minimum. I heard a report the other day that a she bear with cubs was seen in my own neighbourhood. I'm not too impressed. I don't have any small children now, but others do, and they don't need these bears around. To Mother Nature, mankind is just another one of her species, and she doesn't really care if a bear or a cougar kill off our young, but we do. A recent case on Vancouver Island where a youngster was killed by a cougar, accents the point. *Maybe next week the weather will be better for fishing, Frank.*

Thanks for the Help



BComd Col Gibbon is presented with a token of appreciation by Rick Gibson. Mr. Gibbon represents the Tri K Triathlon Committee and they say "Thanks."



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SPORTS & RECREATION

"Thanks Attilio"

Meet MCpl Attilio Sartori from the Base Photo Shop. Attilio joined the CF in Jul 74 as a Med A. Realizing that this trade was not for him he quickly remustered to AE Tech in Nov 74. After five years he decided that one more job change was required and he remustered to his present trade of Photo Tech.

Since his inauguration into the CF, Attilio has spent time in Cornwallis, Borden, Trenton, Esquimalt, HMCS Provider, and his subsequent posting to Comox in the summer of 83.

MCpl Sartori is an avid runner and can be seen daily plodding his way up Ryan Road, logging in mile after mile. He is also a very enthusiastic bowler and a staunch supporter of our intersection bowling league.

The BPerO and his staff would like to extend their personal thanks to MCpl Sartori for his services rendered during the past few years. CFB Comox hosted numerous sporting events and activities during his



ATTILIO SARTORI

stay in Comox, many of which took place on weekends. MCpl Sartori consistently volunteered to provide photo coverage of these events and was very expedient in developing the pictures for distribution to the base paper and participating teams. He also organized two very successful Base Amateur Photo contests as part of the Base Recreation Program.

MCpl Sartori always performed his duties in a very professional manner. His reliability, excellent personality and motivation towards his tasks contributed immeasurably to the overall success of the Base Sports Program.

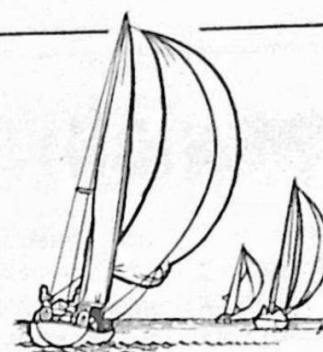
Attilio, his wife and two children will be leaving us this summer. They are off to Ottawa where Attilio will be learning to parlez-vous. We will all miss his everyday smile, and please be aware of our sincere gratitude for your assistance and we hope our paths will cross again.

Thanks.

Gary, Al, Wayne, Josie,
Mark and Glenn
CFB Comox Peri Staff

And thanks from the Totem Times too: Attilio's work on our behalf has been one of the reasons behind the "Fishwrapper's" success as a newspaper. Good luck Attilio.

...Gord Kruger, Editor
and the Totem Times staff.

SAILING
SPLATTER

As regular as the Comox rains, here we are once again coming to you almost live reporting events past and future as they linger on either horizon. And as a prisoner of conscience, I feel obliged to say that the season is off to a wail (whale?) of a beginning.

In the distant past the dinghy course introduced 15 individuals to our little world of sailing. And as soon as the course was over, LaLage was off on her inaugural charter. Nestled on board were three hearty souls from VU 33's annual exercise in adventure training plus the Club's Dinghy Fleet Captain. In company with LaLage was Ray Morrison's Klim Kwash sailed by the very capable hands of Wayne "Klim" Cuthbert and Roger "Kwash" Arsenault.

The expedition covered almost 200 nautical miles in seven days, some of it even under sail. Exotic destinations such as Orford Bay (Bute Inlet), Kelsey Bay, Heriot Bay and Brown's Bay were matched only by numerous treacherous locations traversed by the adventurous gaggle. Conquered in earnest were Seymour Narrows, the Dents (including Devil's Hole on a flooding tide!) and the Arram Rapids. Hole in the Wall is to be revisited at an unspecified future date. Rumour has it that "Klim" Cuthbert was considering Ray's boat for future fishing expeditions to the Charlottes but has now acquired at least partial interest in the former "Christina." A well-deserved Thank You and Good Luck to Don "The Terrible" Thain in Winnipeg.

The first keelboat course of the season is now complete. If there are any others out there interested in acquiring a wealth of knowledge relating to keelboats, our Cruising instructor Richard Ohl is waiting to hear from you at 338-5264. This is probably the last time the bushes will be beaten to inform people about this course, so please make your intentions known.

Ahead on the horizon, new prospects abound for those who wish to learn to sail or become more proficient with their new-fangled skills. The annual Spring Stag Cruise stalled momentarily as the aforementioned organizer decided a posting to Winnipeg was a trifle more important than a weekend of male bonding. Dennis Thomas has taken

up the slack and has put the finishing touches on what promises to be the best-attended Spring Stag Cruise to date. As we go to press, six boats are believed to be primed for a weekend of sailing, home-made beer, gaudy gourmet and Tracker over-flights. Although sadly, as mentioned elsewhere in this article, Don Thain is unable to participate, his keen sense of navigational skills will get a much-required overhaul at CFANS. The fleet shoves off at a classified time for the weekend of May 28-29.

Wednesday night racing is a must for all of you prospective trophy-hungry individuals out there. The first circuit of races held (appropriately enough) Wednesday 18 May were sufficiently well attended to open the season. For those of you who wish to add experience to your sailing repertoire, feel free to join us at the Spit no later than 1745 Wednesday evenings until the end of June. If you are unable to find a skipper/crew, don't hesitate to join us anyway. We can usually dredge the inner harbour for a suitable participant to team up with you. The Dinghy Fleet Captain is currently beating the bushes to keep the series competitive. For more info, call Dave Nurse at local 8604 or 339-6794.

And if you've read this far hoping to find some news on learning to sail, this paragraph is for you. The Dinghy Fleet Captain has found a spare week in June to conduct another course in Basic Sailing Skills. He also has 19 names of interested parties to fill 16 slots on the course. But don't let that deter you. Typically and inevitably, a quarter of those people will be unable to attend the course because of leave, courses, prior commitments, etc. thus opening up room for others. The course is scheduled to be held 20-26 June in the evenings and on the weekend. The cost is a meagre \$20 and the rewards are endless. Enough salesmanship. The instructor is away on TD 27 May-19 June. Capt Larry Arnold is collecting names at local 8538 or 338-8472. We will begin at 1730 on 20 June at Quadra (Goose Spit). First come, first sail!

Unlike windsurfing, sailing is one of those lifetime leisure activities that can be learned literally without getting your feet or any other body parts soaked to the bone.

Environmental Update

FALCON REPORT RELEASED

More research is needed before the provincial government will consider allowing any capture of Peale's peregrine falcons from the Queen Charlotte Islands, Environment and Parks Minister Bruce Strachan said today.

"There will be no harvest in the immediate future, and the highest priority must be given to understanding and preserving these important birds in their natural environment," Strachan said in releasing the report of a public inquiry into the management of the species.

The inquiry was conducted during February and March by Cyril Shelford, a former B.C. Cabinet Minister and now a consultant living in Victoria.

"The report represents an important challenge to provincial wildlife staff and other researchers, since it concludes the issue has implications that go far beyond this one species to include many other aspects of the Islands' ecosystem," the Minister said.

NEW LOOK FOR '88 ANGLING REGULATIONS

British Columbia's fishing regulations are sporting a new look for 1988.

This year's Freshwater Fishing Regulations Synopsis includes a bright-coloured format, an identification guide to sports fish species, an easy-to-read table of specially regulated lakes and streams, advertisements for fishing and sports gear, and informative sketches of regional fisheries.

This attractive and useful publication will make it easier for tourists and residents alike to enjoy the province's outstanding fisheries.

For further information, contact: Ron Kawalilak, Director, Information Services Branch, Ministry of Environment and Parks, Victoria, (604) 387-9422.

NEW FISH STOCKING FACILITY AT PRINCE GEORGE

Trout from provincial hatcheries will soon be making a stopover in Prince George on their way to northern B.C. lakes.

Environment and Parks Minister Bruce Strachan said today a new staging facility, located on the Pacific Western Brewing Company property, will begin operation in mid-May.

No fish will be reared at the site, which will be used only for temporary holding of the half-million rainbow and brook trout stocked each year in northern lakes. The fish were formerly transported directly from the Loon Creek Hatchery and Cache Creek.

"The new facility, which will be evaluated over the next five years, will allow for efficient distribution and will be ready in time for the spring liberation program being conducted by Recreational Fisheries Branch staff," the Minister said.

STEELHEAD ANGLERS SURVEYED

It's time for the annual steelhead harvest survey, and the Ministry of Environment and Parks is asking anglers who receive a questionnaire to complete and return it promptly.

Each year, a random selection of steelhead licence holders are asked to supply information on where, when and for how long they fished for steelhead, and to report their success or lack of it in each area fished.

Those contacted should return the postpaid questionnaires whether or not they caught fish, or went steelheading at all, so that fisheries managers get a true picture of steelhead fishing effort. The information gathered through the survey helps the Ministry plan future steelhead management programs, including provision for additional protection or enhancement where necessary.

Returns from last year's questionnaire show an estimated 24,400 steelheaders in B.C. spent approximately 279,500 days angling. About 14,600 of them were successful, catching an estimated 188,400 steelhead. Of the total, anglers kept 11,600 wild steelhead and 13,200 hatchery-raised fish. They released 126,800 wild, and 36,800 hatchery steelhead.

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ON AND OFF THE BASE

AMU Gatwick

Canadian Forces personnel and their families passing through London's Gatwick Airport during the past few years have probably encountered the air movement team of WO John Gillis, WO Ralph Belliveau and Sgt Claude Caron.

Every Monday and Friday, come rain or shine (or violent windstorm such as the one that battered the UK last fall), the three Forces members man their "post" in Gatwick's departure lounge. Always polite, often smiling, wearing civvies, they assist the 20,000 Canadian Forces' aircraft passengers who annually arrive, depart or transit through the terminal.

Their job is unique in the air movements' world and one which required a certain amount of diplomacy. Capt Brian Lobb, movements officer with the Canadian Defence Liaison Staff, London, said the people chosen to work at Gatwick are "handpicked." "Dealing with passengers in an international setting and working harmoniously alongside civilian airline employees in a foreign country demands flexibility, patience and team-work," he said. He praised the three members currently at Gatwick saying, "they work together like a well-fitting jigsaw puzzle."

Although the Boeing 707 from Canada and either the Dash 8 or Hercules aircraft from Lahr, only arrive and depart on Mondays and Fridays, WO Gillis, WO Belliveau and Sgt Caron are

kept busy coordinating the freight (one million pounds annually) which the Canadian Government moves in and out of Gatwick. There are also Challenger aircraft training flights into the airport to supervise plus periodic CF Hercules aircraft flights into RAF Lyneham to process.

British Airways is the handling agent for the Canadian Forces. BA provides ground attendants, who operate ramps and assist with boarding and in-transit passengers, and handles the intricacies of CF in-flight meals, fuel, movement of freight and lost or misplaced luggage. The bills for food, landing fees, fuel, buses and ground handling are received and verified by the Gatwick detachment prior to payment.

Officially, John Gillis is the warrant officer in charge of the Gatwick operation, Ralph Belliveau is the warrant officer in charge of passenger reception and Claude Caron is the NCO in charge of cargo movement, but many of the day-to-day tasks performed by the detachment are interchangeable (a valuable asset during posting season). This summer, Gillis, on being promoted to master warrant officer moves to base traffic in Gatetown, New Brunswick. The new person at Gatwick will be Sgt Jim Bostock, now at CFB Comox.

A prestigious posting, years of working in air movements, cargo movements and as aircraft load masters are considered essential for the Gatwick positions. The three

members at Gatwick and Capt Lobb (who is promoted to major and becomes base transportation officer at CFB Edmonton this summer) can boast a total of 90 years of CF AMU experience!

On a typical Monday and Friday, when both the Boeing and a Dash-8 or Hercules are expected in and out of Gatwick, Gillis, Belliveau and Caron arrive at Gatwick Airport at 0630 hrs. WO Belliveau and Sgt Caron both drive up from Sussex, just north of Brighton, where they live with their families while WO Gillis arrives from his home in downtown London (the famous Harley Street!). His wife, Allana, is a secretary with CDLS.

Immediately a check is made via Telex machine of the Canada departure time of the Boeing 707, the number of passengers aboard, the number of in-transit passengers, the amount of cargo and the requirement for food or fuel. Now the Gatwick detachment can determine the arrival time and the number of seats available for the continuing flight to Lahr.

Then at 0730 hrs, after being allocated a gate for the Boeing or Dash-8/Hercules by flight information and departure (FIND) the Canadian Forces counter is opened. The CF detachment is one of the longest serving customers in the present terminal and the desk had been situated in the same corner in the departure lounge

CONTINUED ON PAGE 27

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AROUND THE BASE

Promotions at the Ops Branch



Capt Cossette the BSecurO presenting Pte Brownlee with her first stripe. Many more Carol!



