



TOTEM TIMES



Canadian Forces Base Comox B.C.

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DEADLINE IS MONDAY, JULY 25, 1988

COST: PRICELESS

"In Flight" Exhibition

COMOX AIR FORCE MUSEUM HOSTS ART EXHIBIT

For centuries men dreamed of flying; in this century the dream became reality. Nevertheless, like fire from the gods, flight has been harmful as well as beneficial. The machine is what men make of it -- an instrument of commerce, an agent of deliverance, or a weapon of war.

The Comox Air Force Museum is host this summer to an exhibition entitled, "In Flight," showing from July 9th - August 8th, drawn from the collection of the Canadian War Museum which concentrates upon the airplane in its wartime application. In spite of this, it seeks to capture some of the joy of flight and the sense of adventure which permeated aviation in the first half of the 20th Century, before the age of computers, jets and automatic pilots.

From the early flights of the Silver Dart and its sister aircraft at Baddeck and Petawawa in 1909, Canadians had a hint of the part aircraft would play in their military history. Only a handful of paintings during WWI illustrate the accomplishments of the Bishops, the Collishaws, the Barkers and the McLeods.

In the Second World War, in most theatres of war where Canadian airmen served, Canadian artists were on hand to give their own vivid im-

pressions of the men and their planes. Official air artists, such as Lauren Harris, Franz Johnston, Arthur Lismer and Frederick Varley of the distinguished Canadian artists Group of Seven participated in programmes designed to record Canadian aeronautical activities and produced spectacular works of art that are true historical treasures.

Today it is an everyday event for young children to fly, in Canada and across the world; the appearance of vapour trails and the sight of distant ground from an aircraft window are accepted as commonplace. Sixty-five years ago, when Franz Johnston set out to record the Royal Air Force's air-training programme in Ontario, only a scant nine years had passed since the first flight in Canada of a heavier-than-air machine, the Silver Dart. Johnston was the first in Canada to paint snow-covered ground as seen from an aircraft, and to try to show cloud forms as they appear to a pilot.

It is a treat for both the aviation buff and the art enthusiast to view this truly unique display of Canadian paintings exhibited as a collection for the very first time.

The exhibit will be presented in two shows: July 8-24 and July 25 - August 5.

Beatty Calls For Employer Support

OTTAWA -- The Honourable Perrin Beatty, Minister of National Defence, has called on employers in industry as well as the Public Service to support the Reserves through the National Employers' Support Program.

"I urgently request organizations to join the growing numbers supporting the National Employers' Support Program," Mr. Beatty said. "The Reserves are an integral part of our plans for the Canadian Armed Forces, but they must be supported by their employers."

Brochures, video tapes and letters are being sent to over 2,000 businesses soliciting their

support. Defence suppliers were also contacted to ask for additional support in this area.

Employers are being encouraged to give reservists 14 calendar-days time off for annual training, which is normally held in the summer. This time off should be without prejudice to the individual's normal vacation time. Mr. Beatty also urged the larger employers that have the means, to make up the difference between civilian and military pay during this training period.

"I would like to avoid having to legislate in this area, however I am prepared to do so to see that we achieve our goals," said Mr. Beatty.

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"Bravo Zulu" for Firemen



Pte Rick Manczuk left and Sgt Cliff Fuller right receive the Bravo Zulu Award from MARPAC Commander Rear Admiral R.E. George. The award was given to the CFB Comox Fire Department for their outstanding efforts during a recent barge fire in the Straits of Georgia (see details on page 7).

CFB Firefighters Excel

CFB FIRE FIGHTERS BATTLE BARGE FIRE

During a recent fire involving a 61m barge in the Georgia Straits, four fire fighters from CFB Comox were dispatched to form multiple agency response.

A Northland Services barge, on a weekly route from Seattle to Alaska, had caught fire two kilometres north of Texada Island. 442 Squadron dispatched a Lab helicopter to reconnoiter the vessel with the Deputy Fire Chief, MWO Johnsen on board.

After an initial size up, MWO Johnsen and three fire fighters were dispatched to the scene by the crash boat Albatross, from HMCS Quadra. MWO Johnsen assumed command on arrival.

Portable fire pumps with foam capabilities were set up by the fire fighter team. A crane operator and assistant were flown from Seattle and began unloading some of the cargo from the burning vessel onto the safety of a second barge. Simultaneously, the fire fighters prevented the blaze from spreading.

442 Squadron remained busy flying in supplies of foam and extra hose and pumps from the BC Forestry Service and the Base Fire Hall.

RCC in Victoria dispatched HMCS Saskatchewan to the scene. Her mission was to destroy the barge if control of the fire was lost. After the fire break was established, the fire fighters brought the fire under

control. The decision was made to pull the barge to Powell River where the local Fire Department would make use of extra men and equipment to completely extinguish and overhaul the fire.

As HMCS Saskatchewan stood by, MWO Johnsen turned over control to the Powell River Fire Chief at the Mac-Millan Bloedel jetty. The fire was then totally extinguished by Powell River's fire fighters and the crew from CFB Comox returned home on the crash boat.

Although much valuable supplies and equipment was lost due to fire and smoke damage, much more was saved

by the combined efforts of the fire fighters. The cause of the fire was suspected to be a faulty portable generator.

The difficulties in combatting a major fire at sea were realized, however with the cooperation of all agencies mentioned the potential for a major disaster was minimized and a successful operation was carried out by all those involved.

The CFB Comox Fire Department and the Marine Section received a "Certificate of Achievement" from Rear Admiral R.E. George, Commander Maritime Forces Pacific, for their outstanding effort and dedication. Chimo.

Student Summer Jobs

CASUAL JOB CREATION A GOAL

The Canada Employment Centre for Students has been open for 2 months now, and already we have helped 216 students find full-time jobs for the summer. Although students are ultimately seeking these steady jobs, many do not find them. For these students a number of short term jobs - what we call casual jobs - can provide them with income over the summer. As well, many students with regular jobs augment their salary with additional odd jobs.

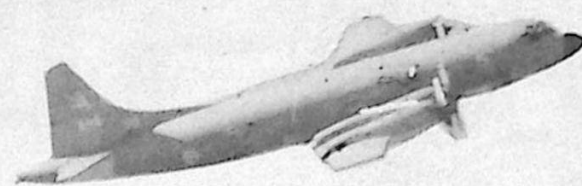
These casual jobs are a valuable source of income to students, and to help raise awareness of this fact, there is an annual competition between all the Canada Employment Centres for Students in the British Columbia/Yukon Region to see which community places the most casual job orders per 1000 households. This year the Casual Job Competition is from July 11 to July 20, and we

CONTINUED ON PAGE 6



AROUND THE BASE

Demon Doins



RIMPAC '88! This biannual, multinational exercise held in Barbers Point NAS Hawaii is now half over with crews 2, 5 and 6 back home safe on the continent. Crews 3, 4 and 7 will shortly head out for the second half this week.

So far there have been numerous reports of postage stamp-sized bikinis on Waikiki Beach and the Shore Bird Sunday afternoon bikini contest is certainly an event to attend. As well, a schedule has been made up for the second half showing the hours and locations of all the bars that have Mai Tai specials.

The Crew 2 Mountain Rabbits now have a new tacnav and MPCC in Capt Mark Beaulieu. Capt John Alcott, who upgraded to tacnav during an early RIMPAC trip, will stay on with the crew and act as a tacnac stray until he can find a permanent home with a crew that wants him. Mark commented privately that John will probably be on Crew 2 for quite a while.

On another trip Capt Jeff Grevstad, in an unfamiliar act of navcom kindness, decided that it would be a good idea to tell all the ships in listening range of their own side numbers, just in case they forgot.

On the crew's return trip from Barbers, Lt Mike Verville demonstrated his unfamiliarity with the basic laws of physics when he was handling a clogged container of mustard. Since it was clogged from the beginning of the trip it had developed quite a head of pressure up at altitude. When Mike gave it a squeeze to clear the nozzle it promptly exploded in his face giving his flight suit a very pretty yellow colour, much to the amusement of his fellow crewmembers.

Capt Paige Cutland of the Crew 5 Vikings has in two years risen from a lowly MOAT nav student who ground checks the MAD system by waving a crash axe under the tail, up to the godlike (in his eyes) status of tacnav. Heaven help the Vikings. Also upgraded is Sgt Jean DeChamplain who is now an "A" cat AESOP.

Capt Ken Westerveld and Lt Bert Fenton, also from Crew 5 spent one evening together in downtown Waikiki. After spending every last cent they carried they were still content with their financial situation due to the presence of Bert's American Express. After ordering a huge plate of chicken at a local greasy spoon, and after they had started to eat same, the waitress noticed Bert's Amex and calmly noted that the restaurant did not accept credit cards. Bert and Ken left very shortly afterwards giving many apologies and fortunate they did not have to

wash any dishes. The two upstanding Vikings spent the night crashed out on the beach slightly below the high tide line.

The members of Crew 6 were positively identified at the outset of RIMPAC but completely disappeared shortly thereafter and were not seen again until two weeks later back in Comox, marvelously tanned.

In another RIMPAC note, Capt Steve Nichol has requested some highly needed time off to make up for a very heavy workload in Hawaii.

On the home front, Ken Westerveld has announced his new line of E-Z-Kleen camping gear. Vinyl-covered sleeping bags and pillows are now available for those rough camping weekends, and a fashionable line of E-Z-Kleen clothing is also in the works.

Capt Pete Holst, well on the road to recovery after his stag two weeks ago, has just received a \$66.50 medical bill from the Campbell River hospital where he was taken after his unfortunate accident. It seems like a lot of money considering the only thing they did to him was clean the blood off his face, but maybe they're also including the cleaning bill incurred as a result of Pete's incessant drooling on the hospital's emergency room carpet.

On a final note, friend of 407 and ex-Comox dentist Capt Gord Jones is finally on his way to his Goose Bay posting. His departure was somewhat delayed as he realized that he had left his wallet in a pair of pants that he had thrown into a Goodwill clothing box. Gord was seen crawling into the box at 5th and England in a desperate attempt to find his money and identification. After many minutes of frantic searching, Gord was successful and was soon on his way to scenic Labrador.

Nuff said.

AMCRO

On a beautiful day in May the AMCRO phoned me to inform me that it was my turn in the barrel. I took a long hard look at the calendar and noting the speed at which I type, began this scribbling. The system is ideal for the Chief. He gets the column written and I get the lawsuits for libel.

At this time of year a good topic is the fallout from the APS. Postings, promotions and retirements always make good topics, not that we're glad to see a lot of good bodies go. First, so far in the out basket is WO Leo Uhlenberg, who is going to try the good life as a mister. If our CO thought he owned any of the important stuff he was wrong, Cpl Gilles Philie has turned over his inventory and 3 FTTU Bagotville is the winner. MCpl (have you



ever been to sea, Gilles) Dufour is off to Shearwater to work on the Wonder Pig.

Does this list of fare thee wells make you feel that you could do a buff run up in the middle of One Hangar and not dis-commode anyone? Cpl B.J. McMillan (Safety Systems' finest I don't know what, but that's what he paid me to write) is off to "Winterpeg" and muskie fishing in the Lake of the Woods. Frick (Sgt Paddy Burke) of the team of "Frick and Frack" has packed up and is moving into the world of entertainment, full time as Mister Coast Radio. Dollar a pound lobster is MCpl Jim Gaylor's interest in Slummersnide. Cpl Ginette Kozakevich is growing her own help for shopping down east at West Edmonston Mall. Also off to near that part of the world are Cpl Tod Booker, simulating a posting to the simulator at Cold Lake where Cpl Al Camphuis on CF 5s at 419 and Cpl Dave White on plastic pigs at 416, can run their own wars. MCpl Wade Parchoc is now a big land owner near the drive-in on Spud Isle, soon to be with 413.

On the incoming side Pte Maurice Leger is in from Borden ready to learn it all. Pte Ed Lorayes is also in to flesh out the ranks of the crossword fans. Our new SWO CWO Howland will be in shortly from the "Air Div" so don't count on too much of a vacation from haircuts! Cpl Jay Jay Pelletier is another new CRST, a remuster from field engineer. We know who to get if we need a bridge built. The Engine Bay gets MCpl Wild from 407 (the him not her, so down boys). We have sent

enough people to Newfie, at last we get one in exchange. MCpl Delaney is a new ISTech but a native Newf.

On the speed bump side are the officer cadets coming in on practical training. Please be good to them and give them a hand in picking up the better side of life. Contrary to rumour they don't all have marshal's batons in their knapsacks but do you want to bet that the one you dump on is your boss in years to come?

407 ARMAMENT

A good portion of our team is in the process of lounging on the white sand, under the hot sun of Hawaii. (The things we do for the defence of our nation!!) Those of us less fortunate, who were selected to hold the fort here in Comox, hope they lounge themselves right into an agonizing sunburn.

For current events, we had a hot tub party at Pete's house that really took off.

Steve attempted the maiden voyage of his new yacht, but quickly returned to shore after he realized that his motor would probably run better if it had a carburettor.

One gun plumber successfully tested an experimental security system in his PMQ. A pet Turantula spider specially trained to hide behind the furnace filter and ruthlessly attack any CE worker who attempts to remove asbestos from the heating system.

We have one armourer here who recently clobbered himself on the head with a sonobuoy. (He probably doesn't wish to be named, but his initials are Dan Booth.)

After the last Bosses' Night, we had one person misplace a set of keys, (which could happen to anybody), and another person who lost his car.

Blair finally got his truck back on the road. Apparently the delay was caused by difficulty in installing the AWESOME DOME engine (CP-121).

AMCRO/RESEARCH

Since this is the last time I'll be writing for this section, I have decided to reflect on the past year by doing an analysis of the section and everyone working here.

Wayne Clarke our SAMO has usually been a cheerful resident of the area, and has never yet said no to any of our planned functions. I must admit that he made a great Samo Claus at our Xmas party and Neil really enjoyed sitting on his lap.

Joe T. the Tech Adj, believe it or not, actually belongs to our section. Mind you, the only time we see him is when it is time for a party, luncheon, or golf day, the rest of the time he hides in his office.

Roy Greene a.k.a. Capt Green a.k.a. Capt Edit a.k.a. etc.; what can I say about him that will get past his red pen??

Larry Hunt the D/Amcro was almost always seen with his VADEMECUM, and wondering wistfully if the weather was right for fishing or not.

Pete McAllister tried to keep everyone smiling and enjoying their work mind you those little talks sometimes were taken in the wrong context.

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AROUND THE BASE



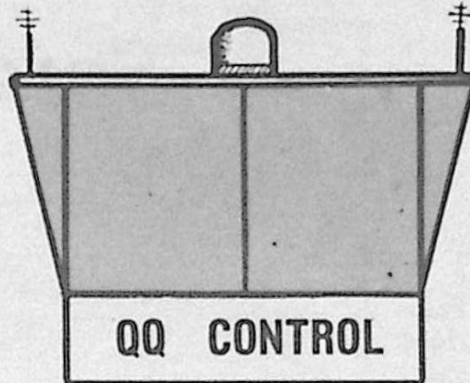
From the Top Rung

COL TED GIBBON

Lost any good friends lately? This is the time of year when a good number of our friends and acquaintances pack up their worldly belongings and depart for new adventures in the life of the nomadic military family. We would not be human if we did not feel some loss when they go and maybe a little antagonism towards their replacements. After all, it takes an effort to make new friends and adjust to different personalities but you are the ones with the stability, you are on your own turf. The new folks on the block are on unfamiliar ground, up to their butts in boxes and probably nearing the outer limit of their tolerance levels. This is the time for a little understanding, a pause for a cool refreshment, or an opportunity for a little idle chatter. Let them know they are welcome and do what you can to put them at ease.

The same applies in the workplace, as much of the continuing effectiveness of the base depends on how quickly and efficiently the new body fits into the scheme of things. This is a pretty active year for personnel changes but our responsibilities do not vary, so it is to everyone's benefit to get the new arrivals settled in and up to speed as quickly as possible.

I have a great deal of respect for those who have been transferred this year. They have served me, the base and their community with distinction. I extend to them and their families my best wishes for a happy and successful transition to their new locale and look forward to serving with them again. To the newcomers - welcome! The future is bright.



The Summertime Blues have hit the ATC Section slowing everything down. Various people are vacationing at relaxing, exotic resorts. Herve Guenette is taking five minutes longer to bike into work. Alien is sleeping until noon every day, and Dave Tack is falling farther and farther behind in his daily noon-time jog with Ted Norrie.

Windsurfing has become a favourite pastime of the ATC crowd. A recent survey shows approximately 90% of the Base Windsurfing Club Membership is, was, or will be associated with Air Traffic Control. (Just a little free advertising for you, Phil and Kim.)

Not much to mention in the way of baseball, only that the team has proven we can win without Steve, right Dave?

As The Beacon Turns

Congratulations to Martin Gagnon who is now a full Lieutenant, and to OCdt Paul Fleury, a recent graduate of CFOCS Chilliwack.

Capt Butch March is back from Staff School to start his new job of Chief Controller RATCON, and Cpl Sylvie Richard is now DSC Qualified, having completed the course in Trenton.

On the subject of vacations, Pte Hugh "Robocop" Shaver has returned from his leave in Cornwall, and is now gearing up for his transfer to the Met section. The Moss clan is back from Bermuda, the only place they could get spare parts for their import car, and Cpl J.J. Matt Houston is presently in Northern B.C. on the set of

some saturday afternoon fishing show.

Speaking of fish, the Gravel Pit Fishing Derby is once again a thing of the past for another year. Major prize winner included Sgt Randy Hume, MWO Ray Uhl and Capt Pat Wolfe-Milner. One can only suspect something fishy if Randy was a winner. MWO Campbell gave all his salmon to the career manager, and kept the dog fish.

The Section would also like to welcome Sgt Pat Farrell from RCC Victoria. Pat must be doing something right; this is his second tour in Comox and he's had one tour in Victoria.

TOTEM LOUNGE



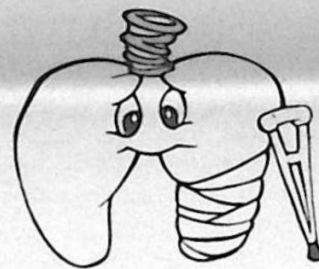
CANADA/US CHALLENGE TGIF

15 JULY 88
INDOOR & OUTDOOR GAMES
START: 1730 HOURS
FOOD SUBSIDY AT PEGGY'S SNACK BAR
DJ AT 1900 HOURS
SEE YOU THERE!

COMING UP

AIRSHOW '88 TGIF
5 AUGUST 88
BBQ AT 1730 HOURS
ENTERTAINMENT AT 2000 HOURS
ENJOY OUR OUTDOOR PATIO & FRIENDLY ATMOSPHERE
COME FLY WITH US!

