



TOTEM TIMES



Canadian Forces Base Comox B.C.

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NEXT DEADLINE MONDAY, FEBRUARY 20, 1989

COST: PRICELESS

MCKNIGHT NAMED NEW MINISTER OF DEFENCE

The Honourable William Hunter McKnight has been appointed Minister of National Defence following the recent cabinet shuffle announced by Prime Minister Brian Mulroney on January 30th.

Perrin Beatty, author of the 1987 White Paper on Defence, who previously held the position, became Minister of Health and Welfare.

Mr. McKnight, MP for Kindersley-Lloydminster, Sask., was first elected to the House of Commons in 1979 and was promoted to the ministerial level in 1984 when he was appointed Minister of Labour. He remains the only member of

the Cabinet from Saskatchewan. He is 48 years old and married with two children.

The emphasis of these latest changes appears to be on fiscal restraint as the government attempts to come to grips with the budgetary deficit. There has been strong speculation that the nuclear submarine acquisition project is in danger but the Prime Minister rejected suggestions that Perrin Beatty's transfer was indicative of this. He went on to state, "Cabinet will review all of the various programs and initiatives in light of fiscal realities."

INITIATIVES TAKEN TO IMPROVE CANADA—SOVIET MILITARY DIALOGUE

OTTAWA -- Canada will take a number of steps to improve military exchange with the Soviet Union, said the Honourable Perrin Beatty, Minister of National Defence recently.

In an address to the Conference of Defence Associations, at the Chateau Laurier, Mr. Beatty endorsed these steps while at the same time continuing with the modernization of Canada's Armed Forces, the Canadianization of our defence and playing full part in NATO to maintain world stability.

"We have invited officials of the Soviet Union to visit the Defence Research Establishment at Suffield, Alta., where they can see our facilities and observe the chemical agent destruction process we have been using in Canada...This offer is made without precondition."

"Our goal is to rid the world of chemical weapons," he added. "In February, for the first time, DND will send a Defence Science Counsellor to contribute to the chemical arms control negotiations in Geneva. Adding this scientist to our team will strengthen our commitment to banning chemical weapons."

Mr. Beatty said that to encourage increasing confidence

between nations the Department of National Defence will conduct military staff talks with the Soviet Union at a Senior level and will pursue travel to the Soviet Union as a regular part of the itinerary of the National Defence College.

"As soon as the Russians complete their withdrawal from Afghanistan we will renew reciprocal port visits with the Soviet Union," said Mr. Beatty. "While we already have a cooperative relationship in the field of Search and Rescue, we can and will consider enhanced cooperation at the operation level."

Canada's peacekeeping contribution was also highlighted by the minister. "We will continue and improve where possible our contribution to peacekeeping, remembering that global uncertainty can produce challenge and instability from any quarter."

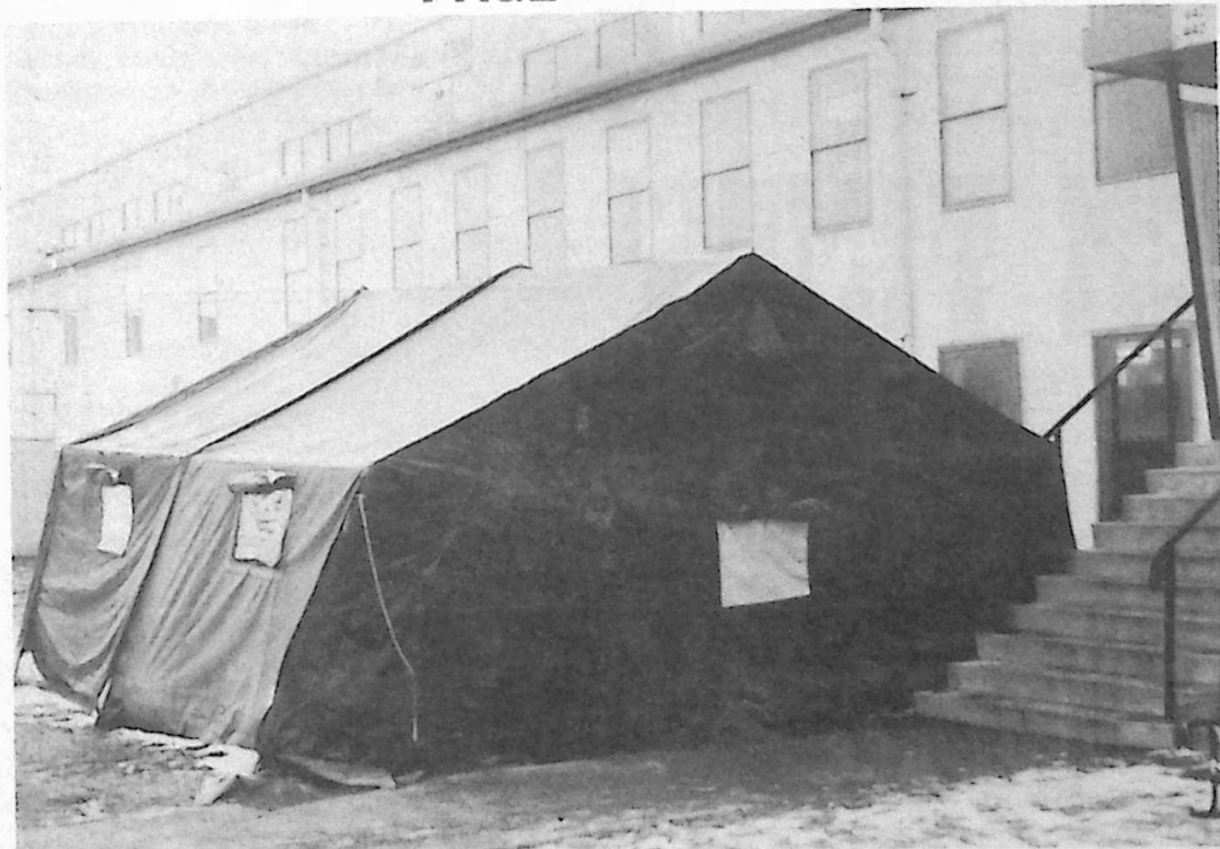
Although there has been no major global confrontation for more than 40 years, nor has there been global peace."

"Important peacekeeping challenges loom on the horizon and we must be prepared. Clearly, limits of 2,000 members of the Canadian Armed Forces may be insufficient in the world of tomorrow and we must organize the army of the future to respond quickly and effectively to peacekeeping challenges."

Finally, Mr. Beatty reinforced his unequivocal desire to keep the public well informed about defence-related matters. "This spring we will publish our annual Defence Update which will discuss further the implications of the changing international climate for Canadian security policy and the challenges it presents to Canada's Armed Forces," he said.



THE TOTEM
TIMES NEEDS
YOU! SEE NEXT
PAGE



Expanding? Low-rent office space? Or just a fondness for the great outdoors? Members of 442 and 407 Sqns have been seen disappearing into these strange enclosures regularly. What could they be doing?



Take aim this summer! Join the more than 300 competitors who will participate in the 1989 Canadian Forces Small Arms Competition.

See story page 17

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OUR NEXT DEADLINE MONDAY,
FEBRUARY 20, 1989—NOON

EDITORIAL

"THERE'S A NEW KID IN TOWN"

One day the CO strolled casually into the pilot's office at the squadron, to find me comfortably ensconced in a chair reading a magazine and listening to the radio. A frown crossed his face and he said without preamble, "I can see you need gainful employment," or words to that effect. Now I thought I had perfected the art of avoiding such perogatory over the years and so was put out to say the least. Obviously I had made a tactical error of large proportions, one which needed correcting instantly. My feet crashed to the floor and I jack-knifed to a vertical position, belatedly trying to appear busy; hoping his fast-paced schedule would take him elsewhere and my name out of his consciousness. Alas, it was to no avail. He seated himself and directed his earnest gaze towards me. I heaved a deep sigh and collapsed into my chair.

"What do you think about taking over as editor of the Totem Times?" he asked.

I searched my mind desperately for the answer to the riddle. What was this Totem Times? A do-it-yourself guide to wood carving or a

weekly article on wilderness backpacking? The silence stretched uncomfortably.

"You know," he said, "the base newspaper."

A bright light exploded in my head. I gripped the chair arms and tried to keep a deadpan expression on my face. A newspaper editor! The closet writer in me threatened to burst out of its confines. Visions of fame and accolades, accolades and fame danced before my eyes. Surely the Pulitzer Prize was at last within my grasp. But I had to play it cool. One false move and the CO would realize he had uncaged a monster.

"That's an interesting idea, Sir," I said matter-of-factly. "I'd like to think about it for awhile, though."

For a moment I feared the sweat starting to trickle down my forehead had given me away as he looked at me intently. Then to my immeasurable relief he got up slowly and said, "That's fine. Let me know what you decide."

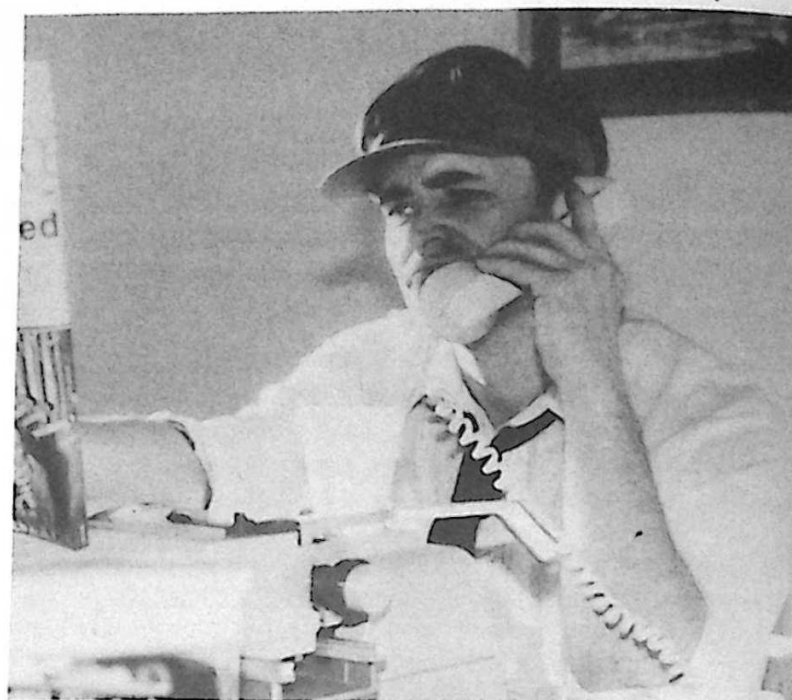
He walked quickly from the room...

Thus a momentous change was wrought in my life in the nearest twinkling of a

moment. No longer would I toil anonymously in the murky depths of squadron routine. My words would become beacons for an endarkened and disillusioned world. My words, hands reached out to drowning men. And most importantly the recognition, nay adulation, I so richly deserved would be mine.

So here I am sitting dutifully at my typewriter waiting for the award-winning words to start flowing. Just before they do though, I thought it was important to let you know of my humble beginnings to that you could say to your grandchildren, "I knew him when he was just the editor of the Totem Times."

So much for the imagination. Reality is a cold mistress in comparison. The fact is I didn't have the foggiest clue how to put together a newspaper a few months ago when I stumbled onto this responsibility. Terry Strocel, pilot of CF-18 fame and editor of this paper, showed almost inexhaustible patience while demonstrating the basics of editorship. Now most will say, the incontestable proof lying exposed before them, it's obvious I didn't learn a thing.



As Editor and Labrador pilot it's a safe bet helicopter photos will predominate on the editorial page. Sorry—but the Editor has his privileges.



TOTEM TIMES LOOKING FOR PARTICIPATION

This paper relies on input from YOU - the reader. Without it the paper ceases to serve a useful function. If YOU have any stories, photographs, etc. that you think other readers might find humorous or interesting call the Totem Times at 339-2541 or put it in an envelope addressed to the Totem Times, CFB Comox, Lazo, B.C. V0R 2K0 and drop it in the base mail or your nearest mailbox. Think of it as a chance at fame and fortune. Your friends and colleagues will appreciate it.

NOTE: The Editor reserves the right to refuse publication of

any material that is inappropriate. A right that will be applied judiciously. It is, after all, his neck on the line - one that he cherishes.

Also looking for:
- book or film reviews
- crossword puzzles or cryptograms
- cartoons, caricatures, and other artwork
- not-so-famous quotations

If you're interested or have other ideas contact the Editor. To avoid contravening copyright laws, please ensure all material is original or free of copyright.



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ON & OFF THE BASE

LETTERS TO THE EDITOR

"Agitated" About Deficit

Dear Sir:

Economists tell us the public is not 'agitated' about Canada's horrendous debt because we don't understand it so politicians don't have the 'societal will' to reduce the national debt by carefully increasing taxes, accelerating privatization, severely reducing government spending and postponing, for a long time, their election spending promises.

If the adult Canadian can relate the following alarming effects of the deficit to his family's future within the Canadian economy, I think that person should reach an 'agitation' level of some national debt understanding very quickly.

Canada, in peace time, has never been so indebted. Our national debt is \$280 billion - \$40,000 in unpaid borrowing for every family of 4. Our personal income taxes do not even pay the interest on our national debt - a debt that is growing nearly twice as fast as our ability to service it.

Canada ranks third behind the very much larger and richer countries of the U.S. and Japan in borrowing through international bond issues and bank credits. We lead such countries as the U.K., West Germany, France and Italy.

The government's voracious appetite for borrowing has elevated interest rates, reduced private investment incentive and lowered growth rates. Private business and lesser Canadian governments have been forced to borrow outside the country.

The best way Canadian industry can offset the low wage Third World and the more productive Pacific Rim and U.S. competition is through private investment and low interest long term loans channelled to effect increased productivity to service the new larger international trading markets. Government borrowing has made this more difficult.

Politicians have, in the past, been elected by promising great spending programmes - particularly in areas of the country where there respective parties need votes. The last federal election was no exception to the rule. Most of the spending promises of this government must be delayed for a long time - they are unaffordable.

There will be a world recession sooner or later. Those countries with massive debts - Canada's foreign debt is now larger than Brazil's - and particularly countries with uneven economies that substantially rely on their resource revenues to pay the bills - will be forced to adopt draconian economic measures and endure the penalties or increased unemployment, bankruptcies, investment withdrawal and a devalued dollar. Our recovery will be painfully slow, as it was in 82, and some Canadians will be badly hurt.

B.C. with a more competent and responsible government (it made no election spending promises) should, with its advanced labour legislation, a reduced cost of government, a balanced budget, a large privatization fund (now \$100

million), and a rainy day fund (now nearly one billion dollars), be able to cushion the full impact of a recession - but it won't be pleasant.

Because the national economy is booming, especially in B.C., reducing government spending, accelerating privatization, delaying the election spending promises and carefully increasing taxes will be easier now than later.

The economists are right - the 'societal will' to substantially reduce our national debt must be given to the politicians by an 'agitated' and 'deficit understanding' public.