Pte Lullwitz receiving his promotion to Cpl from the BSecurO. Congratulations Andrew - Many More.



Sgt Vinetti, Base Intelligence Section, Base Operations being congratulated on his promotion by LCol Rogers, BOpsO.

Beatty Goes Overseas

MND VISITS BRUSSELS & CFB LAHR

OTTAWA -- The Honourable Perrin Beatty, Minister of National Defence, attended the Defence Planning Committee (DPC) meeting on May 26 and 27 in Brussels.

The Defence Planning Committee is the forum within NATO's North Atlantic Council where military policy is discussed. Established in 1963, the committee meets biannually when member countries are represented by their defence ministers. Under the chairmanship of the Secretary General, NATO defence ministers can discuss issues of mutual interest to the Alliance.

Following the committee meeting, Mr. Beatty proceeded to Canadian Forces Base Lahr, Federal Republic of Germany. There he was the reviewing officer at a parade and ceremony on Saturday, May 28, to mark the reactivation of 1 Canadian Air Division.

The reactivation of this division is a concrete result of the consolidation of our European commitments announced in the defence White Paper. With the termination of Canada's commitment to Allied Command Europe Mobile Force (Air) in northern Norway at the end of this month, the rapid reinforcement role will be shifted to the Central Region where five Canadian fighter squadrons will operate as an air division out of the Canadian airfields of Lahr and

Baden-Soellingen. Three of these squadrons are already stationed in the Federal Republic of Germany while the other two can be deployed from Canada in time of crisis.

The creation of 1 Canadian Air Division in Lahr and Baden-Soellingen will enable Canada to make more effective use of the already existing facilities and will significantly increase Canada's contribution to Allied Air Forces Central Europe, as was promised in the White Paper.

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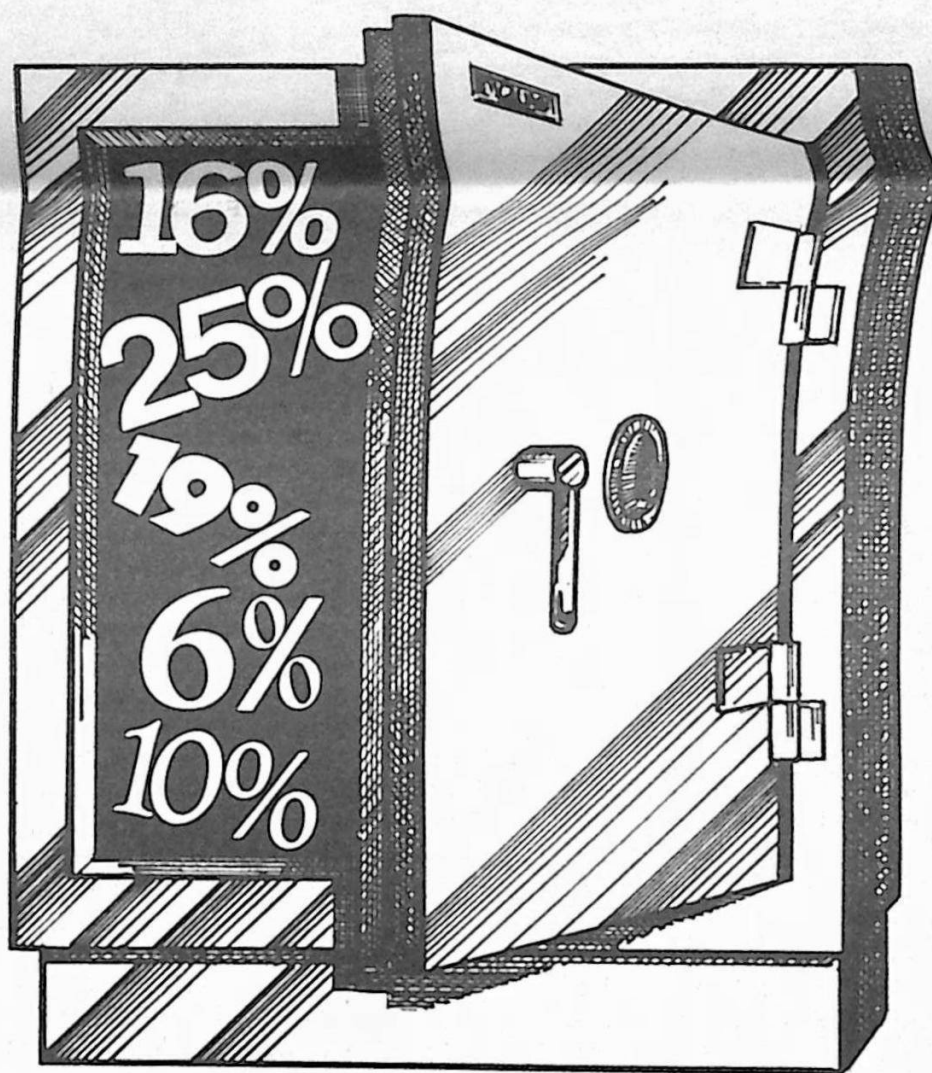
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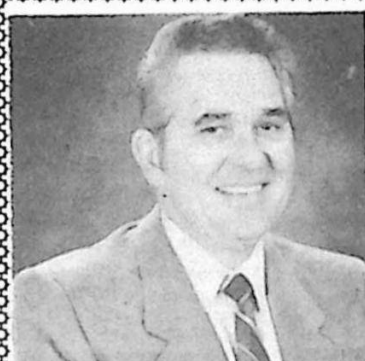
- the interest rate being charged
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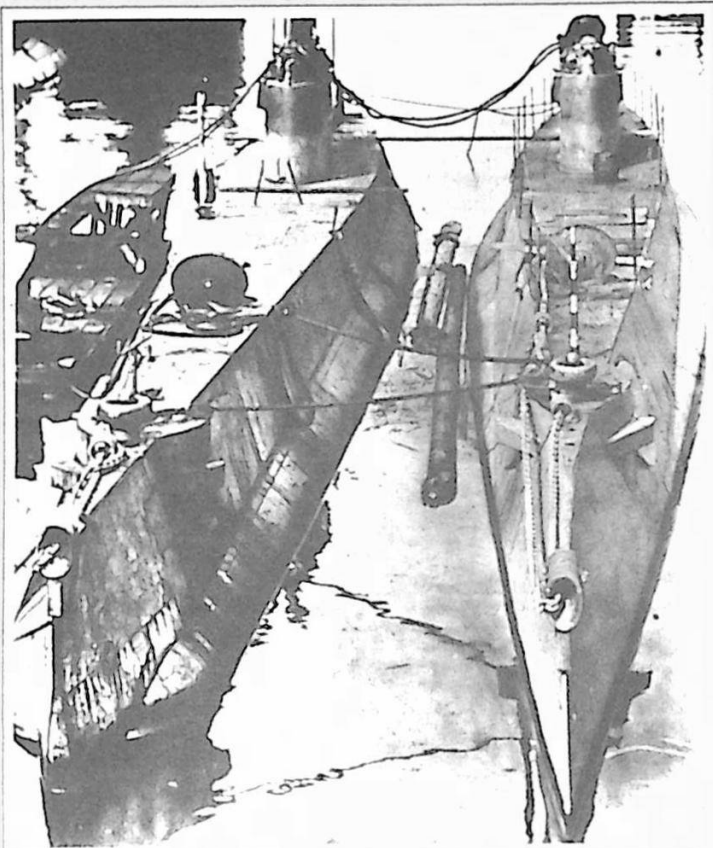
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Canadian Forces

Canada's Submarine History



Canada's first submarines, CC1 and CC2, in Esquimalt harbor during the First World War.

An element of controversy and close media and public attention has always seemed to follow any decision by Canada to equip its navy with new submarines. It is happening now, following the decision to purchase a fleet of nuclear-propelled submarines, and it happened in the 60s, with the purchase of the now aging Oberon Class boats. However, nothing, in recent years, quite matches the excitement which surrounded the purchase of Canada's very first submarines at the start of the First World War!

It was on 29 July 1914, with the war imminent and the waters off the British Columbia coast very poorly protected, that a group of about half a dozen men met at the Union Club in Victoria. Among them were Capt W.H. Logan, surveyor to the London Salvage Association, and Mr. J.V. Paterson, President of the Seattle Construction and Drydock Company, who was in the city on business.

Paterson stated that his company had, at Seattle, two submarines which could be obtained by Canada. The submarines had been ordered by the Chilean Government. The latter had agreed to pay \$818,000 for the pair, and had actually paid \$714,000; but the payments were slightly in arrears.

Chilean naval experts had recommended that the boats should not be accepted on the grounds that they were overweight and that their sea en-

durance was consequently not up to specification. The builders were willing to sell the submarines to someone else, because their relations with the Chileans were strained, and also because in this way they would probably obtain a much higher price.

During the first two days of August the international situation was rapidly deteriorating. The Premier of B.C., Sir Richard McBride, decided to resolve the matter of the submarines, and conferences of leading men were held at McBride's office, at the dockyard, and elsewhere. The Hon. Martin Burrell, Minister of Agriculture, happened to be taking a holiday on the Pacific Coast at the time, and McBride obtained his advice and personal support; but Burrell would not commit the Federal Government.

On 3 August, Logan telephoned Paterson and asked for a definite price. The answer was \$575,000 each. Time was pressing. McBride had been warned that if the submarines did not leave Seattle by midnight, 4 August, when an American proclamation of neutrality was to take effect, Canada would lose the opportunity to purchase. Although he had not received official permission to purchase the boats, McBride went ahead on his own responsibility and arranged to buy the submarines with provincial money.

The Chilean Government strongly objected to losing the submarines, but it had not completed the payments. The

final amount was \$1,150,000 for the two submarines, which was \$332,000 more than the Chileans had undertaken to pay.

The Seattle Construction and Drydock Company had agreed to take the two submarines out so as to reach, by daylight on the morning of 5 August, a position five miles south of Trial Island where, just outside of Canadian territorial waters, the SS *Salvor* was to meet them. Precautions were taken to prevent news of the transfer from reaching the ears of American officials, of the local Germans, and also of certain Chileans who were in Seattle in connection with the hoped-for release of the submarines to their own government. It was to be an escape rather than a clearance, for clearance papers had not been obtained. Paterson and Logan went on board one of the submarines, and at about 2200 hrs on 4 August the boats cast off manned by company crews. Covered by darkness and fog, and running on their comparatively silent electric motors, they came safely to the harbor entrance. Here, in spite of the loud noise which the exhausts would make, the diesel engines were started and the submarines worked up to a full speed.

LCdr Bertram Jones was ordered to go out with the *Salvor* to meet the submarines at the rendezvous. He carried written instructions to inspect them as carefully as conditions permitted, spending at least an hour in each boat. If they appeared satisfactory, the submarines were to be paid for, and he was then to bring them to Esquimalt. Jones met the submarines at the appointed place, where they drew alongside the *Salvor*. About four hours were spent inspecting the boats, the huge cheque was then given to the impatient Paterson, colours were hoisted, and no time was lost in making for B.C.

The unheralded arrival of the submarines, CC1 and CC2, caused much excitement in Esquimalt. Many of the people concluded that the enemy was upon them. The examination vessel on duty outside ran hastily into the harbor, with the lanyard of her siren tied to the rail and the siren sounding an uninterrupted alarm. The shore batteries, which were manned by the army and which apparently had not been warned, telephoned the dockyard before opening fire, in order to find out whether or not any submarines were expected.

CONTINUED ON PAGE 15

44th Anniversary



The men of the 3rd Canadian Division embark for Normandy and the D-Day invasion.

D-Day, 6 June 1944 - When we fell, literally, into our landing ship tank (LST), we could hear the bilge water sloshing about. We thought we were the first aboard, but the place was already jam-packed with troops. It was hard to see in the semi-darkness or early dawn, but a few curses let us know that we were last and not first.

There was a terrible smell.

It didn't take us long to figure out that it came from a witch's brew of vomit and sea water. Floating around in this unholy broth were hundreds of leaflets with the SHAEF (Supreme Headquarters Allied Expeditionary Force) crest at the top.

I am, and always have been, an inveterate collector of anything and everything dealing with the military. My heart was set on that piece of paper, but my stomach rebelled. As daylight increased, I was able to partially read one of the leaflets as it drifted by. "Enemy well equipped.... battle hardened.... will fight savagely." This did not increase my confidence or buck up my courage. Whether the rest of the war was short or long, it was going to seem long.

If you are wondering why we were on a landing ship tank and not a landing craft infantry (LCI), it was simply because all, or nearly all, of the LCIs were being used in the initial assault landings which included heavy punches in the form of the first and second waves.

I was not in either wave, for which today I am thankful to the planners. My lot went in later. We didn't have a single tank on board. We did have some very queasy Canadian soldiers who, after hearing, "keep your bloody head down!" stared uneasily at that porridge in the bottom of our craft as it continued to slosh from port to starboard.