NEXT DEADLINE
JULY 25TH — NOON



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† Support Your Lung Association

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ONLY COLD BEER
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ENTERTAINMENT FRIDAY & SATURDAY 9 TILL 1



EDITORIALS



COMMENT

GORD KRUGER

THE POWER OF THE SPOKEN WORD

The wrong word at the wrong time. It can be more devastating than an earthquake. We are all a little guilty of having committed this indiscretion from time to time. We call it conversation, but is it?

Is there really such a thing as neutral communication? I think not. When you are trying to get someone to listen to what you are saying it becomes verbal manipulation and the use of language becomes a mechanism to control the behaviour of others.

But then, if you are not going to try and influence people to listen to what you have to say is there really any point in talking? It's all about verbal manipulation and the power of the spoken word. All of us are guilty of using it, but some of us are better at it than others.

Parents use verbal manipulation daily with their children and that's why it becomes so important that they use it constructively. The long term effects on a child from its improper use could be devastating. Never underestimate the effect that you can have on a developing mind with what you say. Always make sure that what you say is what you really mean. Anything less could come back to haunt you.

Many others use the power of the word to achieve their goals. Lawyers may use it to bring a criminal to justice and thus work toward a positive end. On the other hand, that same lawyer can use this same power to terrify and abuse and work toward a negative end. The word becomes all powerful word becomes all powerful.

Sales people use verbal manipulation so as to convince others to buy their product. If they didn't there would be little point to their remaining in their chosen field. Politicians have only verbal manipulation as a tool for both getting into office

and then staying there. Practitioners of the various professions, be it medicine, psychology or whatever use the power of verbal manipulation constantly with us, their clients. There is really no other way for them to demonstrate the profound effect they have on our lives.

As a culture we have set in place many safeguards against the incompetent or illegal use of verbal manipulation. With the likes of provincial licensing boards, medical boards, bar examinations, but to name a few, we have tried to protect ourselves from the unscrupulous. These systems for the most part do serve their purpose but there are always the exceptions.

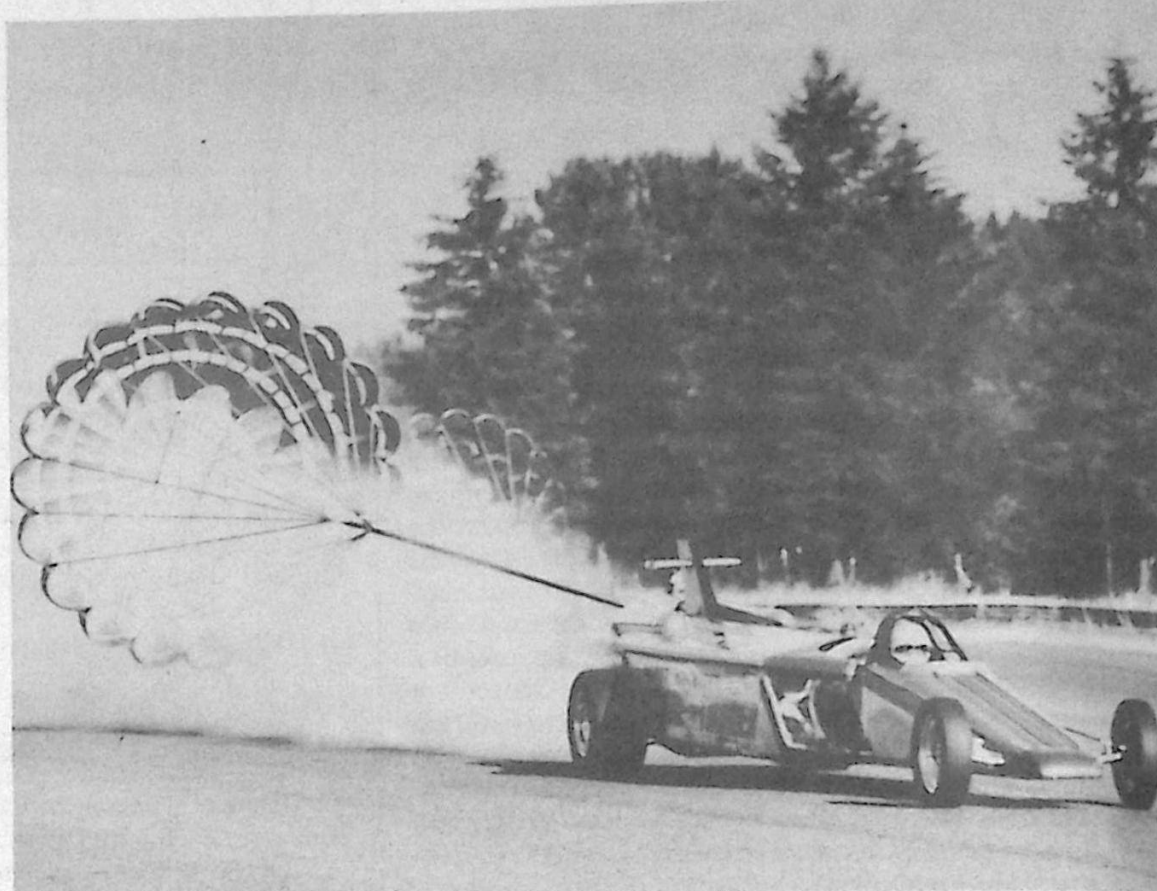
The dominant person is probably the one with whom we should be most concerned.

In dealing with these people the safeguards may not be sufficient. Against these individuals your best defence is knowledge. You must be aware of them and their techniques and at the same time have available to you the methods of countering these techniques. The more you know the less likely you are to become a victim. There will come a time when you will be thankful for your preparation.

And so it goes that the ever powerful word can become the greatest weapon for good or evil. The more you know about the use of language to protect or defend yourself the less likely you will use it aggressively yourself. If you are secure in your knowledge of your own competence then you will feel no obligation to prove that competence by showing off. You will not abuse your skills nor are you likely to resort to verbal bullying. But neither will you be an easy victim to those who do misuse.

Never, ever underestimate the power of the spoken word...G.M.K.

Smoke-n-Thunder



COMING TO THE COMOX AIRSHOW - AUGUST 7/88

WANTED — Toronto East General Babies

Toronto East General and Orthopaedic Hospital is looking for its babies. "We would like people who have a real attachment to the hospital to get in touch with us," says Joyce Beaton, Director of Public Relations. To this end, the hospital has started the TEGH Baby Alumni Association.

East General babies, no matter where they may be living now, are invited to establish a relationship with the hospital of their birth. Members will be advised of news developments and special events scheduled for 1989 and beyond.

1989 is a significant year in the hospital's development. The staff and residents of east Toronto will be celebrating the 60th anniversary of the hospital's opening in 1929, and other notable events that coincide with this milestone.

J Wing, the latest expansion of the hospital, continues the East General's tradition of innovation and improvement. Scheduled for completion in 1989, J Wing will house the

Emergency Department, Intensive Care and Coronary Care Units, in addition to a totally new facility, the Intermediate Care Unit. The opening of J Wing will enable the hospital to provide improved care for critically ill patients.

Toronto East General is a hospital whose health care and related services extend far beyond the borders of Toronto. Canada's first "test tube" quintuplets, who live in Holland Landing, Ontario, got their start thanks to the LIFE (Laboratory Initiated Foetal Emplacement) Program. East General's invitro fertilization clinic has been operating since 1982. It boasts a success rate that is the equal of any program in the world. Lance, Remington, Maxine, Wade, and William Collier will be feted on their first birthday on February 6, 1989.

With so much to celebrate, the staff of Toronto East General Hospital invites those who have a special place in the hospital's past and a stake in

its future to come back and "Join the General." The Baby Alumni Association mascot - The General - will be appearing in ads across Canada in the coming months to invite East General babies to come home. If you are an East General baby, send your name, address, date of birth, and physician's name to Toronto East General and Orthopaedic Hospital Inc., 825 Coxwell Avenue, Toronto, Ontario, M4C 3E7.

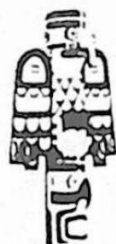


ARE YOU AN EAST GENERAL BABY?

The GENERAL is looking for you. 1989 is TORONTO EAST GENERAL HOSPITAL'S 60th anniversary, and you have a special place in our history.

That is why we have formed the TEGH BABY ALUMNI ASSOCIATION. We want to keep you informed of the hospital's progress and the events we are planning for our anniversary and the years ahead.

Return the form below, and let us welcome you back to your first home.



TOTEM TIMES

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



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EDITORIALS



Legal Tips

BOATING & THE CRIMINAL CODE

The summer boating season is upon us. Thousands of enthusiasts in new boats and old boats have taken to the coast and inland waters.

But how much do you, as a boater, know about the rules that apply, especially those covered by the Criminal Code?

For instance, section 395 of the code makes it an offence to tie up to a signal or buoy that is used for the purposes of navigation. This offence is punishable on summary conviction which carries a penalty of up to a \$2,000 fine and/or six months in prison.

In addition, anyone who wilfully alters, removes or conceals a signal or buoy is guilty of an indictable offence and is liable to imprisonment for up to ten years.

It is an offence to knowingly operate an unseaworthy vessel which endangers the life of any person. The maximum penalty for this indictable offence is five years in prison. You must ensure that your boat is in good shape and that you have an approved life preserver for everyone on board.

There are rules when towing a water skier, as well. The boat must have two people - one to watch - when towing anyone on any water skis, surfboard, water sled or other towed object such as an inner tube. Also, you cannot tow someone from one hour after sunset until sunrise. Do not pull your friends in the dark. Both of these offences are punishable by summary conviction.

The rules of impaired driving apply to impaired operation of

a vessel as well. You can be convicted for blowing over .08 on the breathalyzer or by refusing to blow. The penalties for the first conviction will be a minimum fine of \$300 with the possibility of a prison term. In addition, you will be prohibited from operating a vessel for a minimum of three months.

If you are involved in an accident with another vessel, you must stop, give your name and address, and assistance to anyone who requires it. If you leave the scene of the accident, you must prove that you did not intend to escape civil or criminal liability. These hit-and-run rules are the same as apply to cars. Remember also that you are obliged to render assistance to anyone at sea who is in danger.

Dangerous operation of a vessel, or any water skis, surfboard, water sled or any other towed object is also an offence. Looking at all the circumstances, which may include such things as the condition of the waters and the use normally made of the waters, the operation must be dangerous to the public. The penalties range from a summary to an indictable conviction with up to five years imprisonment. If a person is injured or killed, the penalty may increase to ten or 14 years respectively.

Keep in mind that your pleasure boat will be included within the meaning of vessel for these rules. The use of common sense will avoid criminal liability under these rules and make for a boating season, safe and enjoyable.



LETTERS WE GET

419 SQN DELAY

Earlier this Spring, 419 Sqn distributed numerous posters and leaflets to CF Bases advertising our upcoming Colours Presentation and Squadron Reunion. We have recently been informed however, that neither the Governor-General of Canada nor the Lieutenant-Governor of Alberta is available to present the Colours Standard, as had previously been hoped. In light of this change, we have decided to postpone the ceremony and Reunion weekend until Jun 89. This was not an easy decision to make as the plans for Aug 88

were well underway, but one which squadron members felt was necessary, given the importance of the occasion.

As a result, we are now scrambling to withdraw all earlier advertisements announcing 26/27 Aug 88 as the date for the Colours weekend. With your assistance we hope to "spread the word" and inform as many ex-Moosemen as possible of this change.

Yours sincerely,
R. Kujala
Capt
Colours Committee

CHILDRENS MIRACLE TELETHON

Thank you all for your support for the Children's Miracle Network Telethon. Thanks to your paper and the efforts of your community \$1,677,677.00 was raised for B.C.'s Children's Hospital. All that money stays right here in B.C. and will result in medical miracles for thousands of children in our province each year. We couldn't have done it without you.

Sincerely yours,
Michelle Perrault
Public Relations Chairman

Tourism Statistics Strong

British Columbia's tourism and hospitality industries had a strong performance during the first quarter of 1988, Bill Reid, Minister of Tourism, Recreation and Culture, reported recently.

Revenue from all types of accommodation, at \$106.6 million, was 20.9 percent greater than during the first three months of 1987.

Arrivals from domestic flights at Vancouver International Airport were 695,443 to March 31, an increase of 27.3 percent. Overseas customs entries, at 69,766, increased 37.3 percent over the first three months of 1987.

Figures on other activity in the industry:
* Ferry traffic to Vancouver Island, up 5.4 percent to 1.6

million, to the end of March.

* Restaurant sales to the end of February, \$282 million, an increase of 16.3 percent.

* Westbound traffic on the Rogers Pass, up 3.9 percent to the end of January.



IT'S A MATTER OF LIFE AND BREATH

DON'T SMOKE

British Columbia Lung Association

Dinosaur Mania Hits Library

Dinosaurs are so popular these days that the Vancouver Island Regional Library has decided to use them as the basis for this year's Summer Reading Program.

The program, called Readosaurus, runs from July 4th to August 19th. Its centerpiece is a Stegosaurus which kids will cover with book jackets to turn it into a Readosaurus.

Each child who signs up for the program will receive a Readosaurus booklet, a list of dinosaur books and their own stegosaurus craft sheet. Inside the booklet are reading lists of a more general nature designed to encourage kids to keep up their reading skills over the

summer. The library wants them to have fun while they read so the booklet contains puzzles, quizzes, riddles and crafts, all with a dinosaur theme.

It also includes each child's personal Dinosaur Diary where they record the authors and titles of books they read during the summer. Every four books read earns the child a book jacket slip to put on Readosaurus and a chance in the weekly draws for items of a dinosaur nature: posters, books, and kits.

For more information, call your local branch of the Vancouver Island Regional Library.

Family Support Centre

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

Air Force Trivia

WHAT WHERE WHEN WHY



Answer from Last Issue



THIS WEEK'S TRIVIA:

Name the aircraft type, unit, and unit location. For those of you in the know, what two other aircraft types were in use at this location?

TRIVIA ANSWER:

This is an Anotov AN-2 built in the Soviet Union. The NATO code name for this aircraft is "Colt." This design dates from 1947 and was still in production during the early 1980s.

SECTION NEWS

BTSO
Awards

Captain Ron Fisher, the Armament, Avionics and Photo Officer, received his retirement certificate from Lieutenant Colonel Mack, our BTSO. Ron had 37 years of service in the RCAF & CF.



LCol Mack gives thanks to Sgt Laynes for twenty-eight years of dedicated service. Enjoy your retirement.



Our smiling BTSO LCol Mack advises...You are improperly dressed wearing two rank badges at one time but congratulations anyway on your promotion Warrant Officer Edwards.



Yes Corporal Knapp, NDHQ are giving you and Sergeant Langevin (now at Portage) another \$260 to add to the \$460 they already gave you for your CH113/113A Garlock seal replacement tool suggestion. The best part though is that these awards are only for the first year's savings and you should hear more next year. LCol Mack congratulates.

Navy League Supports White Paper

SUPPORT OF WHITE PAPER REAFFIRMED AT ANNUAL MEETING

OTTAWA -- At its 93rd annual meeting held recently the National Council of the Navy League of Canada passed a series of four recommendations pertinent to the broad range of maritime affairs. At the same time it reaffirmed the League's support of the maritime defence policies enunciated in last year's Defence White Paper.

The four recommendations are:

1. That Canada increase its capability to control over-fishing or illegal fishing in Canadian waters to ensure the effective conservation of this valuable resource;

2. That the Canadian Government provide the necessary stimulus to encourage growth in the Canadian flagged ocean-going merchant marine;

3. That the Government maintain a healthy, modern and efficient shipbuilding and ship repair capability, for both economic and strategic pur-

poses, by introducing programs which will encourage the building and repairing of ships in Canadian yards; and

4. That Canada continue with the nuclear-propelled submarine acquisition project.

"The nuclear-propelled submarine project will provide Canada with a technological challenge which will see its shipbuilding, high-tech and nuclear industries stand shoulder to shoulder with world leaders in those fields," said Fred Peckham, the newly elected president of the League.

"The project was well within the capability of Canadian industry. It was also a very affordable proposal, with its estimated costs being only about three percent of the annual defence budget," he concluded.

Since its inception in 1895, the League has worked with the

people of Canada and governments at all levels to present information and ideas not only on maritime defence, but also on shipping, the fishery, the Canadian Coast Guard and other related maritime activities.

The Navy League of Canada, with a membership of over thirty thousand nationwide, is an association of volunteers dedicated to the promotion of interest in maritime affairs and the development of leadership traits and good citizenship in Canadian youth.

Based in over 235 communities from St. John's, Nfld, to Port Alberni, on Vancouver Island, nearly 15,000 Royal Canadian Sea Cadets, Navy League Cadets and Wrenettes are a visible symbol of the interest of Canadian youth in their maritime heritage.

...more summer jobs

CONTINUED FROM PAGE 1

are hoping to show all the other areas how much support there is for students in the Valley.

Many people are reluctant to place a casual job order, thinking that it is too small a job to be worth someone's while. The truth is, though, that even if it only lasts for 1 hour, many students are eager for a chance to earn some money. Another reason people have been reluctant to place a casual order is that with all the hassle of trying to find someone, it may be faster to do it themselves. To use our service, all you have to do is give us a call, tell us what you would like done, when you would like it done, and what the wage would be. We can then have students show up to do the job,

or meet you first if you would like to choose between a few. We have even had a lot of success with filling last minute orders, such as "I need someone this afternoon to help me unload my truck." We can't promise that we will be able to find someone on such short notice, but we will sure try.

The following are some examples of job orders we have taken, in the hope that they will suggest ways a student could make your summer a bit more enjoyable.

- unloading or loading a moving van
- Helping pack for a move
- Cleaning a house after family moved out (walls, floors, windows)
- babysitting while parents

pack (or unpack)

- Painting (indoor and out)
- Starting a garden
- Weekly yard work
- Putting up a fence
- Putting in a lawn

So, if you are moving in or out, a student could make it easier for you. If you have been thinking about doing a project, or if you have been putting off an odious chore, a student can help. Not only will it give you more time to enjoy your summer, if you place an order between July 11 and July 20, it will enter you in our draw for prizes to be held on July 22. You can contact the Student Placement Officers, Lisa Price and Kathleen Pettman, from 8:00 AM to 4:30 PM Monday to Friday at 334-3151.



West
Opposite
Lewis Park

**Pewter Room
Restaurant**

498 ISLAND HWY., 334-4401

Excellent Dining • Steak & Cordon Bleu Specials

\$6⁹⁵ — \$8⁹⁵

Everything for your dining pleasure

EUROPEAN CUISINE

FRIENDLY SERVICE

QUALITY CUSTOM FRAMING

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UNLIMITED
FRAMING
at the



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DECORATING & FRAMING
think of us!

480-C 6th St., Courtenay, B.C. V9N 1M3
338-7855

SECTION NEWS



From The Fire Chief's Office

NEVER LET A GASOLINE FIRE RUIN YOUR SUMMER FUN

Most people don't realize how easily gasoline can ignite, or even explode. Don't risk your life, or the life of your family or neighbours by using or storing gasoline improperly.