Yours truly,
Byron Price

Thanks 442 Sqn

Dear Editor,

The reason that I am writing this letter is that I would like to thank you very much for the wonderful front page write-up on myself in the January 26th edition of the Totem Times. It was a real honour and surprise to receive the 442 Transport and Rescue Squadron Commanding Officer's Commendation in recognition of "Outstanding Achievement" from LCol Ed Jay, CO of 442 Transport and Rescue Squadron. I would like to say all the people in the Squadron are super. Also I would like to say that I like to carry out my search and rescue activities diligently and quietly as well, as I do not seek any awards for my work because what drives me is saving lives.

Very best regards,
Ken White,
Powell River, B.C.

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

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

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

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

There are other factors that could affect your taxes. These include grants, scholarships or bursaries, political contributions and amounts you can transfer from your spouse.

When you've got all the slips and information assembled, then you're ready to determine whether there's some extra spending money in it for you.



A sight you don't often see in the Comox area. Local skaters take advantage of the cold weather by playing hockey on a nearby frozen pond.

UNDOING THE KNOT

by Tom Mitchell

OTTAWA -- When it comes to marriage, the legal ties that bind are looser than they used to be. And divorce, once experienced by less than 2% of our married population, was above 12% in 1986 and apparently is headed higher.

Statistics Canada figures show that a steep upward climb in the divorce rate started with the 1968 Divorce Act. Before it, a divorce could be granted only where it was proved that one spouse had committed adultery. The 1968 Act allowed two main reasons...a matrimonial offence, including adultery or physical or mental cruelty, or a permanent marriage breakdown because of desertion or imprisonment or because the spouses had lived apart for at least three years.

A feature article in the Statistics Canada quarterly publication Canadian Social Trends shows how the divorce rate (number of divorces per 100,000 married women) more than doubled on the heels of that major change, going from 235 in 1966 to 557 in 1969. Through the 1970s it almost doubled again.

A peak of 1,164 divorces per 100,000 married women was reached in 1982 and the rate began a modest decline. It was 1,004 in 1985. But new divorce legislation was introduced that year. The decline was reversed and the rate hit a record high of 1,255 in 1986.

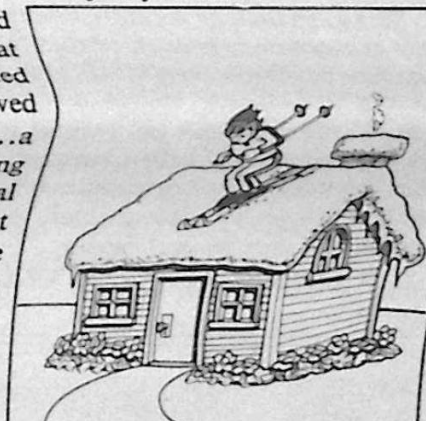
The 1985 act made marriage breakdown the only requirement for divorce. Four factors could provide the reason for such a breakdown: separation for not less than a year, adultery, physical cruelty or mental cruelty.

In more than 90% of the divorces obtained under the 1985 legislation, separation for more than a year was the reason cited.

The new law is changing some other statistical aspects of divorce. For couples obtaining a divorce under the new act, the median length of their marriage was just over nine years. Back in 1969, the median length of marriage before divorce was

almost 15 years. Children were involved in just 34% of the divorces obtained in 1986 under the new law, compared with 52% of divorces arranged under the previous legislation.

One statistic has not changed. Whether under the old or the new legislation, where custody of children is involved, wives continue to be awarded such custody in a wide majority of cases.



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AROUND THE BASE

From The
Top Rung

COL TED GIBBON

A pot-pourri. I hope my French speaking readers won't take that literally.

It seems like about once per year it is necessary to raise the point about traffic movement and driving habits on and approaching the base. This time we have to include departing the establishment. With our increased security and the large number of projects currently underway there will be some delays at the main gate and your cooperation is expected. There have been instances of drivers passing vehicles stopped to obtain or return passes on THE RIGHT. This is stupid, dangerous and unnecessary as only poor planning leads to time being that critical. I have instructed the Military Police to issue tickets to these offenders and that will be \$75.00. Thank you very much.

Cyclists are again taking advantage of their mobility and ignoring their status as moving vehicles with the same commitment to obey the rules of the road as their more protected associates on four wheels have. There are times when passing stationary vehicles on the right makes sense, for instance when encountering a long line of unmoving traffic. However, there are times when it is nonsensical and it happens too frequently at the approach to the gate. We will soon be back into enlightened times but cyclists are reminded that their iron steeds must be equipped with an illuminated headlight 1/2 hour before sunrise and 1/2 hour after sunset or, that will be \$75.00. Thank you very much.

The Logisticians recently celebrated their twenty-first birthday as a separate branch of the Canadian Forces. Some might say they've finally come of age. What most of us at the receiving end of their endeavours must say is; Thank you very much. There wouldn't be a wheel turned, a meal served or a bun warmed without their support. We at Comox are blessed with the most effective logistics organization I have ever served with. They aren't getting older, they are getting better. Again, thank you very much Loggies.

NULLI SERVITIUM SECUNDUS.



BASE COMMANDER LEARNS TO DRIVE!
Col Gibbon recently graduated from a Defensive Driving Course along with fellow graduates (standing - from L to R) Capt Roy, Capt Bazeley, MWO Babin, Sgt Lamb (instructor), and sitting, LCol Mack.

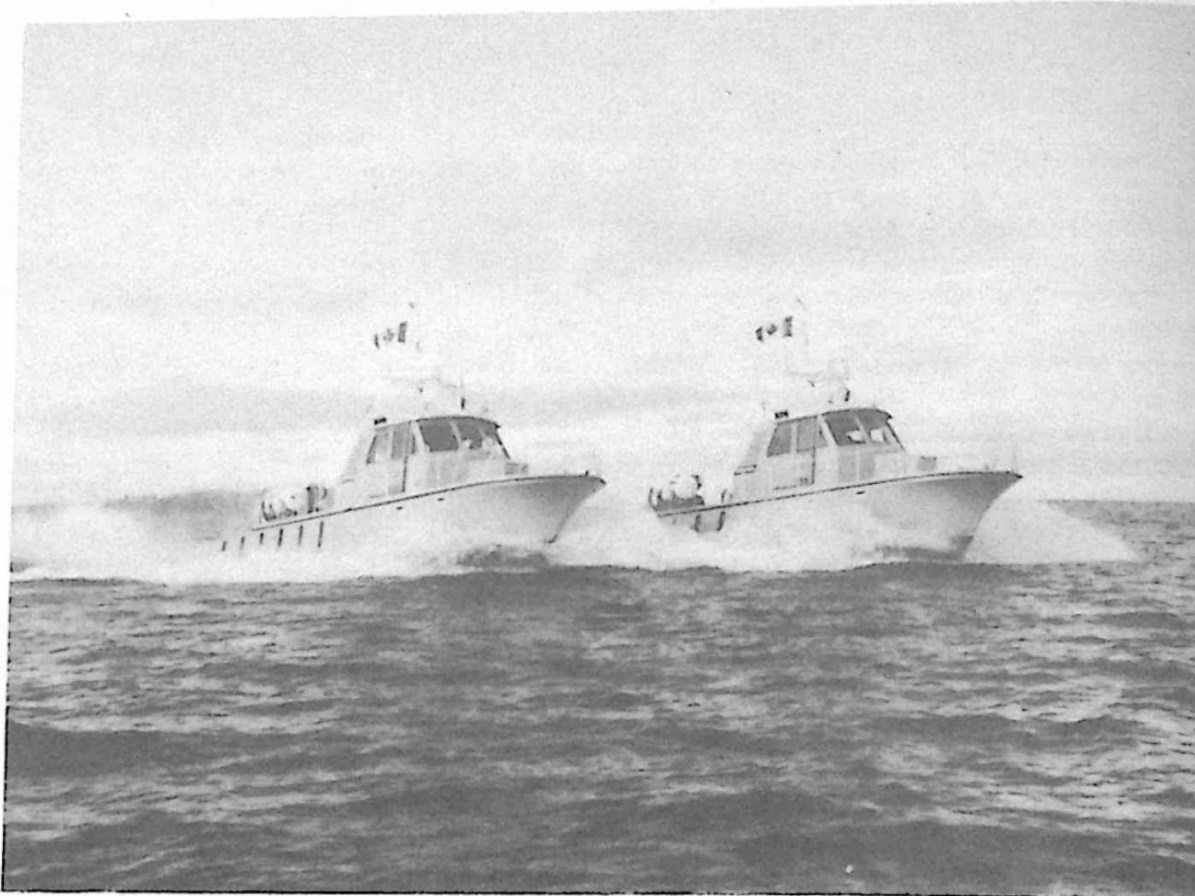


TRAVEL FACTS

If money is the determining factor for a popularity contest, Florida wins hands down when it comes to Canadians travelling to the U.S. Statistics Canada figures show visiting Canadians spent \$1.1 billion in that state in 1987, far outstripping second-place California at \$386 million.

Canadians took close to 45 million trips to the U.S. during 1987, and about two-thirds of those were day trips—less than 24 hours. One reason, a Statistics Canada study shows, was that auto gasoline prices were lower than Canadian prices by up to 16 cents a litre in some places.

MARINE RESCUE SECTION



The Marine Rescue Section at CFB Comox was established in the early 1950s to support 409 Fighter Squadron.

With three steel hulled 40' crash boats, manned by RCAF motorboat crewmen, the section was on the water for all over water flying exercises, airborne emergencies, bomb range patrol and target towing for the CF100s, 409's aircraft of the day. The section was also on standby for any marine emergency involving civilian aircraft, commercial and pleasure boats.

In the mid 1970s, through unification of the Canadian Forces, the Marine section was taken over by naval personnel posted to CFB Comox.

Through the years the section has been given added responsibilities:

a. support to rescue squadrons 435, 440 and 442 SAR training in SKAD & Pump drops and helo hoists in simulated marine disasters, plus diving exercises; b. support to the Survival School (Edmonton) in the sea phases of the courses, air crew familiarization with parachuting into the water and life in a life raft; and c. support to the Sea Cadets at HMCS Quadra in the control, maintenance and repair of 125 12' to 75' boats and tenders.

In 1984, 409 fighter squadron left CFB Comox and the posture of the Marine section changed. Crews were reduced - hours were reduced and one crash boat was retired. But the support role of the section has remained the same.

In November 1985, two new 53' fibreglass crash boats:

MV660 Black Duck and MV 661 Albatross were delivered to CFB Comox to replace the old steel vessels. These new vessels have the latest state of the art navigational and control appointments and have greater rescue capabilities.

The Marine section is manned by 8 military personnel and two civilians responsible to a Chief Petty Officer - the Marine Superintendent.

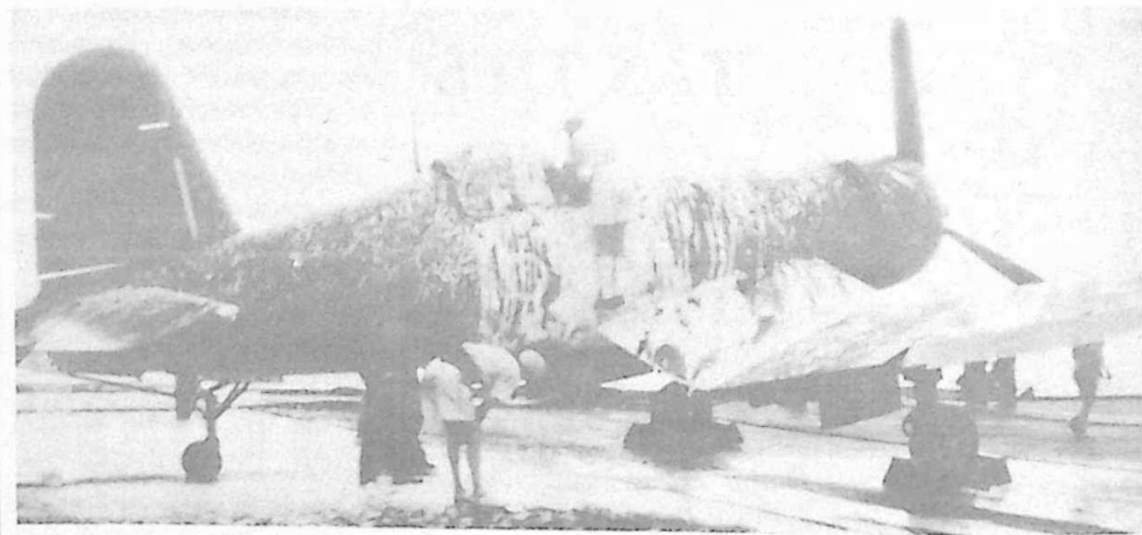
Marine Rescue remains on call for all Marine emergencies through RCC Victoria, Comox Coast Guard and the Control Tower at CFB Comox.

HOURS OF OPERATION:

A. 0730 - 1530 - working days-Exercises-By phone call.
B. Exercises after hours or weekend - by appointment.
C. Emergencies - any time.

Air Force Trivia

WHAT WHERE WHEN WHY



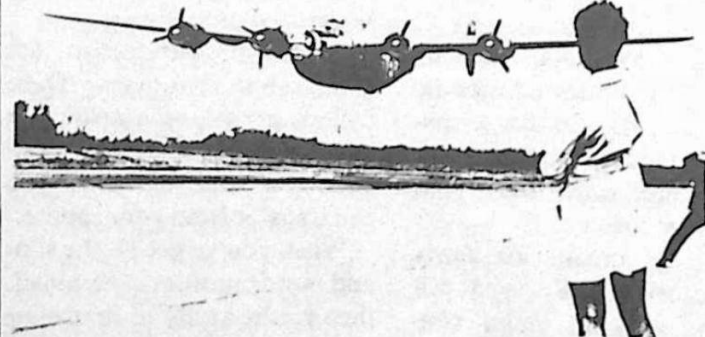
Answer from Last Issue

TRIVIA ANSWER:

This is an ex-Indian Air Force B-24 Liberator being returned to Canada to be included in the National Aeronautical Collection. The aircraft is seen here beating up CFB Trenton.

THIS WEEK'S TRIVIA:

What is the aircraft, where is it and what happened?



SECTION NEWS

Demon Doins



AIRCREW

As this issue goes into print squadron Standards is in the midst of crew checks to help determine which crew will represent 407 at the O'Brien competition. The Crew 4 Sledgehammers are quite confident of their chances due to rampant rumours that their performance in the checks catapulted them into the top three. I extend my heartiest congratulations to Crew 4 on a job well done and would be the last to point out that only two crews have been assessed so far.

The Crew 6 Terminators showed themselves to be true pioneers of innovation during their crew check ride. For example, Resident Navcom teen idol Lt Paul (Orbs, Orby, The Magical Orb, Big Daddy-O, -take your pick) Ormsby performed numerous scientific experiments with his immersion suit. The exhaustive recommendations of Orby's contortions included: it is ill advised to put your head in the foot of the suit or out the sleeve; the zipper causes problems when the suit is work inside out, and further complications arise when trying to hide the fact that you're inside out from the sharp Standards team. The Magical Orb has no conclusions about the immersion suit when it is worn properly inasmuch as his research did not include that mode of operation.