So there we were, 44 years ago, most of us in our early 20s. It's hard to believe just how much equipment we carried. Besides razor, extra socks, extra shirt, knife, fork, spoon and sewing kit, there were two belts of .303 ammunition, water bottle, field dressing in small pocket, trousers, another under the camouflage netting on the helmet. We carried a Lee Enfield or Sten gun, a bayonet and a ground sheet. Some of the skinny guys looked like Groucho Marx bent over in his famous crouch.

As we rolled and tossed over the rough water, spray drenching us, I wondered about Gen Eisenhower's line in the leaflet: "Your enemy is well trained, well equipped and battle hardened." Battle hardened

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Forces Update

Anniversary of D-Day



...dy and the D-Day invasion of France. (RCN Photo by Lt G. Milne,

our landing ship out. We thought jam-packed with dawn, but a few

in a witch's brew holy broth were headquarters Allied

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ty drenching us, I "Your enemy is Battle hardened

against the sea-sick? My division (3rd Canadian Infantry) made it up the beach, but at a price. Three hundred and forty all ranks killed, 547 wounded, 47 prisoners.

I went back to that same beach area in 1969 for CBC news to cover the 25th anniversary of the landing. I came as close as possible to the exact spot where that LST door crashed down and NCOs were screaming: "Get off the beach! Get off the beach!" Then, non-protective cover stretched from beach to infinity. It was miles. I would never make it. Twenty five years later I see the distance is about half a city block.

I talked with some of the veterans. The first Canadians in France were "C" Company, 1st Canadian Parachute Battalion. The medical officer was Dr. C.N. Breadner. "I landed in a tree and wound up with a dislocated pelvis and a broken arm. My entire combat experience lasted 20 minutes."

Maj Lorenzo Robichaud of the North Shore Regiment: "I really didn't have time to think. Men were falling...the padre stopped to help them."

Sgt Bill Watts, Royal Winnipeg Rifles: "We landed with 130. Thirty of us walked off the beach. My platoon leader was Lt Rod Beatty of Winnipeg. He is a paraplegic."

Here and there, but rarely, a touch of humour. A private from the Regina Rifles: "I was hit on the beach. Someone gave me an orange. I don't know who. Where the hell would he get an orange?"

Where indeed. We hadn't seen one for four years.

The men who fell on the beaches and in the bitter bridge-head battles are buried in Beny-Sur-Mer Canadian War Cemetery near the village of Reviere. For the mayor and citizens of Reviere it is a special place. They feel that it is their own.

There the maple leaves flutter. And in the spring, cherry trees between the rows of headstones are the first to flower. Hedges decorate the entrance and flanking the registry building are platforms from which visitors can see the whole area. Such a view brings home the skill and devotion that has gone into the planning and design of this superbly tended place.

And there the 2,049 headstones stand, each in its own carefully manicured plot, neat and orderly as though on a colonel's parade of a long time ago...

Right Some Big Aye!

CANADA'S LARGEST CRASH FIRE VEHICLE

Capt Dick Sadler, fire chief of CFS Goose Bay, controls the two largest crash fire rescue vehicles in Canada. Built by "Emergency One" Fire Crash Truck Manufacturing in Ocala, Florida, they were purchased and shipped to Goose Bay in September 1987 and are now fully operational.

"The vehicles are being used as part of the upgrading of our fire-fighting capabilities," said Capt Sadler. "Because of the large amount of air traffic here, the airfield operations category has been increased from a Category 6 to a Category 9. That means my staff has almost tripled from 19 fire-fighters to 51."

Technically the rescue vehicle is called and ECC 14033 Crash Fire Rescue Vehicle, but it's known to the operators by the name, Titan. When fully loaded, the Titan contains a compliment of 10,000 litres of water, 2,000 litres of foam, 225 kilograms of dry chemical and



The TITAN has a turret discharge of 4,500 litres per minute and a stream reach of over 70 metres.

68 kilograms of halon 1211. A single operator is responsible for the complete vehicle operation, including fire-fighting.

The 31-tonne Titan will be used in conjunction with the Walters C4500. The Walters was the largest rescue vehicle in Goose Bay until the arrival of

the Titan.

"The Titan's a lot easier to operate than the Walters C4500," commented Mr. John Peyton, a civilian fire-fighter at CFS Goose Bay. "The main difference is that the Titan has twice the extinguisher capacity and a simpler sequence of operations."

...MORE SUBMARINES

CONTINUED FROM PAGE 14

It wasn't until the 60s, when three diesel-electric Oberon Class submarines were purchased from the UK, that another submarine fleet was acquired, although during both the First and Second World Wars and the 50s, Canadians served with distinction in Royal Navy submarines. After the Second World War the navy did some training in a captured German submarine before taking it out and sinking it in target practice. In the mid-50s Canada borrowed two British submarines, Alderney and Auriga, along with their RN crews, for training purposes on the Atlantic Coast. On the Pacific Coast a US Second World War submarine (re-commissioned HMCS Rainbow).

However, the importance of anti-submarine warfare in the late 50s, early 60s, saw the urgent need for Canada to acquire new submarines. Even then the value of nuclear propulsion was realized but it was finally decided the navy should be equipped with conventional submarines.

Now, 30 years later, with the Oberons nearing the end of their design life, Canada is looking towards the future. The government has decided to acquire a fleet of nuclear-propelled submarines to take

our navy safely and effectively into the next millennium.

On 5 August, naval headquarters sent a signal to Esquimalt: "Prepare to purchase submarines. Telegraph price." The reply was: "Have purchased submarines." B.C. thus became the only province that has ever, since Confederation, owned any war-

ships. It was 7 August when the Federal Government finally assumed responsibility for the purchase. For nearly three years the submarines remained on the west coast engaged in cruising and training. They were then sent to Halifax where they remained until the close of the war. In 1920 the submarines were sold out of the service.

WANTED

A PRE-WORLD WAR II RADIO (WORKING OR NOT WORKING)

PLEASE CONTACT THE COMOX AIR FORCE MUSEUM
339-8635

VOLUNTEERS NEEDED

The Comox Air Force Museum requires the volunteer assistance of a WO/Senior NCO to be the OPI for the set-up of the Museum's Mobile Display and Museum Gift Shop concession stand for the Comox Air Show on August 7th.

The Museum relies on donations and proceeds from the Gift Shop for operation and the Air Show concession provides an opportunity for the Museum to raise necessary funds. A Volunteer would be greatly appreciated in facilitating this endeavour.

AROUND THE BASE



Origins of the Species

John Bradley

417 FIGHTER SQUADRON

417 Squadron, which formed in England, saw the majority of their overseas service in North Africa and Italy. Originally formed on 27 November 1941 at Charny Down in Somersetshire, the unit was Canada's 16th Overseas squadron. The unit, while definitely an RCAF squadron, was Commonwealth in spirit and personnel. The first Commanding Officer, S/L C.E. Malfroy, was a New Zealander in the RAF. As for the remainder of the unit, the majority of the pilots were RCAF and the groundcrew were RAF. The first aircraft was the Mk. IIA and IIB Supermarine Spitfire which carried the AN code, as would all aircraft in the squadron throughout the war.

Training was an arduous affair during December 1941 through to February 1942 due to the poor weather and generally muddy conditions that made it difficult just getting to the aircraft never mind trying to take off. Not helping the situation was the poor condition of the aircraft themselves as they were secondhand aircraft that had almost two years of operations on them. Initial training was over in Feb but operations had to be delayed slightly as the unit was moved to Colerone in Wiltshire.

The unit had been alerted for the famous Channel Dash by the Kriegsmarine but in the event, were not utilized. They were finally scrambled on an operational mission to intercept an unidentified aircraft but after less than an hour in the air were recalled to Colerone. A few additional missions took place during the end of Feb and then the squadron was packing to move. This time the location was Tain in Scotland. This move was not appreciated by too many squadron members as Northern Scotland is not the best place to be in the latter winter months. During their short stay in Tain the squadron had only five missions to its credit.

SOUTHERN CLIMES

With the situation in North Africa heating up, additional Fighter Squadrons were desperately required. 417 was notified they would be heading south and would be issued with Tropical kit. Little did they know that they would be in North Africa and the Middle East for the next three years. They departed Scotland on 13 Apr on the SS Aorangi. After a change of ship at Natal, they finally arrived at Port Taufiq, Egypt on 4 Jun. After the long 53 days of travel, they were required to spend another six weeks at Camp Kasfareit near the Great Bitter Lake waiting for aircraft and transport.

Aircraft finally arrived just after the unit moved to Shandur during Sept. The new aircraft were Hawker Hurricane IIBs and IICs which were retained until Jan 1943. Shortly after the unit acquired the Hurricanes, they also received a number of Mk. VB and VC Spitfires. These aircraft, like those in Britain, carried the AN code.

VICTORY OVER SUEZ

First victory for 417 occurred on 26 Sep and was credited to F/S J.H.G. Leguerrier. He was in Hurricane HL891 AN-N on a patrol over Suez. He was directed to a single unknown aircraft about ten miles away and soon came upon a Ju. 88. After three quick bursts the enemy aircraft spun into the sea. Three of the crew were seen to bail out. Other victories were to follow but it was to be a long time between kills as only one Heinkel He. 111 would be destroyed and an additional Ju. 88 would be damaged up to early Apr 1943.

In order to be able to provide proper fighter escorts and ground attacks against the fluid enemy lines, 417 was entirely road transportable and in fact made twelve moves, including one as long as 1,100 miles, in as many months. In spite of all the moves and aerial patrols, 417 did not actually reach the front lines until 12 Apr 1943. From this point on the number of destroyed enemy aircraft began to slowly climb and in addition, they began to strafe and bomb targets in the immediate battle area.

MOVE TO MALTA

After an extensive year long stint in North Africa, 417 packed up and moved to Luga, Malta on 15 Jun 1943. They remained at Luga until 15 Jul escorting the medium and heavy bombers that were engaged in attacking targets in Sicily in preparation for the invasion of the beleaguered island. After an airfield was secured at Cassibile near Syracuse, 417 took up residence and eventually flew 805 sorties in direct support of all phases of the invasion.

ITALIAN OPERATIONS

Italian operations began on 21 Aug as 417 found themselves escorting Kittyhawks on reconnaissance patrols which were obtaining vital information on that particular invasion. During Aug they re-equipped with the Mk. VIII Spitfire. As in previous battles and invasions, 417 followed closely behind the advancing Allied Armies and was on Italian soil as of 19 Sep when

they set up at Grottaglie near Taranto. Within two weeks they had moved to Gioia della Colle and then on to Foggia. More moves were made at the rate of one every three to four weeks, average. All during this period the squadron was strafing locomotives, vehicles, and other ground targets as well as flying fighter escort for USAAF and RAF bomber formations.

The long slow slog up the Italian boot carried on throughout the remainder of 1943, 1944, and carried on up to May 1945. It is an unfortunate fact, for those who fought in Italy, that the focus was on the Allied Armies in France and Germany after the D-Day landings. The fighting in Italy, on the land and in the air, remained bitter and intense right up to the end. In fact, for 417 Squadron the last couple of months of the war saw the most intense ground attack missions. The squadron flew their last mission on 5 May 1945 as two Spitfires flew a patrol over Villach, St. Michael, and Linz on the Italian-Austrian border.

"CITY OF WINDSOR" SQN

417 had been adopted by the City of Windsor, Ont during May 1943. As a result they were known as the "City of Windsor Squadron," or for short "The Windsors." The Squadron Badge included a palm tree in front of a crossed sword and fasces. The palm tree signified desert operations, the sword represented the air support for the Army and the Fasces was for the fighting in Italy. The motto is in English and reads Supporting Liberty and Justice.

417 flew 12,116 sorties for 20,062 hours total flying time. They were able to destroy 29 enemy aircraft, had eight probables and 22 damaged. On the ground they destroyed or damaged 122 locomotives, 325 freight cars, 216 motor vehicles, 18 tanks, 41 cars, and 24 barges. Over 1,080 tons of bombs were dropped. Losses included 32 aircraft and 28 pilots killed, wounded or taken POW. Training accidents resulted in one member being killed and three being injured.

BATTLE HONOURS


Battle Honours to 417 Squadron include Defence of Britain 1942, Egypt and Libya 1942-1943, North Africa 1943, Sicily 1943, Italy 1943-1945, Salerno, Anzio and Nettuno, Gustav Line and Gothic Line.

Individual awards included 1 DSO, 1 Bar to DFC, 9 DFCs, and 5 Mentioned in Despatches.