Gasoline is worse than dynamite. High heat doesn't always cause dynamite to detonate, but at high temperatures, gasoline can self-ignite. And even at normal temperatures gasoline produces dangerous vapours which can spread invisibly. Yes, gasoline, a very hazardous product, is trick stuff. It vaporizes very easily and the invisible vapours are heavier than air. They can spread along the floor to a water heater, an electric motor, a car's engine.

These vapours can be ignited easily, upon impact, or by a spark or flame from a considerable distance.

Learn NOW what you can do to prevent gasoline fire. If you use gasoline around the house the following steps should be taken:

- first, keep it in approved type safety containers. These are expensive cans but cheap fire insurance. These containers are of all metal construction with welded seams, are vapour-proof, with flame arresters and pressure release valves or spring closing lids with spout covers. These containers should bear the labels of nationally recognized certification agencies such as Canadian Standards Association (CSA), Underwriters' Laboratories (UL), Factory Mutual (FM) or Un-

derwriters' Laboratories of Canada (ULC) on the front in plain view. Never store gasoline in GLASS or PLASTIC CONTAINERS, or in a metal can with any plastic parts.

- second, keep only a small amount of gasoline on hand, enough for your immediate needs. The National Fire Code of Canada states: no person shall store more than 4.6 L of flammable liquid in a dwelling unit. Keeping a large quantity of gasoline on hand around your home or work place contravenes provincial and municipal by-laws or ordinances, subjecting yourself to a severe penalty of a fine or imprisonment or both. Such a situation may also render your insurance void in case of an accident or injury.

- third, store the container in a place that is well ventilated and away from any ignition source. The best storage area would be somewhere separate from your living area, like detached garage or shed.

- fourth, never carry gasoline in the trunk of your automobile. When heat builds up in the trunk, gas vapours can expand. Any type of spark - for example from a tailpipe - could easily cause a fire. Also, a rear-end collision or any kind of accident could puncture the gas container and cause fire to break out.

- fifth, don't smoke when using gasoline or other flammable liquids and never, never use gasoline as a cleaner, charcoal starter or a solvent - not anything except fuel for a gasoline engine.

- sixth, if you are fuelling a power mower or a saw, fuel outdoors; move at least ten feet away from the fuelling spot (away from vapours) and then start the motor; cool the engine before refuelling.

- seventh, while proper portable containers are designed to prevent spillage, care should be taken to avoid spillage; gasoline spills should be wiped up promptly.

- eighth, if you are fuelling your boat, shut down engines, motors, fans and heating devices before fuelling; leave room in the tank for fuel expansion; never refill portable tanks in the boat, take them ashore for filling and wipe off any spillage before placing them aboard; check bilges for leakage, fuel odours; ventilate until odour is gone; then start your engine.

- ninth, at self-service gasoline filling stations read the instructions carefully for the safe and proper use of the pumps; the NO SMOKING regulations must be strictly obeyed.

- tenth, anyone who uses gasoline at home or at work should have within immediate accessibility an extinguisher marked for "Type B" fires - gasoline and other flammable liquids. If you ever have to use an extinguisher, the manufacturer's operating instructions should be strictly followed. So familiarize yourself and others around you with how to operate your extinguisher.

For more information on gasoline and the hazards it presents, contact the CFB Comox Fire Department at local 8552.



Supply Signals

Welcome again to another edition of Supply Signals. Our members are fast depleting with summer upon us and our typists are flooded with CF100s (leave passes). Everybody must be heeding rumours of July being hot and sunny. To top this list, we have Dan Martin away for a month, some lucky! After only a week in his new job, Matt Snetsinger will be going on leave for a few weeks. Mat will be best man at Dan Lampron's wedding on the 16th of July in Montreal. Best wishes on your wedding, Dan and have a nice honeymoon.

We welcome Pte Guylaine Trembley from Moisie to Base Supply. She will be working in Customer Services. Pat Armstrong survived the Middle East only to go out and rack up his leg carrying out his domestic duties and is now hobbling along with cast and crutches. MCpl Pat Adams will be taking charge of General Stores on the 4th of July, good luck on your new job. We have a new SAO, MWO Terry Smith from Ottawa. We all welcome you to Supply and hope you enjoy your stay. Any problems with your new DEU, see Terry, he came from the DEU project in Ottawa and looked after our interests before he left.

We're all glad to see Wally Berger back at work. He had a short stay in the hospital. Thank goodness it wasn't that serious. (Wally, don't forget your pillow!) Wally also has a new office in a new location in CE Supply. I hear it's closer to

fresh air and sunshine (and a quick exit to the golf course). Talking about renovations, Clothing has started their remodelling; walls are coming down and with some luck new shelving going up in the fall. We hope Base personnel will bear with us during this transition period. 1 SG are presently erecting their new mezzanine which will greatly increase storage space and provide quicker and safer handling of spares.

Congratulations to Cpl Bill Bailey on his new position of Vice PMC of the Junior Ranks Mess. Hazel Dort (our super typist in the MCO branch) is now on her way to Calgary and will be sorely missed by all those who knew her. Her replacement is Sylvia Garrett who has had previous experience at CFB Cold Lake. We know, given time and deciphering Hazel's many notes, Sylvia will quickly fit in to the section and be a valuable addition to Base Supply. Keith Gelder, our famous forward supply driver, has returned from Reno. Unfortunately, he didn't become a millionaire. M/S Bailey is going nuts in the CSO/MUX ever since Cpl Hailes went on leave - chin up, Ray. Ron Pearce apparently needs on-board sonar for his boat in order to locate the big ones. Does it really go in circles, Ron? Barb Arnold has joined the elite ranks of now being a proud home owner. She has bought a hobby farm somewhere in Union Bay. From all of us in Supply - do enjoy your summer.

Promotion



Major Blakely, Base Supply Officer presents MCpl Preece with her new rank.

Hazel & Friends



The MCO Supervisors pose for one last photo with their "super secretary," Hazel Dort, before she departs for Calgary. Base Supply and the military community will sincerely miss her hard work and friendly personality.

**OUR NEXT DEADLINE
JULY 25TH — NOON**



SECTION NEWS

Anker Klankin

Faithful readers of this space will know that VU 33 Squadron members take the time-honoured principle of "work hard, play hard" very

seriously. Indeed, accounts of such events as fishing derbies, picnics, and adventure training are frequently chronicled here alongside news of our more

military successes. This week will be no different. Last week the hard working people at the Fighting 33rd took time out from their maintaining and flying to indulge in a little golf action. With a vast majority of our personnel out on the links enjoying the sunshine, the Sqn's annual golf tournament was a great success. Contrary to everyone's expectations Maj Arsenault and Sgt Andy Clark were shut out of the winner's circle. Instead, prizes were taken home by Glen Caslake, Sgt Wayne Larson, Sgt Oscar Grubweiser and MCpl Peter Wybenga. Longest Drive scored by Cpl Pete Van Tassel; closest to the pin - Sgt Wayne Larson.

Following the prize-giving Maj Arsenault and SAMEO Capt Bill Snow officiated at the mug out of several key Sqn members. MWO Coop Cooper, Sgt Wayne Hay, Sgt Andy Clark, Sgt Merv L'arrivee, MCpl Gilles Bullock, MCpl Bert Hatin, and Cpl Al Ashcroft have been pried out of Comox to serve in less desirable locales. The Squadron will miss all of these characters, each of whom has left a distinctive mark. Thanks for your good work guys, and best of luck in your new jobs. We know we'll see Merv again around ski season.

The Sqn aircrew got together recently to say a special goodbye to Sgt Andy Clark who is leaving the fold after five years of keeping our paperwork in order and us out of trouble. With his vast knowledge based on 32 years of experience Andy has been a most important asset. 421 Sqn in Baden don't know how lucky they are to have the benefit of Andy's sage advice. Sgt Clark's replacement is Sgt Wayne Nestor, formerly of Base Hospital. Welcome to the best Sqn on the West Coast, Wayne.

Capt Wayne Cuthbert became VU33's undisputed Fleet Captain with his recent purchase of Maj Don Thain's yacht Christine. Nobody's quite sure any more how many boats Wayne now owns; his appetite appears to be endless.

We do know, however, that rumours of his takeover attempt of BC Ferry Corp are unfounded. It is expected that next year Wayne will provide all the boats for the Tree Island fishing derby from his own fleet.



Awards at VU 33

MAJ ARSENAULT PRESENTS



GLEN CASLAKE - SUGGESTION AWARD



MCPL GILES LESSARD - SUGGESTION AWARD



PTE NEVIN BERNARD-TECH OF THE QUARTER



CPL AL ASHCROFT - FOR MEMORIES

Promotions at VU 33

MAJ ARSENAULT PRESENTS - CAPT SNOW SMILES



TED TOWN TO SGT



AL NANTEL TO MCPL



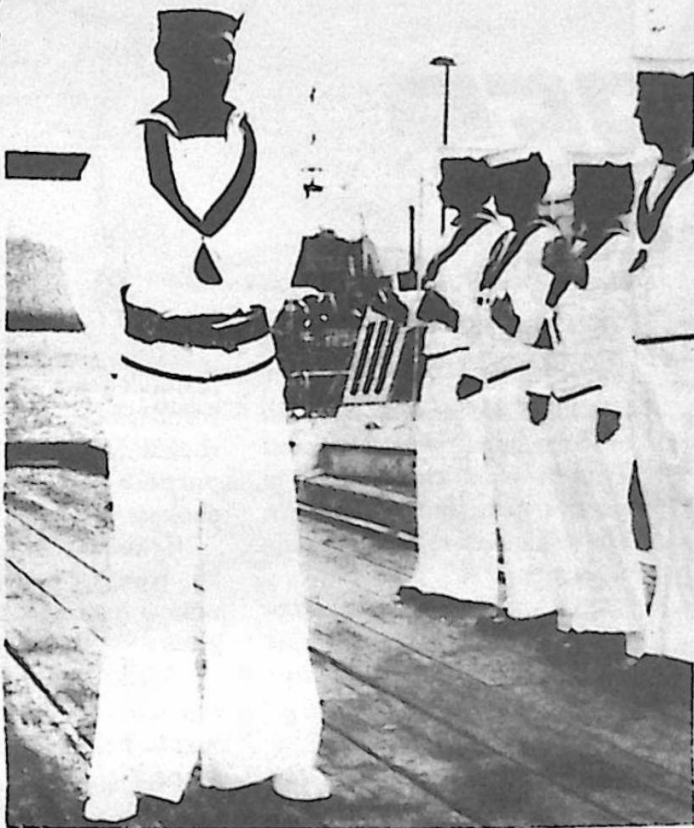
BERT HATIN TO MCPL



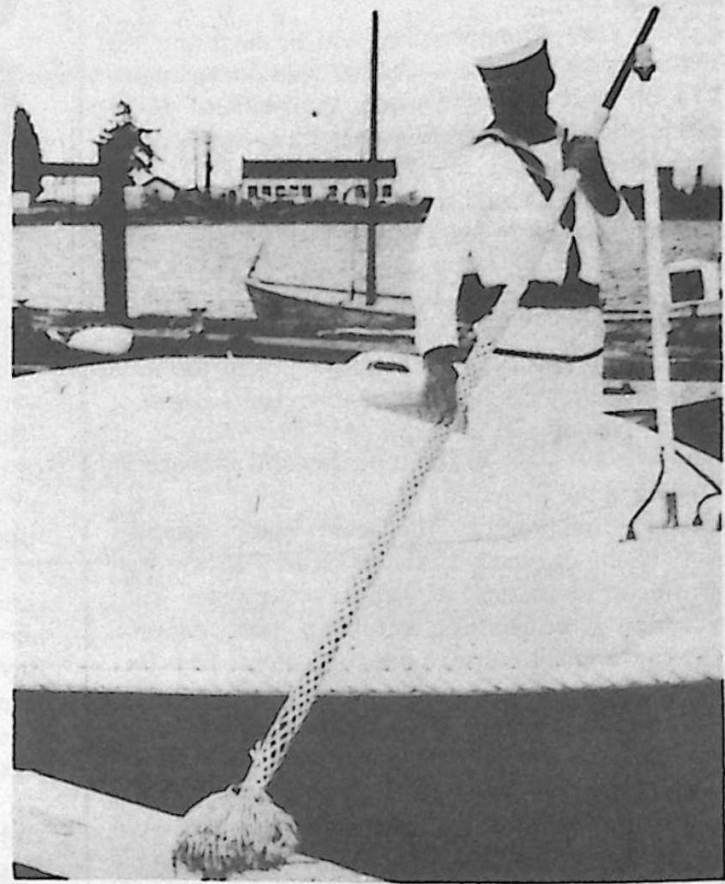
MIKE WOODWORTH TO MCPL



DAVE SABOURIN TO CPL



OPEN HOUSE ON BOARD



Her Majesty's Canadian Ship

QUADRA

on Goose Spit at Comox, B.C.



Saturday, July 16 at 9:45 a.m.

- Change of Command
- A Colorful Tradition
- Sorry, No Buffet Luncheon or Tour

Sunday, July 31 and Sunday, August 14 at 9:45 a.m.

- See the Imposing Ceremonial Divisions
- See the Pomp and Circumstance of the Ceremony of the Flags
- Enjoy a Delicious Buffet Lunch (at a nominal charge)
- Join in a Guided Tour of the Stone Frigate

A Super B.C. Tourist Attraction Here
In Our Renown Comox Valley



SPORTS AND RECREATION

Sports Shorts

PAC REGION GOLF PLAY OFF

The Pac Region Golf Championship will be held at CFB Chilliwack 15-17 Aug 88. In order to choose a lady to represent CFB Comox, a play-off will take place, the week of 18-22 July. Any servicewomen interested in participating in this play-off are to register with the Base Rec Centre at local 8315 prior to 15 July 88. All non-CFB Comox Golf Club members will be responsible for their own green fees.

SERVICEWOMENS FASTBALL

The Comox Totems Ladies fastball team took to the road last weekend to compete in its first out-of-town tournament of the season.

Although they didn't place in the top, they did manage an impressive showing at the Richmond event.

In the Totems' first outing, the team easily defeated Meraloma, 9-4, in an uneventful contest. Kathy Edwardsen registered the win on the mound as well as being voted team MVP. Edwardsen's consistent pitching performance throughout the tournament helped pace the Totems to a fine display of fastball.

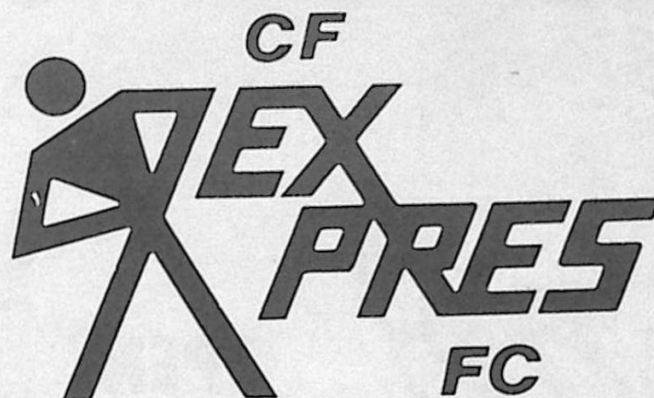
Impressive showings at the plate by JoAnn Martin, Robyn May and Edwardsen, as well as exceptional fielding by Linda Chasse, helped secure the Comox win.

The Totems' second match was a hard-fought battle resulting in a 3-2 loss against Surrey. With the game heading into the bottom of the seventh inning, the Comox squad held a marginal 2-0 lead. A well placed hit to left field knocked in three Surrey runs.

Gail McIntosh and Chasse played a sound game in the field while Rose Smith, Martin and May assisted at the plate. May was also named team MVP.

Their third contest of the day saw the Totems face Lynwood. With Comox lacking consistency and power at the plate, the Lynwood crew took advantage of the situation to record a 9-7 win. Many well placed hits and Comox errors helped carry the Lynwood team into the next round.

Surrey eventually went on to win the tournament.



FRED AND THE THREE BEERS

So, Fred and the boys were sitting around on their time-off, shooting the breeze and tossing back a few cold ones.

"Look at this newspaper article, fellas," said Fred, "Says here, some researchers at Baylor College in Texas have come up with some mighty interesting facts about beer drinking."

"Are we gonna catch hop and malt disease?" roared Dave as he twisted off two more bottle tops.

"Nah," read Fred. "These doctors came up with the conclusion that inactive men who drink a moderate amount of alcohol every day actually increase the amount of 'good' cholesterol in their body that might reduce the risk of heart disease!"

"What's that mean?" snored their friend Warren from the armchair as he reached for the pigs' knuckles.

"The consumption of alcohol in moderation seems to be associated with increased levels of 'good' cholesterol -- in inactive men, but not in men who engage in regular running or jogging...."

"Our data suggest that non-exercisers can maintain levels of HDL similar to those of individuals who jog by ingesting three beers a day."

"You mean," said Warren with a start, "guys like us who ignore the CF Expres Program are just as healthy as guys who run around in their shorts?"

"That's what I might be saying," said Fred, scanning the paper for fine print.

"Well, for the love of lager!" roared Dave again. "I've been living right by living wrong! Let's get another 24!"

"Hold it," Fred continued. "The article goes on to say the

research team wants more information and says alcohol should not be used for the sole purpose of raising 'good' cholesterol levels."

"I thought it was too good to be true," Warren moaned poking his finger into the pretzels.

"Well, boys, it looks like exercise is still the only sure way to help keep your heart in shape."

Suddenly, an idea hit Warren with the force of a knockwurst. "Hey, if that article's right, we could actually do ourselves as much good by playing hockey or jogging as we do drinking ourselves into a stupor! More, maybe! And we'd get fresh air, feel good, build muscle tone and be proud of ourselves!"

"Hmm," said Dave setting down his bottle.

Fred and Warren looked at each other kind of interested.

Foot Maintenance

THE FINISHED FOOT STEPS OUT WITH STYLE

It happens every summer. Your feet make their debut after being undercover throughout the winter and you discover they need a major tuneup.

Like other parts of the body - face, hair, hands - feet are an integral part of the whole that need regular maintenance to look and feel good.

A pedicure can give feet the finishing touches they need to step out in style this summer. Members of the Dr. Scholl's Foot Health Advisory Board offer the following tips for quick and easy at home pedicures:

- * Soak feet in an instant foot bath for 10 minutes to soothe tired feet as well as soften corns, calluses and hardened skin.
- * Use a contoured file or pumice stone to whisk away dead skin that builds up on the bottoms of feet and on toes.

- * Cut toenails straight across, never in the corners, to help prevent ingrown nails.

- * Massage feet and legs with a foot moisturizing and conditioning lotion. This is best done after bathing. Feet can lose up to a pint of fluid daily; therefore, they need moisture regularly to help avoid dry, cracked skin. In addition, a massage helps increase circulation and relax tense muscles.