See Darren run. See Darren run real fast. See Darren go to Tunisia. That's right sports fans, Lt Darren the Baron Von Skuja of those Crew 3 wrestling stars, is going to Tunisia via West Germany to represent Canada at the CISM running championships. Darren's pretty happy about the whole thing, though he's a bit perturbed at having to fly to Europe on his day off. The only question which remains unanswered is: "Who's going to look after Baby Gonzo while he's away?" (You'll have to see a crew representative, perhaps Capt Steve Amo, to explain that one).

Something seems amiss in the realm of Crew 2. I was informed by a crew member that Capt Jamie Keenan recently gave birth to a baby girl named Megan. After some thought on this matter I considered the information to be improbable at best, and eventually came to see it as a medical impossibility on account that Jamie wasn't even pregnant. Some investigative journalism showed that his wife, Donna, actually had the child. Another crew member blamed a fictitious Navcom (Capt Kirk) for giving the pilots fictitious coordinates for a fish point.

The pilots were not concerned about this minor point since Capt Kirk was a close personal friend, and besides they had an accurate visual on-top of the fish point anyway. I think Crew 2 has been working a little too hard lately.

Clash of the titan wits on Crew 5. On a recent flight Capt Ken Westerveld put an entire package of salt in Capt Bert Fenton's coffee. Just to prove that old adage, "nobody fools around with Rockin' Robbie Fenton." Bert arrived for the next flight armed with a hypodermic needle and a container of vinegar. During the course of the day Ken received "vinegar apples," "vinegar bananas," and my personal favourite "vinegar grapes." Ooooh boy, I can't wait to see what happens next!

Bdeep, Bdeep, that's all folks....

407 AMCRO

Once again it's time for some wild rumours and fascinating facts from the world of 407 AMCRO Section. Quite a few people say that we live in a crazy world and I guess in a way our section kinda amplifies the word "crazy." Since the new smoking policy has been brought into effect the majority of our numbers have become a little crazier than normal. Sam, whose pleasant personality once graced this section, has taken to growling at all non-smokers and answering the telephone with a very pleasant (and I quote) "Whata you want." She's turned into a veritable Dr Jeckle and Mrs. Hyde. Hopping on the band-wagon with Sam are Norm (our illustrious leader), Peter (his faithful sidekick), Ralf (No.1 son) and Harvey (almost Mr). Relief finally came today for us non-smokers when the Co gave us our very own smoke tent. I hear it's the most popular place on Base, the place to go. The non-smokers of this section feel that even smokers have rights, as Josee said, and I quote, "I'm tired of getting my head chewed off."

Since everyone has by now grown accustomed to the new smoking policy let's go on to some of those fascinating facts and wild rumours we spoke about earlier. Where to start, well how about the top. Maj Clarke, our beloved SAMO, is vacationing in beautiful Ottawa with Joe T. They're down there helping the career managers figure out where to send all us lucky people posted from Comox this year. Well enough facts, now for some delicious rumours. Marilyn, always a good source, is rumoured to be going to a Barmitzvah this weekend, I guess she's finally

found her calling. From religion we now go to the Caribbean where it's rumoured that an all points bulletin has been issued for someone remarkably fitting Marilyn's description. Young men beware, she's our major league scout. Sticking to vacation spots for awhile Sam has been going through the section handing out flyers advertising the upcoming DW. Price lists can be obtained by calling Sam at work. If you can't find Sam just ask Neil, he's looking for volunteers (no age limits, and please bring your own bag).

When I started this article I asked for tips from the members of my section. Alas my endeavours failed and the comments were few. When asked, Shirley said, and I quote "I don't want anyone to know what I'm doing" and Pat (who wishes to remain anonymous) said he doesn't want to be mentioned in this article. Too bad guys, you're now in print.

On the lighter side of things it's rumoured that Norm has bought the farm, Pete's leaving us to test his wings in servicing, Rick's on his way to charm school, Sam's on her way to who knows where, Ralf's going to the windy city and you guessed it, Neil's holding the fort. We'd like to welcome Doug Roblee to the section. He'll be taking Harvey's place when Harvey leaves us. My editor insists I mention my own posting to Cool Pool. There I did it.

That's all for now. Oh yeah! Congrats go to Neil on his new addition. Bye for now.

NO. 2 CREW SERVICING

Well, the talkative voice of 2 Crew sure hasn't been talking much lately, so I have quite a bit to report.

I'll start with bidding farewell to some of the people on our crew. We'll sure miss MCpl Tod Brooks who has been moved over to Engine Bay after 5 years on our crew. Also leaving us is WO Drouillard who has gone back to Maintenance after a short but enjoyable stint on our crew. WO MacDonald has now taken over 3 Crew and MCpl Dan Mallette has moved upstairs to Photo Processing.

On the other side of things we'd like to welcome back to our crew WO Doug Warriner, who has returned as our Crew Chief. We're all looking forward to working with you again Doug. We'd all like to welcome to our family, MCpl Fred Crocker, who has come to us from Engine Bay to try and tame the Engine Techs! Good luck!

It sure seems we have become a skeleton crew lately, with a lot of people away on

course. Newly promoted Cpl Charles Ethier is on his JX course with Cpl Mary Penney. Also down in sunny Armpit, I mean Greenwood, is Cpl Phil Green, who is busily learning how the Aurora engine ticks.

I'd like to congratulate some of our Pte's who were recently promoted to Cpl. Congrats to Cpl Moira Gordon, Cpl Charles Ethier and Cpl Michel Thibeault. Lots of rounds coming our way, eh guys?!!!

I don't know if anyone else has noticed, but every time I walk into the section, I could cut the air with a knife. The tension and anticipation of the up and coming posting season is definitely noticeable - RELAX! - It'll all be general knowledge soon. Some people will be happy, others not so, but posting season will come and go before we know it and I'll keep everyone "posted" on the news.

I guess not much else to report, so until next time, bye for now.

PHOTO SECTION

From the land of latent images we bring you the latest poop!

First of all, everyone survived the festive season with no major casualties except for Rob Granger's pocketbook. It seems he got involved in a bet at the Christmas party and ended up buying mega shots of Drumbie. How about those Elvis records!

Next came the infamous Photo snowball which produced a good turnout. The crawl finally came to a halt at "Real Man" Cando's house. Being the gracious host, he pumped everyone full of brew and tried to fit the multitude into the kitchen. This was a great idea except for the fact that the fridge door requires considerable space to open. Next time try and put the fridge in the living room, Rod!

As with the change of the year, there is a change in ser-

vicing. Dan Mallette goes up to processing so he can get ready to go on his POET course along with Rob Granger. Hoop is now in servicing and is under the watchful eye of Mother Parker and is now another happy camper.

Gord Morrison is off to Greenwood for his 5 week paid vacation taking an 05 course. Good luck Gord and don't hang around the Top Hat too much.

Laurie Roy is off to CFB Bordum for his shake and stab solder course. Now he will be qualified to weld the KA-107.

How was the Moffett trip, Dawn? I hear the hospital food wasn't too bad!

The official posting rumour list has not yet hit the presses so everyone is going to be sitting on pins and needles for a little while longer. With the cold weather upon us, let's keep the overexposure to a minimum!

EX-CADET WESTERN REUNION

24-26 FEBRUARY 1989
AT RRMC VICTORIA

All Ex-Cadets of RMC, CMR and RRMC whether or not they are members of the RMC Club of Canada, are invited to participate in the Western Reunion to be held at Royal Roads Military College, Victoria, B.C. from 24-26 Feb 89. The weekend will include social gatherings, a rugby game against the RRMC cadets and a 10 km road race. Reservations are required for some events. The deadline for reservations is 17 Feb 89.

Anyone wanting information should contact the OPI, Capt. Mike Muzzerall, by mail or phone:
Capt M.L. Muzzerall
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SECTION NEWS

442 SQUADRON



SNAKE PIT SQUADRON OPERATIONS & ACTIVITIES

23 January was an incredibly busy day for the Lab and Buff. Both crews were airborne at first light. The Lab, commanded by RES-CUE himself was tasked to locate an overdue dive boat in the Gold River inlets. The vessel was located after about 2 hours searching. Some great sign-making on Cpl Seager's part enabled the Lab to confirm the boat's identity and to let the skipper know that yes the search and rescue helicopter that had been circling for the last twenty minutes wanted to talk to him on the radio. It seems the fishing was too good to return to port on schedule and the vessel was not in distress.

Meanwhile, in the chilly Williams Lake area the Buff was tracking down an overdue aircraft. A Citabria on skis had done touch and goes on Mitchell Lake to ensure the ice was thick enough to support him. Unfortunately when he slowed to stop the ice gave way leaving the pilot stranded. The Buff located the chilled but uninjured pilot, the morning of the 23rd after he had spent a cold night by the lakeside. A local Jet Ranger was commissioned to take the SAR techs into the crash site and transported the pilot back to Williams Lake.

The same afternoon RES-CUE 312 was out again to medevac a diver from a vessel 18 nm north of Campbell River. The Lab landed on a pile of rocks that vaguely resembled an island and transported the diver to Campbell River hospital.

On 30 January, the Squadron officers all sat down to lunch together to say farewell to Maj Kippel and Capt Harv May. True to form, right in the middle of lunch we said goodbye to the Lab and Buff standby crews. They were off on a short 200 nm jaunt off the Tofino coastline to medevac a crewman from the freighter "Glacier Bay." The Lab braved wind and rain on the way out and back while the Buff watched over them from above. The patient was hoisted aboard the Lab and transported to Victoria for medical care.

On the night of 02 February teamwork prevailed again as the Buff and Lab were launched to assist a Canadian Marine Research Auxiliary vessel that was sinking by Chatham Island. The vessel was attempting to evacuate two people stranded on this island located near Victoria, when it struck a reef. The unseasonable cold temperature (-12°C) and



GOLDEN WINGS & INDIGO BLUE

Cpl Dave Potter, Cpl Gord Neave and Cpl Dan Pierson display their shiny new wings. The proud Lab engineers were presented their F.E. Wings by Col Gibson on 15 Dec 88. Neave and Pierson will remain at 442 while Potter is off to 424 in Trenton. Congratulations guys and happy flying.

snow storm (1 5/8 mile in snow showers) made the operation difficult for everyone but another Coast Guard vessel managed to recover the CMRA personnel while the Lab transported the two stranded people from the island to Victoria. Comox Terminal Radar and Vancouver Centre provided valuable navigation assistance to the Lab through a Buff radio relay. The whole operation would not have been possible without each unit's cooperation. 442 Squadron thanks all who assisted.

FROM THE SAR TECH SHOP

Jan of 89 has been an active and interesting time for our section. We have been involved in many varied missions; from downed aircraft, lost skiers and boat hoists to several medevacs. Being employed on both fixed and rotary winged aircraft gives us a unique opportunity to see a common thread throughout every SAR mission. That being the skilled professional attitude displayed by dedicated SAR crews regardless of their background.

This trait is also displayed through the willing efforts of our groundcrews; who work long hours ensuring that the squadron aircraft are ready to respond to any mission.

Our section has been the recipient of three awards this month. MCpl Bill Shaw received the C.D.S. Commendation for an operational parachute descent carried out near Baie Comeau, Quebec,

the night of 15 Dec 86. The SAR Tech Section received the Base Commander's Commendation for their efforts during the Octagon Expedition in August of 88. Sgt Pat Callaghan received an appreciation award from the United Way for his efforts made on their behalf.

This section wishes to ensure that all of you reading this article are aware that we as SAR Techs wish to thank the many Base sections and Squadron support staff who work diligently behind the scenes to ensure each SAR mission is a success. Although they may not receive individual recognition we in spirit must share our accolades with our comrades. The future of SAR is ever changing. However, there is one element which remains constant, that is the caring people who serve together in the Canadian Forces. To all of you, thank you.

SNAKECHARMERS

Congratulations to the Servicing Snakecharmers for winning the CO's Commendation last week, and also to Greg Ewing for receiving a suggestion award. I guess Greg will be buying at the next debrief.

Other awards went to Rob Wilson, Dewey Numan and John Redmond, each receiving his CD.

It appears as if the Snakecharmers' 4 x 4 Club has resurfaced. Kirk Waugh has been bragging about how improved his truck is, but I think the boasting will stop once the

guys have to rescue him from a ditch.

With the intersection hockey schedule well past the half-way mark, it appears as if the 442 Flyers are getting stronger. With the addition of some ex-Base team players the Flyers are giving the other teams a workout.

Chuck McClelland and Ryan Harding were recently in Bagotville on their chopper 1st and 2nd line maintenance courses. I guess they're responsible for this "winter bliss" we're experiencing.

A big Servicing welcome is extended to Bev Brow who is taking a breather from maintenance.

The Snakecharmers would like to say hello to a Squadron alumni visiting from the Jaw. Rick MacNab was out for some R & R but unfortunately the weather didn't cooperate. I bet he didn't get much fishing done on this trip (unless it was ice fishing).

Finally the recent AERE Officer career manager visit appears to have created mixed reactions between the head Snakecharmers. The SAMEO, Maj Mohns didn't look too happy while the SRO Lt O'Brien looked very happy. It must have something to do with impending postings or lack thereof. Maj Mohns was sure smiling however following the Regional Oldtimers Competition. Congratulations to the Silver Totems (Maj Mohns and MCpl Ainslie from 442 Sqn) on their victory and good luck in the Nationals in Ottawa.

NAV SECTION

For the six seasoned celestial consultants, February looks to be a banner month. Capt Brad White will be taking pot shots at several heavenly bodies as he finds his way to El Paso and back (yes, Brad, there is ...continued on page 7)

something inside the green seat cushion). The sextants will return to their normal duty however, as we begin the annual Squadron Sarex at the provincial capital.

Capt Harold (who?) Mulder is on his way back from the depths of staff school to resume his normal duties. Welcome back big guy. Maj Howe is running a contest. Anyone know any good logging roads? The golf course parking lot doesn't count! First prize is an all expenses paid week in Ops.

The navs would like to wish Terry and Sheila all the luck in Trenton; Keep the blue side up, bud.

FLIGHT ENGINEERS

On 1 Feb 89 442 Sqn responded to a request for help from two people stranded on Chatham Island. A SAR helicopter took off from Comox with this Engineer on board and proceeded in poor weather at night to help these two people. We saved the two people despite snow, wind, dark, and extreme cold and returned them to safety. Another story with a happy ending or so one might think. After securing the aircraft at the Coast Guard Base in Victoria our true bravery was to be tested. Our adventure began after I had removed the aircraft battery and placed it in the Coast Guard hangar to keep it warm. I let the commissionaire know that the battery was in the hangar and made a lighthearted statement that it should be no trouble and probably wouldn't blow a small hole in the hangar. What a mistake! After twenty minutes of reassuring and two phone calls we proceeded to our hotel for some sought after rest. Upon receiving my key I quickly located my room.