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PRESENTATION OF SQUADRON COLOURS



THE PRESENTATION OF SQUADRON COLOURS WILL BE HELD AT CFB SUMMERSIDE, P.E.I. ON SEPTEMBER 24, 1988. A REUNION FOR ALL WAR-TIME AND POST-WAR 420 SQN MEMBERS WILL BE HELD DURING THE WEEKEND OF 23-25 SEPTEMBER

FOR FURTHER INFORMATION CONTACT:



COMMANDING OFFICER
420 AIR RESERVE SQUADRON
CFB SUMMERSIDE,
SLEMON PARK, P.E.I.
COB 2A0

ATTENTION: COLOURS CO-ORDINATOR
PHONE: (902) 436-2281 LOCAL 315

Comox Air Force Base Museum

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Legion Log

BRANCH 17 COURTENAY

ENTERTAINMENT

Fri & Sat Jun 3-4
Fri & Sat Jun 17-18
Fri & Sat Jun 10-11
Sun Jun 19

Music by **BRANDY**
Music by **WESTWIND**
Music by **COUNTRY MEN**
FATHERS DAY BBQ
Food-Ham Steak 4:30-6
Entertainment 3 PM-7 PM
\$5 - Limited Tickets

REGULAR ACTIVITIES

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

MONDAY Fun Euchre
TUESDAY Pub Darts
WEDNESDAY League Crib
THURSDAY Fun Darts
FRIDAY TGIF & Money Draw at 6:30
SATURDAY Fun Bridge at 12:30
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NOW OPEN SUNDAYS...1-7 PM

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BRANCH 160 - COMOX

ENTERTAINMENT

May 27 & 28 Music by **PRIMETIME**
June (Fridays Only) No dance on Saturdays-Jun, Jul & Aug
Jun 3 Music by **PRIMETIME**
Jun 10 Music by "35 Years of Gold"
(Music of the 50s)
Jun 17 Music by **COUNTRYMEN**
Jun 24 Music by **WESTWIND**

REGULAR ACTIVITIES

SUNDAYS 11 am to 6 pm
MONDAYS LA Drop-In Bingo-7:30 pm
Mens Dart League recessed until
Sept 12 (Fall Start-Up)
TUESDAYS Mixed Dart League recessed
to Sept. 13 (Fall Start-Up)
FUN DARTS-Navy Rm - During recess
WEDNESDAYS Navy League Drop-In Bingo*
Upper Hall 7:30 PM
THURSDAYS *1st* Branch Executive Meeting 8:00 pm
L.A. Executive Meeting as required
2nd L.A. General Meeting-Upper Hall 8:00 pm
JUNE ONLY *4th* Branch General Meeting. Upper hall-
8 PM. June 23rd. (President & Executives at
Dom. Convention, Ottawa).
T.G.I.F. in Lounge 2-6 pm
FRIDAYS Meet Draws *Lounge* 2-6 pm
Dance - Lounge - Downstairs unless advised
SATURDAYS Meat Draws *Lounge* 2-6 pm
SPORTS No Dance* June, July, Aug. Unless advised.

June 11-Saturday

SALMON FISH DERBY. All Day. Weigh-In 11 AM to 5 PM Sharp. Advance registration \$3. Tickets at Bar. Ticket sales close 8 PM Friday June 10. Barbecue hamburgers and hot dogs and/or your own fish. Inclement weather - Decision to be made by 8 PM Friday June 10 to postpone. Alternate dates June 18 or June 25. Prizes Galore - Special-Lightest, Legal Size salmon.

Advance Notice Up-Coming events:

Details to Follow

Sunday July 10-BBQ to celebrate Orangemen's Day July 12

Sunday Aug. 14-Annual Legion Golf Tournament

Sunday Aug. 28-Annual Legion Picnic. Air Force Beach.



Let's Talk

YOUR FACE TELLS A STORY!

"Of all the things you wear, your expression is the most important." These words were taken from a book, compiled by Keith Brooks, entitled "The Cream Book."

If you were to stop on any street corner and look at the people passing by, you would notice many different facial expressions. There would be those who show grief, unhappiness, anxiety and sheer loneliness. It would be obvious that the face shows what the heart is feeling.

There are a lot of unhappy people in the world today. Take a look at some pictures that are shown on the television screen and you will see faces which show hunger, pain, fear and even death.

On the other hand, there are people who literally go out to buy laughter and happiness. They attend a movie theatre, where comedy is playing, or they go to a night club, where a comic is performing, only to come out and meet the real world again.

Is there any real happiness out there? Is there joy coming from the hearts of boys and girls? What about the child who leaves fro school in the

morning, knowing within his heart, that there may be no home to go to after the bell rings for the day? Can that child really smile?

What about the wife or husband who knows that right around the corner, there is a break-up coming? Can they really show joy?

What about the parents whose child has a disease, and in just a few months or so, that child will be no more? Can they show real happiness? Does anyone know how they really feel? Does anyone care at all?

Yes, we may answer readily, we all care, but we can't get involved. We have our own problems.

When God made man, He gave him a free will; the ability to choose right or wrong. In choosing to do wrong, mankind must suffer the consequences.

Did God leave man, though, to fend for himself? No! All through God's Word, we are reminded that He will never leave us nor forsake us. Not only that, but God gave His only Son, to pay the price of all mankind's wrong doings.

One thing we are sure of is God's love for us, He under-

stands how we feel the way we do. God came to us in the form of man, and experienced life just as we do. He stubbed His toe; cut His finger, had a headache. He knew about peer pressure. He does care about us. He wants us to have the joy of the Lord down in the very depths of our being.

We may not smile all the time, but we can have the calm assurance that God is in control.

There are many things we just can't undo; situations which we may not be able to change. God did say in Matthew 6:33 "Seek ye first the kingdom of God..." However, that doesn't mean that we will be exempt from worries and cares and heartaches. But, it does mean that He will be with us and He will give us guidance and strength.

Our world needs love today, as never before. If God abides in your heart, and sheds His love upon you, then share it with somebody who has never known the love of God.

Show God's love by the smile on your face. Let somebody know that you care!

Captain Winston Dodge
The Salvation Army
Red Shield Services



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WHAT'S IN A WETLAND?

We are. Since 1938 we at Ducks Unlimited Canada have put all of our resources into this country's wetlands. We know them as incredibly beautiful, bountiful, complex and fragile places.

We are proud to say we're the Canadian partner in the world's most effective privately-funded waterfowl and wetlands conservation organization. Behind us are hundreds of thousands of North Americans who find pleasure and purpose in providing the support we need to carry on our work. We are Ducks Unlimited Canada.

WE ARE.

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Western Canada Military Police Golf Tournament & Fishing Derby

Between 12 - 14 May 88, the CFB Comox Military Police Section hosted the 5th Annual Western Canada Military Police Golf Tournament and Fishing Derby. The Base Commander Col Gibbon once again gave the official nod for the tournament to take place which saw a field of 112 golfers on the Glacier Greens Golf Course. The military participation included CFB Comox, CFB Chilliwack, CFB Calgary, CFB Esquimalt, CF-

SDB Edmonton, SIU Vancouver, SIU Victoria, PDSIU, OSI McChord AFB and Whyby Island Naval Air Station. Retired members showed up from Chilliwack and Edmonton, Victoria, Vancouver, Parksville, Qualicum Beach, Comox and Courtenay. RCMP members from Campbell River and Courtenay helped to round out the field.

The weatherman rained on our 0800 hr draw but by the time the 1300 hr draw started

the weather was clearing and we even saw the sun by the end of the day. On Saturday the wind was blowing and there were showers which along with 5-6 ft swells helped to dampen the spirit of the 35 fishermen who took to their boats and landed a total of 46 Blueback Coho Salmon.

Our Meet "N" Greet took place at the MP Lounge (Post 13) on Thursday 12 May 88, which allowed both old and new acquaintances to be rekindled. At 0745 hrs, 13 May 88, Capt Ray Cossette (BSecuro) and LCol Rogers (BOPsO) officially welcomed the golfers with LCol Rogers hitting the first drive. The BBQ and Prize Awards were held at the Golf Course and when the results were posted the Canadian Military Police Association (CMPA) Team Trophy was awarded to Team Chilliwack with a Low Net score of 293. The four winners were MCpl Jean Marc Mathieu (70), Sgt Ron Chamberland (73), MCpl Claude Trepanier (75), and Cpl Pat Morin (75). Individual awards were presented to Sgt Ted Sauve - CFB Comox for Low Gross (75), Runner-up Cpl Jean Charbonneau CFB Comox (82), Low Net winner, MCpl Jean Marc Mathieu (70), Runner-up Sgt Randy Bonay - CFSDB Edmonton (73). RCMP Low Gross winner was Const Greg McNeivits - Courtenay Det (81), Runner-up was Const John Beckett - Campbell River Det (84), RCMP Low Net winners were Cpl Ron Flack - Courtenay Det (70), and Runner-up was Cpl Brian Roberts - Courtenay Det (73). In our guest field Mr. Gary Brown of Island Honda - Courtenay, won the Low Gross with (75), and CWO Doug Ford BCWO CFB Comox was Runner-up with (76), Low Net winner was Mr. Nick Stolarchuk (71) and Runner-up was Mr. Rick Salmon (71). The Longest Drive went to ex-MP, now Const George Brown of the Richmond RCMP Det. Closest to the Pin on No.2 went to LCol Rogers and on No.7 to Mr. Nick Stolarchuk.

Results of the Fishing Derby were: Largest Salmon Const Tom Middleton from Courtenay RCMP, Runner-up Monica Burns, total weight Mr. Herb Robinson of Courtenay and Largest non-salmon Sgt Ted Sauve. The door prize trip of a 5 day fishing trip for two to the Northwest Territories, donated by Echo Bay Mines Ltd., was won by Mr. Larry Blais and Sgt Ted Sauve. The Air B.C. trip for two was won by the MP Secretary Mrs. Monica Burns. The live PIG at the golfing awards was won by ex-MWO Ian Logie from Victoria. A great time was had by all and visiting golfers and fishermen expressed their appreciation for

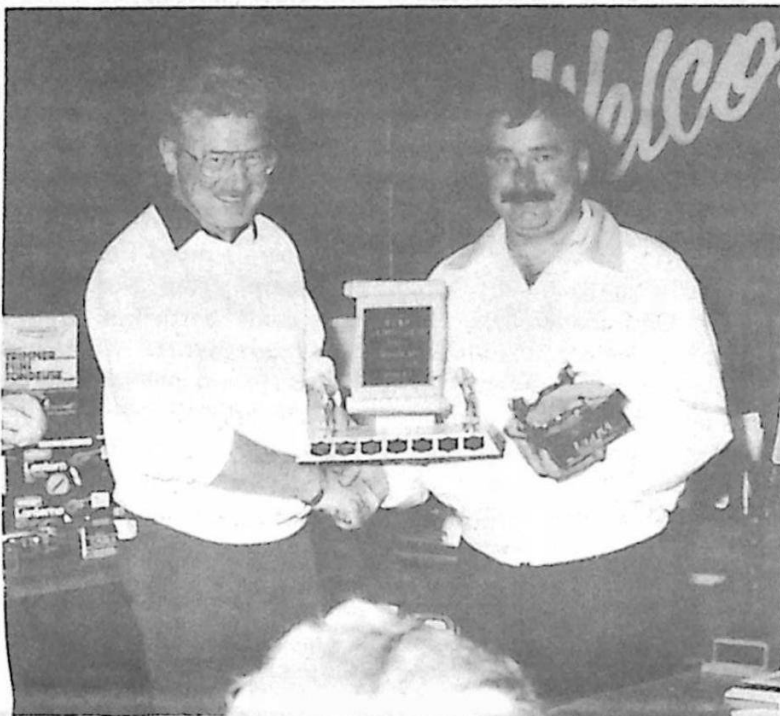
another well run tournament and made it known that they will definitely be back for next year's gathering.

The CFB Comox Military Police Section would like to take this opportunity to thank those Military Police and Retired members from Western Canada who made this year's event so successful and to let you know that CFB Comox will again be hosting the 6th Annual Golf Tournament and Fishing Derby in late May or

early Jun 1989, so plan to attend and make it another successful Branch event.

A special thanks goes out to the Comox, Courtenay, Royston, Campbell River, Victoria, Vancouver, Nanaimo, Parksville and Qualicum Beach Merchants who contributed towards our prize table and also to Echo Bay Mines of Edmonton for their sponsorship and donation of the N.W.T. fishing trip for two.

See you next year.



Capt Ray Cossette presents trophy to Const Greg McNeivits, Courtenay Det RCMP, Low Gross winner.



Capt Ray Cossette presents trophy to Mr. Gary Brown the guest Low Gross winner.



Canadian Military Police Association team winners L-R from CFB Chilliwack, Cpl Pat Morin, MCpl J.M. Mathieu, Maj Arnie Holman (Pacific Region Rep), MCpl Claude Trapiner and Sgt Ron Chamberland.



Capt Ray Cossette presents trophy to MCpl Jean-Marc Mathieu, CFB Chilliwack, our Low Net winner.



Capt Ray Cossette presents the Low Gross trophy to Sgt Ted Sauve, CFB Comox.



Winner of largest salmon Const Tom Middleton, Courtenay RCMP Det.