- * For a perfect finish, add nail polish and allow it to dry for 30 minutes.

- * Before sliding into your favourite shoes, sprinkle feet with foot powder to help absorb perspiration and keep feet feeling refreshed throughout the day.

With a few simple steps, feet will look and feel as great as the rest of your body. So, go ahead, flaunt your feet this summer.

What was the last injury suffered by a member of the Canadian Forces? Don't spend a lot of time in your history books on this one. It wasn't in Cyprus. It wasn't in the Sinai. It was in a gymnasium or on a march and it could have been this morning.

Except in time of war, physical activity causes more injury than weapons -- in the military as well as in civilian life.

And what are the most "popular" injuries? That depends on the activity.

Here's the "hit parade" of the most frequent injuries in different physical activities according to research undertaken last year by PARTICIPaction.

Jogging and fitness trails affect tibias, knees and ankles. Racquet sports are hard on the back, elbows and ankles. Hockey ravages knees, lower back and shoulders. Skiing

tests the knees. Cycling can injure knees and elbows -- no doubt, as a result of spills.

Whatever your sport, here are six rules to follow to help limit the risks of getting hurt.

1. Take control of your activity. Work at a level you can tolerate, keep your heart rate inside your "target zone" and listen to your body!

2. Follow the principle of progressive loading. Don't start out doing too much and advance gradually.

3. Vary your activities. You can change what you do from day to day. Or, you can change your activity without changing your activity: concentrate on different swim strokes or change speeds. Alternate running with walking.

4. Respect the natural movement of your body. Don't push a movement beyond

where it wants to go. Always keep your body movements under the control of your muscles.

5. Keep correct posture. When your body moves out of alignment, motion can be pushed out of a normal range.

6. Warm up and cool down. These are the most neglected but most important part of a workout.

But don't let precautions discourage you from exercise. Physical activity does you more good than inactivity -- even if you occasionally suffer an injury through lack of preparation or bad luck.

Besides, the EXPRES Program has been designed to take into account your capacity and present fitness level.

Following it to the letter will increase your chances of doing yourself some good -- without doing yourself any injury!

IT'S A CHANCE TO GROW

For both of you!

Unicef Canada

1-800-268-6364

Ma Hla Hla, Burma

Andrea Martin, Actress and Unicef Volunteer

PARTICIPaction



OUR NEXT DEADLINE
JULY 25TH — NOON

SPORTS & RECREATION

Aerobic Award



MCpl Alex Bedard is presented with Physical Fitness Award for Aerobic Excellence by BTSO LCol Mack.

Red Cross Swimming Lessons

Thank you for enrolling your child in our Red Cross Swimming Lessons. The lessons are held from 8:30 - 11:30 AM, with instructional times as follows:

YELLOW	10:30-11:15
	& 9:30-10:15
ORANGE	10:30-11:15
	& 9:30-10:15
RED	9:30-10:15
	& 8:30 - 9:15

MAROON	9:30-10:15
BLUE	10:30-11:15
GREEN	8:30-9:15
GREY	8:30-9:15
WHITE	8:30-9:15

We ask you to provide the assurance that your child arrives and departs at the proper times.

If you have any questions please contact Andrea Hutchings at Local 8571.

The Greatest Exploit of all Time

The greatest athletic achievement of all time belongs, without doubt, to a retired Canadian soldier named Phil Latulippe.

The runner, you ask?

Exactly: Phil Latulippe who ran across Canada!

Why is that so great? Well, consider the implications of what he did.

In 1981, aged 61, Phil Latulippe ran 8760 kilometers, or, if you prefer, 5440 miles.

Not impressed. Then consider this: he averaged 62.6 kilometers a day. For those of you who aren't runners, that may seem a bit abstract, so let's make it more precise.

Every "youngster" who runs a marathon and boasts about it for weeks has run a paltry 42.2 kilometres -- once!

Phil Latulippe ran a marathon and a half for 140 consecutive days!

Good weather, bad weather. Across the Prairies, over the Rockies!

Even more astonishing is the fact that before the age of 49, Phil Latulippe was a soldier -- and practically never ran. His

biggest exercise was passing the annual Canadian Forces physical! His legs had been injured at Dieppe, then again in a car accident. He used to smoke up to three packs a day. Then, at the age of 52, he became the world endurance record holder running 353 kilometres in a little over 63 hours.

Don't get the idea we are encouraging you to become a "little Phil Latulippe" -- to quit your job or retire to run from Valcartier to Disneyland or Lahr to Gibraltar!

Not at all. That kind of exploit is beyond most mortals. Superhuman, in a way.

All PARTICIPAction asks is that you show a little respect for the EXPRES Program -- and yourself. Get yourself into better shape to do your daily work better and to enjoy life more fully.

If you don't know where you left your copy of the program -- leap out of your armchair and run look for it!

Better a little athletic achievement like that than none at all!

OUR NEXT DEADLINE JULY 25 TH -- NOON

CFB COMOX SUMMER PROGRAM

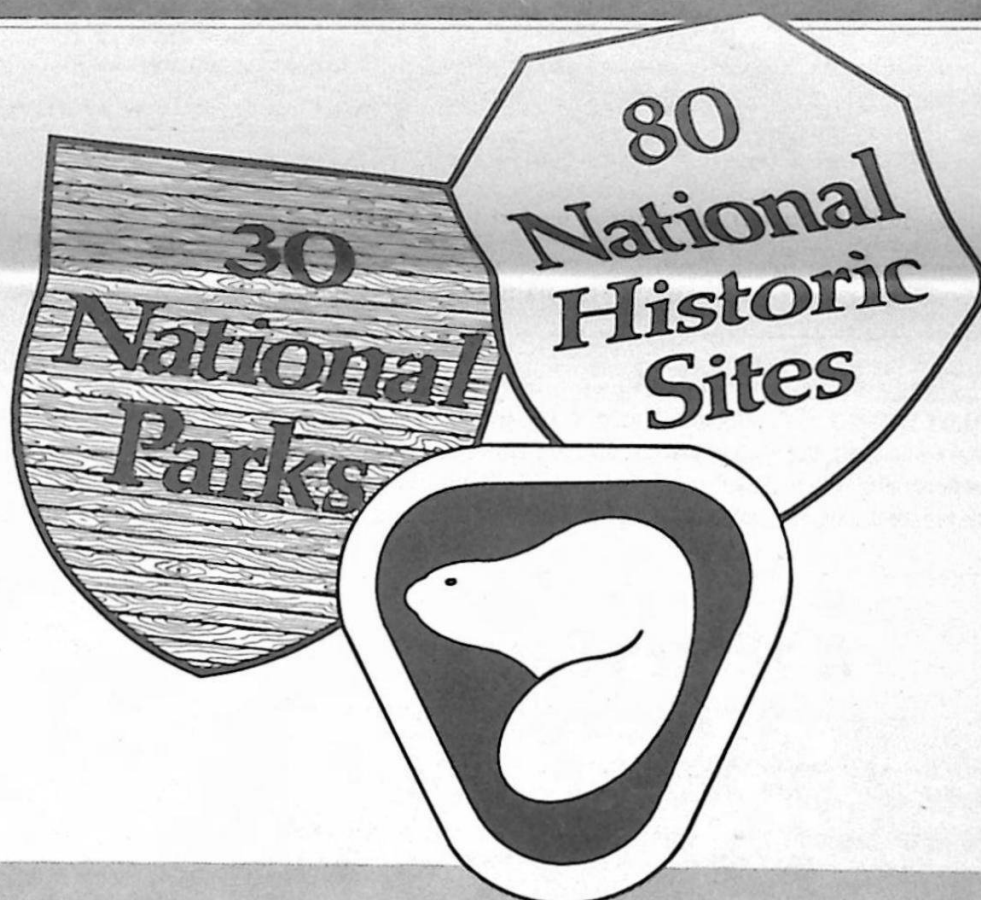
NEW REGISTRATION FEES

		COMMUNITY COUNCIL	
		MEMBERS	NON-MEMBERS
ONE PROGRAM	PER CHILD	\$12.00	\$17.00
BOTH PROGRAMS	PER CHILD	\$18.00	\$25.50
FAMILY: ONE PROGRAM	1ST CHILD	\$12.00	\$17.00
	2ND CHILD	\$ 9.00	\$12.75
	OTHERS	\$ 6.00	\$ 8.50
		\$18.00	\$25.50
FAMILY: BOTH PROGRAMS	1ST CHILD	\$15.00	\$21.25
	2ND CHILD	\$12.00	\$17.00
	OTHERS		

N.B.

Registration for the second session of Day Camp and Red Cross Swimming Lessons will be held July 15th, from 0800 to 1400 hours at the Base Rec Centre.

For further information contact local 8571.



Experience For Yourself The History And Natural Beauty Of Canada.

Canada's natural environment is captured for all time through our network of 30 National Parks. Our history lives and is commemorated at more than 80 designated National Historic Sites.

Our National Parks are major recreation centres as well as home to many rare and unusual plant and animal species. New National Parks are now being established for the enjoyment of Canadians now and into the future.

To find out more about the National Parks or Historic Sites near you and the programs

they offer, complete and mail the coupon below:

Yes, I would like more information on Canada's National Parks and Historic Sites

Name _____

Address _____ Apt. # _____

City _____ Prov. _____

Postal Code _____

☐ English ☐ Français

Mail to: Environment Canada Information Centre
351 St. Joseph Blvd.
Hull, Quebec
K1A 0H3

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Environment Canada
Canadian Parks Service

Environnement Canada
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Canada

ON AND OFF THE BASE

Closing Down Baldy



CFS BALDY HUGHES -- Major Robert Levia, the last CO of Baldy Hughes; Mr. George Piquette the Power Plant supervisor since 1964, and MWO Dale Broad, the station Warrant Officer turn off the power to the operational elements of CFS Baldy Hughes. The station is one of the last CADIN-Pinetree sites to close down as part of the North American Air Defence Modernization Programme.



CFS BALDY HUGHES, B.C. -- Corporal Kevin T. Chapman, an Air Defence Technician, works at the last piece of operational equipment, the station switchboard at CFS Baldy Hughes. Looking on is Lt Don McKinnon.

The switchboard was installed in the station at 2 PM on Oct 31, 1966 and has been operating since then. It had to be repaired recently and B.C. Telephone had to call in a maintenance man from retirement to perform that task.

A Winged Rose



Base Comptroller, Maj Gerry Rose, ready to tighten the budget constraints by reducing the dollar flow from the bottom up?? In actual fact the picture is of Maj Rose ready to go airborne on his inaugural CF-18 flight, gratis 441 Sqn Det staff.

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AROUND THE BASE

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CONTINUED FROM PAGE 1

Reservists usually carry out their training during evenings and weekends, but it is necessary to include a two-week training period in the process each year.

As a result of last year's White Paper, Reserve strength will increase from about 30,000 to approximately 90,000 over the next 15 years. The

revitalization of the Reserves will contribute enormously to Canada's ability to meet effectively all military commitments.

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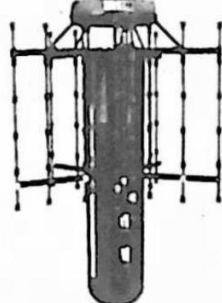
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Operation Nile Update

CFB EDMONTON, ALTA - On June 1 and 2, a 60-person, two aircraft detachment of Air Transport Group Hercules crews, maintainers and support troops left CFB's Edmonton and Trenton to begin Operation Nile -- the ferrying of relief supplies within Ethiopia. After a two-day marathon of 28½ flying hours the first aircraft landed in Addis Ababa.

Now, June 18, the first 435 Transport Squadron crew has returned to Edmonton from the war-torn country. They have had quite an experience. "It was as close to war as we can get short of going to war," says Capt Terry Higgins, the aircraft's first officer. Capt Higgin's flight engineer, Warrant Officer Les Delamere, couldn't agree more. "We've sure learned a lot about the aircraft and flying in this type of climatic and terrain conditions. For tactical operations both aircrew and maintainers are getting an eyeful!"

According to Major Peter Barber, the aircraft's navigator, the terrain and climatic conditions include 45°C temperatures, primitive navigation aids, sun-seared valleys reminiscent of the Grand Canyon -- only more spectacular -- haze, dust and rainy season rains. "It's amazing the variety in that country," Maj Barber says. "While extremely lush and very green around Addis Ababa not more than 140 km north of the city it's so arid that you have to wonder how anyone can survive under those conditions."

The crew reports that they saw little evidence of famine in

the few cities and limited countryside they travelled in. "In previous relief efforts I believe the famine was already well underway by the time relief efforts got started," says Maj Barber. "This time they've forecasted the needs pretty accurately and the food and seed supplies have been stockpiled at the ports. The problem now is to get the supplies from the coast inland to the areas in the north where they're needed."

Drought and famine have been going on since 1983 in Ethiopia and the problem of distribution has been aggravated by the two civil wars raging in the north and northeastern sections of the country. Distribution by road has become impossible. Hence the need for Canada's aircraft and airmen.

The Canadians have been flying with four crews. This allows each crew to fly one day on and one day off. The only place they are able to overnight is Addis Ababa. In the first week of flying the Canadians have lifted more than 765,000 kg of grain, wheat, beans and seed. According to the crew there's a lot more to move.

The food and seed stocks arrive in Ethiopia by bulk carriers and is bagged into 100 kg and 60 kg bags for transport by air. The only Canadian shipment lifted was a load of milk.

But the thing that impressed the Canadian crew the most, especially loadmasters Sgt "J.P." Godin and MCpl Claude Castonguay, was the sheer physical strength and work habits of the Ethiopian

work crews. "They were incredibly strong, happy people," Sgt Godin says. "We could land with more than 15,500 kg of cargo in 60-100 kg bags and within 12 minutes a crew of 10 Ethiopians using just their hands and backs would have us unloaded and we'd be running up the engines for take-off. It was amazing to see them work."

"Often it took two trucks to carry the cargo and while the Ethiopian crew were waiting for the second truck to get in position they would sing and dance rhythmically in the back of the aircraft keeping up their working pace," says MCpl Castonguay. "The aircraft actually rocked to their rhythm."

"When that happened the first time, the crew up front came back in a hurry to see what was wrong," laughs Sgt Godin.

Once the grain had been unloaded a crew of women would come on board and sweep the aircraft clean. Within 35 minutes the aircraft would be airborne again.

"Most days we could get four trips in before having to return to base," Capt Nick Budd, the aircraft's commander explains. "The heat haze from the 45°C temperatures on the Mekele runways made landings interesting, the loose grain on the ramps and airfield attract a lot of birds which has caused two bird strikes so far, including one propeller failure, and the rough runways are blowing tires like mad, but we're doing our job getting the grain through," concludes an obviously proud, but glad to be home, Capt Budd.

Prairie Viper 88



CFB SUFFIELD, ALTA -- An infantry fire support section from Calgary's 1st Battalion Princess Patricia's Canadian Light Infantry prepares to rejoin their platoon following a successful live-fire attack during exercise Prairie Viper 88. The smoke from the burning prairie visible behind the troops added to the effectiveness and realism of the smoke-screen produced by exploding artillery, tank, mortar and grenade ammunition. But, the fires also underlined one of the biggest problems faced by all prairie military bases -- drought. Until last week's heavy rainfall, the Suffield range was the driest it's been since 1887. More than 500 square kilometres of the 1,728 sq km range area has been burnt so far this summer.

Canadian Museum

Wanted, memorabilia from the World Wars...especially the six year Second World War sojourn in England and Europe of the Canadian Army Overseas! It's a request from the Aldershot Military Museum in Hampshire, England, on behalf of its unique Canadian Gallery collection.

Aldershot! Perhaps you've heard your grandfather or grandmother, maybe your father or mother, mention the name of Canada's main base in England during the Second World War. Between December 1939, when the "first wave" of 22,000 Canadians arrived in Europe, and the spring of 1946, some 320,000 Canadians spent weeks, months or even years in or near the UK centre.

Some hated it. When 1st Canadian Infantry Division arrived in late 1939 the barracks had been unoccupied for three months. It was one of the coldest winters on record, water pipes froze and burst and fuel supplies were erratic. Some young soldiers, unused to the British climate, fell sick.

Others loved it. Many married local girls. That some of the Canadian soldiers were truly taken into the bosom of their English hosts was borne out by a letter from a lady in Aldershot received by the Rt. Hon. Vincent Massey, Canadian High Commissioner in London from 1935 to 1946:

"A Canadian soldier on leave has visited my house. As a result, both my daughter and I are pregnant. Not that we hold this against your soldier, but the last time he was here he took my daughter's bicycle which she needs to go to work!"

The Aldershot Military Museum, administered by the Aldershot Military Historical Trust, was the brain-child of retired British brigadier, John Reed, while he was Aldershot's garrison commander in 1979. Reed had been dismayed to find that little effort had been made to record the camp's history or to preserve its archives. While still in office he created the Aldershot Military Historical Trust and after he retired became its director. The first phase of the museum opened in 1984.

Housed in an old barrack block, the museum's Canadian Gallery was established to ensure that Aldershot did not forget the part Canadian troops played in local history, and in hard-fought First and Second World War campaigns in Europe. It provides an interesting place for Canadian tourists of all ages to visit and learn something about their past, while in the UK.

433 Sqn Awarded by Kohl

OTTAWA -- His Excellency Dr Helmut Kohl, Chancellor of the Federal Republic of Germany, made a presentation to 433 Tactical Fighter Squadron during welcoming ceremonies at CFB Ottawa South recently. Chancellor Kohl arrived in Canada to attend the Economic Summit in Toronto. Following a welcoming speech by Prime Minister Brian Mulroney, Chancellor Kohl presented a silver tray to L/Col Jean Girard, the squadron's commanding officer, in appreciation of Canadian Forces' contributions to the defence of Western Europe.

Canada has been a member of NATO since 1949 and has had troops stationed in the Federal Republic of Germany since 1951. As a result of last year's White Paper on Defence, Canada's contribution to the defence of Central Europe will increase.