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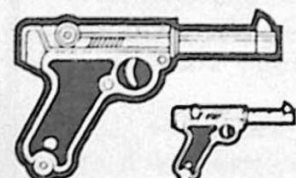
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SECTION NEWS

RIPPLES FROM THE BEAVER POND

"Beaver Fever" has now subsided and all the combatants have left the great oval pond and have gone back to their primary duties. (What do you mean, you thought hockey was your primary function in the military!) Though the tournament was won by the "stacked" Comox "A" Team, all involved enjoyed playing, and competition was still fierce. The game scores were as follows:

25 Jan 89
Comox "A" (18 vs Comox "B") (1)
Esquimalt (3) Chilliwack (4)
1 CER (2) vs Esquimalt Firehall (3)
Comox "A" (11) vs Chilliwack (2)
Esquimalt Firehall (8) vs Esquimalt (4)
26 Jan 89
Comox "A" (11) vs Esquimalt Firehall (3)
1 CER (9) vs Esquimalt (7)
Chilliwack (5) vs Comox "B" (2)
Comox "A" (13) vs 1 CER (2)
Comox "B" (2) vs Esquimalt (4)
Esquimalt Firehall (9) vs Chilliwack (3)
27 Jan 89
Comox "B" (0) vs 1 CER (10)
Esquimalt (3) vs Comox "A" (16)

1 CER (5) vs Chilliwack (3)
Esquimalt Firehall (2) vs Comox "B" (0)

Out of the tournament two superstars emerged, Blair Cameron and Keith MacKenzie, who are both being scouted by the Leafs and may not be with us much longer. Rumour has it that "Derek the Goon" Craig had a hard time getting his helmet on for games as his halo got in the way. He only registered three penalty minutes in the whole series. Embarrassing, eh! Speaking of embarrassments, Tourney Blooper goes to the red faced Jason Evans who, after winning a face-off, demonstrated superior skill and dexterity by clearing the puck into his own net. Good show! The "B" Team Brown Baggers" would like to take this opportunity to thank Keith MacKenzie. He and Mel Clisby defected to the CFB Esquimalt team where Keith proceeded to score the winning goal, his only one in the series, and not even for the good guys.

The Jury of Appeal was actually utilized (catch the pun, Jim?) this year, and had to make one heart rending decision. See, the wheels of justice do turn. Both 50/50



Bag Power a team so ugly only their mothers could love them. CE "B" Team.

draws were won by 1 CER, even though the bar won out in the long run. The dinner for two at the Griffin was won by Lt Mercer. Who will this man take to dinner? The tournament banquet was hosted by The Old House. Amazingly, all the plates remained on the table and the food was eaten instead of thrown this year. Gee Boss Beaver, I guess the kids are growing up.

We wish to extend a special thanks to all the committee members, timekeepers and others who worked and supported the Beaver Cup. There are too many to mention in

dividually, but the time and dedication put forth was much appreciated.

The rumour mill is cranking out gossip at an alarming rate, postings real and imagined, with the only solid fact being Wally Taylor's posting to Halifax 12 Jun. Soon all questions will be answered as both career managers will arrive in May to confirm and dispell these rumours. Talk around the section has it that Rick Blackmon has been spending more time in his "new" antique bathtub than in front of his TV. For confirmation of this, call 339-5733.

Comings and goings have Brian Hofman off on TQ6B and Josh Lachapelle returning from his TQ4 package at the Regional District Poop Plant. Jim Wilson is also off to Toronto for two weeks in search of colder weather. The building being built to shelter the boilers has been upgraded from a Cadillac to a Coupe de Ville. Cpl Arnot has no comment.

Before closing, all CE section would like to extend thanks to the BTNO, Maj Fisher (Ex Sapper) and his staff for all the assistance they have shown us of late.

442 Squadron

continued from page 6



Complaining about the cold, I was looking forward to some warmth. I opened the door to find a snow drift Mt Washington would be proud of inside my room. I raced to the thermostat and cranked it to max and turned around only to see my breath floating across the room. "Check the heater," my shivering mind said. I dove at the register only to find cold steel and icicles. My next instinct was to check the other rooms for signs of life. My first officer's room was the closest so I knocked and the door opened to reveal a horrifying sight. Three quarters of a dedicated SAR crew reduced to cave dwellers wrapped in blankets fully clothed and huddled around a steaming pizza.

A chest high damp mist emanated from a tub filled with hot water to provide warmth. The only sight I have seen that even closely resembled this was on my survival course, but at least we had a fire. After realizing my room was not an isolated case, I simply sealed my door with towels, jammed it closed with a chair, placed every available blanket on my bed, closed the bathroom door so I wouldn't have to heat it, jumped in the bed with my long Johns on and covered my head so my nose wouldn't freeze. The next morning my feet froze to the bathroom floor but I survived the night. I showered

with my uniform hanging in the bathroom to warm it up. At breakfast everyone was proud they too had survived the night and happy conversation broke down the usual barriers between strangers. It was then I realized the cold had brought out the best in people; it's funny how that happens.

We arrived at the hangar and as I had assured the Commissionaire, the battery had not blown up so I knew THIS DAY in the life of one SAR Flight Engineer had to be a good one.

LAB FLIGHT

January has proven itself to be a slow SAR month for Lab Flight, but 442's helicopter drivers are busy with a variety of projects.

Tom Hughes has become a fixture in Ops as he mysteriously peeks away at the computer. No one is quite sure what he's doing, but he seems very busy. At the other end of the hall, Lorne Reid can be seen typing computer lingo into a new terminal in the Lab Flight Commander's office. Could this be the wave of the future?

The squadron enjoyed a luncheon this last week in honour of Maj Kippel and Capt Harvey May, who were toasted out of the squadron. Maj Kippel moves over to the Base Flight Safety Officer's job, and Harv now resides in Base Ops. We wish them both well. Mary Bryant is reported to be back in B.C. following her course at Staff School and is now a full

fledged member of the military grammatical police. You didn't bring this weather with you from Toronto did you, Mary?

There has been a certain amount of aviating going on these past weeks. Captains VanderBasch and Cue ferried Labrador 310 to Arnprior, Ontario for its scheduled facelift. Paul Krus has been busy with the OTU and hopes to join the squadron in time for SAREX, Wally MacKay is leading an intrepid team on a long range trip to Vancouver and Victoria.

BUF FLIGHT

The self-appointed "SAR Gods," aka Capts Marco Plasse and Dave Roberts, were at it again flying top cover for the Lab not once but twice in twelve days. Both instances were for Medevacs from ships well out to sea. You've got to keep a close eye on these helicopter pilots who try and make a run for Japan when they think no one is watching. We understand the next topic for rotary wing ground training will be "effects of 38 thousand tons of steel on one small flux valve."

Maj Allott and crew were busy last week "dropping their SAR Techs" at Williams Lake Airport so they could be flown into a crash site by a civilian helicopter. A Citabria had broken through the ice of one

of the local lakes stranding the pilot for one very chilly night. The Maj claims to have seen the crash site first but judgement on the Golden Eyeball award is still pending.

Capt Dave Muldoon has been upgraded to a Level III First Officer; accepting fully all the responsibilities that go hand in hand with that position. This now allows Capt Muldoon to fly with other Level III First Officers. CFB Comox need not be concerned as NOTAMS will be issued at the appropriate times.

A Mexican theme night took place at the Flight Commander's house last weekend with the pilots looking after all the cooking. Lt Tony Jones dressed in a delightful green and white checked apron. Tony, to tell the truth, if you weren't already engaged I'd marry you myself.

That evening's veritable cornucopia of spicy food I'm sure gave everyone a nice warm feeling inside for at least a couple of days. On that note, it's bye from Buff Flight for another edition.

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SECTION NEWS



Supply Signals



ANKER KLANKIN'

SUPPLY SIGNALS

This editorial will feature CE Supply CE Stores (5 Supply Group) is located in the main CE building no. 109. Our main aim in life is to keep the beavers at CE busy by supplying them with construction material, hardware and repair parts.

There are six personnel who operate this group. PO2 Bill Watts is NCO i/c and Mr Fred Kennedy is 2 i/c, as well as looking after receipts and warehousing. Mr Wally Berger is our Purchasing Clerk and is the person who buys the "grapple grommets" for CE. The petty cash duties are performed by Cpl Christine Carignan, "the keeper of the cash"! Cpl Frank Charles is our computer operator and mis-filing clerk. Lastly is MCpl Picard whom we have issued out temporarily to another area of Base Supply.

A large portion of the material that we receive is purchased here in the Comox Valley. We also have major suppliers in Vancouver, Victoria and Nanaimo. The remainder of our material

comes from across Canada and the US, as well as the Canadian Forces Supply System.

Recently, CE has acquired additional funds. They raised several new projects and brought forward some from the back burner. This has kept us very busy for the past three months trying to keep the material rolling in for projects and restocking the shelves. We have been buying everything from cranes to toilet seats to sinks.

That's enough about the pointy end, we should now say something about the rest of Base Supply. Actually there is something very important to say. Base Supply recently had its Air Command SAV inspection and we passed with sailing colours (Navy term). All areas had excellent results and we are quite proud of ourselves to say the least.

Congratulations are in order for Les Roe and Sandy!! When is the big day? Contrary to popular belief, Dan Martin did not have a baby but

congratulations anyway.

Lots of luck to Sandra Belanger who is soon off to the Sinai until August. Don't forget your bunny outfit!!

At the end of January, there was some movement of personnel. Cpl Gordon went to Customer Services from POL, Cpl McNeill moved from General Stores to POL and Cpl Vandervoort went to General Stores from Customer Services.

Base Supply has been busy with the Workplace Hazardous Material Information (WH-MIS). Everyone has been trained in the basics of WH-MIS and now must get on with the practical part of it. For those who don't know, WH-MIS is a new information system. It is designed to educate the user of hazardous materials in their potential risks as well as first aid treatment, chemical names, fire fighting methods, etc. This information comes to you in the form of date sheets and labels for each product.

That's all for now. Stay tuned!

BAMSO

It was an eventful and informative trip to Ottawa for Mike Symes and I with the Career Managers trying their hardest to please. I hope that the information that we brought back was what you wanted and better yet, we hope that it actually happens! The weather was cold and snowy but I did manage to get skating on the Rideau Canal one evening. It was hard to believe that three months ago boats were using the same water on which to travel.

A quick stop was made in Winnipeg to discuss a large number of topics but specifically the upcoming AMIT. The weather on my arrival was great, plus 5 and sunny. But the next day brought about an amazing change, down to minus 39 with a 40 MPH breeze. I'm not sure that God ever intended man to live in a place like that. The discussions with AirCom personnel were interesting and lively and I even got to try the old saying, "Hi, I'm from Comox and I'm here to help you"! Somehow they weren't amused.

The next few weeks will see the arrival of the Aircraft Maintenance Inspection Team (AMIT) and the furious scurrying in order to prepare for its arrival. The purpose of this inspection is to grade how well we are doing our business

and if there are areas which we could improve. Be honest and forthright with the inspection team and help them as much as you can. This is not an adversarial relationship but fellow maintainers ensuring that we are performing effectively and efficiently. 'Nuff said.

DIAC MAIN/TRAINING

The new year unfolds with DIAC in the thick of yet another (sigh) course. This one is AOSE 8901 and hails Chip Chapman and Ron Reeves from glorious Greenwood, plus our own techs Della Choquette, Dave Mofford and Herve Thibodeau. Good luck you lucky, enthusiastic students, hand in there and may your bits never lose their byte.

Meanwhile, back in the shop, the rest of us are tackling some real challenging and complex problems such as: deciding which floor wax actually does get the best shine, where to go for our next smoke break, who's the most qualified

to fix anything and primarily finding out what the present weather is outside of 7 Hangar. So guys don't worry even though we are short handed, we've got everything under control.

Now for the latest DIAC dirt:

Della and her new roomie couldn't afford a beach holiday this year, so they acquired a hot tub instead. So complete with floating Pink Flamingos, they rented some friends and proceeded to cook them alive...

Dave Ward and Herve were spotted cruising for babes three Wednesday nights (in a row!) at a particular local establishment. Last rumour has it they're still cruising...

That's it for now, until we find yet more gossip, except for the trivia question of the week: What really happens between the DIAC double doors after the one you see closes? Answers (tasteful ones only, please) can be sent to DIAC Maint.

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TECHSIDE

With all these cold snaps we have been having, Cpl Dave Brown has learned his lesson. During the last one, he went out and washed his "yellow"

truck and guess what, his locks froze. Well, with a lot of effort and a piece of my umbrella he managed to get the doors open but then they wouldn't close again. So, during this cold spell I asked him if he had washed his truck again and he replied "No way!" I just hope my locks didn't freeze because my car was washed last night. MC-pl Zoopkow is away from 1 Crew these days, first on his HAI, and then on leave from the crew to study for his ATAT exam, hope it pays off for you Nevin. Cpl Storie was also on his HAI and was there when the latest cold snap went through. He said it was so cold that he didn't even want to go to the mess. I find that hard to believe, unless he spent all his time in taxis going sight seeing in Edmonton. Cpl Hanna managed to get away to the big city for a weekend, but when he came back it was minus one truck. Maybe Dave sold his old truck to Scott. Boy, hasn't 1 Crew been busy these days!

Cpls Sabourin and Pasoli had their first T-Bird flights since getting their HAI. They both came back smiling, maybe we have future Snowbird next time.

continued on page 9

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SECTION NEWS



From The Fire Chief's Office

Fire Safety Tips for Travellers

A message From The Fire Department

The Fire Department is pleased to present this publication to help hotel guests prepare themselves for the possibility of a fire. Fires are always a traumatic experience and can be especially so in a hotel because most of the guests are not familiar with the building.

Some recent fires in hotels have aroused public interest in fire safety. For this reason, this message has been developed for use as a guide by all those persons who are staying in a hotel for one night or for an extended period of time before a fire emergency arises.

This message outlines a course of action that should be taken at the time of a fire emergency to help save lives, possibly your own. Also outlined is what hotel guests can do to prepare themselves for fire.

It is important to understand that a fire in a public building is no cause for panic. The fire department will answer all fire alarms with a complement of highly trained firefighters and modern equipment, experienced in rescue and fire control procedures. Upon the arrival at

the scene, they will effect necessary rescues, confine and control the fire and ventilate smoke and fumes from the building.

WHEN YOU REGISTER

Always ask for hotel fire safety information when you register.

Read the supplied information and the fire safety instructions posted in your room. Particularly note the Fire Department emergency telephone number.

Check the location of all stairways, exits and fire alarm stations. If the reliability of any fire safety equipment is questionable, report your concern to the management.

But do not be unprepared! Learn now what you can do should there be a fire in your hotel!

IF YOU DISCOVER OR SUSPECT A FIRE CONDITION

Do not use an elevator. Leave the fire area. Activate the fire alarm system.