HOME AND FAMILY

Chapel Chimes

OUR LADY OF THE SACRED HEART CHAPEL (RC)

BASE CHAPLAIN (RC)-Maj J.G.A. Veilleux

CHAPEL-Our Lady of the Sacred Heart (on Base)

OFFICE-Headquarters, Bldg.45, Rm 48, Phone 8274

MASS SCHEDULE:

Saturday - 1900 hours

Sunday 1000 hours

Daily Masses - As announced in the Bulletin, usually at 0900 hrs, except during Lent & Advent at 1900 hrs.

RECONCILIATION -Confessions will be heard before each Mass or upon request. Penitential Celebration are held during the Advent and Lenten Seasons.

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

CATHOLIC WOMENS' LEAGUE-Second Tuesday of the month in Parish Hall, preceded by Mass in the Chapel at 7:00 p.m. President: Mrs. Mary-Anne Stagg, Phone 338-6214.

CATECHISM CLASSES-September-May in the PMQ School at 1830 hrs, every Wednesday. Religious Education Coordinator: Mrs. Fred Chiasson, Phone 339-6488.

ST. MICHAELS AND ALL ANGELS PROTESTANT CHAPEL

BASE CHAPLAIN-Maj G.A. Milne

CHAPEL-St. Michaels & All Angels Chapel, Wallace Gardens, Bldg. 88.

OFFICE-Headquarters, Bldg.45, Rm 48, Phone 8273

SUNDAY WORSHIP-Each Sunday - 1100 hrs.

HOLY COMMUNION-First Sunday of the month.

SUNDAY SCHOOL- 0945 for school aged children (Sep/May). 1100 hrs - pre-schoolers.

NURSERY SERVICES- Provided during Divine Worship for children up to three years of age.

SENIOR CHOIR-Practices 1830 hrs - Tuesdays at 612 Pritchard Rd., Comox.

CHAPEL GUILD-First Thursday of every month at 2000 hrs in the Chapel Annex. President: Margaret Campbell - Phone 338-1084.

About
The House
with Lorry

I must say it is really nice to be home, and I have to say thank you to my husband and my boss for the nice articles they wrote. One for me and one about me. Thanks Brad, your column went over really well, can you stand in for six months for me if necessary? Thanks Linda for the rhubarb recipe. She tells me that there is one ingredient missing, add ¼ C of water. Thanks Maj K, I will make those cookies and if you're game we will put your recipe and mine in this column and let the readers decide which is best. (Linda, I will pay you no less than \$5 to pick my cookie as being the best looking and best tasting!!!!)

Here are two recipes that are very nice to take along to end of the year gatherings at school and ladies clubs, etc.

NANAIMO BARS

BASE

2 Sq semi-sweet chocolate, melted & cooled

2 C graham wafer crumbs
1 C flaked coconut
½ C butter, softened
½ C chopped walnuts
2 T white sugar
1 tsp vanilla
1 egg
FILLING
¼ C butter, softened
3 T milk
2 T custard powder
2 C icing sugar, sifted
GLAZE
4 sq semi-sweet chocolate
1 T butter

METHOD

BASE: Combine base ingredients; mix well. Press into 9" sq cake pan. Chill.

FILLING: Combine butter, milk and custard powder. Blend in icing sugar until smooth. Spread over base; chill at least 15 minutes.

GLAZE: Partially melt chocolate with butter over hot water. Remove from heat and stir until completely melted. Spread over custard layer. Chill; store in fridge. Make 24 bars.

APPLE STREUSEL COFFEECAKE

2¼ C all purpose flour
¾ C white sugar
¾ C butter
½ tsp baking powder
½ tsp baking soda
1 egg, beaten
¾ C buttermilk or sour milk
1 can apple pie filling
½ C raisins

METHOD

Combine flour and sugar in large bowl. Cut in butter until mixture is crumbly; set aside ½ C of mixture. To remainder add baking powder and soda. Combine egg and buttermilk. Add to dry ingredients; stir just until moistened. Spread two-thirds of the batter over bottom and part way up side of greased 9" springform pan. Combine pie filling and raisins; spoon over batter. Drop spoonfuls of remaining batter over filling. Sprinkle with reserved crumb mixture. Bake at 350°F oven 50 to 55 minutes. Makes 1 cake.

The
Physics Prayer

EDITOR's note;

Sgt Bill Ouellette sends this little ditty along and says "If you wonder what your kids are learning at the big U these days then read on."

Thanks Bill!

The physics community may stand or kneel.

I believe in the Copenhagen interpretation of quantum mechanics, the second law of thermodynamics and the unitarity of the S matrix.

I acknowledge one vacuum for the basis of Hilbert space, the inattainability of absolute zero and the nonobservability of phase.

I am willing to concede second quantization of fields, the wave-particle duality and the path integral formulation of quantum mechanics.

I am reasonably comfortable with canonical quantization, the manipulation of divergent quantities as though they were infinitesimals, and the confinement of quarks.

I am willing to speculate on the possibility of supersymmetry above present day collider energies, the collapse of the wave packet upon measurement, and the "true" number of dimensions of the universe.

In my less lucid moments I will even buy supergravity and the introduction of local SUSY transformations on a manifold.

After a few martinis I will slur, "Hell yes!" to the suggestion that the underlying structure of the universe is a two-dimensional conformally invariant field theory.

After a prefrontal lobotomy I will declare fervently that a unified field theory encompassing all known particles and interactions is inevitable before the end of this century.

In the name of quantum mechanics, the Dirac equation and the compactification into itty-bitty circles of everything we don't observe,

Amen.

WOS & SGTS
WIVES CLUB

At our last meeting we held our elections and we now have a new executive to start next year. Congratulations to all our new representatives.

In June our last meeting for this year is dinner at Columbo's. We meet at the restaurant on June 13 between 6:30 and 7:00. Come out and enjoy a relaxing evening and say goodbye to the many members who are leaving Comox this summer.

TEUTONIC
BLIMP

A German Z-R3 airship was successfully flown from Germany to Lakehurst, N.J., USA between Oct 12-15, 1924 by a Dr. Hugo Eckener and a crew of 33. The dirigible, incidentally, was called the "Los Angeles." This was also the fourth successful transatlantic flight by an aircraft.

Wos & Sgts Mess

WEDNESDAY MORNINGS at 1000 hrs. "FREE" Coffee & Sticky buns in the Mess Lounge.

TGIF GAMES — Come out and join in the fun and prizes.

JUNE 3rd

MCPLS NIGHT

Invite your MCpls to the Mess'

1530 til closing

Finger Food

Career Planning

Alternate transportation will be provided

Games - Fun - Good Times

JUNE 9th

KENNY SHAW IN PERSON

2000 hrs to 2200 hrs

Tickets sold at door "ONLY"

First Come - First Served

Tickets:

\$5 Members & Associates

\$7.50 Honorary & Guests

Dress: Casual - NO JEANS

JUNE 18th

FATHERS DAY BARBEQUE — Dinner & Dance

Band "MILLER TIME"

Watch for more info to follow

SPORTS

4 BALL BEST BALL GOLF

1 June and 22 June

Starts 1200 hrs

ON AND OFF THE BASE

Ceremonial Swords

How many sword buffs are there in the Canadian Forces? Quite a few according to Mr. Paul Coates, managing director of British Ceremonial Imports Ltd. His company is producing a special, limited-edition, military pattern sword of honour with scabbard, to commemorate the 20th anniversary of the Canadian Forces.

In 1968, the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force joined together to become the Canadian Armed Forces. Each, however, kept its own identity as Maritime Command, Mobile Command and Air Command. The blade of the new sword is embossed with the dedication "The Twentieth Anniversary of the Canadian Armed Forces 1968-88" while on the reverse are the official emblems and names of the three commands.

In April, Mr. Coates presented sword number 001 to Gen Paul Manson, Chief of the Defence Staff, who accepted the ceremonial sword on behalf of the Canadian Forces. Only 850 of the world-wide limited edition swords will be manufactured. They will only be available (on a first-come, first-serve basis) until 30 November 1988, and only members of the Canadian Forces can purchase the special swords. This limited edition is expected to sell quickly. A previous CF ceremonial sword (also produced by British Ceremonial Imports) sold so fast, more than 150 would-be buyers of that limited-edition were disappointed.

The anniversary sword with hilt is 79 centimetres long and the hilt and pommel are plated with 22 carat gold. The scab-

bard is made of black leather and the sword comes in a protective linen bag. Each sword is numbered and accompanied by a parchment certificate of authenticity.

Cost of the handsome new commemorative sword of honour is \$375 (Ontario residents add \$30 provincial sales tax). Each numbered sword will be registered by British Ceremonial Imports and shipped by registered mail or United Parcel Services courier.

Orders may be placed with British Ceremonial Imports Ltd., Ste 103, 7 Richgrove Drive, Weston, Ontario, M9R 2L1. Telephone (416) 241-9555.

Please quote your ID number and allow eight to 10 weeks for delivery.



Gen Paul Manson, Chief of the Defence Staff, accepts sword number 001, the first of a limited edition of 850 ceremonial swords commemorating the 20th anniversary of the Canadian Armed Forces, from Mr. Paul Coates, managing director of British Ceremonial Imports Ltd. (Rec 88-1379 photo by Cpl N. Martin)

THE MC CONOCHIES' GLACIER GREENS MENS' OPEN

THE TOP WINNERS:

Low Gross - Mitch Carr-Hilton
Low Net - Ken McDonald

A FLIGHT

1st Low Gross - Dave Williams
1st Low Net - Arnie Mathus
2nd Low Gross - Bob Barr
2nd Low Net - Own Ellis

B FLIGHT

1st Low Gross - L. Rogers
1st Low Net - Dick Mohns
2nd Low Gross - Graham Walker
2nd Low Net - Nick Stolarchuk

C FLIGHT

1st Low Gross - Hank Modras
1st Low Net - Bob Pridmore
2nd Low Gross - Norm Fellbaum
2nd Low Net - Russ Wregitt

Many thanks to McConochies' Furniture and Appliances and all our other generous sponsors.

RIPPLES FROM THE BEAVER POND



The CE Section is in the midst of our Annual Weapons Qualification and this is where we found our glorious "Turkey of the Month." It was at the 25 meter range that we spotted our suitable guilty party. On 26 May the Officers and majority of our Sr NCOs took up their position on the firing line.

Upon completion of WO X's turn he was told by the Range Safety Officer not to bother retrieving his target as it had not been punctured (not even with a pencil). One of our illustrious leaders was quoted as saying "If you ever get in the line of WO X's fire, just stand still, because if you move around you run the risk of running into one of his shots." He is now known as the Rambo of the CE Section. Better luck next year 'X.'

The 1988 Western Military Engineer Golf Tournament was held on 6 and 7 May, with approximately 120 past and present Engineers from around

Western Canada participating. The tournament was very well organized and went off without a hitch. A special thanks goes out to Keith MacKenzie, Al Donovan and MWO Ron Buck for organizing a terrific tournament and to the many sponsors for their gracious donations. We appreciate it and thank you very much for a job well done.

Cpl Jack Picard from 5 SG in the CE Section is the winner of the CE playoff hockey draft. Congratulations Jack and next year you have to be in attendance when we are holding the draft. Second place goes to PO2 Ross Beebe and third place to the Boss Beaver himself Maj Andre Corriveau. There were seven other not so fortunate souls who were not in the money. We will not mention their names as I was one of them and the other six are not really interested in a history lesson.

Chimo!!!



Behind the Steamlines with Tracy

Hi!

I have a little story to tell you. I strolled into work one day happy and content with life, then I was told that MWO Barner (the Food Services Supervisor) (FSS-for short) wanted to see me. Was I in trouble? Yes!

I had just been VOLUNTEERED to write articles for the Totem Times. What qualifications, you ask, did I have for this job? NONE! So you will have to bear with me til I improve in this department. Then the brainstorming began. What was I to write about? Who? When? Where? I was in over my head. Then MWO (FSS) had conveniently disappeared - to CFS Alert - for six months!! I cornered WO Connell - next in command - in his office and asked what was expected of me. He mumbled something over his shoulder and continued marking days off on his retirement calendar. So I was back to the beginning.

PO2 Chimko thought that I should give some statistics on how much milk and bread we

went through in the kitchen in a week. I thought to myself - would I want to read about that? 'No! So why inflict this on others. I went to the staff.

MCpl St. Germain was too busy getting things ready for fishing this summer to talk to me. How many cans of beer can you store on your boat Mike?

Cpl Spencer was on the phone. Actually, it's hard to get Cpl Spencer off the phone. I think she should seek medical help for this phobia of not getting farther than a few feet from one.

Cpl Bev Branch is our newest addition to our lovely, cosy kitchen, so I couldn't ask her. Pt Belanger was still admiring her new PTE hook in the mirror and had no time for me. As you can see I was lost. No ideas. No help. And a lot of No Comments from the civilian staff.

Here I am without an article. May happy-go-lucky life in tatters. Maybe next time I'll have a good scoop.