433 Tactical Fighter Squadron, based at CFB Bagotville, Quebec, is the first of two Rapid Reinforcement Squadrons to be dedicated to the newly reactivated 1 Canadian Air Division stationed in the Federal Republic of Germany. In time

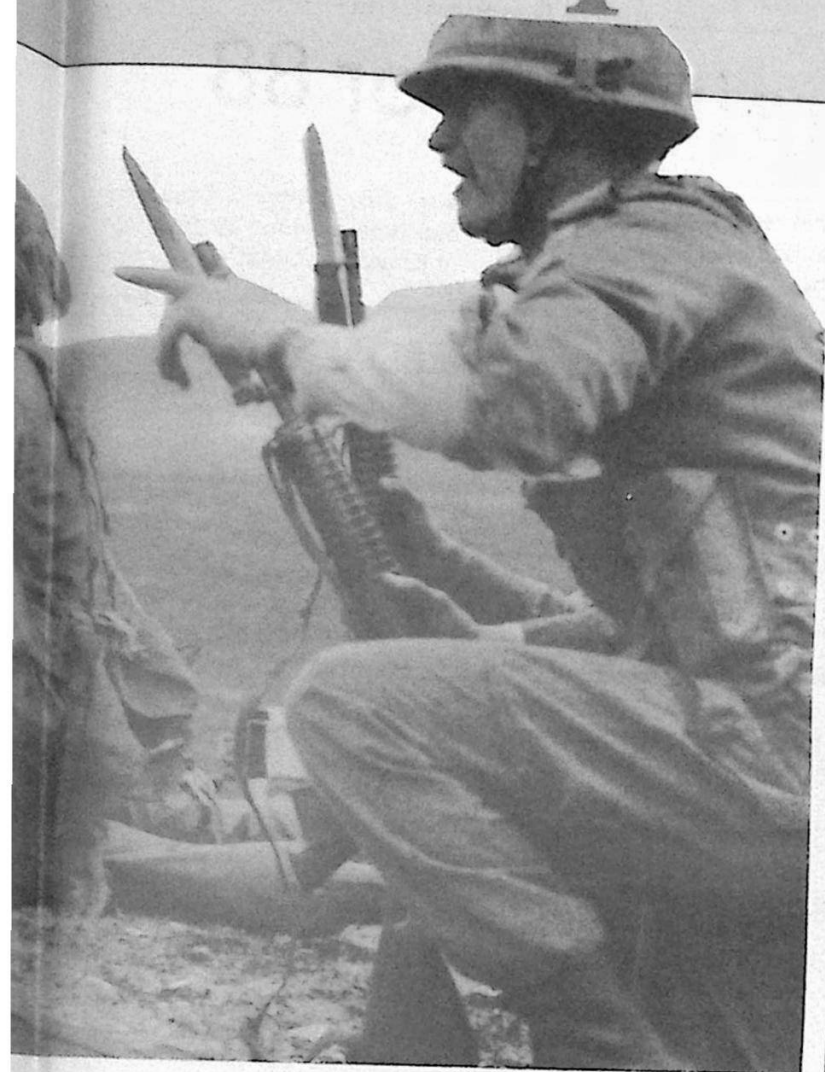
of crisis, the Rapid Reinforcement Squadrons, equipped with the CF-18 fighter aircraft, will join the three Canadian fighter squadrons presently operating from Canadian airfields in Germany.

The reactivation of 1 Canadian Air Division in Europe and the assignment of the rapid reinforcement role to 433 Tactical Fighter Squadron, are the latest examples of Canada's dedication to achieve a more credible, effective and sustainable contribution to the common defence in Europe.

WANTED

The Comox Airforce Museum requests the donation of an Aviation Compass (1960) for use in school programs. Contact the museum at 339-8635 or drop in and see us.

Forces Update



Such fires aren't bad for the land. According to Capt Tom MacDougall, Suffield's range control officer, it only takes five weeks for the burnt area to rejuvenate following rain of any type and those areas churned up by vehicles appear to rejuvenate better than those left undisturbed. The big worry with fire is making sure it doesn't escape the military range onto civilian property and doesn't endanger any of the people or property who work and live on the range. In addition to the Canadian and British troops who use it, the range is home to more than 1,500 working gas and oil wells owned by the Alberta Energy Company and 5,000 head of cattle from the Prairie Farm Rehabilitation Administration - not to mention the civilian scientists and staff of Suffield's Defence Research Establishment.

in England

Aldershot residents of a certain age have warm sentimental affection for Canadians, says John Reed. He has heard all the local "Canadian stories" including the ones about the post VE-Day riots which saw Canadian soldiers smash nearly every store window in the town. Even this didn't phase the residents, because there was ample evidence at the time that Aldershot store owners and pub owners had only too willingly taken advantage of the Canadian's unfamiliarity with the British currency.

Now Reed wants to hear the Canadian "Aldershot stories." So if you have a recorder handy and the patience to tape the reminiscences of your relatives, the director of the Aldershot Military Museum, Queen's Avenue, Aldershot, Hampshire GU112LG, would be eager to hear the result!

The museum has proved an expensive venture. Not only is Reed looking for donors of items for his museum, he is also constantly looking for financial support. He hopes all Canadian units that passed through the many camps of Aldershot and still exist as regular or reserve forces will recognize the importance of the museum and perhaps contribute to the museum's coffers. Small individual donations are also welcome. One plan for which Brig Reed is trying to drum up financial backing is, in 1990, a huge 50th anniversary celebration of the Canadian forces arrival in Aldershot. "We could welcome members of 1st Canadian Division all over again," he said, referring to the fact that recently, for the first time in over 20 years the CF have combined brigades in the formation of a division and named it 1 Canadian Division.

For Canadians wanting to visit the museum while in England, trains leave Waterloo Station in London every half-hour for Aldershot. There is also a half-hourly bus service between London and Aldershot running right past the museum door on Queen's Avenue. Motorists should take the M3 motorway from London and then the Farnborough exit.

The museum is open daily, March to October (1000 hrs - 1700 hrs); November to February (1000 hrs - 1630 hrs). Entry costs 1 pound with reduced rates for children and seniors and there is a picnic area, museum shop and tourist information centre.

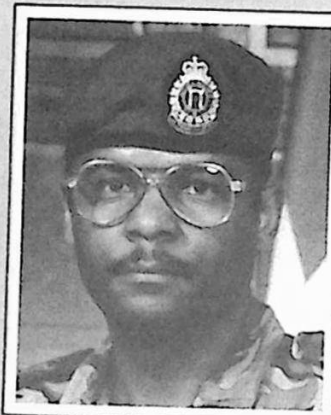
Awards

At 0500 hrs on 14 November 1986, a gas explosion destroyed half of a duplex at CFB Edmonton. The rubble, filled with escaping gas, caught fire and the flames spread rapidly to the remaining half of the building through the broken firewall.

The occupants of the destroyed portion of the building were thrown sideways and down, dropping two stories onto the concrete basement floor of the other half of the duplex.

Sgt David Paris, a neighbour, was awakened by the blast. Running to the burning building he saw that the family living in the less-damaged side had escaped. Hearing screams inside he unhesitatingly entered the highly dangerous and un-

MEDAL OF BRAVERY



SGT DAVID PARIS

stable structure, finding a man and a woman, dazed and disoriented, in the basement.

He pushed the man up the basement steps, located the woman under some rubble and carried her to safety. Sgt Paris

then re-entered the building to look for the couple's two children, but was unable to find them and was driven out by smoke, flames and falling debris. Within minutes the entire structure was completely ablaze.

For his brave actions, Sgt Paris, 37, chief clerk at the Canadian Forces Parachute Maintenance Depot CFB Edmonton, was recently awarded the Medal of Bravery by the Governor General, the Rt. Hon. Jeanne Suave, at an investiture in Ottawa.

Sgt Paris and his wife Marty, have two children, Michael 12 and Angela 8. The sergeant is a native of New Glasgow, Nova Scotia.

During the next 15 years, a remarkable revolution in NATO's operational intelligence capability will occur in Europe's Central Region. In large part, this will be due to the work of Maj Kenneth MacKenzie, Headquarters Allied Forces Central Europe, Brunssum, the Netherlands.

Arriving in 1983 into the Intelligence, Plans and Programming Section, he seized upon four recent SACEUR initiatives under the umbrella title of BICES - Battlefield Information Collection of Exploitation Systems. This ambitious project had the goal of producing a dynamic common distributed data base, fusing the product of linked systems. But the project had little by way of concept and even less in the way of practical solutions.

MERITORIOUS SERVICE CROSS



MAJ KENNETH MACKENZIE

Maj MacKenzie was faced with not only tackling such a complex task for NATO's vital central Region but achieving agreement on each separate part of the proposal between the six NATO headquarters in the region and the seven nations who support it.

Practical trials were also required and after great personal initiative, resourcefulness and effort, Maj MacKenzie has now an impressive two year trial into data fusion and a three year trial into display and terminal requirements taking place. The trials themselves have created needs for complex ADP equipment, circuit funding, operator training and results analysis, all of which have been supervised by Maj MacKenzie.

For his outstanding performance, well beyond the original terms of his job description, Maj MacKenzie received the Meritorious Service Cross from the Governor General, the Rt. Hon. Jeanne Suave, at a ceremony in Ottawa on 1 June.

CDS COMMENDATION



L/COL MURRAY STEWART

For six years, during the period 13 July 1981 until his retirement in December 1987, LCol Murray Stewart was the Director Regional Operations, Pacific Region. During that time, LCol Stewart worked untiringly in the development of the region's operations and plans, and the nuclear emergency response team. He was instrumental in revitalizing CFB Esquimalt's base defence force and rejuvenating the

esprit de corps on the region's cadet corps. He greatly enhanced civil-military relations, especially in areas dealing with sensitive issues.

For his constant demonstration of initiative and professional ability, which has reflected great credit on himself and is in keeping with the highest traditions of the Canadian Forces, LCol Stewart has been awarded the CDS Commendation.

WANTED

The Comox Airforce Museum requires donations for a display on Aviation History up to and including WWI. We would appreciate uniforms, flying instruments, photos, drawings and models of aircraft from this period. A model of the Silver Dart would be a great asset to our collection. Contact the museum at 339-8635 or drop in and see us.



AROUND THE BASE

Origins of the Species

John Bradley

408 BOMBER SQUADRON

Initially formed on 24 June 1941 at Lindholme in Yorkshire, No. 408 Bomber Squadron was the RCAF's second Overseas Bomber Squadron. 408 was equipped with the Handley Page Hampden Mk I twin engine, four place bomber. The aircraft was powered by two 1,000 hp Bristol Pegasus XVIII radials that powered the bomber along at a top speed of 254 mph. Due to its large forward fuselage and tapering tail, the aircraft earned the nickname "Flying Suitcase." The Hampdens were marked with the EQ fuselage code, which would in turn be applied to the various aircraft types 408 would fly throughout the war.

The unit's first Commanding Officer was W/C Timmerman, a Canadian in the RAF. W/C Timmerman took command of 408 Squadron when he was 27 years old and had by that time flown 50 missions and had been awarded the DFC. His main task during the early days of the unit was to locate two competent flight commanders to ensure that training was carried out with both speed and skill so that the unit could come up to speed as quickly as possible.

Training proceeded along well enough that in spite of a move to a new base at Syerston in Nottinghamshire on 20 July, 408 was able to begin operational flying early in August. In the very early hours of 12 August, four aircraft departed on a bombing raid of German shipping in Rotterdam's harbour. All aircraft returned safely including one aircraft that returned with a full bomb load. They had been unable to locate their target and instead of jettisoning the load on the unsuspecting Dutch, decided to return the load for use on another day.

From that night on the unit began regular bombing raids over Northern Germany. In spite of the rather limited range of the Hampden, some raids extended as far South as Frankfurt. 408 was also heavily engaged in the "Gardening" missions along the enemy held coast and around his harbours.

"Gardening" was the nickname for aerial mine laying. In fact, Gardening operations became so commonplace that new crews were normally tasked to carry out these types of missions especially around the Fisian Islands, to gain valuable experience before proceeding on to the much more dangerous bombing raids.

During December the Squadron moved to Balderton, also in Nottinghamshire, where they would remain until mid-September 1942. While at Balderton, 408 had an oppor-



Handley Page Hampden serial AT143 of 408 Bomber Squadron. (MAP)

tunity to evaluate a single example of the Avro Manchester twin engine bomber. While a pleasing design, the aircraft was grossly underpowered and little in the way of engine work seemed to help. Eventually, all Manchesters, over 600 had been built, were withdrawn from service. The basic airframe in itself was a sound design and with the addition of two more engines and a number of other minor detail changes, the aircraft re-emerged as the Avro Lancaster. 408 flew their single Manchester between May and June of 1942 and took the aircraft on two operational missions.

To be blunt, 408 was not impressed!

Hampden operations continued up to 15 September 1942 when 408 flew the last Bomber Command Hampden raid on an attack of Wilhelmshaven. With this raid completed the unit moved to a new location at Leeming in Yorkshire to prepare for the arrival of their new operational aircraft, the four engine Handley Page Halifax B. Mk.II.

HEAVY BOMBERS

408 sent their aircrews to the 1652 Heavy Conversion Unit to begin flight training while the groundcrew were dispersed to various Halifax squadrons to gain experience on the new aircraft. By 9 January 1943, the squadron was brought back together and was returned to operations. Bombing raids mixed with "Gardening" operations were carried out as per usual until March, when the unit joined other squadrons in Bomber Command in the new offensive over Germany. In this offensive major raids were carried out deep over German territory including such locations as Berlin, Stuttgart, Essen, and Pilsen in Czechoslovakia.

By August of that year the unit moved once again, this time to Linton-on-Ouse. It was from this base that 408 would remain for the rest of the war.

Within a couple of months of this move they would again receive new aircraft when the Manchester direct descendant, the Avro Lancaster was

delivered enmass to 408. Between October 1943 and September 1944, 408 would use the B. Mk. II version of this famous bomber. By September, the unit again changed aircraft type. They would return to the Handley Page Halifax but this time they were equipped with the B. Mk. III and A. Mk. VII versions of this large aircraft.

408 pressed home their bombing raids culminating with their last operational mission on 25 April 1945. On that day 17 aircraft were despatched on a raid of gun positions on the Island of Wangeroe. One aircraft failed to return. 408 was selected to become part of the "Tiger Force" instead of being immediately disbanded. They proceeded to Greenwood, Nova Scotia to begin training on their latest aircraft type. They had received a number of Lancaster B. Mk. X in May and had ferried them to Greenwood in June. Fortunately the war's end brought all flying to a halt and on 5 September 1945, at Greenwood, 408 was disbanded.

During the war 408 amassed an enviable record in the form of 4610 sorties flown for a combined total of 36,622 flying hours. 11,430 tons of bombs were dropped and the air gunners accounted for 11 enemy aircraft destroyed and an additional 6 damaged. 408 did not go unscathed as they suffered 146 aircraft lost on operations with the resultant loss of 897 aircrew who were either killed, wounded or taken prisoner. Non-operational incidents claimed an extra 12 aircraft and 39 personnel killed or injured.

408 Bomber Squadron received the English Channel and North Sea 1941-1943, Baltic 1941-1943, Fortress Europe 1941-1944, France and Germany 1944-1945, German Ports 1941-1945, Normandy 1944, Rhine and Biscay 1941-1943 Battle Honours. Individual awards included 1 MBE, 6 Bars to DFC, 161 DFCs, 32 DFM's, and 10 Mentioned in Despatches.

408 had their Squadron Badge authorized by King George VI in October 1942.

The crest consisted of a Canada Goose in flight and the motto war the "Goose" Squadron had been adopted by the City of Kingsville, Ontario. For Freedom. Earlier in the of Kingsville, Ontario.

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Music by *WESTWIND*

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Jul 22
Jul 29
Aug 5
Aug 12
Aug 19
Aug 26

Music by *WESTWIND*
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T.B.A.
Music by *PRIME TIME*
Music by *35 YEARS OF GOLD*
Music by *COUNTRYMEN*

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	July 5 & Aug 2 ONLY. Br. Exec Meeting
	(Normally 1st Thursday)
	Mixed Dart League recessed
	to Sept. 13 (Fall Start-Up)
WEDNESDAYS	FUN DARTS-Navy Rm - During recess
	Navy League Drop-In Bingo*
	Upper Hall 7:30 PM
THURSDAYS	*1st* L.A. Executive Meeting as required
	Branch Executive Meeting 8:00 pm
	(July & Aug-see Tues)
	2nd L.A. General Meeting-Upper Hall 8:00 pm
	3rd No Branch General Meeting Jul or Aug
FRIDAYS	T.G.I.F. in Lounge 2-6 pm
	Meet Draws *Lounge* 2-6 pm
	Dance - Lounge - Downstairs unless advised
SATURDAYS	Meat Draws *Lounge* 2-6 pm
	No Dance* June, July, Aug. Unless advised.

UPCOMING EVENTS

SUNDAY AUG 14 - ANNUAL LEGION GOLF TOURNAMENT. Comox Golf Club. Members only. 18 Holes, Shotgun Start 1:00 PM. Registration \$10. Callaway Handicap System. Entries till 12:30 noon. Prizes and lunch at Legion after event.

SUNDAY AUG 28 - ANNUAL LEGION PICNIC. Air Force Beach. 1-6 PM. Branch & L.A. Members & families. No charge. Hot dogs, hamburgers, corn on cob, soft drinks, and other refreshments.



Let's Talk WHY WORRY?

"Now, try not to worry!"

How often have we heard these words? Haven't we used them ourselves, trying to bring comfort to some person who was going through a particularly difficult time?

It is easy to say not to worry, but it is much more difficult to practise it ourselves. We live in a world today with many worried people. From the early hours of the morning until we close our eyes at night, we are faced with numerous situations and circumstances which bring out the "worry" in the best of us.

"Will the children be safe at school today?"

"What pressures will they face from the 'in-crowd'?"

"How much longer will my husband be working before his job is finally phased out?"

"Is my wife improving at all since her surgery?"

"What will happen to us when we can no longer care for ourselves?"

Yes, we worry about life and living; about death and dying. But, does worry help? Does worry solve our problems? Does it ease our burdens? Yet, worry affects us.

Dr Charles Mayo says "Worry affects the circulation, the heart, the glands, the whole nervous system and profoundly affects our health..."

It is a known fact today that many physical problems stem directly from some psychological problem and worry seems to fit that category.

When we worry, we are not at our best potential. We don't think clearly; we don't act properly, and we see with the wrong perspective.

However, let us remember that there is a difference between worry and concern. We would be inhuman if we failed

to show concern and compassion. One writer makes this difference: "A worried person sees the problem, and the concerned person solves the problem."

It would seem then that the person who worries, does nothing but worry. However, the person who shows concern is the one who is able to do something about the problem or the difficult situation.

Worry wastes valuable time. It saps our energies. It causes frustration and we accomplish nothing. Someone has said "Worry, like a rocking chair, will give you something to do, but it won't get you anywhere."

It is true that we worry sometimes about things which never happen. It is also true that we create our own problems and we bring worry upon ourselves. Perhaps, we feel insecure, lonely, depressed, deprived, or forgotten. Maybe we have ignored one important factor: God does care!

J.B. Phillips translates these Scripture verses with a positive note of assurance: "Don't worry over anything whatever, tell God every detail of your needs in earnest and thankful prayer, and the peace of God, which transcends human understanding will keep constant guard over your hearts and minds as they rest in Christ Jesus." (Philippians 4:6,7)

Yes, God is concerned about us, and He will provide for us.

We have often smiled, yet readily agreed with the simple lines written by Elizabeth Cheney:

"Said the robin to the sparrow, 'I would really like to know, What these anxious human beings Rush about and worry so.'"

Said the sparrow to the robin 'Friend, I think that it must be That they have no Heavenly Father Such as cares for you and me.'"