Notify the Fire Department. If possible, proceed to the street level via a stairwell, closing all doors behind you. Advise the hotel

management or the arriving Fire Fighters regarding the fire location.

IF YOU HEAR THE FIRE ALARM

Do not use an elevator. Prepare to evacuate. Take your room key with you.

Before opening your room door, feel the door knob and the top of the door to ascertain if they are hot. If the door is hot, refer to Plan B.

If the door is not hot, open it cautiously. If the hallway is clear, proceed to leave the building via the closest exit.

Close, but do not lock, all doors behind you.

If you encounter unbearable conditions during your egress, take refuge in an uncontaminated area or return to your room and refer to Plan B.

AREAS OF REFUGE are temporary places of shelter from fire.

Certain floors or portions thereof may be refuge areas. Check to know such areas.

EXIT stairways are suitable areas of refuge since they are enclosed by solid walls.

Plan B

Do not use an elevator. If the hallway or exits are contaminated by smoke, taking refuge in your suite may be your only alternative. Unlock your room door—turn off air conditioning unit.

A closed suite door will provide reasonable protection against fire and smoke. If smoke does seep into your suite, seal the cracks around the door with tape or wet cloths.

If smoke enters your suite through ventilation ducts, block the vent openings to inhibit smoke migration.

If possible, notify the switchboard of your location.

Move to the least contaminated area of your suite, open a window and signal your location with a flashlight or by waving a sheet.

Wait to be rescued. Panic will only lessen your chances for survival.

Remember, heat and fire gases rise. In a densely contaminated atmosphere, the air closest to the floor may still provide sufficient oxygen for

survival. In smoke or heat, crouch or crawl close to the floor.

Useful equipment to have when travelling should include:

1. A battery operated smoke alarm.

2. Flashlight and fresh batteries.

3. Roll of wide masking tape.

*If you have any questions, or would like to see information on any particular fire safety tip write to:

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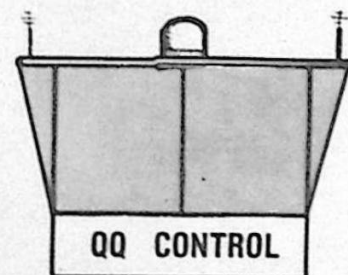
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Buckle Up BC!

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SECTION NEWS



As The Beacon Turns

A visitor to the IFRCC these days might swear he's just walked onto the premises of a navy base. I'm referring, of course, to our latest influx of contact trainees. They come this time in the form of three navy officers from Esquimalt. Welcome to ASLTs Burt, Mook and Onderwater. The three are leaving just as quickly as they came as their ATCO course commences 15 Feb. Joining them on course will be the infamous WO Tack and his sidekick OCdt Paul Fleury.

Congratulations go out to the Bank's clan on their new addition to the family. Tom tells me it's a baby boy and they've named him Johnathan.

Another Tom is in the news this week. Tom 'B.B.' Schrader. Tom has recently qualified as our newest arrival controller. He would also like you all to refer to the sports insert of this paper to see his name.

The Entertainment Committee has another party in the works for us. This time it's a Bowling Party set for 10 Feb. Has anyone seen the flyer for

this one? How can it be "Free Fun" when it says "\$3.00 per person"?

There's another shuffle in the works between the Tower and RATCON. This one involves Sgt Steve Knox and Sgt Don McLean. Steve will assume the duties of NCO i/c Tower, while Don gives up his Glacier View for the dark room.

My latest article had Capt Gerry MacLellan being the only officer posted this year. I'll correct that by adding Capt Pat Wolfe-Milner who will also be leaving us to take up the BATCO position in Winnipeg. He seems to have no objections about going there, but then a guy who's been to Comox twice and Europe once shouldn't have any objections to going anywhere!

Last, but not least, hockey. BOPs is still in second place after a convincing 7-4 drubbing of the third place BTnO team. One last reminder of the tournament in Vancouver 21-22 Feb. If you haven't paid yet, do it soon.



TRUCKIN' TALES

BASE TRANSPORT

Posting Season is here again, MCpl Vic Larson is posted to Cold Lake as of Mar 23, PO2 Bob Morris is going to HMCS Terra Nova and MWO Gordon Campbell is finally posted to Lahr.

On our list of newcomers we have Pte Conway from Borden, who is working in the Maint Section and MS Galbraith who is a marine engineer at the Marine Section. Also congratulations go out to Cpl Ellacott for his recent promotion.

Last Thursday Base Transport had a ski day, Sgt Myers introduced Lt Robertson as Ms Max Flex, she is busy with a second career as a contortionist. Sgt Joe Myers is presently suing Christa Robertson for running over his skis. There will be a bonfire to destroy Sgt Glen Mergart's hat which was an embarrassment to the entire section. Good time was had by all.

MSE SAFETY

A message from MSE Safety, in the last edition you were asked: Resting the foot on the clutch pedal while driving is known as "riding the clutch." The correct response is (c) causes premature wear of the clutch.

This week's question is:

When staring the engine of a vehicle equipped with a standard transmission, the driver should:

- depress the clutch pedal;
- apply the emergency brake;
- place gear shift lever in neutral; or
- all of the above.

The answer will be in the next edition. Watch for it!

We would like to take this opportunity to say goodbye and good luck to Cpl Brian Porter as he is going on course to become a weather man. We at MSE Safety will miss you Brian and we want to thank you for a job well done. We would also like to welcome Pte Chris LeVigne as our new safety NCO.

Since our last entry in the Times we've had a dependant DDC, a military DDC, Safe Backing Course, Ramp DDC and Aerodrome Familiarization. Next month we will be running a lot of courses, so don't worry if you didn't get the course you require in order to retain your DND 404, you will eventually.

February is Heart Month and starting February 1st, thousands of volunteers will be knocking on doors throughout B.C. and Yukon asking for donations to fight heart disease -- Canada's number one killer.

Ken Hutton, this year's Provincial Campaign Chairman has set \$5.2 million as the 1989 target. He says the Foundation is proud of its record on keeping campaign and administration costs low. In fact on 5% will be spent on campaign and less than 4% on administration. "If we're successful in reaching our goal, \$4.7 million will go to support research and education."

Heart disease affects half of our population and kills more people than all other diseases combined, but Hutton says the Foundation's commitment to research and education is starting to make a difference.

He notes, that since the Heart Foundation began its fundraising efforts in 1955, the overall death rate from heart and blood vessel disease for people under 65 has dropped 36%. Death from heart attack is down 26% and stroke, 50% in the last few years alone, he adds.

As Campaign Chairman, Hutton is challenging B.C. and Yukon residents to mark February or Heart Month by joining the fight against heart disease.

"Give generously when a Heart Fund canvasser calls this February -- remember, you've gotta have heart to beat Canada's No.1 Killer."

Pacific Riding for the Disabled Association
Receives Funding

VICTORIA -- The Pacific Riding for the Disabled Association in Courtenay has received approval of a \$73,552 GO B.C. award to help expand and upgrade their facilities, Bill Reid, Tourism Minister and Provincial Secretary, announced today.

"This organization provides a therapeutic riding program for disabled children and adults," said Reid, minister responsible for the GO B.C. program. "Their facilities are leased from the Regional District of Comox-Strathcona and they plan to construct additional buildings and develop

new riding trails for their students to enjoy," Reid added.

Terry Huberts, Minister of State for the Vancouver Island/Coast Region, and Stan Hagen, Minister of Advanced Education and Job Training and Comox MLA, joined in the announcement.

Huberts said the value of this form of therapy and recreation for people with a variety of disabilities is widely

recognized. "I am happy that the government is able to support the expansion project."

Hagen added, "The North Island Branch of Pacific Riding for the Disabled Association has been a very active chapter with over 100 students and an equal number of volunteers. I encourage the community to support this project so an even greater number of people can experience the benefits of this activity."

BUYING OR SELLING YOUR
HOME IN 1989?

THEN CALL ME TO ARRANGE AN APPOINTMENT
TO DISCUSS YOUR PLANS

You Benefit By:

- My 14 years realty experience in the Comox Valley during which I have negotiated over 500 successful realty sales.
- Confidential, market brief on property values and trends, available only to my regular clients, new clients & prospective buyers.
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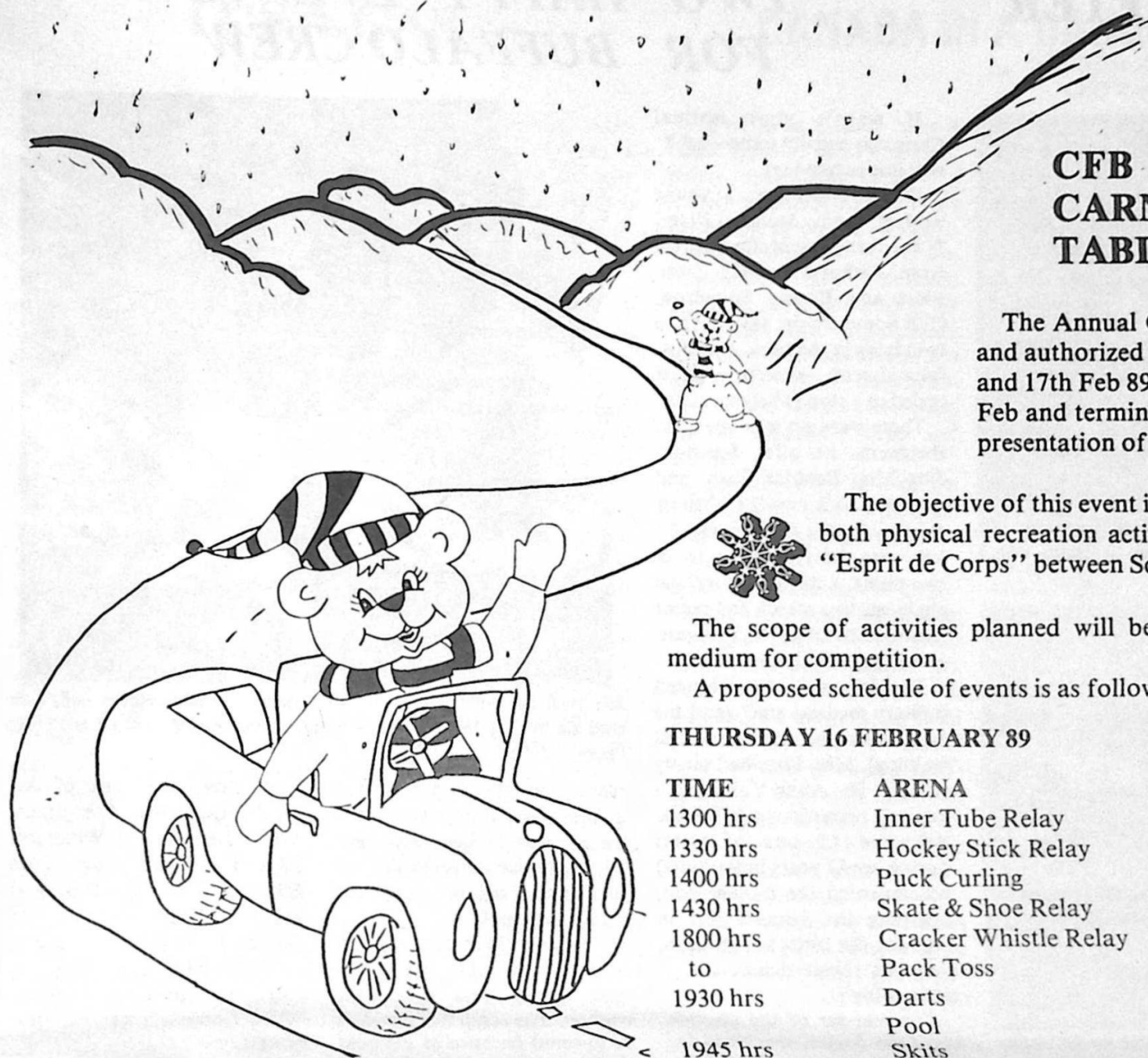
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SPORTS & RECREATION

CFB COMOX ANNUAL
CARNIVAL/SPORTS
TABLOID 16-17 FEB 89

The Annual Carnival/Sports Tabloid for all military and authorized DND employees will be held on the 16th and 17th Feb 89. Activities will commence at 1200 hrs 16 Feb and terminate at 1800 hrs (approx) 17 Feb with the presentation of awards and the BComd's Trophy.

The objective of this event is to encourage increased participation in both physical recreation activities and to promote competition and "Esprit de Corps" between Sqns/Branches/sections.

The scope of activities planned will be challenging, enjoyable and provide a medium for competition.

A proposed schedule of events is as follows:

THURSDAY 16 FEBRUARY 89

TIME	ARENA
1300 hrs	Inner Tube Relay
1330 hrs	Hockey Stick Relay
1400 hrs	Puck Curling
1430 hrs	Skate & Shoe Relay
1800 hrs	Cracker Whistle Relay
to	Pack Toss
1930 hrs	Darts
	Pool
	Skits

ARENA PARKING

Smooch Race,
Broomball Relay
Wheelbarrow Relay
Egg Relay
WOs & SGTs Mess
WOs & SGTs Mess
Jr Ranks Mess
Jr Ranks Mess

FRIDAY 17 FEBRUARY 89

TIME	BASE GYM TABLOID SPORTS
0900 hrs	1. Ping Pong Relay
to	2. Badminton Serve
1130 hrs	3. Golf Putting
	4. Ring Toss
	5. Pack Toss

6. Egg Roll
7. Charlie Chaplin Race
8. Basketball Toss
Bowling

BASE GYM PARKING LOT

TIME	BASE GYM PARKING LOT
0900 hrs	Wheelchair Race
1300 hrs	Nail Driving
1330 hrs	Log Sawing
1400 hrs	Log Relay
1430 hrs	Inter-Mess Relay
1545 hrs	Presentation of Awards
1600 hrs	Winter Carnival wind-up dance.

NOTE: When both the bowling and the wheelchair race are finished they will change over. Tabloid teams will remain the same.

X-COUNTRY RUNNER

DARREN SKUJA IS OFF TO TUNISIA

This month, Darren Skuja is competing in 5 KM X-country foot race in Tunisia representing the CISM team. In an interview with Darren we were able to get some interesting information regarding his running background.

Darren ran his first race, the 400 M, when he was in the 6th grade back in Pickering, Ontario, as a member of the school track team. The following year he graduated to racing in the 800M event. These first few years of racing didn't prove to be as fruitful as races in recent years, however he kept running as he enjoyed it.

As Skuja proceeded through Jr and Sr high he evolved into an avid track runner, competing in the 1500, and the 3000M events and was very successful. Skuja's proudest achievement is his personal record for his 1500M. For the last 13 years, Darren has been working towards breaking 4 minutes for the 1500 M. 13 years ago his time for the 1500M was 5:12.9 and now it stands at a 4:01.2. 13 years of hard training all to shave a little over a minute off of his time. That's dedication.

Darren's motivation to run grew ever stronger upon joining the military and during his training at RRMC. His training intensified and he took part in many X-country and road races while he was there.