LIFESTYLE



music reviews and syndicated columnist

IRON MAIDEN'S SEVENTH SON

Individually they are: Bruce Dickinson (vocals); Steve Harris, bass, synth; Nicko McBrain, drums; Dave Murray, guitars, synth; and, Adrian Smith, guitars, synth and backing vocals. Collectively, they are known as Iron Maiden, a group that doesn't get a great deal of airplay yet manages to sell millions of albums. With each of their releases selling better than the previous one and a constant touring schedule that seems to keep them permanently on the road this quintet has become one of the best selling groups in music and one of the most popular on the concert circuit.

With the release of "Seventh Son Of A Seventh Son" (Capitol /EMI CI-90258) their seventh studio album and first concept set, the group are poised to garner another string of platinum platitudes from around the globe. The music features the legendary guitar riffs, high decibel drumming and spirited vocals. Throughout this set Iron Maiden proven their power as they rock their way through such future classics as "Can I Play With Madness," "Moonchild," "The Evil That Men Do" and "Clairvoyant."

Known throughout the industry for their rock heroics and incredible stage sets, the band was one of the first musical acts from the West, and the first heavy metal assemblage, to go behind the Iron Curtain. As a result they have a huge following in Eastern Europe and have inspired countless bands to pursue a hard-driven, challenging brand of rock and roll. This year the group will headline the well publicized "Monsters of Rock" festival at Donington Park in August, where they will be supported by KISS, David Lee Roth, Guns 'N' Roses and Helloween.

Iron Maiden have long utilized self-produced posters that are displayed in venues urging fans to act in a responsible fashion. They have designed and made their own crowd control barriers and equally important, members of the group have consistently spoken out against alcohol and drug abuse. They continue to be involved in charity work and benefit concerts for such causes as drug education, the homeless and Save The Children Fund.

Iron Maiden's "Seventh Son" is heavy metal at its rockin' best!



(Standing) Dave Murray Adrian Smith Nicko McBrain
Bruce Dickinson Steve Harris

IRON MAIDEN



Aids Awareness

by JAMES GREIG

ESTABLISHING AN AIDS COMMUNITY CENTRE

EDITOR'S NOTE:

...The importance concerning the public's education about AIDS cannot be overstated. The AIDS epidemic which is rapidly spreading throughout the world should be of concern to all of us. It will take years to develop effective medical treatments and vaccines, and mount a global program that will effectively contain the disease. In the meantime, the need for comprehensive information on AIDS is great if our country is to avert what has the potential to become a major epidemic and a national crisis. AIDS AWARENESS will be a regular feature in this newspaper and becomes one more vehicle to provide that information to our readers. HAVE A QUESTION ABOUT AIDS? Write to AIDS AWARENESS, c/o 10 Tempo Ave., North York, Ontario M2H 2N8.

ESTABLISHING AN AIDS COMMUNITY CENTRE

If I wanted to start an AIDS Community Centre in my town how would I go about it?..Dr. T.N. (name of town withheld by request).

I would recommend that you first try to establish just what services your community might require and what you may be able to provide. In some smaller areas just the service of making AIDS information available to residents would be a significant contribution to the AIDS awareness campaign.

I suggest you contact your local Dept. of Health to see what services might be helpful to them, and then it might be wise to talk to a representative of one of the established AIDS Community Centres in your province. Additional information could also be obtained from the Federal Aids Centre, Room B7, Health Protection Bldg., Tunney's Pasture, Ottawa, Ont. K1A 0L2 by writing to Greg Smith, National AIDS Co-ordinator.

Also, I suggest you contact Dr. David Walters, Director, AIDS Education and Awareness Program, Canadian Public Health Association, 1335 Carling Avenue, Suite 210, Ottawa, Ontario K1Z 8N8. Dr. Walters is often one of my sources of information concerning this column.

What happens when someone is exposed to the AIDS virus?...J.R. Halifax, N.S.

If the virus is able to enter the body in sufficient numbers and finds its way into the bloodstream, it can have devastating effects. The virus in the bloodstream will seek out a particular form of white blood cell that is essential to the effectiveness of the immune system. This particular cell is called a "T-helper cell lymphocyte" and one of its functions is to "orchestrate" the immune system in the event of the attack from infection.

The virus attaches to the surface of the lymphocyte and then penetrates its body. The virus constructs an enzyme, (called reverse-transcriptase), that "reprograms" the genetic DNA of the lymphocyte. The lymphocyte then ceases to be an effective part of the immune system and instead becomes a factory for producing the AIDS virus. The virus reproduces inside the lymphocyte, ultimately killing it in the process. The newly constructed viruses then exit from the lymphocyte in which they have reproduced and seek other lymphocytes in which to continue the reproductive process.

As the virus continues its reproduction, the body loses increasing numbers of lymphocytes, thereby slowly diminishing the ability of the immune system to function properly and fight off infectious diseases. The body is unable to reproduce large quantities of new lymphocytes to replace those lost to the AIDS virus. Ordinarily, these lymphocytes would live a normal life expectancy of 25 years. So, the "incubation period" for AIDS - the time between infection and development of symptoms - can be several years as the virus slowly destroys the lymphocytes, promoting a gradual deterioration of the immune system.

Are immigrants with AIDS allowed into Canada?...B.M. Vancouver, B.C.

No, in 1985, Canada added AIDS to the list of diseases

(which includes tuberculosis, syphilis and leprosy) that can bar prospective immigrants from coming to this country. The federal government has indicated that there are no plans for mandatory AIDS testing of would-be immigrants.

Instead of tests, Canada relies on the medical records of an applicant compiled in the country of origin, which may or may not include the AIDS anti-body test.

Health and Welfare Canada has three conditions concerning AIDS which it applies to newcomers:

a) A person diagnosed as having AIDS cannot be admitted.

b) Someone with AIDS-related complex (ARC) in which some symptoms of AIDS are present, cannot be admitted.

c) A person with a medical history indicating the presence of the AIDS virus, but is medically stable, may qualify for a "conditional" admission.

Would you be available to speak to our church congregation about AIDS?...Mrs. M. Mississauga, Ont.

Thank you for the invitation, but unfortunately my publishing schedule does not allow me any time to take on speaking engagements this year.

There are many excellent and knowledgeable speakers, however, that I'm sure would be delighted to speak to your group. I suggest you contact your local AIDS Committee or contact the Ontario Public Educational Panel on AIDS (1-800-268-6066).

OPEPA is a volunteer organization in Ontario that has been set up by the Provincial Ministry of Health. Among their services they provide a speakers bureau of qualified volunteers that specifically handle requests such as yours throughout the Province.

JAMES GREIG is a member of the Canadian Public Health Association and the author of the book AIDS: WHAT EVERY RESPONSIBLE CANADIAN SHOULD KNOW.

NOTICE

RIPPLE ROCK CHAPTER of Sweet Adelines Inc.
Womens' Barbershop Chorus
is having a Roving Rehearsal June 8 - 7:30 PM
St. John the Divine Anglican Church Hall,
Courtenay
Come join the fun. Info Terri 337-5694.

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MORE TO SPIT THAN MEETS THE EYE

If your saliva was gasoline, and your car needed 12 litres to go 100 km, you could travel 12 and one-half km every day just by spitting in the tank. You produce about one and one-half litres of saliva every 24 hours.

Since spitting on busses and in streets is frowned upon, and spittoons are hard to find, most saliva is swallowed and is retained by the body. Most serious spitting these days is done by baseball players.

We have several hundred salivary glands; all but six are very small. The named glands are paired: the parotids, in front of the ears, the submandibular glands in the jowls, and the sublingual on the floor of the mouth. Saliva reaches the mouth through small tubes or ducts.

Too much saliva may be due to overproduction caused by pain (the dentist), stimulant food (lemon, pickle), or tasting something nasty. Drooling is usually the result of being unable to clear normal amounts of saliva. Babies and the mentally retarded often have problems with the swallowing mechanism, as do older people with such things as Parkinson's disease or senility.

THE SCAPHOID EXPOSED

If your friend is in a wrist cast for months rather than weeks it probably means that he has broken his scaphoid bone. I say "he" because males break this bone four times as often as females.

The scaphoid ("a" as in skate) is one of the eight small bones that connect the arm to the hand. It looks a bit like a peanut shell. To the ancients it resembled a small boat or skiff.

The scaphoid, which is on the thumb side of the arm, links the two rows of wrist bones. It is often fractured during a fall on the outstretched hand, especially if the hand is forced backwards.

The bone articulates with or rides against five other bones. The areas that rub are covered with cartilage. This small bone is almost all covered with cartilage. Because blood vessels cannot enter a bone through cartilage (they would break as the joint moved) there are few areas where blood vessels can enter.

I was taught that only one artery fed the scaphoid. Two more have apparently been discovered, but the blood flow to the bone is marginal. This means that a fracture can isolate part of the bone from its

Not enough saliva indicates diseased glands, dehydration, radiation (x-ray) exposure in cancer treatment, or use of a number of prescription drugs that cause dryness of the mouth. Beta blockers, antihistaminics, and antidepressants are common culprits.

Salivary glands can become infected - mumps being the prime example. As distressing are the bacterial infections found in sick, dehydrated patients with poor mouth hygiene. Lemon-glycerine swabs are used in hospitals to help keep mouths moist and clean.

A stone may form in the salivary duct, backing up the saliva and causing the gland to swell. The stone can usually be removed easily but sometimes the gland must be excised also.

Surgical removal of the gland is also required if cancer is present - a fairly common occurrence. A walnut-sized parotid gland may require four or five hours to dissect out if the important facial nerve, interspersed within the gland, is to be preserved.

So, there's more to spit that meets the eye!

supply of oxygen and nourishment.

The likelihood of this happening depends in part on where the break occurs - but it happens often enough to make scaphoid fractures special. They are also sometimes hard to diagnose as the crack may not show on an x-ray until two weeks or more pass.

For this reason a cast is often applied on clinical suspicion of a fracture. If x-rays show no break two or four weeks later it can be removed. If a break is present the early treatment will have been very beneficial.

The poor blood supply means scaphoid fractures are slow to heal and sometimes do not unite. If immobilization for a long time does not do the job surgery will likely be needed - bone grafting, inserting a screw, or sometimes removing the bone are possibilities.

A new technique, which is really a revival of a method used a century ago, uses pulsating magnetic fields to stimulate healing of this and other fractures. The necessary coils may be incorporated into the cast itself. The success rate is promising.

Are Your
Sunglasses
Funglasses???

Along with the return of the good weather comes a reminder from the B.C. Association of Optometrists to be sure your sunglasses are doing the job they should be doing, not only to reduce glare, but also to protect your eyes from harmful ultraviolet (UV) rays.

"Nature has designed our eyes to prevent most UV from bothering our vision," says Dr. Donna Mockler, co-director of public information for B.C.A.O. "Still, if we're out in the sun a lot, we need to block high daily doses of UV to prevent eye irritation and potential retinal burns. Also, recent research suggests that, during our lives, excessive amounts of UV entering the eye can lead to cataract formation."

People who get a lot of sun, or are sensitive to sunlight, should be sure their sunglasses are not just funglasses, but do the following job:

REDUCE GLARE

There are three main types - discomfort, reflected, and disability glare. The first is from bright light on sunny or thin cloudy days and is uncomfortable or even painful. Be sure your sunglasses screen out 75 to 90% of available light. Reflected glare occurs when sunlight bounces off water, sand, pavement, snow, etc. Polarizing lenses can help. Bright reflections and headlights cause disability glare. This temporarily reduces your ability to see and cannot be prevented with sunglasses although certain lenses reduce the overall impact.

ULTRAVIOLET PROTECTION

Most sunglass labels don't provide enough information about UV protection. Your optometrist, however, has access to manufacturer's technical data, as well as information about your eyes and lifestyle, to advise you. Lightly tinted fashion lenses do not block enough light to be called sunglasses, nor should they be worn for night driving.

QUALITY AND COSTS

Higher costs do not necessarily mean higher quality. Always consider the optical quality of the lenses, frame durability, precise fit, and the amount of protection provided, for both UV and impact resistance. When it comes to children's sunglasses, the B.C.A.O. recommends strong plastic frames and lenses for maximum protection.

FIGHT THE
LUNG
CRIPPLERS

† Support Your Lung Association

ASK YOUR
PHARMACIST

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

USE TODAY'S POTENT MEDICATIONS SAFELY

There's more to baking a cake than just turning on the oven. Similarly, how you take a drug is only part of the process leading to better health.

Most important to note is that a prescription is tailored specifically for you and should never be shared, even if a person seems to have the same symptoms.

Modern medicines are highly specialized and your doctor prescribes them according to your particular needs. These are never exactly the same for someone else. Here are a few tips to make sure you're using medicines safely.

When medicine requires refrigeration, it will usually be noted on the label. However, even if there's no indication, a cool dry place is best for storage. Think twice about using the bathroom medicine chest which often becomes hot and steamy.

Store drugs in their original container and don't remove the label or allow it to fall off. If you want to divide a prescrip-

tion in half before taking a trip, don't just use any old bottle - ask your Shoppers Drug Mart pharmacist for a second, correctly labelled one.