Worry tries to erase that great truth, and so we need to be reminded to stop our hurrying and scurrying, and our worrying and just remember that God loves us and He will take care of us.

An unknown author has written these words of wisdom: Worry, why worry? What can worry do?

It never keeps a trouble from overtaking you.

It gives you indigestion and sleepless hours at night, And fills with gloom the days, however fair and bright.

It puts a frown upon the face, and sharpness to the tone, We're unfit to live with, and unfit to live alone.

Worry, why worry? What can worry do, It never keeps a trouble from overtaking you.

Pray, why Pray? What can praying do? Praying really changes things, arranges life anew.

It's good for your digestion, gives peaceful sleep at night, And fills the gloomiest grayest day with rays of glowing light.

It puts a smile upon your face, the love note in your tone, Makes you fit to live with others, and fit to live alone.

Pray, why Pray? What can praying do?

It brings God down from heaven to live and work with you.

Mrs. Major Cora Dodge
The Salvation Army
Red Shield Services



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CANADIAN FORCES UPDATE

740 Communications Squadron

I realize that it has been months since our last article but I was hoping that someone in the Det would notice and take over the position. I had even sweetened the deal - there was not to be any broken arms or twisted wrists - the deal is one free can of pop of your choice. Still no one jumped at the chance so you know who will do one last article. (It has to be the last I'll be gone by the next deadline.)

So much has happened since our last article that if we were to give a blow by blow account we would most likely add about 10 pages to the paper. So we will attempt to do what Reader's Digest does. If that fails we will just leave out the boring stuff.

The Det would like to welcome Bernard Richer-Lafleche and his wife Jacqueline to Comox. Bernie came to us from Halifax in early May. They hardly had time to get settled in when Jacqueline gave birth to a healthy baby girl (of course I forget her name).

We would also like to welcome Diane Euley who showed up unexpectedly one wet afternoon. Diane came to us from 744 Comm Regt for a six month call-out. We are still not sure if she is on call-out with 740 or 407, she has probably logged in more flying time, in the past week, than some crew members. Her presence is a welcome relief during the busy summer months and she can even come close to matching Bruce in the yipping department. Diane is taking advantage of her call-out to get in some hunting, her prey being a green flying jacket. There is also a rumour circulating that she has her eyes focused on a certain J.A. We can't confirm this but the evidence gathered so far sure points that way.

The Det gathered at the Air Force Beach Pavilion on 18 Jun to bid farewell to our departing members. This year we are losing 4 members. The first to depart will be Don Reid. Don came to Comox off his TQ3

course in January 1983 and is now headed for Debert where he will be employed in the NODE.

Don MacLeod came to Comox from Debert in Aug of 1982. The Career Manager saw it fit to send Don back to the East Coast. He is headed to Greenwood where he will be employed in the Base Custodian's office.

Cheryl Brewer was lucky enough to come to Comox from the school in Kingston in Aug of 1982. She got fortunate once again and the dart netted her a posting to 708 Comm Sqn Trenton.

Jeff (short timer) Willis came to Comox in July 86 after a stint as an instructor at the school in Kingston. The merit board got unlucky and all of their darts landed on his name so with his promotion comes a posting to 743 Comm Sqn Penhold.

Getting back to the party...some people thoroughly enjoyed themselves while others had even more fun...right Bruce. It must have been good (judging by the photos) because all he could mumble about on Monday was living in a freezer and his wife's cold shoulder.

Cheryl enjoyed her plaques so much that she dropped one of them, fortunately Steve and Donna were able to restore it to wall hanging condition. (She even thought she had broken the other one.)

DET GOING ONS

The Det Comd was in Vancouver for the 74 Comm Gp change of command parade on 26 June. We haven't heard much about the parade but we have heard plenty about the hotel's lack of an air conditioner and the Vancouver Fire Department, Police, Ambulance and Transit System keeping him awake.

Staying with the Det Comd he took a week's leave while his grandchildren were visiting but for some strange reason showed up bright and early Wednesday morning (claiming

he had a dental appointment) and hasn't been home since. To make things even better he somehow knows when his wife is about to call and leaves the office and manages to return her calls when she is out...ESP or what? (The first sentence is true - the rest is a little exaggerated.)

Dave Cook has just returned from a six week paid vacation with the Navy in Esquimalt. The only downfall to this trip was sharing his CABIN with 3 others, having to march everywhere, being screamed at and going to the field to play silly bugger for a week. All this just to go on a Grad parade and have the letters JLC printed on his 490. He claims he had a good time but is sure glad it's all over. Now once his hair grows back he will be almost back to normal. He has just to quit going to the heads and looking out the porthole.

Johanne was home on leave for a couple of weeks, says she had a great time, especially on her birthday. She even filmed her entire trip. Anyone wanting a copy of the video can contact Johanne.

Serge moved from PMQs to a place with a view in Tye Park (believe me it does have a view). The move progressed quite smoothly especially after the first load when Jeff discovered the old U-Haul had power brakes. (We won't mention what happened to the load the first time he applied the brakes, but Steve nearly ended up on the hood.) Not to criticize the company but their logo sure matches their vehicle "an adventure in moving." Anyhow we managed to get all his stuff into the house. What did not fit in the living room went anywhere we could place it. Andrea and Serge must have spent the next three weeks finding everything and placing it in the proper location.

A late-breaking rumour is that Al is finally going to get married. It is no surprise to

Promotions at the Comm Det



Capt J.E. Peterson, Det Comd 740 Comm Sqn Det, presenting Sgt Jeff Willis with his new rank.



Capt J.E. Peterson, Det Comd 740 Comm Sqn Det, presenting Cpl Diane Euley, 744 Comm Regt, with her new rank.

some of us because no matter how he attempts to hide he is starting to show (actually, he looks overdue)...We don't know when the big day will be, but we will be checking our mail for an invitation.

I must use my rusty crypto skills to leave this final note...TUKWILBU. Actually there is a longer version of the story but why waste space. P.S. - Sir: I did intentionally

pick on you again...but who could resist one last chance...this time there is a difference. I won't be here when this is printed (unless of course I have my deadlines mixed up). In the short time I've been here I have gathered enough little goodies to be able to send a good story to be read at your retirement dinner. It may have to be condensed, as a NOVEL may just be too much for one dinner....j.w.

...more Demon Doins

CONTINUED FROM PAGE 2

Stan Lawson, now there's a happy-go-lucky man. I don't think there is enough I can say about him as he has been a tremendous help to me and has prevented me many a time from some foolish indiscretion...my thanks to you Stanley.

John Menard, better known as J.J., has always had

something good to say - when he could be found, that is.

Rick Verbeek, I'll miss spinning your paperclip holder and hearing your wonderful (???) voice singing happy birthday.

Michel Daviault, Anne Warren and, of course, the Duffer have provided me and most of the section with daily entertainment - what with Mike

and Anne's picturesque language and Neil's morbid sense of humour that has a lot of numbers thrown about. With Sam there you will have a pre-made, mixed foursome to take on all comers in golf or darts.

Shirley Audet, just think how peaceful it's going to be, and you will finally have a ter-

minal all to yourself.

Last but not least - Marilyn. What is it going to be like without the tax collector coming around to visit you all the time and helping you rearrange your desk?

By the time you are reading this I'll have left the party fund, turning the key over to Sam and Anne, who I am sure

will surpass anything that I did for or against you and probably have as much fun as I did.



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 Gar-
 dens, Bldg. 88.

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

SUNDAY WORSHIP-Each Sunday - 1100 hrs.

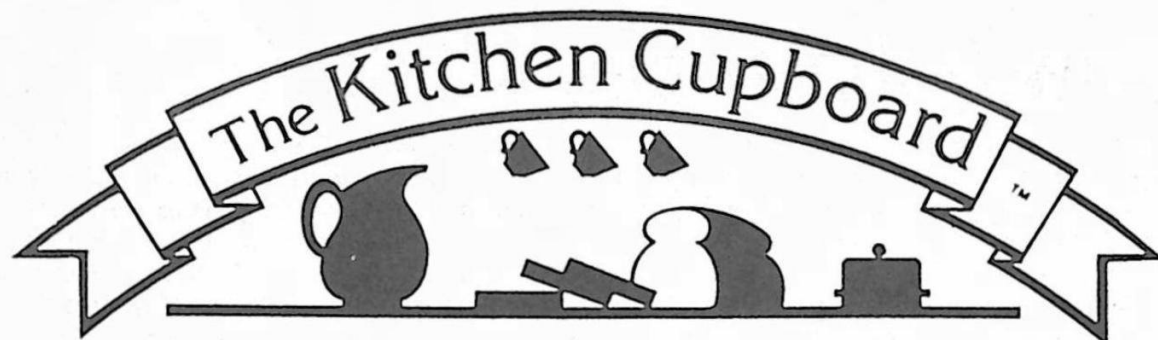
HOLY COMMUNION-First Sunday of the month.

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 Prit-
 chard Rd., Comox.

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



CULINARY DELIGHTS FROM THE EDITOR'S COOKBOOK

BRUNCH "PASTABILITIES"

Pasta has charmed our collective tastebuds, and for good reason. When prepared properly, it's light, nutritious and very satisfying. Tossed with flavourful spring vegetables, fresh fish or chicken and a delicate sauce, it becomes a simply elegant meal.

Baked pasta dishes are also a good choice for casual get-togethers. Most casserole-type recipes call for advance preparation of noodles and sauce so you're out of the kitchen when guests arrive. And the newest offerings feature innovative combinations of tastes and textures that say we've come a long way from lasagna. Best of all--they come to the table steaming and fragrant under a blanket of melted cheese.

Any entertaining occasion should be as easy on the budget as it is on the host or hostess. Pasta is one of the most economical foods around--capable of stretching a handful of more expensive ingredients into a feast. Complete the menu with a crisp green salad, crusty bread and refreshing fruit salad and you have a tempting meal to welcome the new season.

The following recipes and entertaining ideas, developed by home economists at the Pasta Information Bureau, offer fresh ideas for any spring gathering. Other delicious, nutritious Pasta recipes are available free of charge by writing: Pasta Information Bureau, 20 Holly Street, Suite 402, Toronto, Ontario, M4S 3B1.

ENTERTAINING PASTA

* Give your pasta favourites a fresh look by experimenting with interesting new shapes. Try pasta shells, ziti, penne, bowties and corkscrew shapes to enhance entertaining dishes.

* Pasta casseroles such as Lasagna, Cannelloni and Manicotti are perfect for when company calls -- they can be prepared ahead of time, frozen, baked just before serving. Add a crisp salad and some herb bread for a superb impromptu dinner.

* Instead of soup or salad, start

a special meal with a pasta appetizer. Cook thin spaghetti or capellini noodles and prepare a sauce of hot cream, chopped smoked salmon and minced shallots. Arrange noodles on warm serving plates, top with sauce and garnish with fresh dill or red caviar.

* Tasty pasta salads offer endless variety to entertaining meal plans. Try fresh vegetables or seafood for a light spring luncheon. Best of all -- a pasta salad can be made in advance and the flavour actually improves over time!

PASTA EGG NESTS WITH HOLLANDAISE

For Eggs Benedict with a twist -- try noodles as the base! This classic brunch or light supper dish is sensational with easy-to-make blender Hollandaise sauce. If noodle nests aren't available substitute linguini or fettuccini.

In one large pot, cook egg and spinach noodle nests together according to package directions; drain well.

In medium frying pan, bring salted water to a boil; reduce heat to simmer. Break whole eggs into water and cook 3 to 5 minutes to desired firmness. Remove poached eggs from water with slotted spoon and drain well.

Meanwhile, prepare Hollandaise Sauce. Place egg yolks, lemon juice, salt and mustard in blender or food processor; blend until smooth. Remove cover and, with blender running, add hot butter in slow, thin stream. It will take only about 30 seconds to emulsify. Arrange pasta on 4 serving plates. Top each with poached egg and cover with sauce. Garnish with pitted black olives and dill sprigs, if desired. Serve immediately. Makes 4 servings.

Preparation Time: 5 minutes

Cooking Time: 10 minutes

CREAMY CANNELLONI WITH CHICKEN AND ALMONDS

These are a snap to make if you use the precooked cannelloni shells available in most supermarkets. For no-fuss entertaining, assemble the cannelloni ahead of time; cover and chill; then bake just before serving. For smaller groups, this recipe can be cut in half.

16-20 Cannelloni Shells 16-20
 2 med tomatoes, chopped 2
 2 T grated parmesan cheese 25 ml

Sauce:

3 T butter 45 ml
 1 med onion, chopped 1
 3 T all-purpose flour 45 ml
 1 1/2 C chicken broth 375 ml
 1 C light cream 250 ml
 1/4 tsp salt 1 ml
 1/4 tsp white pepper 1 ml
 1/4 C grated swiss cheese 175 ml

Filling:

1 1/2 C finely-diced cooked chicken 375 ml
 1 package (10 oz/300g) frozen chopped spinach, thawed and well drained 1
 1/4 C ricotta cheese 175 ml
 1/3 C toasted sliced almonds, chopped 75 ml
 1/4 C grated parmesan cheese 50 ml
 1 egg 1
 1/4 tsp nutmeg 1 ml

Sauce: In medium saucepan, melt butter over medium heat. Saute onions until tender, about 3 minutes. Stir in flour; add broth, cream, salt and pepper. Cook and stir until thickened and smooth. Remove from heat and stir in swiss cheese until melted. Set aside.

Filling: Combine chicken, spinach, ricotta, almonds, 1/4 C (50 ml) parmesan cheese, egg and nutmeg. Beat until smooth and well blended. Stuff cannelloni shells with equal amounts of filling.

Assembly: Pour thin layer of sauce over bottom of greased 13 x 9-inch (3.5 L) baking dish. Arrange stuffed cannelloni in single layer on top. Cover with tomatoes and pour remaining sauce evenly over all pasta. Sprinkle with remaining parmesan cheese. Cover with aluminum foil. Bake at 350°F (180°C) for 35 to 40 minutes or until tender. Remove foil and place under broiler; heat until golden, about 3 minutes. Makes 8 to 10 servings.

Preparation Time: 45 minutes

Cooking Time: 40-45 minutes

New Program at NIC

THINK SKIING THIS SUMMER, IT COULD PAY OFF THIS WINTER

North Island College presents a Ski Retail, Rental/Repair program from July 18 - October 23, 1988 inclusive. In this pre-ski season course, those participating will be given the opportunity to contribute to the tourism/hospitality industry in Comox Valley's major winter recreation business. This program is designed to develop key individuals to become qualified technically sound and hospitality oriented employees. This particular training will be indispensable in our growing tourism affiliated community, where both ski resorts and retail outlets will recognize its long term value(i.e. - Overall skills obtained will become transferrable from season to season.)

During the 15 week session subjects studied in class will be complemented by hands on practical training. Topics of interest include:

Ski industry profile
 Rental shop operation
 Retail shop operation
 Repair techniques
 Salesmanship
 Product knowledge
 Tourism/Hospitality overview
 Communication skills
 Risk awareness

Limited enrollment will be accepted for this program, so register early. Please direct any questions to North Island College, Tourism/Hospitality Department, 334-8934.



IT'S A MATTER OF
 LIFE AND BREATH
 DON'T SMOKE



DRINKING DRIVING
 COUNTERATTACK

ON AND OFF THE BASE

How Submarines Work

Have you ever wondered how a submarine works? Even those of us who are not technically inclined can figure out how a ship floats - most of us floated little plastic ones in our bathtubs in our formative years. But a submarine is quite a different matter. How does it go underwater when you want it to and how does it rise to the surface again?

Ballast tanks have a lot to do with it, explains LCde Norm Jolin, a submariner working on the submarine acquisition project.

These tanks are on the outside of the submarine hull and can be filled with either water or air. When the submarine is on the surface they are filled with air. If you want to dive the air is forced out through vents and the tanks filled with water. The submarine can dive through a combination of forward motion and by using its hydroplanes - similar to the flaps on an aircraft - that direct the movement of the boat up, down or straight ahead.

So now we are down. How do we come up again? It is the same procedure, only reversed. First step is to fill the ballast tanks with compressed air, driving out the water. Then with hydroplanes turned to surface, when the boat moves forward it will rise in the same way as an airplane climbs.

Now we know how to get up and down when we want to, what other considerations do we have to bear in mind?

When out on patrol it is a common mistake to think that submarines operate a lot on the surface. In fact even our Oberon Class boats rarely surface. If the submarine needs air, for the crew or for the engines, the boat rises to just under the surface and raises a mast up above the water to take in air and release exhaust. This process is called "snorting" and does not require the boat to surface. No longer does the boat operate on the surface,

like in those U-boat movies, with the commander in the conning tower scanning the horizon with binoculars. Modern submarines, due to their shape, are designed to move faster under water than on the surface, and that is where they will operate.

When under water, submarines have to take into consideration the effect of water pressure. All submarines have a maximum diving depth. This is the deepest a boat can dive before running into danger from water pressure. Modern boats have specially strengthened steel and a minimum number of openings in the hull, enabling them to increase diving depths.

Trim is another consideration. This refers to the internal distribution of the weight in the submarine. This has to be balanced to allow the boat to sail at a constant depth. Submarines have internal compensating tanks that adjust to take into account changes in internal weight from such things as fuel consumption and weapons usage. Through the use of these tanks the submarine can achieve a state of neutral buoyancy. This is a state where the submarine neither sinks nor floats but rather hangs suspended in the water.

This, very basically, is how a submarine works. It dives or surfaces through a combination of ballast tanks, forward motion and use of the hydroplanes. The way it operates in water is quite similar to the way an aircraft operates in air. It is not really as mysterious as it might seem.

NUCLEAR VS DIESEL-ELECTRIC PROPULSION
A nuclear-propelled submarine uses energy produced by a small nuclear reactor for propulsion. A diesel-electric boat uses diesel engines to produce electricity that is stored in batteries.

When under water a diesel-electric submarine uses the batteries for propulsion. It cannot use its engines because it needs air to run them and a means to expel exhaust. This can only be done by "snorting" near the surface - sending an intake and exhaust mast up above the water.

A nuclear-propelled submarine can stay under water indefinitely. It does not need air to run the engines and it can regenerate its own oxygen for crew use.

A nuclear-propelled submarine can sustain high submerged speed indefinitely, while a diesel-electric submarine can only do this for a few hours and then depletes its batteries. Because a nuclear-propelled boat does not need to break the surface to take in air, it is the only proven vessel that can operate under ice.

Cindy Gets Her Maple Leaf



The BPadO, Capt Smart, congratulates MCpl Cindy Main on her recent promotion to that rank. Congrats Cindy!