Inter Base competition such as this offers a challenging and rewarding experience for participants and spectators alike. All base personnel are encouraged to become involved in these activities.

Additional info or suggestions should be directed to the committee OPI MCpl Davey at loc 8367 or MCpl Descoteaux at loc 8315.

Last year while competing in Florida on the CISM team, Darren felt he ran poorly which he attributes to the stress of competing in an event of such magnitude. Darren was up against Olympic calibre athletes which seemed to place him at a psychological disadvantage.

This year, Darren feels much better prepared for his competition in Tunisia. He is again running the 5 km event. He feels that the CISM team is

stronger this year and he is anticipating good results from the entire team. Darren states, "I will be happy to run the best race I can," and more specifically, "I would be happy to finish in the middle of the pack, provided I had run the best race I could have."

Darren is presently putting a lot of time and miles in preparing for this competition. His training consists of alternating 15 km runs with interval training on the days in between

where he concentrates solely on pure speed. One might want to ask Darren, "Why?" Darren explained that he enjoys travelling to all the interesting places and he enjoys making all the new acquaintances that he has through running. Moreover, he states that he enjoys rising to the challenge of training to run faster. "Well Darren, we wish you the best with our individual pursuits and good luck to you in Tunisia."



CONGRATULATIONS, MARK!

Pte Mark Pilon receives VU 33 Tech of the Quarter award from Capt Snow, the Squadron SAMEO.



VU 33's Cpl Rob Passoli is also on hand to receive his Corporal's stripes from Capt Snow.

PARTICIPAction



OF GENERAL INTEREST

END IN SIGHT AFTER
46 YEARS

Dakota No. 12950, seen cruising over the prairies, flew in Comox with 6 Operational Training Unit in 1944.



"Pinnocchio" and "Dolly's Follies" the two Dakotas modified for CF-104 instrument training fly in formation over CFB Cold Lake.

She has been called Gooney-Bird, Tabby, Puff the Magic Dragon, Spooky, Skytrain, and Dak. She has been everywhere from the steaming jungles of South-East Asia to the Antarctic. She has dropped paratroopers into Normandy on D-Day and dropped into a beleaguered city to bring food, fuel and flour to a defeated populace. She was the Queen of the Skies. She was and still is, the Douglas DC-3.

The US military called her by a number of different names but was most commonly called the C-47. When the British acquired the aircraft they renamed her Dakota. The name stuck and has become the universal identifier of the aircraft. The aircraft was and still can be seen in almost every corner of the globe. No wonder, over 10,650 were built.

The Dakota came into Canadian service with the RCAF during the Second World War. RCAF squadrons and crews took part in operations from the jungles of Burma, to Operation Market-Garden to the Rhine Crossings. Today 402 "City of Winnipeg" Squadron is the last unit in North America and NATO to be using this seemingly indestructible aircraft. The end however is in sight as the type will be retired in a ceremony at CFB Winnipeg on 31 March of this year.

Canada acquired 169 Dakotas starting on 1943. Today there are just nine left in service and two of these are in storage. As all of the Dakotas with 402 came from many

other units over the years, each aircraft is different from its sister. No two aircraft are wired the same and all have external differences from all the odds and ends that have been taken off and put on over the years.

One aircraft in particular is of interest to the Comox Valley and CFB Comox. Aircraft number 12950 was originally transferred to the RCAF in March 1944 and by June was stationed at 6 Operational Training Unit at RCAF Station Comox. Over the years 12950 has served at Edmonton, Summerside, Rockcliffe and Saskatoon before arriving at 402 on 29 October 1975.

To celebrate the end of a long illustrious career, 402 Squadron will be painting up two of their aircraft in WW II paint schemes as a tribute to the crews who manned the aircraft during the war and in years that followed. One aircraft will carry the "Canucks Unlimited" scheme carried by 436 Squadron in Burma and the second will be marked as an aircraft that took part in the Arnhem drop known as "Market-Garden" of A Bridge Too Far fame. The Canucks Unlimited Dakota will be touring Western Canada while the second aircraft will cover the Eastern part of the country. Arrival at CFB Comox is expected to be March 14th at 1430. With the departure of that aircraft, never again will a Canadian military Dakota be seen on Vancouver Island. After 46 years the end of an era has surely come.

TWO HAPPY EVENTS
FOR
BUFFALO CREW

It wasn't your normal Christmas nativity scene—but it was just as moving!

On 28 December, a young woman from Jacquet River, N.B., being medically airlifted from Bathurst by 413 Transport and Rescue Squadron, CFB Summerside, gave birth to twin boys in the back of a Buffalo aircraft, shortly after it taxied to a stop at Moncton.

There were no wise men, no shepherds, no gifts. Surrounding Mrs. Beatrice Pitre, and watching with awe the birth of the tiny babies (1.8 kg and 1.4 kg) were the all-male crew of two pilots, a navigator, a flight engineer, two search and rescue (SAR) technicians, a flight nurse and a medical assistant.

Besides the experienced military medical staff (and the SAR techs who receive medical training), Mrs. Pitre had plenty of help. Dr. Anna V. Dugas, a general practitioner (who has delivered 15 sets of twins during her 17 years in Bathurst) accompanied the mother and, boarding the aircraft just in time for the birth at Moncton, were an obstetrician and a neonatologist.

Commander of the aircraft, Maj Gary Miller, described the feeling aboard the aircraft as "moving," "exciting," "delightful," as the tiny boys were born. The Buffalo aircraft is used for many medical evacuations, most of them involving serious illness, traumatic events. The scene on that December day was decidedly "happy."

It was approximately 11 a.m. when the Buffalo arrived at Bathurst to pick up Mrs. Pitre and Dr. Dugas. The ambulance was just pulling into the airport as the aircraft landed and the patient was quickly made comfortable on board.

The impending birth was eight weeks premature. Normally the mother would have been looked after at the Chaleur General Hospital's neonatal unit in Bathurst, but it was already full of four sick babies.

The flight to Moncton takes 30 minutes. About 20 minutes into the flight Maj Miller was told that Mrs. Pitre's contractions were 40 seconds apart. How did he feel at that point? "I felt it would be nice to be on the ground," he laughed.

It's normal for "medevac" aircraft to receive high priority handling at airports but to save another few minutes, Maj Miller contacted the tower at Moncton and told them he would like to expedite the approach. The Buffalo was turned into the runway early and landed.

The excitement was rising. Birth was "absolutely imminent" as the Buffalo taxied up to two waiting ambulances. The mother could not be moved, so when the engines



All's well! The premature twins born aboard a Canadian Forces Buffalo aircraft are held by Moncton Hospital nurses, Deborah MacDonald and Lynda Leclerc. (CF photo by Cpl J.R.A. Lepage)

were switched down the auxiliary power unit was turned on to provide heat and electricity. It also powered the two incubators waiting for their small occupants.

The two Moncton doctors boarded through the lower crew hatch, just below the cockpit. The ramp exit couldn't be lowered because of the cold air that would enter the aircraft.

After shutting down the engines at 12.22 p.m. Maj Miller and co-pilot, Lieut. Brian Perigo, rushed to the back of the aircraft. Neither of them had ever seen the birth of a baby. Five minutes later the largest of the twins emerged.

"We were really caught up in the moment. We were helping the mother by saying 'push, push.' It was delightful really. It was a treat," said Maj Miller. Five minutes later the second baby was born.

The auxiliary power unit is noisy and drowned the babies' cries. The twins were put into the incubators and half an hour later were able to leave the aircraft for the ambulance. By this time they were a "nice pink colour" and wore tiny "toques" provided by the hospital. Mrs. Pitre left shortly afterwards in the second ambulance.

Dr. Dugas praised the Buffalo crew of Maj Miller of Vancouver, B.C.; Lt Perigo of Collingwood, Ont.; navigator,

Later Maj Miller inquired about his three passengers and was told mother and babies were healthy and happy and "doing just fine."

NEXT DEADLINE FEBRUARY 20



Oh what a feeling!

IT'S A GAS

By Capt Bill Welsh

Let's face it! We've all heard them! "I don't buy gas for my car/truck/bike/boat (pick one or more applicable) from the Base Service Station because:

- it's no good; or
- it has water in it; or
- my (vehicle per above) doesn't run well on it; or
- some other reason; or
- all of the above.

I always buy my gas at (fill in name of service station they patronize) because it's so much better. I know because (Fill in brand name of gasoline) is the best."

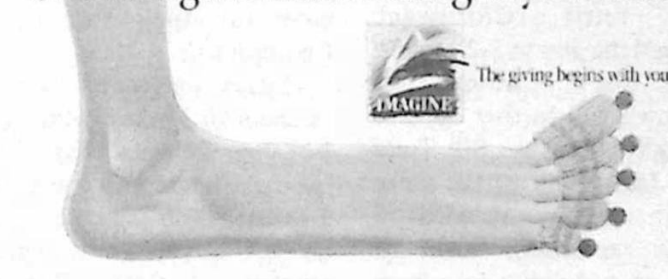
It seems to be time to destroy a few illusions. Almost all gasoline sold on Vancouver Island comes from two tank farms on the Island. There are only three Commercial Gasoline Tank Farms on the Island - one in Victoria, one in Nanaimo (both belonging to Major National Oil Companies) and one in Duncan belonging to a Company that operates almost exclusively on Vancouver Island. This last one doesn't really count because this Island Company gets a major portion of its gasoline supplies from one of the two Major Company Tank Farms on the Island. So when someone says this gas is better than that gas they just don't know the facts.

As Airmen we are aware that contaminated fuel in modern aircraft tends to make said aircraft rapidly transit from a yielding medium (the air) to a relatively unyielding medium (the ground). Perhaps it is by reason of this awareness, that whenever our favourite vehicle starts to act in a manner to which we are unaccustomed (dieseling, stalling, etc.) we promptly blame the fuel.

Occasionally, especially during cold weather, a person will find he has water in his gas tank, but that water has very rarely been pumped in. As a matter of routine, Gas Stations check for water in their tanks at least once a month, and usually every week or two; unless they've been having problems with water in the gas tanks, in which case checks for water are performed on a daily basis. So where does water in your gas tank come from? Condensation. If a vehicle's gas tank isn't kept at least half full in cold weather, condensation forms on the side of the tank, and trickles down the tank wall into the gas. The longer the vehicle sits with a half full tank, the more condensation builds up inside the tank, and the harder the vehicle is to start.

So is those are the reasons you haven't been buying your gas at the Base Service Station, they are no reasons at all. Remember, when you shop at Canex, in the long run you are helping yourself, your family and the Military Community.

Give and get a warm feeling in your toes.



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An Airfield History
By Col. A.M. Lee



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CANADA IN A DANGER ZONE OF DEBT

by Allan R. Taylor
CEO Royal Bank

All of us in Canada have a direct stake in good economic policy, and all of us have a direct responsibility for its formation by our government.

While we all, therefore, deserve some share of the credit for good economic policy, we must also take responsibility for policy that has calamitous results. No other description can be used for the consequences of Canada's debt and deficits.

I believe we are in a danger zone of debt — and the fault does not lie with governments alone.

We keep asking our governments to do more for us than they can afford — to spend more than they receive. We keep encouraging them to borrow. We keep letting them build a mountain of public debt. We are remaining indifferent or silent, while this fiscal self-indulgence takes its toll on Canada's present economic performance and future economic potential.

The governments of Canada will have great reluctance to change their ways until the people of Canada change their minds.

Most Canadians who have taken a loan or a mortgage know that there are many sound reasons for borrowing and a great many real benefits. Indeed, borrowing and lending is the process by which the nation's savings are used to finance Canada's growth. The question is not whether debt can be useful. The real issue is the volume of new debt we are creating; its persistent growth; and the uses to which that money is put.

Total borrowing in Canada—by individuals, businesses and governments — has grown 30 percent faster than the national income for the past 10 years.

In the period from 1977 to 1987, the economy grew by 152 percent, and private sector debt by 165 percent. Government debt at all levels—federal, provincial, and municipal—grew by 255 percent.

The reason is deficit spending. Too many of us do not seem to realize that whenever a government runs a deficit it is financed by borrowing. This means deficits are added to the public debt—which just keeps getting bigger.

To see this grim process in action, just look at Ottawa over the past four years. In fiscal 1986 the federal deficit was \$34.4 billion; in 1987 it was \$30.6 billion; and in 1988 it was \$28.1 billion. In 1989 it is expected to be around \$29 billion.

True, the numbers are generally going in the right direction, but very slowly. Worst of all, those four annual deficits alone add up to \$122 billion of new debt—about a 70

percent increase in our nation debt, and in just four years.

Each year, the interest payments on the debt account for more than the entire federal deficit. We are borrowing just to pay the interest; we are not reducing the principal; and that is a serious debt problem by anyone's definition.

In 1987-88, interest payments cost twice as much as the total spent by the federal government on economic and regional government; twice as much as all federal benefits to the elderly; 15 times as much as on job creation and training; and 15 times as much as we spent on housing. Those imbalances simply do not make sense.

CONSEQUENCES

The reason we are in a danger zone of debt is not simply because of the level of federal borrowing, but because of its direction and its consequences.

Excessive borrowing leads to high interest rates. Canada now has real interest rates that are among the highest of the major industrial nations. The rates set for government borrowings affect everyone, to the point where we might as well call this a "deficit tax." All Canadians are paying higher interest rates on everything from business loans to mortgages and Visa bills, because of excessive government debt.

High real rates of interest crowd out and discourage productive borrowers and business investors. Lower business investment means lower real growth in Canada's economy—a drag on living standards.

This burden is also passed on to future generations in the form of lower standards of living. We are prolonging a problem that will hurt the well-being of our children, as well as ourselves.

Our economic performance in recent years has been among the highest in the industrialized world. Our failure on debt and deficits is all the greater in that we are letting today's extravagance endanger tomorrow's prosperity.

We need to ask our political leaders for resolute action—to start moving Canada out of the danger zone of debt. We also need to tell them they have our support for the difficult choices that this will entail.

Public support leads to political will, just as certainly as deficits lead to debt.

VOTERS CARE

Who is to blame? The quick answer is the federal and provincial governments. But it is not as simple as that. The decisions that led to the debt and deficits represent a complex interplay of forces. If we want to change things we had

better understand what those forces are and how they work.

It is not that voters do not care. Voters do care about costs—when governments have the courage to discuss them. But what is each of us prepared to give up?

For example, how important are environmental issues? What would each of us as individuals sacrifice, or delay, or cut back on, to have new, effective environmental programs? Would it be cultural subsidies? Or day care? Or regional development grants? Or business and investment incentives?

The easy political solution has been to try to pay for all of these good things. That has to change. Saying "no" to a new program does not mean it is no good—just that we cannot afford everything at one time. Saying "yes" means cutting somewhere else.

When we call for leadership from politicians we are asking them to make those hard choices. The temptation for governments to take the easy way out—to borrow more, increase the deficit, add to the public debt, satisfy everyone at least in part—may be understandable. But it is no longer acceptable. This is not leadership. It is fiscal irresponsibility and, ultimately, a betrayal of provincial and national interests.