If you should ever have any medication left over after treatment, don't save it for future use. Dispose of it safely.

If you go to more than one doctor, make sure each one knows about the drugs prescribed by the other as well as any non-prescription medication you might be taking.

The modern drug mart is equipped with a patient prescription record system enabling your pharmacist to keep track of all medications you're using. This way, possibly harmful drug interactions can be avoided.

Finally, carry a wallet card listing vital medical information in case of an accident. This card must speak for you if you're unconscious, so make sure it lists every condition you suffer from and all medications you're taking.

MEDIC-ALERT CAN BE A LIFESAVER

If you're allergic to some medication, wear contact lenses or have diabetes or another condition, it could save your life to let people know.

An easy way is to wear a Medic-Alert bracelet or pendant and by having a Medic-Alert card in your wallet or purse. If you're ever in an accident, medical personnel can tell immediately if there's something they should look out for even if you can't.

Engraved on the back of the bracelet or pendant you receive is your individual serial number, the international emergency telephone number and up to four lines of your medical problems.

Extra medical information is printed on a separate wallet card as well as the name and telephone number of both your doctor and next of kin. Your

file record is available on a round-the-clock emergency request to doctors and hospitals around the world by collect telephone.

Medic-Alert tags are available for more than 200 conditions in thousands of combinations for a modest, one-time membership fee. When applying, be sure to provide detailed information, for example, whether you are just "taking" or "allergic to" a particular drug.

Applications can be found in doctors' offices, hospitals and drug stores. Ask your Shoppers Drug Mart pharmacist for a copy of the address of the nearest source.

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



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LIFESTYLE

An Open Letter to Parents

...some sobering thoughts on grad '88

This is an open letter to parents of all young people everywhere. I am writing in response to some of the questions you ask me daily. I am not one police officer, but I represent every officer in every city and town in Canada.

You may only know me as the cop who gave you a ticket last summer, but I am also the guy who lives down the street from you. I am a parent of three children and I share with you the same hope, ambition and dreams that you have for your children. I am faced with the same problems you are. I share with you those moments of agony and ecstasy. My eyes brim with tears of pride as do yours when a son catches a touch-down pass that wins the big game. I share with you the feeling of shame, guilt and disappointment when my boy or girl gets into trouble.

You ask me why I harass your kids for speeding down city streets. Why do I make such a fuss about kids drinking a little beer? What is the big deal about smoking a little pot? These are only a few of your complaints, but they deserve an answer, so I will try.

Each of these complaints, although they might be minor, have something important in common. They are violations of the law. The real harm done in each case is that the law has been violated and respect for those rules and principles that regulate any society are disregarded. To show contempt for these minor laws, may eventually lead to a disregard for all law. When that happens, everyone is the loser, I am in no position to teach respect for the law, that is your job as a parent. You are morally responsible for teaching your young people proper principles. Your failure to do so will invariably result in bitter disappointment, grief and a feeling of guilt. You say you are too busy; you don't have time, because you are struggling to make ends meet in an inflated, runaway lifestyle. You are angry with me because I called you down to the station at 3:00 in the morning and all he was doing was drinking a little beer. Sure he is a little drunk now, but he'll be okay in the morning. Besides that, everybody does it, so what's the big deal? Well, I am a little angry and sick inside when I am called out to an accident scene involving liquor. Let me tell you about one I covered.

The scene is a long stretch of highway, with a sharp curve at one end. It has been raining and the roads were slick. A car travelling in excess of 80 mph missed the curve and plowed into an embankment where it then became airborne and struck a tree. At this point, two of the three young persons were hurled from the vehicle, one in-

to the tree, the other onto the roadway where the car landed on him, snuffing out his life, like a discarded cigarette on the asphalt. He is killed instantly, and he is the lucky one.

The girl thrown into the tree has her neck broken and although she was voted queen of the senior prom, and most likely to succeed, she will now spend the next 60 years of her life in a wheelchair. Her white satin formal, blood spattered and crumpled, could have been a wedding gown, but there will be no wedding bells in her life now.

Unable to do anything else, she will live and relive that terrible moment over again many times. When I arrive, the car has come to rest on its top, the broken wheels have stopped spinning. Smoke and steam pour out of the engine ripped from its mounting by a terrible force. An eerie calm has settled over the scene and it appears deserted except for the one lone traveller who called it in. He is sick to his stomach and leaning against his car for support. He is retching weakly and unable to be of any help. The driver is conscious but in shock and unable to free himself from under the bent twisted steering column. His face will be forever scarred by deep cuts from broken glass and jagged metal. Those cuts will heal, but the ones inside cannot be touched by the skilled surgeon's scalpel. The third passenger has almost stopped bleeding, the seat and his clothing are covered in blood from an artery cut in his arm by the broken bone end that protrudes from his forearm just below the elbow. His breath comes in gasps as he tries desperately to suck air past his blood-filled airway. He is unable to speak, and his eyes, blue and fixed on me pleadingly, are the only communication that he is terrified and wants my help. I feel a pang of guilt and recognize him as the boy I let off with a warning the other night for an open container of alcohol in his car. Maybe if I had cited him then, he wouldn't be here now. Who knows? I don't!

He died soundlessly in my arms, his pale blue eyes staring vacantly as if trying to see into the future he will never have. I remember watching him play basketball and wonder what will happen to the scholarship he will never use. Dully, my mind focuses on a loud screaming and I identify it as the girl who was thrown from the vehicle. I race to her with a blanket but am afraid to move her. Her head is tilted at an exaggerated angle. She seems unaware of my presence there and whimpers for her mother like a little child. In the distance, I hear the mournful wail of the ambulance winding its way

through the rainy night. I am filled with incredible grief at the waste of so valuable a resource - our youth.

I am sick with anger and frustration with parents and leaders who think that a little bit of alcohol won't hurt anything. I am filled with contempt for lawmakers who propose lowering drinking age because they will get booze anyway, so why not make it legal. I am frustrated with laws, court rulings, and other legal manoeuvring that restrict my ability to do my job in preventing this kind of tragedy.

The ambulance begins the job of scraping up and removing the dead and injured. I stand by watching as hot tears mingle with rain and drip off my cheeks. I would give anything to know who furnished those

young people with that lethal portion of booze. As I clear the scene, I will spend several hours on reports and several months trying to erase from my memory the details of that night. I will not be alone. The driver will recover and spend a lifetime trying to forget. I know that eventually the memory of this fatal accident will be diluted and mixed with other similar accidents I will be called upon to cover.

Yes, I am angry and sick at heart with trying to do my job and being tagged the bad guy. I pray to God that I might never have to face another parent in the middle of the night and say your son, Bill or your daughter, Susan, has just been killed in a car accident.

You ask me why did this happen? It happened because a young person stoned out of his mind thought he could handle two tons of hurtling death at 80 mph. It happened because an adult trying to be a "good guy" bought for or sold to

some minor, a case of beer. It happened because you as parents weren't concerned enough about your child to know where he was and what he was doing; and you were unconcerned about minors and alcohol abuse and would rather blame me for harassing them when I was only trying to prevent this kind of tragedy. It happened because, as people say, you believe this sort of thing only happens to someone else.

For your sake, I hope it doesn't happen to you, but if you continue to permit bad legislation, continue to regard alcohol abuse as part of growing up, then please keep your porch light on because some cold, rainy night, you will find me at your doorstep, eyes downcast, staring at my feet, with a message of death for you.

*The Cop Down The Street
Submitted by the
Courtenay Detachment
of the RCMP.*

IF YOU'RE A SENIOR
or know someone who is,
this is the guide to
government services
you've been waiting for.

The publication is called "Seniors' Guide to Federal Programs and Services", and it provides basic information about federal benefits and services available to seniors. The Government of Canada has literally dozens of programs created specifically for senior citizens - programs that cover a wide range of activities and requirements. Every effort was made to

ensure that all programs were included. Watch for the Guide during the month of June at Infocentres in selected supermarkets across Canada. It will be available along with other publications that you will find useful. Or, you may obtain a copy of the Guide, free of charge by filling out the coupon below and mailing it in an envelope to:

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Hon. George Hees

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Ministre d'État pour le Troisième Âge
L'hon. George Hees

Canada

LIFESTYLE



Stamps

by Larry McInnis

NIAGARA MAN DETERMINED TO SEE FALLS ON STAMPS

That Canada has shown the magnificent Niagara Falls only once on a stamp is the cause for much lament by a retired school employee from Niagara Falls - New York.

Herbert Force has been writing newspapers and philatelic writers for years decrying Canada, and the U.S. for not acting on his suggestion that a series of stamps be issued, preferably showing the falls lit up at night. (Force is also a keen amateur photographer with what many believe is one of the most expensive collections of photographs of the falls, in colour and black and white).

On June 1, 1935, Canada issued a 20-cent stamp (Scott 225) showing the Horseshoe Falls, the Canadian falls, considered the most spectacular. The stamp was part of an 11-stamp set, five of them showing Canadian views. It is referred to as the King George V Pictorial Issue.

Niagara has been shown on two stamps of the U.S., and sort of on another.

The first was a 5-cent (Scott 297) issued on May 1, 1901, as part of the five-stamp set for the 1901 Pan-American Exposition. It features not so much the falls, but a bridge across the Niagara. However, the falls are visible.

The next was a 25-cent (Scott 568) issued in 1922. It features the falls, but Force claims it is a view of the American part of the falls as seen from Canada.

On Aug 2, 1948, the U.S. issued a 3-cent (Scott 961) to mark a century of friendship between that country and Canada. It shows the Niagara railway suspension bridge as the main design. In fact, the stamp marks the 100th anniversary of the construction of the bridge, which commenced in 1848.

The first known European to

see the falls was Jean Louis Hennepin in 1678, although some historians say Samuel de Champlain saw them in 1613.

Hennepin, born in Ath, Belgium in 1640, was a missionary in the Recollet Order, sent to Canada in 1675. In December 1678, he was part of the expedition of Rene-Robert Cavalier, Sieur de La Salle in search of the Mississippi.

It is said that he was so awed when he first saw the mighty falls that he immediately unpacked his portable altar and conducted a service.

He also made a sketch of the falls, which while impressive, does not do justice to the mighty cataract.

In Feb 1680, Hennepin was

sent with two men to the Mississippi, which he ascended to Leech Lake in what is now Minnesota, where he was captured by Sioux Indians.

He was later rescued and sailed for France in 1681, never to return to Canada.

Hennepin became an acclaimed author of many writings about his years in Canada. Truth was not a hindrance: in 1697 he claimed he had descended the Mississippi before La Salle, which was false. La Salle reached the Gulf of Mexico by way of the Mississippi in 1682.

Canada has honoured many explorers on stamps, such as Pierre Gaultier de Varennes, Sieur de La Verendrye. Per-

haps it was because he was a Canadian-born explorer (born in Trois-Rivieres on Nov 17, 1685; died in Montreal Dec 5, 1749). On June 4, 1958, a 5-cent (Scott 378) was issued in his honour.

La Salle was honoured with a 5-cent (Scott 446) issued April 13, 1966, marking the 300th anniversary of his arrival in Canada.

Perhaps Force would have better luck pushing for a stamp in memory of a Monsieur Blondin, the first stuntman to dare the falls.

Blondin crossed over the falls in 1859 walking a tightrope. Later he crossed pushing a wheelbarrow. Still later he carried a stove, stop-

ping midway to cook an omelet.

Many other daredevils have gone over the falls in a variety of contraptions, and authorities are plagued to the present day by people who tempt fate.

Force has suggested some of those for stamp subjects, but what they usually get is not honour and recognition but arrest.

But Force says he will never give up until Canada or the U.S. - preferably both - issue new stamps for Niagara Falls.

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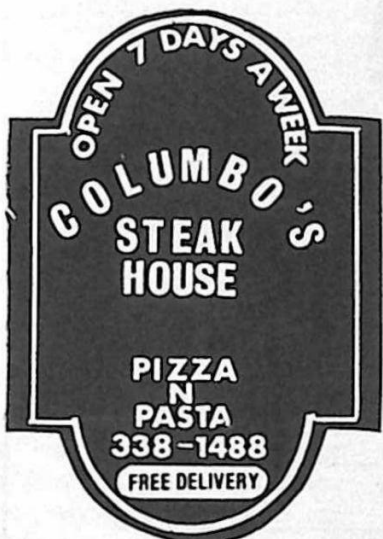
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ON AND OFF THE BASE

...more Demon Doins

CONTINUED FROM PAGE 2

In case some of you who know us haven't noticed, Mike seems to be getting a little jittery lately. I guess that comes with expectant fatherhood. By the time the next article gets published, Mike should be the proud papa of a bouncing baby ----? The wait is driving the rest of us crazy (not far to go for some of us). Until we know if it's a boy or a girl we won't know if we should be called aunts or uncles. (Some of us are already muthas).