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LUNG
CRIPPLERSSUMMER
CLEARANCE

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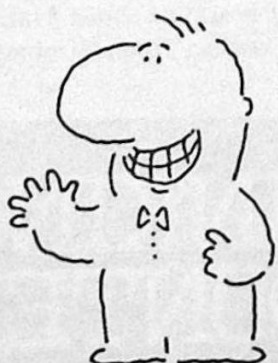
LAKE DAYS

WHERE: COMOX LAKE PARK

WHEN: JULY 24th

ENTERTAINMENT FOR
EVERYONE

PANCAKE BREAKFAST AT 9 Am

Keep
Smiling

LIFESTYLE



music reviews and syndicated columnist

FAMILY BROWN FLYING HIGH THESE DAYS

With 14 albums, three dozen charted singles, every conceivable award; their own television show for 13 years; guest spots on numerous network show including a 30-minute special on The Nashville Network's New Country and BBC-TV specials in Britain and Ireland; and extensive touring throughout North America, Family Brown have long been considered Canada's premier country group.

The release of "These Days" (RCA/BMG KKLI-0595) is bound to bring another round of awards and solid chart numbers. Matter of fact, their debut single "Til I Find My Love" has literally vaulted out of the starting gate and become the group's fastest breaking single to date. This track, with its easy paced vocals and under-stated instrumental backing, moves the group into a more contemporary genre. "Closer To Me" is one of those infectious tracks that jumps from the turntable to reverberate in the listener's brain. It's loaded with hooks, has a catchy melody and is the kind of song that you hear from passing cars or on the beach. This track is loaded with commercial potential and should quickly turn into a follow-on release when the "love" track has run its chart course.

When an album starts off with a song that is obviously destined for the number one position and just keeps getting better, enough good things can't be said. The combination of contemporary country and hook lyrics along with first class vocals make this album that should see action on both sides of the border.

The Family Brown's parent record company, RCA Canada, are fully committed this time around. They held press listening parties in Toronto and Ottawa and the reaction has been overwhelming. If they are able to convince their U.S. counterpart to show the same type of commitment then this group is headed for the top ten in all the American trade papers.

The material here is the best the group have ever been associated with and whether it's the uptempo, guitar-laced "Sure Looks Good," the romantic "You've Got Me Loving You" or the set closing "Just A Little Bit Of Love," "These Days" marks a new plateau for the Family Brown. Grab this one. Great grooves!!



FAMILY BROWN



Aids Awareness

by JAMES GREIG

SHOULD AIDS VICTIMS BE ISOLATED?

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.

I read somewhere that Russians put people with AIDS in jail. Why don't we isolate them here?...T.L., Winnipeg, Man.

Your compassionate nature is overwhelming. The only information I have concerning the Soviet AIDS situation, in that respect, is an article written by Lillian Newberry of the Toronto Star on Jan. 28. Newberry reporting from the International AIDS Conference in London advised that any person guilty of knowingly transmitting the AIDS virus in Russia would be jailed. That is a significantly different situation than your understanding.

Russian authorities apparently regard "knowingly transmitting" the disease as premeditated murder. Newberry reported that any known Russian Aids virus carrier is warned by officials about transmitting the disease and must sign a paper acknowledging the warning and the possible consequences. At the time of the article Russia reported having only four cases of AIDS that had been identified and 33 AIDS virus carriers.

I'd like to write to you about an AIDS problem but I don't want my name to appear in the newspaper. Are the letters sent

to you treated confidentially? Do you write back personally?...M.L., Victoria, B.C.

All mail addressed to me or to the AIDS AWARENESS column c/o your newspaper is treated in confidence. Once your letter has been read and some action is taken (the letter is edited and used in a column or I have responded personally) it is destroyed. In most cases, when I do respond personally to a reader, I will refer them to their doctor, their local AIDS Committee or Board of Health. I am not a doctor and I do not presume to give medical advice. When questions from readers appear in this column, you will note that I use the initials of the writer only, and if the letter is from a small town, I will use only one initial. Beyond providing a service to readers, the importance of receiving your letters is that it gives me an indication of just what Canadians want to know about AIDS and this provides me with guidelines for future columns.

My ex-boyfriend just had an AIDS test. How long does it take to get the results of an AIDS test? Please hurry and answer....S., Cornerbrook, Nfld.

I'm afraid by the time my answer appears in this column your ex-boyfriend will know the results of his test and you didn't provide me with a return address to respond to you personally. The length of time it takes for AIDS antibody test results depends on where and when your ex-boyfriend was tested.

Blood samples have to be taken and sent to the laboratory for analysis and this is usually done by mail. If you live in a remote area it may take longer for the mailed results to get back to you. The actual test analysis takes about 25 steps after a vial of blood is extracted, and the process takes two to three hours by lab technicians.

Your blood sample will likely be at the lab only one or two

days, but of course, this depends on the lab facilities in your province and how busy they are. Wade Kearley of the Newfoundland Ministry of Health tells me that AIDS antibody test analysis is done once a week in that province (on Fridays) and confirmatory tests are done out of province.

Your ex-boyfriend should, however, have his test results back within 10 to 14 days. The following is a list of lead times that can be anticipated for the AIDS antibody test results in the various provinces:

B.C.	10-14 days
Alberta	14-18 days
Sask.	21-28 days
Man.	14-21 days
Ontario	5-10 days
Quebec	14-21 days
Maritimes	10-14 days

I recently attended a funeral of a young man who died of AIDS. Before they closed the casket, the dead man's mother kissed him. Was she not taking a real chance of contracting the disease?...Ms.J.R., Toronto, Ont.

No, she was not. I can't believe that, under the circumstances, however, it would have mattered to her one way or the other. There is absolutely no risk involved by being anywhere near or touching the body of an AIDS victim. In the same way, there is no risk of being near or touching a person with AIDS (PWA) when they are alive.

Even funeral directors and morticians who handle the body fluids of the deceased (where there could be a slight risk) have established guidelines for this procedure in the case of persons with AIDS. These guidelines have been provided by most provincial Ministries of Health and the Canadian Funeral Directors Association.

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

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HEALTH AND WELL BEING

info
health

Dr. Bob Young



INCREASING HEALTH COSTS

Pick your culprit - the doctors, the public, the politicians. Each tends to blame the other two for "uncontrolled" increases in health care costs. This, and the next two columns will examine some of the reasons health care costs have gone up.

In fact, when expressed as a percentage of gross national product (an accepted standard), health care costs have changed little over the past few decades - but that is a different story.

Are there too many doctors? We are told that reducing the numbers would lower costs. Undeniable. But who would care for the patients, many of whom wait too long now for appointments?

But doctors do generate costs. They are trained to be meticulous and complete in reaching a diagnosis. They have access, in most cases, to lab tests, CT scans, ultrasound, and a myriad of other expensive tools which help them do better work.

And is it not better to spend \$250 on a CT scan and get a diagnosis today rather than spending a week using older methods?

POLITICIANS & HEALTH COSTS

The politicians and the cost of health care are examined here in the second of our three part mini series.

It can be argued that our elected representatives, through the years, have been the major culprit in the present health care cost crisis. There is no doubt that provisions of low or no-cost health care coverage has great appeal to voters, and politicians were quick to recognize this in years gone by.

We also live in a country that has become used to government handouts such as baby bonus cheques, old age pensions, unemployment insurance, subsidies, and other goodies. We, in a "socialized" environment, expect these things as our right, and howl, usually successfully, at any suggestion that benefits should be reduced.

The politicians, I feel, have been caught in a medicare bind. While they can control UIC payments or baby bonuses, they have little control of health expenditures unless they ration access - a method that appears to be coming more common. The Canada Health Act, supported by all parties, almost guarantees that cost increases will occur, as it guarantees free access to all.

Malpractice, medical misadventure, and negligence are doctor-related costs. Ever-increasing judgment amounts have resulted in a doubling of malpractice premiums every year or so - a cost that must come from increased fees. More important, in order to avoid lawsuits doctors may order unneeded extra tests to cover themselves in court. The cost? Many millions of dollars that could be better spent.

Overservicing - seeing a patient too many times - does occur. Some is the result of practice style, some to the malpractice threat, and some is an income-generating scheme used by a few doctors who, for one reason or another, are not kept busy enough. Monitoring of billing patterns usually catches the cheaters.

Research doctors also generate costs through new discoveries. Cholesterol levels, open heart surgery, new drugs for blood pressure, and high-tech in general give their front line clinician colleagues much more to offer their patients - better care, at greater cost, perhaps, but often balanced by a more rapid return to health and productivity.

By failing to provide any type of deterrent the government has virtually invited misuse of the system. Trivial complaints that our parents and grandparents would never even consider talking to the doctor are now a routine part of most general practices - and why not? - it's "free."

Medicare is no longer a vote-getter for the politicians. It has become, as they say, a negative. Having given the cany to the populace they are now taking it back, "de-insuring" services that used to be covered. Predictably, they blame the doctors.

No government is likely to be brave (or sensible) enough to institute a deductible clause or other deterrent into the system. Asking all of us (pensioners, welfare recipients, and the poor excluded) to take some direct financial responsibility for our own health care (why not? - it's our body) would bring some realism into the system and, I feel, dramatically reduce costs.

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

Keep Your
Head Together

Twenty BC cycling deaths yearly and over 2,000 injuries are too many, says the British Columbia Medical Association, launching an awareness campaign on bicycle helmets.

Partners with the doctors in the new campaign include the Insurance Corporation of British Columbia, the Bicycling Association of British Columbia, and the BC Home and School Federation.

The first phase of bicycle helmet program, is a "Top Gear" poster, which is being distributed to schools, doctors' offices, bicycle shops, and community locations. The Top Gear theme is aimed at both young cyclists and their parents, to demonstrate that bicycle helmets are stylish, as well as protective.

"We want to prevent all the deaths and serious head injuries on bicycles that are preventable," said BCMA President Dr David Jones, "and that means most of them." Mandatory use of hard shell bicycle helmets by all BC bicyclists and their infant passengers has been BCMA policy since 1987.

"We know from surveys that a lot of people have considered helmets," continued Dr Jones, "and often the reasons for not buying them for their children and for themselves are related to being image conscious and reluctant to wear something their friends aren't wearing. We hope the Top Gear theme will change this. The young cyclist in our poster looks great."

Dr Jones also spoke about other objections often raised against helmet use. "While other types of injuries are sustained in bicycle accidents, head injuries cause 90 percent of deaths on bicycles, and even survivors of accident risk serious brain damage," he said. The campaign sponsors are working to change the general public attitude that bicycles are "just toys."

The need for helmets was attested to by special guests at the Top Gear launch--the Last family of Vancouver. Geoffrey Last said his family strongly supports the bicycle helmet campaign after losing his 15-year-old brother, Gary, in a bicycle accident in August, 1987. The family felt Gary's chances for surviving his accident would have been far better had he been wearing his usual protective head gear.

It was noted that Gary Last was a competitive cyclist who survived racing accidents while wearing a helmet. The BCMA has asked the Racing Commission of the Cycling Association of Canada to adopt a mandatory hard shell regulation for all levels of bicycle racing in Canada.

The next phase of the campaign will be this fall.

ASK YOUR
PHARMACIST

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

HOW TO USE STRESS TO YOUR ADVANTAGE

Nature equipped our bodies to cope with stress, a blessing in this ever-faster moving world. Being under pressure from time to time can be good for us, forcing our hearts to beat faster and raising blood pressure to get us ready for "fight or flight."

In this situation we can become more alert, productive, efficient and successful if we control the severity and duration of these peaks. If we can't and it seems the stress never ends, then our bodies might begin to break down under the pressure. Headaches, ulcers and chronic high blood pressure are just a few of the possible consequences of staying too long in the fast lane.

Most people welcome the lift the occasional stressful period can give. A person's mental make-up and conditioning determine whether stress improves or detracts from their performance. For example, if you're happy in what you do,

even long hours of very hard effort will have no ill effects. On the other hand, a person who hasn't learned to use leisure time constructively may become ill just from sitting and brooding.

Other mental factors which can lead to stress are an inability to accept change, allowing yourself to be bored and not doing anything about it, always putting things off until the last minute and trying to achieve unrealistic goals.

If dealing with stress becomes so unbearable it leads to depression or physical problems, consult your doctor. He or she will carefully seek out the cause of your problem and prescribe the right treatment.

Your Shoppers Drug Mart pharmacist can discuss the many medications available to control the harmful effects of stress. These can speed recovery while the necessary personal adjustments are made to prevent a recurrence.

USE VITAMINS SAFELY FOR GOOD HEALTH

Your body needs the right kind of vitamins in the right amounts to keep you healthy and protect itself from disease. As most of your vitamins come from the food you eat, making sure you get a balanced diet is usually as easy as following the recommendations of the Canada Food Guide.

Unfortunately, the pressures of job, school and everyday living lead many of us to eat on the run, picking up whatever keeps us going and not always what's best.

Some people believe they can make up for skipped or hastily eaten meals by swallowing huge quantities of vitamin supplements. Not only is this untrue, it's potentially dangerous.

Supplements can be useful additions to our diet, but there's no substitute for good nutrition.

If you don't think you're getting a balanced diet, ask your doctor or consult a nutritionist. Your pharmacist too, can help by recommending appropriate supplements. Learn to rely on these health care professionals for good advice.

Therapeutic doses of vitamins should only be taken on the advice of your doctor. Always read the dosage instructions for vitamin supplements as carefully as those of any other medication. If you have any questions, just ask your Shoppers Drug Mart pharmacist.

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LIFESTYLE

New Political Activity Rules

Some forthcoming changes to the rules governing political activity on military bases and stations were announced toward the end of April 1988 by the Minister of National Defence, the Hon. Perrin Beatty. While the new rules have not yet been formally published, base and station commanders are following the intent of the new rules as they interpret existing policy.

Political activity has always been restricted on military property in Canada. As early as 1879 the Regulations and Orders for the Militia of the Dominion of Canada forbade members to institute or take part in any meetings, demonstrations, or processions for party or political purposes in barracks, quarters, camps or elsewhere. Of course, the rules have changed a bit over the years but the purpose has always been the same - to ensure that the armed forces both remained, and appeared to remain, politically neutral.

POLITICAL NEUTRALITY

Although the political neutrality of the Canadian Forces remains as important as ever, it has been decided to ease up on some of the rules, especially those that limit what civilian spouses and dependants can do and those that control political canvassing to married and single quarters. The changes are being introduced in response to recommendations

contained in a report by an advisory group that was chaired by Dr. Desmond Morton, a noted Canadian historian.

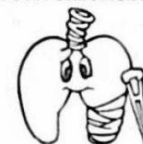
Among the changes being made is allowing the civilian occupants of married quarters in Canada to hold political meetings in their PMQs. This does not mean that a monster rally can be held on the front

lawn, but those civilians who do want to hold a political meeting inside their married quarters will be able to do so. Political meetings in PMQs located outside Canada remain prohibited to avoid problems with the host country.

Another change concerns political canvassing. Canvassers will be able to go door-

to-door in married and single quarters provided security and privacy considerations permit. Canvassers can be candidates for election or they can be individuals seeking to gain support for a change of some government policy. While not everyone will welcome this activity, the advisory group pointed out "...that the free

dissemination of political information and the possibility of communication are essential features of a free and democratic society for which citizens must accept some inconvenience."



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- provide a trainee with work experience and skills.

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FOR THE INCOME ASSISTANCE RECIPIENT

The Employment Opportunity Program gives you the opportunity to develop or update your skills while training on the job. Additional support benefits, such as day care continue while you're gaining valuable job skills. This work experience is the first step to permanent employment!

To qualify, you must be:

- receiving income assistance from the Ministry of Social Services and Housing; and
- at least 15 years of age.

If you find an employer who is willing to train you or to provide you with work experience, the Employment Opportunity Program will pay half of your wages, up to \$3.50 per hour.

Think about it—this is your opportunity to build an independent and secure future for yourself.

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Some possible projects include construction, restoration and upgrading of tourist facilities, or providing significant improvements to tourist related activities, services and events.

ENVIRONMENT YOUTH PROGRAM

If you are an income assistance recipient between 17 and 24 years of age, the Environment Youth Program can employ you on park improvement projects. It will provide work experience and training to those not only in rural areas, but also in urban areas throughout the province.

The Environment Youth program is made possible through the co-operation of the Ministry of Environment and Parks, the Outdoor Recreation Foundation of British Columbia and the Ministry of Social Services and Housing.

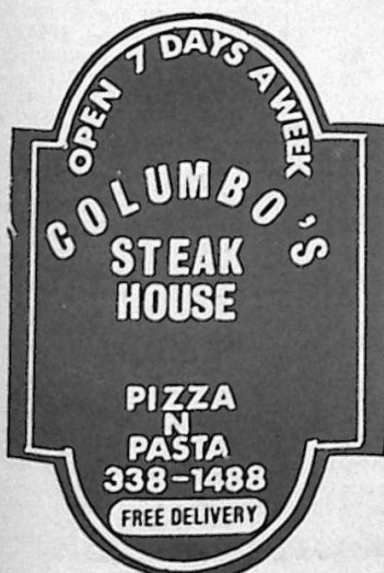
FOR PROGRAM DETAILS AND APPLICATION FORMS, CONTACT THE NEAREST DISTRICT OFFICE. (See the Blue Pages of your Telephone Directory under Ministry of Social Services and Housing.)



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Stamps by Larry McInnis

REPRODUCTIONS ARE ONE WAY TO OWN OLD STAMPS

A country's old stamps are sometimes its most attractive, and often the most valuable, beyond the reach of the average collector. In many cases, collectors can have some of these oldies, sort of, because they're reproduced on other stamps.

Some Canadian classics have been reproduced on modern stamps. So many other countries have done this at various times that collecting stamps-on-stamps has become a special collecting area.

Canada's first venture into this field was in 1951. On Sept. 24 that year, four stamps were issued to mark the 100th anniversary of the Canadian post office department, which coincided with CAPEX, this country's first international philatelic exhibition. The 15-cent stamp (Scott 314) had as its main design Canada's first stamp, the "three-penny beaver" of 1851.

The next was in 1962, and the choice of a stamp as a stamp's centrepiece seems odd, in retrospect.

On Aug. 22, 1962, a 5-cent stamp (Scott 399) was issued to mark the 100th anniversary of Victoria, B.C.

The stamp was designed by Helen Bacon of Toronto. According to the post office department at the time, the

design was to "commemorate the development of the city from its lusty frontier days to its modern role as a provincial capital."

That may explain the stamp that's shown within the design, the 2½-pence dull rose issued by British Columbia and Vancouver Island in 1860 (Scott 1, imperforate, or Scott 2, perf 14, but most probably number 2 because number 1 was never put in use).

In 1978, Canada held its second international philatelic exhibition, CAPEX 78, and stamps-on-stamps was the theme of this country's emissions. And they were beauties.

On Jan. 18, 1978, a 12-cent stamp (Scott 753) was issued. The design was a beautiful reproduction of an imperforate pair of the 1854 12-pence stamp showing Queen Victoria, Canada's most valuable stamp.