START TALKING

What do we do? We start by talking about it. We try to make fixing the debt and deficits an overriding priority—not just for politicians, but for voters.

Talk to your neighbours. Talk to your friends. Write to your politicians. The message is that deficits have to come down; unrestricted growth in the debt has to stop.

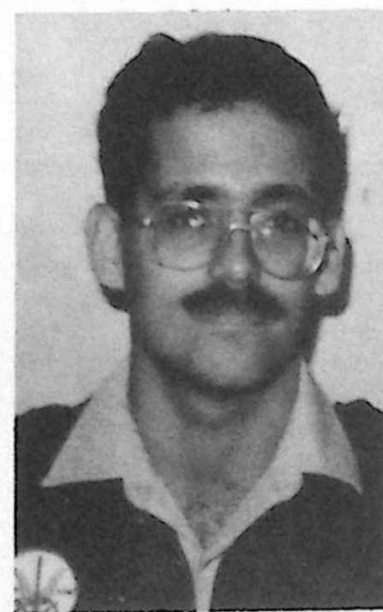
Those who would interpret this as big business opposition to social programs are dead wrong. We just continue looking after people who can't look after themselves or who need help to help themselves.

The grotesque irony is that as long as we let government debt continue to grow, we reduce our ability to pay for every social program we have. We reduce our ability to fund the education of our children, assistance for the jobless, and the relief of human suffering and human need in our society.

The real opponents of social programs are those who refuse realistic discussion of deficit reduction. Nobody needs lower deficits more than the disadvantaged.

Canada is fortunate indeed that it is rich enough to afford the solutions to its debt problem, and smart enough to recognize the urgent need for them.

SPORTS & RECREATION



SPORTS PERSONALITY OF THE MONTH

Cpl George Stoneman is this month's Sports Personality. George who works with BISO in Quality Assurance likes to spread himself thinly during his free time and is a very familiar face in the Rec Centre.

For the last three years, Cpl Stoneman has been a very hard working and key player with the men's Basketball team. In addition to his busy schedule of practising five times a week and playing games, George has taken on the responsibility and challenge of coaching the women's basketball team this season. Rumour has it that George has been having difficulty sleeping at nights. He has been having a nasty nightmare involving extra practices, games, and being trapped inside a basketball during the NBA play-offs. As the basketball season ends George won't relax as he is also the squadron rep for his baseball team with which he again keeps very busy. Such devotion and energy can only be explained by George's "recreational die-hard" type personality.

Cpl Stoneman is originally from Hamilton, Ontario, where he joined the forces in 1981. He took his training in Borden in 1981 and 1982 and has been out here diligently working for over 3 years now. With regards to George's future in sports, George modestly mumbled something about "playing in the NBA."

INTERVAL TRAINING

What is the primary energy source used to climb flights of stairs, move large objects, ski, or play many team sports. All these activities require short bursts of energy at high intensities. This energy source is known as anaerobic power.

The development of anaerobic fitness is becoming more and more recognized as an important component of "total" physical fitness. It is evident that the anaerobic system, like to aerobic system needs to be conditioned on a regular basis.

Adding interval training to a general conditioning program optimizes the development of aerobic cardio-respiratory fitness - and the reduction of body composition - by pushing the cardio-respiratory system to its maximum functional

MEN'S BROOMBALL

From the 22-25 January, the CFB Comox Men's Broomball team played in the 1989 Regionals at CFB Chilliwack.

In the first game we defeated CFS Holberg 9-0. Our second game was Monday night against CFB Esquimalt and we came away with a 4-1 victory. In the third game against CFB Chilliwack was lost in overtime 3-2. During this CFB Comox had a 2-1 lead with 12 seconds left in the game but unfortunately couldn't hold it. In the first game of the Play-Offs, which started Wednesday morning, we once again got defeated by CFB Chilliwack 4-0, with the score not indicating the play of the game. CFB Comox team went into the Regionals with only having played three previous games. With many hard practices and determination all of the players proved to other teams we were there and meant business.

From myself, PO2 Bill Higdon, I'd like to thank all the players for a good season of Broomball and I am looking forward to seeing you next season. For those who are posted, the team wishes you and yours all the best at your new base.

Finally, we'd like to thank the Per staff for all their support throughout the year.

UNIT PHYSICAL TRAINING ASSISTANT COURSE OFFERED

CFSPER Borden is conducting a unit PT ASST course from 1 May - 1 Jun 89.

Pre-requisite:

- be free of any physical/health conditions that preclude active training;
- be able to achieve the 1.5 aerobic level and CF muscular Fitness Standards;
- be able to achieve CF military swim LAW 50-1; and
- recommended by BPERO.

All military personnel wishing to attend this course are to contact the Base Rec Centre at local 8315 NLT 24 Mar 89.

capacity (85% and above of maximum heart-rate).

Interval training involves combining short, high intensity segments with low intensity recovery periods. The combination of the two results in aerobic and anaerobic conditioning, while preventing large accumulations of lactic acid, (a by-product known to cause muscle fatigue). The incorporated recovery periods between the anaerobic segments, optimizes removal of lactic acid, and decreases the heart rate to 70-75% of the maximum for aerobic conditioning, and safety. Interval Training is performed in a class setting with the same time frame and fitness components, yet offers participants opportunity for individual improvement and motivation.

SILVER TOTEMS PACIFIC REGION CHAMPIONS



The CFB Comox Silver Totems dethroned defending champion Chilliwack to win the 1989 Pacific Region Old Timers Hockey Championship. It was an inspired effort by the entire team who were coached by Tom Esler.

The opening game of the three team round robin portion featured the Silver Totems hosting CFB Esquimalt. Comox came out flying and dominated the early going, completely shutting down their opposition. Ted Norrie opened the scoring at 2:47 when he fired the puck into and open corner, assists went to Steve Bale and Dick Mohns. Comox continued to press but were unable to find the net until Dick Mohns blasted a wrist shot past a screened Esquimalt goaltender, giving the Silver Totems a 2-0 lead. The tight checking of Comox limited Esquimalt to only 2 long shots in the period. Early in the second period Mohns cut in the after-burners with a burst of speed past a startled defender, stole the puck, cut towards the net and quickly gave Comox a 3-0 lead. Mohns then completed the natural hat trick 5 minutes later when he wrapped in a loose puck that was coughed up due to the tenacious checking of Stan Lawless. Billy Fisher lost bid for a shut-out when Esquimalt scored on a power play midway through the final frame. Game 1 ended with a Comox 4-1 victory.

Game 2 saw the underdog Esquimalt squad take advantage of some very sloppy defensive play by Chilliwack as they built an early 3-0 lead. Chilliwack did not fold and mounted a comeback as they narrowed the count to 3-2 before the period ended. Chilliwack continued to press the attack in the second and the short bench of Esquimalt soon told the tale as Chilliwack tallied 3 more times for a 5-3 win.



This set the stage for an important meeting between Comox and Chilliwack, the winner of game 3 would need only one more victory to win the Regionals, the loser would need 2 wins.

The Silver Totems exploded from the opening whistle as Steve Bale won the face-off back to Wayne Hay, Hay fed a pass over to Ted Norrie on the right wing. Norrie crossed into the Chilliwack zone then feathered a perfect pass to the fast breaking Doug Mohns who deposited the puck into the net after only 7 seconds into the game. Chilliwack scored the equalizer at the 7 minute mark, after a tight checking stretch by both teams. Bill Todd then found the net late in the period to give the home team a 2-1 lead, with Hay and Bale picking up assists. In the final frame Comox started as they did in the first when Steve Bale backhanded the puck at the 14 second mark to build the lead to 3-1. Play moved back and forth until Chilliwack narrowed the gap to 3-2 at the 8 minute mark. Comox then shut-down all further attacks with tight checking. Bill Todd scored his second of the game into an empty net with 12 seconds remaining when he picked up a clearing pass from Bill Snow after Dick Mohns won a key face-off in his own end. Comox's 4-2 victory put them only one win away from the championship.

The tension was high in the championship game as both teams employed a tight checking strategy. Goaltending for each end was superb as the all important first goal eluded both teams. Then at the 12 minute mark Steve Bale picked a Mohns pass in his own end, fought his way past a defender into the Esquimalt zone and fed a cross-ice pass to Ted Norrie. Norrie took one-two strides, shot and SCORED! Comox 1 Chilliwack 0 after one period. In the second and final stanza the tempo increased as both goaltenders remained unbeatable. Billy Fisher made two incredible saves, once when he stopped the puck with his shoulder while down on the ice and then made the save of the week when he robbed Chilliwack with a super toe save from close in. The tension was increasing when with less than four minutes remaining Boyd Russell fired the puck into the Chilliwack end. Hard working Joe Meyers beat off a defender and while sliding on his back dumped the puck out front to Andre Couriveau, who beat the Chilliwack goaltender for a 2-0 lead. The already tight Comox checking then completely shut-down any further Chilliwack attacks as Billy Fisher registered a 2-0 shut-out. CFB Comox Silver Totems were the 1989 Pac Region Champions!

Comox outscored their opponents 10-3 while winning all 3 of their contests. Dick Mohns led the offence with 4 goals and 3 assists while Billy Fisher had an incredible goals against average of ONE. Everyone played to the fullest extent of their abilities and all contributed to winning the championship. All 3 members of the first line came up with a winning goal; Mohns in game 1, Bale in game 2 and Norrie in game 3.

On behalf of all Silver Totems fans, family and teammates we congratulate you and wish you all the best of luck in the upcoming Nationals in Ottawa. Do it to it guys, do it to it.

MUSCULAR DYSTROPHY BENEFIT DINNER

The Bamboo Inn and the Firemen and Ladies of the Comox Volunteer Fire Department would like to invite you to an excellent Chinese smorgasbord with the profit of the dinner going to

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DATE: Valentine's Day, Tue., Feb. 14/89
TIME: 4:30 p.m. - 8:30 p.m.
SERVERS: Members of the Comox Volunteer Fire Department & Ladies Aux.
PLACE: Bamboo Inn
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AROUND THE BASE

Sinister trend:
life doesn't do right
by left-handers

by Robin Rowland

Left-handers have a shorter life span than right-handed people and also have more accidents, according to studies by psychologists Stanley Coren of the University of British Columbia and Diane Halpern of California State University.

Coren and Halpern specialize in the study of 'handedness.' In a previous study, Coren found that on average about 87 percent of people are basically right-handed, and 13 percent are left-handed, though some may use the opposite hand for certain tasks.

"People are also right or left 'footed,'" Dr. Coren says. "They'll put one or the other forward first. Nine out of ten people are 'right-footed.'" "Handedness" can also apply to a preferred eye and ear, he says.

Coren and Halpern decided to follow up an earlier study by Coren. He and Claire Porac of the University of Victoria studied 5,000 individuals from age 8 to 100 in 1981. They found the numbers of left-handers decrease with age. While 13 percent of 20-year-olds are left-handed, only five percent of people in their fifties are left-handed. At age 80, the study showed "virtually nobody" who was left-handed—suggesting that left-handers die younger.

To discover if this was the case, Coren and Halpern needed a reliable database. They found it in the *Baseball Encyclopedia*, which gives the birth, date of death and throwing and batting hand of every player in major league baseball. Switch-hitters were eliminated, so the study concentrated only on players who used the same hand for both batting and throwing.

The right-handers outlasted the southpaws. By tracking 1,472 right-handers, and 236 left-handers, the two scientists discovered that up until age 33, the death rate was the same. After 33, a left-hander had a two percent greater likelihood of dying than a right-hander.

The mean age of death for a right-hander was 64.64 years compared to 63.97 years for the left-hander. The oldest left-handed player died at 91 while

the oldest right-hander died at 109.

Coren says one limitation of the study is that the subjects are all men in the peak of physical condition. The two scientists are now looking for a way to determine whether the same death rates apply to the general population.

The reason for the left-handers' higher death rate may be genetic and physiological. Though consistent left-handers are only about 4.5 percent of the population, they have twice the average amount of problems before or during birth.

Genetics or the effects of intrauterine hormones, which may cause left-handedness, may also affect the immune system, which protects the body from infection and disease, Coren says. Two studies, one at MIT and one by U.S. and Canadian researchers, including Coren, looked at common allergies, irritative colitis and auto-immune diseases (where the immune system attacks the body itself) and found that they were more prevalent among left-handers.

In fact, Coren and his colleagues are now studying left-handers as a marker for various physiological difficulties. They plan to publish a book on their work in the near future.

Moreover, left-handers may be more prone to accidents because they have to live in a right-handed world full of right-handed tools and technology: for instance, cars have stick shifts designed for the right hand. Coren says the problem would include not only major accidents but also the cumulative effect of a lot of minor accidents over the years.

He recently completed a study of 1,900 university students which showed that the southpaws had more broken bones and cuts that needed stitches than did right-handers.

Other studies indicate there is a greater proportion of criminals, alcoholics and people with psychological problems among left-handers than among right-handers, Coren says.

(Canadian Science News)

INTERSECTION HOCKEY LEAGUE STANDINGS
AS OF FEBRUARY 1, 1989

TEAM	GP	W	L	T	PTS	GF	GA	GAA
BAMSO	22	17	4	1	35	143	69	3.14
BOPS	25	16	7	2	34	165	113	4.52
BTNO	22	13	6	3	29	102	78	3.55
RCMP	22	12	7	3	27	108	78	3.55
407 SQN DEVILS	20	13	11	0	26	106	72	3.60
442 SQN	22	8	10	4	20	110	115	5.23
Vu33/TEL	24	5	16	3	13	74	110	4.58
CE/FH	23	5	16	2	12	89	133	5.78
407 SQN DEMONS	22	2	16	4	8	80	159	7.23

INTERSECTION HOCKEY SCORING RACE

NAME	TEAM	GP	GOALS	ASSISTS	TOTAL
NORRIS	BOPS	17	47	39	86
SCHRADER	BOPS	20	24	22	46
MCLAUGHLIN	BTNO	18	27	16	43
WAUGH	442	20	20	23	43
GAGNON	BOPS	19	14	25	39
WEISNER	BAMSO	17	15	22	37
TINKER	BOPS	19	17	19	36
WYTON	RCMP	15	20	15	35
WOOLRIDGE	BOPS	19	18	16	34
CUMBY	BAMSO	18	8	25	33

OFFICERS MESS
LADIES CLUB

OFFICERS MESS LADIES CLUB

Our January meeting turned out to be a real eye opener with Constable Dufour giving us an excellent lecture on Women's Self Defense. Everyone went home a little more aware and prepared. The raffle on a lovely pink bowl donated by Country Charm in Courtenay was won by Linda Smith, a guest.

February being the month of love, we are presenting an Evening of Romance on Wednesday, February 15th, 7 for 7:30 p.m. The evening will include many romantic prizes worth a total of \$600. Many of these prizes have been donated by generous local merchants. Come out and see if you might be one of the lucky winners!

Admission will be one dollar for members and four dollars for guests. Plan to pamper your sweet tooth with some Valentine goodies as well. See you there!