Stan is still vacationing in sunny Borden where he is attempting to learn the art of being a senior leader. He has succeeded in learning or should I say remembering something, he did remember to phone home for Mothers Day!!!! 'i guess even Borden can't baffle our Stan.

Once again Larry has decided to grace us with his presence. Upon returning from Greenwood, his only comments were "There's no place like home" and "I don't want to go back."

On the other side of the fence (office) Marilyn seems to be keeping every one in some sort of line, no matter how crooked it is. Rick is still battling with ICBC and Jean is still writing those infamous memos. By the way, John, a cool down sign is on order for your typewriter.

407 ARMAMENT

Hello again from the fascinating world of 407 Armament! To start this issue on a happy note, congratulations to Mark and Lisa Wells on the birth of their bouncing baby, Brandon, who weighed in at 6 lbs, 15 1/2 oz when he arrived on April 23. Welcome, Brandon, and especially, well done Lisa!

We're welcoming back a few of our techs too; Mitch Kain, Brad Halstead, Todd Giles, and "Scotty Mc" Gagnon (who now sports a new nose!) have returned from their 04 course, and Chris Mitchell and Richard Lamothe from their Trop course, all in Greenwood. George Kutcher just got back from S.L.C. in Borden, and

Pete Legault from his F18 course - but Pete will soon be winging his way overseas, along with Dave Colqhoun and Gary Mick. And be sure to look for Bob Earl pushing a shiny red Jaguar along the Trans-Canada Highway on his way to Bagotville! Best of Luck, guys.

Promotional congratulations are in order to Cpl Mitch Kain, WO Ralph McCuaig, and Capt Norm Landry, most of whom sprung for a few free rounds at the recent Armament photo BBQ and Fishing Derby, where we also welcomed our soon-to-be new ArmPO, Lt Cathy Melenchuck. The party seemed to be lacking a few bodies (especially of the sea-dwelling variety!) but, all in all, was a success.

We know it must be softball season again, because some of the opposing teams seem to be afraid to show up for games! We won the first one by default, and at the ensuing practise, Dan Fowler took a bad slide and came out with a broken ankle. We'll miss you

on the team Dan. Too bad CE/Fire Hall doesn't scare so easily - they brutally ended our winning streak at 1! We did have some minor injuries in that game, but fortunately, there were plenty of medics to go around!

Now that Dan Fowler is taking over as acting WO i/c Arm't, the Torp Shop is thankful for the return of our

fearless leader, Sgt Jim Zotek. Welcome home, Zot (and now, back to work, guys!) Finally we hear that Blair Kennedy has got his truck running again. Just in time too Blair, because it looks like a few people will be moving this month! And that's about it for now - hopefully, the upcoming summer activities will reveal yet more fascinating exploits for the next issue!

748 Comm Troop Reunion

748 (Nanaimo) Communication Troop is a Reserve Communication Troop that will be celebrating its 10th year as a unit of the Canadian Forces on July 1, 2, and 3, 1988.

The 748 Communication Troop Association was formed to keep former members in touch with each other, and this Association is looking after organizing the reunion.

All correspondence should be directed to the Association at the address below:

748 Communication Troop Association
Nanaimo Military Camp
Nanaimo, B.C.
V9R 5J9

SCHEDULE OF EVENTS:

Friday July 1 - Registration and Meet & Greet, WO & Sgt's Mess, Nanaimo Military Camp.

Saturday July 2 - Tour of new 748 Comm Tp Bldg B.B.Q. and dance at the WO & Sgt's Mess
Sunday July 3 - Pancake Breakfast

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CASAREX '88

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FAIRMONT HOT SPRINGS, B.C. -- CASAREX 88 -- There was a lot of time to fill as competing teams at CASAREX 88 waited for their take-off slot. This team of flyers from Banff-Canmore filled in the time by trading some tall-tales. From left are: Air Force Major Joel Clarkson, senior staff officer for search and rescue at Air Command Headquarters in Winnipeg; spotter Meg Nicks of Canmore; navigator Gord Weighell, Canmore; spotter Cherill Shannon, Canmore; Capt Harv May, Civil Air Search and Rescue Association co-ordinator for Comox's 442 Search and Rescue Squadron; tall-tale-telling pilot Howard Srigley of Banff (he's telling one about an ice-anguishing survival expert); and, Capt Grant MacDonald, a staff officer for search and rescue at National Defence Headquarters in Ottawa.



FAIRMONT HOT SPRINGS, B.C. -- CASAREX 88 -- As some of the civilian competitors await take-off a Labrador search and rescue helicopter from Canadian Forces Base Comox's 442 Search and Rescue Squadron lifts off from Fairmont airport during CASAREX 88. A 12-team interprovincial competition between civilian air search teams from B.C. and Alberta, CASAREX 88 was won by a team from Castlegar-Nelson, B.C. The Labrador remained on standby throughout the three-day event in case of an incident, flew some familiarization missions, did a weather check on Saturday, and transported the ground control stations and targets around the countryside. (DND/OTI Edmonton photo by Sgt Beau Leoffler)



The Castlegar-Nelson flyers beat out 11 other teams. Here they show their prowess during the written portion. From left are: spotter Richard Vere; navigator Don MacKinnon; Lieutenant Tony Benjamin, assistant search-master for the exercise and a regular air force search and rescue pilot with 440 Search and Rescue Squadron in Edmonton; spotter Robert Haack; and, pilot Leo Somers. All four are members of B.C.'s Provincial Emergency Program (PEP) which is itself a member of the nationally funded and run Civil Air Search and Rescue Association (CASARA). PEP and CASARA jointly train civilian flyers to assist the Canadian Armed Forces in safely and efficiently conducting air searches.

Reserves
Annual Leave

Members of Canada's Reserve Force on Class B or Class C will now be granted annual leave of two working days for each completed month of service, commencing the first month of service, and the authority, on an exception basis, to carry over accumulated leave from one period of service to another.

These amendments to regulations concerning leave, were recently approved by the Minister of National Defence, the Hon. Perrin Beatty, in keeping with the government's commitment to expand and revitalize the Reserves and to reduce the inequity between Regular Force and Reserve Force Conditions of Service.

The previous regulations required that a member of the Reserves on Class B or Class C had to complete six months service before being eligible for leave. No provision was made for unexpended annual leave to be carried over under any circumstance to a subsequent period of Reserve Force service.

The amendments bring the Reserve leave regulations more in line with the leave regulations for the Regular Forces, which provide for a number of exceptions to the six months rule. The changes are in keeping with the policy, outlined in the June 1987 White Paper on Defence, of reducing the distinction between Regular Force and Reserve Force personnel.

The
Sweetest
Spring

Since the first Dutch voyages of discovery in the seventeenth century, there has been a link between Canada and the Netherlands. The liberation of the Netherlands by Canadian troops in the spring of 1945 cemented a longstanding friendship.

In celebration of these lasting ties, the Canadian War Museum and the Royal Netherlands Army Museum present *The Sweetest Spring* (11 May 1988 - 1 March 1989) a joint exhibition featuring art and artifacts from both countries. In addition to material from the personal collection of the Dutch Royal Family, the exhibition contains works by contemporary Dutch artist Marianne van den Bergh, and war art from such Canadian artists as Alex Colville, W.A. Olgvie, Bruno Bobak and O.N. Fisher. Artifacts from the Canadian War Museum's extensive collection is complimented by material loaned from the Royal Military College in Kingston, and Dutch institutions such as the Anne Frank Museum and the Museum of the Zuyder Zee.

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CANADIAN FORCES UPDATE

...more AMU Gatwick

CONTINUED FROM PAGE 12

since the mid-fifties. However, the location changed on 18 March with the opening by the Queen of a new terminal building. The CF counter will remain in the old building but in a new position near a window. The number of passengers using Gatwick is now expected to grow from 17 million to 25 million annually and a new rapid-rail system has been developed to transport people between the two terminals.

No two Mondays or Fridays are alike and the four hours between opening up the counter and the second CF aircraft's departure at approximately 1130 hrs are the detachment's busiest. Besides duty personnel requiring flights there are often families or singles flying Priority 5 trying to get home.

Even though there are two flights to Lahr (one via Brussels) it sometimes occurs that there is not enough space available for everyone. Duty personnel are easily accommodated on commercial air. But sometimes WO Gillis and Belliveau and Sgt Caron have helped other passengers "over and above the call of duty."

They have researched railway schedules; they have recommended inexpensive bed



The Canadian Forces' air movement team at London's Gatwick Airport. Left to right: Sgt Claude Caron, WO John Gillis and WO Ralph Belliveau.

and breakfast houses to parents travelling with young children; they have consulted with colleagues on other airlines about the possibility of cheap fares to Europe or North America; they have filled out the paper-work for people arriving without passports; they even loaned one desperate passenger money to get home (it was returned by the grateful recipient four days later).

"You tend to feel responsible for the passengers and have to lead them a bit," said WO Belliveau.

Said WO Gillis: "It gives us a chance to practice our diplomatic skills."

It's not the first time the three men have worked together - they all flew on the Hercules with 436 Squadron at CFB Trenton in the seventies. "I think we get along well

together because we all have a sense of humour," said Gillis. "We try to treat everyone in the same friendly manner. If you keep smiling even the most harrassed passenger will become pleasant."

He has one pet peeve however, and that is "improper dress." "We tell passengers if they don't conform to CF dress regulations. There is a dress code for service flights and it doesn't include jeans, shorts or jogging clothes."

All three, including their families, enjoy their posting in the UK and the British way of life. Sgt Caron's six-year-old son, Denis has only ever known British schooling and, of course, the regulation school uniform. Claude and his wife Lynda also have a second son, Pierre, 2. WO Belliveau and his wife, Nicky, have two sons, Shawn, 18 and Daniel, 16.

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Exercise Drifting Dinghy

An AFIS Adventure

It started out as a pleasant, bright, sunny Sunday. One of those days that make you feel like stretching out and catching a couple of rays. This was the setting that the participants of "Exercise Drifting Dinghy" left Comox's Goose Spit at noon on Sunday, 8 May 1988.

Our confident captain, Maj Don Thain, gave quick, brief orders to Capt Rudy de Vries and Capt Grant Griffiths, his crew on board the "yacht" Christina. The sun shone brightly, the fish were jumping, what more could one ask for. It gave no hint of things to come.

The end of day one found us anchored in Tribune Bay, thoroughly enjoying the salmon we had hooked. After a few invigorating hands of EUCHER, it was lights out.

Morning found us completely engulfed in a "Sow Easter," or so Don called it. You knew something was up when you had to pick yourself up off the lower deck. Our target destination for the day was Egmont. However, the "ideal" sailing conditions proved too much, requiring us to harbour at False Bay on Lasqueti Island.

An early dawn found us already heading for the Princess Louisa Inlet. With no wind to billow our sails, we cruised our way to Pender Harbour for a fuel stop. Once completed we pressed on until finally reaching Malibu North, at the entrance to the Princess Louisa Inlet. It was here that we tied the Christina for a well earned rest.

A lazy breakfast found us being harrassed by a Tracker from VU 33. The crew had come out to inform our captain

that he must return ASAP, for he had just been posted to 429 (T) Sqn in Winnipeg. Thoroughly convinced this to be a gag, he repeatedly gave the crew an opportunity to call it off. With tears in his eyes, he reluctantly told us that we had to leave.

Now we were proceeding back home at the tremendous rate of 5 mph, but not before stopping off to pick up the prawn traps we had set out. We were not disappointed in what we found. The Miss Mew had done the trick.

Our palates were never overlooked at any point. The culinary delights that issued forth from our two burner stove would even leave Capt Hiliner amazed.

All too soon the expedition was once more tied up at the Goose Spit. The trip was a smashing success. With the best saved for last. Those Miss Mew prawns and steak, on a steady deck, was a dream come true.

CENSUS FACTS

According to the 1986 Census of Population, just under a million people lived in a different province than they had five years earlier. Both the level and the direction of inter-provincial migration has changed quite significantly since 1981. In fact, the end of the energy boom, brought about the the recession in the early eighties, was the main cause of the end of the westward shift of the Canadian population. With a net gain of almost 100,000 people between 1981 and 1986, Ontario has now replaced Alberta as the most popular destination of persons moving from elsewhere in Canada.



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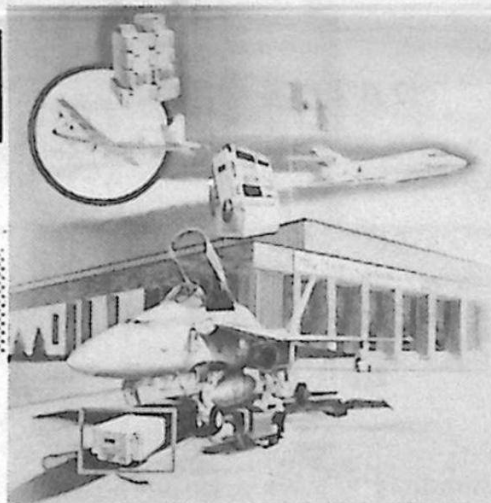
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