On June 10, a 14-cent (Scott 754) showing an imperf pair of

the 1855 10-pence Jacques Cartier stamp was issued, as well as a 30-cent (Scott 755) showing an imperf pair of the 1858 half-pence Queen Victoria, and a \$1.25 (Scott 756) showing an imperf pair of the 1859 six-pence Prince Albert stamp.

On the same day, an incredibly beautiful souvenir sheet that included the 14-cent, 30-cent, and \$1.25 was issued (Scott 756a).

The "three-penny beaver" was again reproduced in 1982, on a 30-cent stamp (Scott 909) issued March 11 in advance of Canada 82, the international youth exhibition held in Toronto on May 20-24. On the same day, a 35-cent reproduction (Scott 911) of the 1935 10-cent "Mountie on a horse" was issued.

On May 20, the opening day of the show, three other stamps were issued, each faithfully reproducing a Canadian classic: a 30-cent (Scott 910), depicting Champlain's depar-

ture, from the 1908 Quebec Tercentenary issue; a 35-cent (Scott 912) showing the 10-cent Mount Hurd stamp of 1928; and a 60-cent (Scott 913) showing Canada's most famous stamp, the 1929 50-cent Bluenose.

All were again reproduced in a souvenir sheet (Scott 913a).

All these stamps and souvenir sheets are still available from almost any stamp dealer, and at a nominal cost. It's a great way to get a close look at the Canadian classics we'll never be able to afford to buy otherwise.

The United States issued its first stamps-on-stamps May 19, 1947, in a souvenir sheet, with a reproduction of the 5-cent Benjamin Franklin and 10-cent George Washington issued July 1, 1847, the first two stamps of the U. S. Curiously, the colours of the stamps on the sheet, blue and brown-orange respectively bear no resemblance to the colour of the originals.

The Franklin stamp was reproduced on an 8-cent stamp issued Nov. 17, 1972, to publicize the hobby of stamp collecting. This time, the reproduction, tiny as it was, was in the stamp's original colour, red-brown.

The world's first adhesive postage stamp was issued in Britain in 1840, reverently referred to ever since as the "Penny Black" because it was, indeed, black, and because it introduced a universal postage rate of one penny.

On Sept. 18, 1970, Britain issued three stamps for Philiphia 70. The 5-pence stamp reproduced the penny black; the 9-pence the 1847 1-shilling green; and the 1/6 reproduced the 4-pence carmine of 1855.

This was Britain's one and only venture into the stamps-on-stamps field, but many, many other countries have issued stamps honouring their own stamps.



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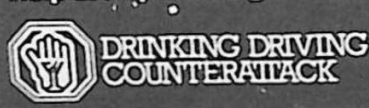
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ON AND OFF THE BASE

Sheepdog Trials Coming

The North Island Border Collie Club, Comox Valley, B.C. are pleased to announce that the Seventh Annual West Coast Sheepdog Trial will be judged by Mr. John Bradbury of Northumberland, England. The Trial will be held Aug 13-14, 1988 at Wright's Farm on the same field as past years - just west of Headquarters Road on Tsolum River Road. Entries in the previous years have come from B.C., Alberta, Washington and Oregon. This year an entry has already arrived from Alaska and inquiries have been made from Ontario and California. It is expected that the full entry list of 40 dogs will be reached.

Mr. Bradbury will conduct a Handler's Clinic Aug 11-12, 1988 at Bent Acres Farm, Headquarters Road. This clinic is open to beginner and started dogs. Beginner handlers are encouraged to attend so that you can learn the techniques of handling your dog, both in every day farm work and in the trial field. More experienced handlers will also benefit from new ideas and methods of training.

As a full-time shepherd, a Judge at the 1985 English National Sheepdog Trials, a Director of the International Sheepdog Society, a trial competitor at the National level and a tester for the British Agricultural Board's Sheepdog courses, Mr. Bradbury will provide all those in the Valley who have an interest in working farm dogs with a unique opportunity to learn. The clinic is open to spectators who can take part for a small fee.

The 1986 West Coast Sheepdog Trial was won by Ric Rodolph of Spokane, Wa. This qualified him to take part in the U.S. National Trial later the same year where he and "Shelley" placed 17th in a field of over 200 dogs.

In 1987 John Wickson of Comox took 1st with "Rock" and 3rd with "Lass." Second place was won by "Spot" handled by Wayne Roberts of Errington, B.C. and Shirley Wright's "Meg" took eighth place. In the Novice class, 2nd, 3rd, 5th and 6th places were taken by local residents.

The sheep for the two-day trial are once again being supplied by Carleton Farms on the Island Highway, and they will be put out at the start post by Edwin Faber of Merville (his 5th year with us). The West Coast Sheepdog Trial is a community effort and the North Island Border Collie Club is very appreciative of all the volunteer help, and all those who advertise in our program.

Anyone wishing further information can contact the Trial Coordinator at 338-RAMS.

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LIFESTYLE

PAGES FROM THE C.F. ALBUM



CANADIAN RANGERS AT WORK

Pointing out a map route Arctic style! Springtime sunshine streaming through the igloo cracks belies the -30C outdoor temperature as 60-year-old Canadian Ranger Abraham Pijamini (second from right) uses his snow knife as a map pointer during April's Exercise Nanook Ranger at Grise Fiord, Northwest Territories. Members of Canadian Forces Northern Region Headquarters Ranger Staff and other CF personnel (such as, extreme left, Sgt A.R. "Art" Chase, PPCLI, CFB Wainwright, Alberta) train Canadian Rangers in weapon safety, map using, first aid, drill and surveillance. Ranger Pijamini has two sons and a grandson in the Canadian Rangers. Studying the map are (left to right): Sgt Chase and Rangers Etuk Noah, Raymond Mercredi, Josephie Kiguktak, Pijamini and Thomas Kiguktak. (ISC88-168 by Sgt Tim Smith)



MND IN CYPRUS

CYPRUS -- While on a recent visit to the 3rd Battalion, Princess Patricia's Canadian Light Infantry serving in Cyprus, (left to right) the Honourable Perrin Beatty, MND, takes time to chat with Lt Chris Barr, (centre) 3 PPCLI and Trooper Stu Logan of the British Army.

The UN vehicle is a 40-year-old British Army Ferret Scout Car. (CF Photo by Sgt J.F. Smith)



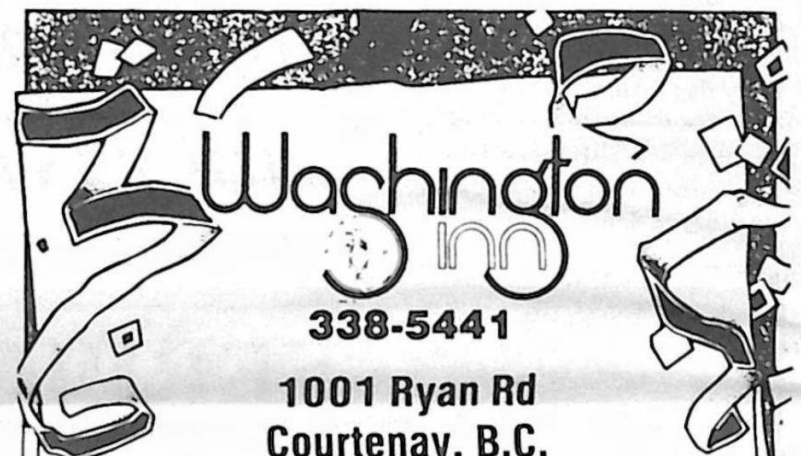
BIG SISTER HANDS OVER

CF SCHOOL OF TRAFFIC AND MOVEMENTS, CFB EDMONTON -- These two sisters believe it has to be more than a coincidence that has brought them together again in Edmonton. Sergeant Claire Chouinard, right, has been posted in from CFSAL in Borden to the school of traffic and movements at CFB Edmonton as chief clerk. She is replacing the outgoing chief clerk, Warrant Officer Jocelyne Skimming, left, who just happens to be her sister. Not only is one sister replacing another but both received promotions effective the same day! Now that's "coincidence"! "It's also the pits a bit," laughs WO Skimming, "after 12 years with both of us in the Forces in the same trade it's too bad I can't stay longer with Claire in the same place. But I'm enjoying the time we've got during the handover." For Claire it's all a bit eerie. "The whole thing makes me nervous. Taking over Jocelyne's job may be difficult for me. I don't know if I can do as well as she has! The only thing wrong with this is that now that we've finally got together it's too bad we're going to be separated again! One thing's for sure though, if someone helped in the coincidence we'd like to thank them because we're sure having fun here," says a happy Claire.

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As the pilot of a private or commercial aircraft, you can provide a valuable service by reporting fires that haven't been spotted through the Ministry of Forests and Lands detection system.

This system uses fixed lookout, ground and aerial patrols, as well as reports by the general public. But each of these has its limitations. Many areas are inaccessible to ground patrols and the public. Lookouts and aircraft patrols are usually concentrated in specific areas, especially where the risk is highest - but covering the entire province by these means just isn't practical.

Private and commercial charter pilots fly over many areas not normally seen by others, or at different times from regular patrols. That's how you can help - by covering some of those gaps.

WHERE THERE'S SMOKE...

Spotting a forest fire at its early stages requires some practice.

As a potential observer, you can train yourself to recognize the smoke from a genuine forest fire by being conscious of any smoke you see - including smoke from land clearing, debris and other authorized fires.

Observe it carefully: its colour, the way it moves. The sign of a small forest fire is usually a column of light smoke discernible against a dark background.

Notify the Flight Services Station at the nearest airport, and ask them to pass your information immediately to the nearest Ministry of Forests and Lands office or Zenith 5555.

Make sure you have all the information ready before establishing radio contact and asking to have your message relayed. Begin by saying "message as follows," then proceed slowly through each step.

WHAT TO REPORT

In order for Forest Service staff to make the best decision as to how and what resources should be sent to a fire, the following basic information is required:

* **LOCATION** - where is the fire? (geographic, bearing, and distance from a lake or river junction, etc.).

* **SIZE** - how big is the fire? (i.e., size of a car, house, etc.).

* **FIRE BEHAVIOUR** - what the fire is doing (open flame, smoldering, spreading fast, fire in the tree tops).

* **FUEL** - type of fuel the fire is burning (grass and bushes, dead branches and logs in the timber, the trees themselves).

* **COLOUR** - colour of the smoke (light or dark, a mixture).

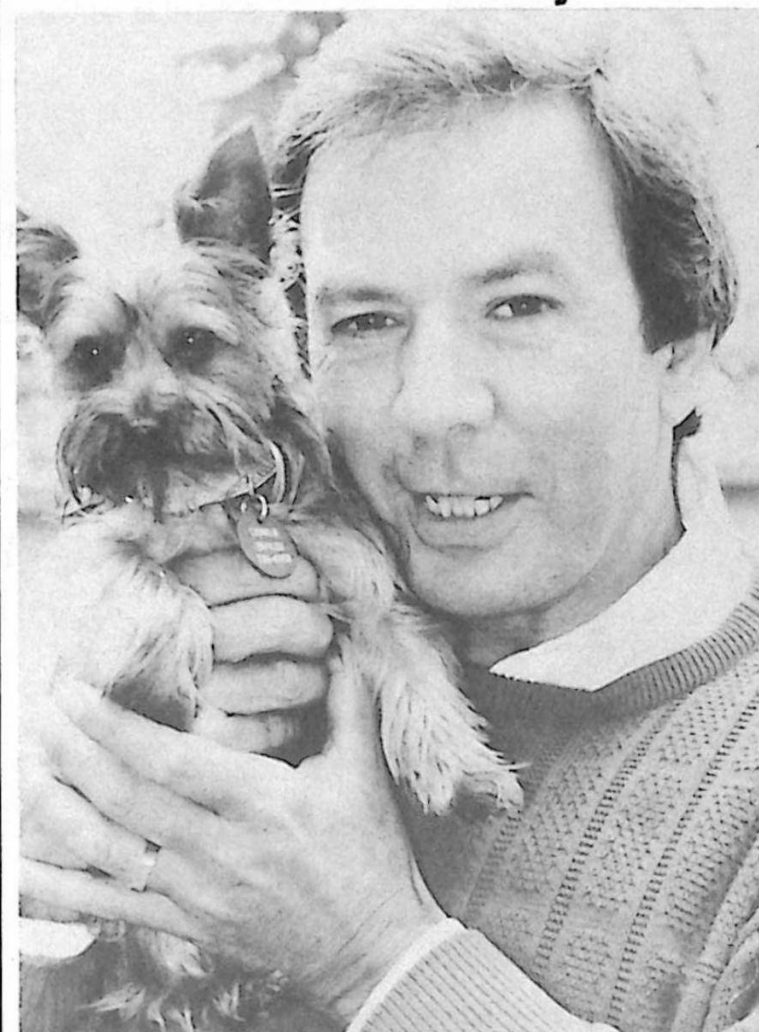
* **SLOPE** - slope of the ground (flat, side of a hill, steep, etc.).

* **Other pertinent information** (by a large lake, a road close by, a meadow nearby for helicopter landing, people or homes nearby, people fighting the fire, a stream or creek nearby).

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Charlie & Tony



Pet-lover of note Tony Parsons, a past honorary chairman of the SPCA, took time out from his news-anchor desk at BCTV to join miniature Yorkshire terrier Charlie Butler in urging use of plastic identity discs bearing the pet's name and telephone number-available to B.C. dog and cat fanciers from the Tuberculous and Chest Disabled Veterans Association at 530 West Broadway, Vancouver, V5Z 1E9. A \$3 donation helps the TB Vets provide jobs for the handicapped, scholarships and research into respiratory diseases. (Don't tell Charlie, but his collar tag is cat-size.)

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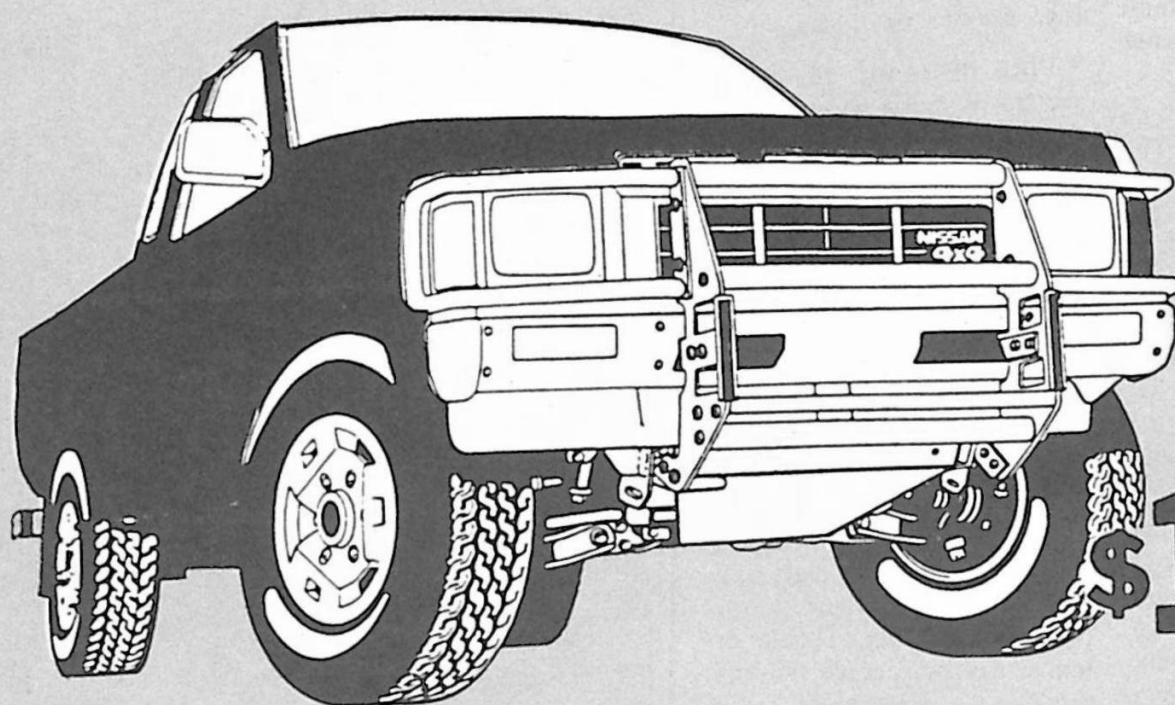
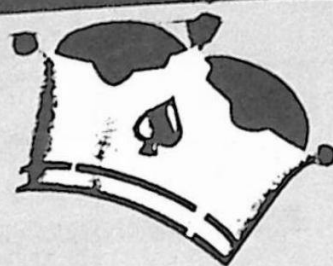
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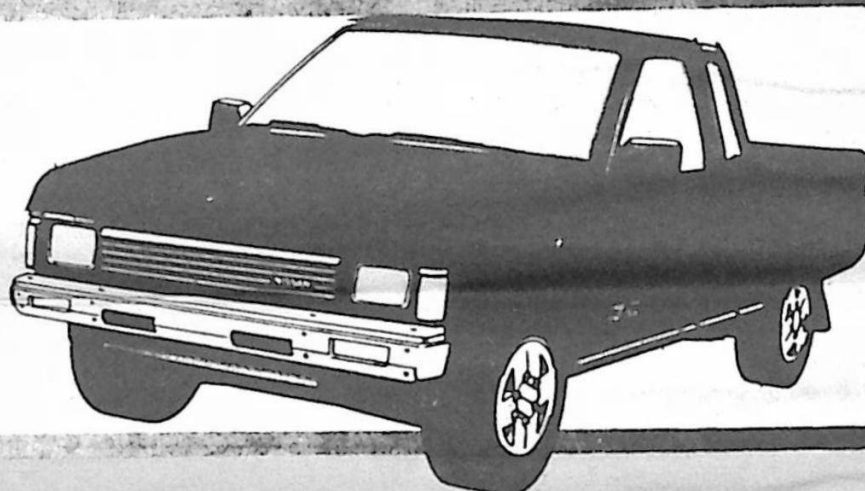


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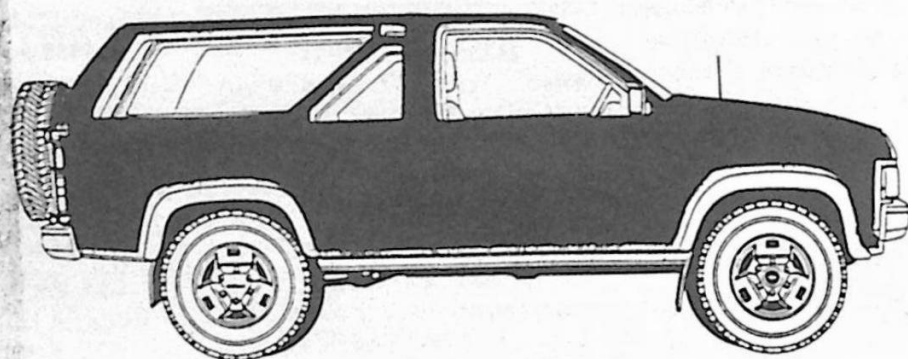


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