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FEB 11, 1989

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Feb 10.....	TGIF & Euchre
Feb 11.....	Dance-DJ from Victoria
Feb 12.....	Free Pool
Feb 13.....	Dart League Tournament
Feb 14.....	Pub League Darts
Feb 16.....	Winter Carnival
Feb 17.....	Winter Carnival Dance
Feb 19.....	Free Pool
Feb 20.....	In House Darts
Feb 21.....	Pub League Darts
Feb 24.....	Mixed TGIF
Feb 26.....	Free Pool
Feb 27.....	In House Darts
Feb 28.....	Pub League Darts



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AVIATION HISTORY



John Bradley

No.s 2 and 3 Squadrons

This time around we will cover two squadrons that were not on strength for any great period of time. In fact, one of the units, No. 2 Squadron, was to be in existence for just over four and a half years while the second, No. 3, remained on duty for almost four years to the day.

No. 2 (AC) SQUADRON

The earliest beginnings of No. 2 Squadron can be traced back to the Army Cooperation Flight at Camp Borden in April 1930. At the time the flight was equipped with the Armstrong Whitworth Atlas Mk. I single engined biplane.

The squadron itself was formed on 1 April 1935 as an Army Cooperation unit at RCAF Station Trenton under F/L W.D. Van Vliet. They retained the Atlas's of the original Co-op Flight but by this time they were beginning to show their age.

Army Co-operation training was sporadic at first but was soon to pick up. However, the squadron would, a little over a year later, become inactive while its aircraft were given to a new unit. This unit would become, eventually, No. 3 Squadron but more of this will be discussed later.

The squadron moved to RCAF Station Rockcliffe during June 1937 and was heavily involved in training. In addition, operational flying was carried out and aircraft were despatched to detachments to such exotic locations as Shilo, St. Catherines, and Petawawa. During the late summer of 1938 they were tasked to support Militia concentrations at Camp Borden. During their deployment the unit was to have two aircraft crash, one of which was a complete write-off. With a total of only seven aircraft, the loss of two was a severe blow.

During October of that same year the unit departed for Halifax to take part in coast artillery observation with various East Coast militia units. Upon their return to Rockcliffe they began the regular training cycle which included such items as camera gunnery, message pickups, forced landing practice, photography, night flying and numerous courses for the groundcrews. All the while that this was going on they also took part in demonstration flights for the Army Co-operation School at Trenton.

With the new year only three months old, No. 2 Squadron found themselves moving again. This time the location was back again at Trenton. They would remain there until they were war alerted on 26 August 1939. They

immediately deployed to Halifax to take up their war station. Two weeks later, on 10 September, the squadron was mobilized for war. They were allocated their fuselage code of KO at this time. By the actual time of their mobilization they had moved from Halifax to St. John, New Brunswick. While at Halifax and just prior to their departure they first despatched the unit's first operational sortie on 7 September.

At about the same time they were mobilized the unit was selected for Overseas Service so, in anticipation of receiving new aircraft, they returned to Rockcliffe at the beginning of November. The new aircraft, Westland Lysander Mk. IIs, began to arrive later that same month.

Training quickly ground to a halt in December as the unit was informed that they would be disbanded to provide trained crews and aircraft for two new squadrons. These new units were No.s 110 and 112 (AC) Squadrons. On 16 December 1939, No. 2 (AC) Squadron ceased to exist. It is interesting to note that the unit's last Commanding Officer was also its first. F/L Van Vliet had returned as a Squadron Leader on 1 December 1938 to become the last CO. In between his two tours with the squadron there had been three other COs and one of these had also been the head man on two separate occasions. This was S/L T.P. Lawrence who had first been CO between 1 December 1936 to 4 February 1937 and then again between 1 April 1938 and 30 November 1938.

During their operational period No. 2 Squadron carried out 74 sorties for a grand total of 168 flying hours. An additional 212 hours were accumulated on non-operational duties. Neither the squadron itself nor any of the crews received honours or awards of any kind.

NO. 3 (B) SQUADRON

Authorization was received from Air Force Headquarters in 1935 to form a new Bomber squadron. The unit was to be formed at Trenton and was to be designated as No. 3 (Bomber) Squadron. 1 September was the actual date the unit formed and they were to be equipped with the Armstrong Whitworth Siskin Mk. IIIA single engined biplane fighter.

It must be noted here that the unit was to consist of two flights. The first was Fighter Flight and was to utilize the Siskins while the second was Bomber Flight and would be equipped with a dedicated bomber aircraft. In fact it

would be almost two years before the bombers arrived from England in the form of Westland Wapiti Mk. IIAs.

The Wapiti was itself a single engined twin seat biplane. The basic design was almost twenty years old as it was a modified DH9A dating from the First War. Both the pilot and air gunner sat in exposed cockpits. While the RCAF and No. 3 Squadron in particular were not too pleased to be receiving these aircraft, they nonetheless completed their initial bombing and aerial gunnery practices by the end of that same summer. Quite remarkable was the fact that they had only received this new aircraft type just a little over a month earlier, in June 1937.

No. 3's first Commanding Officer was S/L A.H. Hull. Under S/L Hull the unit had actually been consolidated from the two flights of No. 2 Squadron. This quasi-squadron was in effect from August to December 1936. After they were finished with the No. 2 Squadron Atlas's, they were returned to that unit so that they in turn could resume their own flying duties.

By 1 June 1937 the Fighter Flight was no more and in fact the Siskins had been transferred to form No. 1 (F) Squadron at the end of May. They were now fully equipped with the Wapiti, all four of them, and had a complement of five pilots and five air gunners. A few weeks later they departed Trenton for their new home at Rockcliffe where they would remain for the next 16 months.

October 1938 saw the unit move in its entirety to Calgary. This 2300 mile trip was the first



Siskins similar to this example from the Siskin Aerobatic Team equipped No. 3 Squadron during their first years.

time that an RCAF squadron had completed such a long distance move by air. Prior to their move they had been with No. 2 Squadron at Camp Borden to support the Militia concentration.

Peace time service in Calgary carried on until they were alerted for possible hostilities on August 16, 1939. Seven aircraft were despatched to their war station at Halifax. Due to the aircraft's short range the flight had to be made in numerous hops. Just over half the aircraft made it into Halifax with little or no problem. The remaining three aircraft were forced down at Millinocket, Maine on 1 September. Two of the aircraft were fixed right away but the third proved to require a little more work. Speed was very important because if Canada declared war, the aircraft might be interned. At that stage overflights of US territory was allowed because the war had not started. The aircraft were ready to depart on the 3rd but bad weather delayed their departure. It is best remembered that only Great Britain had declared war on Germany

of 3 September. The aircraft were finally able to depart on the 4th.

Prior to the aircraft leaving Millinocket, No. 3 Squadron was disbanded. Upon their late arrival in Halifax, the aircraft and crews were immediately transferred into No. 10 (B) Squadron.

In fact, while the unit was in the middle of its flight from Calgary to Halifax, they had been redesignated as No. 3 (Fighter) Squadron. They had been tasked to assist the Royal Canadian Navy with repelling any enemy forces between Port Mouton and Cape Canso.

As the unit disbanded before the actual beginning of Canada's second World War, No. 3 (B) Squadron never flew operational missions. Their only claim to wartime service was the fact that they were allocated the OP fuselage code. It is in fact very doubtful that the code was ever carried on any of their aircraft as they were in transit at the time and were then immediately disbanded almost as they were arriving.

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CANADIAN FORCES UPDATE

CANADIAN APPOINTED TO COMMAND UNFICYP

OTTAWA -- The Secretary of State for External Affairs, the Right Honourable Joe Clark, and the Minister of National Defence, the Honourable Bill McKnight, announced today that Canada has accepted a request from the United Nations to appoint a Canadian Commander for the United Nations Force in Cyprus (UNFICYP). The appointment marks the first time in approximately 30 years that a Canadian has commanded a UN force. The only other Canadian to hold a similar position was Lt. Gen. E.L.M. Burns, who commanded the first UN Emergency Force in Egypt in the mid-1950's.

As commander of UNFICYP, Maj. Gen. Clive Milner will be responsible for approximately 2,300 troops largely from the UK, Canada, Austria and Denmark. He will report directly to the Secretary-General in the equivalent rank of Assistant Secretary-General and as such will retain no ties to the Canadian Forces.

"The appointment of Maj. Gen. Milner to this position recognizes Canada's ability, reputation and leadership in peacekeeping missions," said Mr. Clark.

This is a significant post held for by many member countries of the UN, and its awarding to a Canadian is another indication of our firm commitment to peacekeeping and the high esteem in which Canada is held in an international peacekeeping community," added Mr. McKnight.

Maj. Gen. Milner is currently commandant of Canadian Land Forces and Staff College in Kingston, Ont. He has served in a variety of posts in Canada, and U.S., the Middle East, Cyprus and the Federal Republic of Germany. He has held several senior staff positions including Chief of Staff, Headquarters, UN Disengagement Observer Force, Middle East, and Director of Land Combat Development at National Defence Headquarters in Ottawa.

GOVERNMENT ANNOUNCES APPROVAL FOR UNARMED TESTING ADVANCED CRUISE MISSILE

OTTAWA -- The Honourable Bill McKnight, Minister of National Defence, announced today that Canada has agreed to allow the U.S. to test the unarmed advanced cruise missile (ACM) over Canadian territory.

The decision came in response to a U.S. request that an existing agreement include ACM as well as the air launched cruise missile (ALCM) which has been tested in Canada since March 1984.

Cruise missile testing in Canada is carried out under the terms of the Canada-USA Test and Evaluation Agreement signed in Feb 1983 and renewed in 1988. That agreement is a specific-project arrangement requiring both countries to agree on the testing of each separate weapon system. The agreement provides for up to seven tests of all types of cruise missiles per year through 1993.

"This testing is an important Canadian contribution to the effectiveness of NATO's strategic deterrent," said Mr. McKnight. "At the same time, we support the pursuit of mutual arms reduction, a

process that can only move ahead effectively if both sides are dealing from equivalent positions."

Mr. McKnight noted that the Warsaw Pact already has a significant and improving cruise missile capability and that under the Strategic Arms Reduction Talks (START) both the U.S. and the USSR have agreed that improved cruise missiles will continue to form part of their future, modernized strategic inventories. Both countries continue to test and deploy such systems.

The advanced cruise, AGM-129, is an improved version of the air-launched AGM-86B which has been tested in Canada since March 1984. The latest successful test of that missile was conducted last month.

It is expected that "captive carry" missions will be conducted prior to March 31. During these missions, the missile remains attached to a B-52 aircraft which takes off from and returns to its U.S. base without landing in Canada.



SHOOTING COMPETITION —FITNESS A FACTOR

Competitors will need more than good eyesight and a steady aim to place in the 1989 Canadian Forces Small Arms Competition (CFSAC) this summer. Fitness will figure into final scores too.

CFSAC is held annually at the Connaught Ranges west of Ottawa. More than 300 competitors are expected to attend the 1989 shoot. Dates are July 28 to August 5.

Organizers have made this year's competition more physically challenging with the introduction of an obstacle course in a number of matches. In addition, shooters will wear fighting order, or its equivalent, during all events and a respirator in at least one match per weapon.

"The physical challenges have been added to make CFSAC more combat oriented," says Maj Ian Inrig, competition coordinator. "We're actually reintroducing the obstacle course, which used to be part of the rifle competition for the Queen's Medal."

The Queen's Medal is awarded annually to the top individual Regular Force and Reserve Force shots. Winners, who are authorized to wear the medal for life, join a select group. Only 10 of the medals are awarded each year, one to

each of the top Regular and Reserve Force shots in Canada and Britain, and one to the single, top military shot in Australia, New Zealand, Sri Lanka, Ghana, Jamaica and Trinidad and Tobago.

The emphasis on fitness and combat readiness will be strong in the competition for the Airborne Cup to be awarded for the first time this year. Competing in nine-person, section group teams, shooters vying for the cup will be required to run 3.2 km in less than 18 minutes, then conclude the fire and movement portion that follows and shoot the last segment while wearing respirators.

A second section match minus the demanding run will also be introduced this year. Major and minor units are invited to enter either nine, or four-person teams respectively in this competition.

The winners of last year's CFSAC will be in fine form to compete again this summer. They will hone their skills further during the British National Rifle Association's annual competition in Bisley, England just prior to CFSAC. Chosen to represent the Canadian Forces at Bisley are Capt Steve Tibbets of the Reserve Support Staff in Moncton, N.B.,

Anyone interested in entering this year's competition should consult CFAO 50-15. For further information, write or phone Maj Ian Inrig DLOTR 4-4, NDHQ, 10 Centre Block South, phone 998-0165.

winner of the Queen's Medal, Regular Force; Pte Shannon Wills, 12 Service Battalion, Vancouver, B.C., winner of the Queen's Medal, Reserve Force, and the first woman Queen's Medalist, and a nine-man rifle team from the 3rd Battalion, Princess Patricia's Canadian Light Infantry, CFB Esquimalt, B.C.

CFSAC is open to all Regular and Reserve Force members. More than 30 trophies are awarded for both individual and team events during the nine-day shoot. "The competition is certainly not intended as a preserve for crack shots," says Maj Inrig. "New shooters are always welcome and in fact there is a trophy for new competitors, or 'tyros' as they are called in the shooting world, in almost every weapon category."

Competitors can also combine CFSAC with a family holiday. Camping facilities are available at the Connaught Ranges which are located 20 km from Ottawa.

Anyone interested in entering this year's competition should consult CFAO 50-15. For further information, write or phone Maj Ian Inrig DLOTR 4-4, NDHQ, 10 Centre Block South, phone 998-0165.

BEATTY ACTS ON BARTON REPORT

The review gives the CB self-defence program a clean bill of health, but also lists 16 recommendations to improve the management, control and public understanding of the CB self-defence program.

"I have directed that all these recommendations, without exception, be implemented without delay," Mr Beatty said. "Indeed, most of them have already been acted upon."

Eight recommendations regarding Defence Research Establishment Suffield, including safety procedures and physical security arrangements, are currently being implemented and most will be in place by spring. Mr. Beatty has announced this will mean all outdoor testing at Suffield will be subject to the provisions of the new Canadian Environmental Protection Act, and DND will continue to comply with the Federal Environmental Assessment and Review Process. Full environmental audits will be carried out this summer at the Defence Research Establishments in Suffield and Ottawa.

As well, Mr. Beatty has directed that a large-scale containment facility be constructed at Suffield to further reduce the requirement for outdoor tests using chemical agents. The Barton report notes that Suffield has, for many years,

been a storage site for old chemical agents and that about 18 tons of chemical are awaiting destruction. A disposal operation which began after World War II has been given new impetus and should take about three years to complete.

Mr. Beatty announced that in the interest of an open disarmament dialogue he will be inviting officials of the Government of the Soviet Union to visit Suffield. The purpose of the visit would be to allow them to view the facilities, observe the chemical agent destruction process in Canada has been using and share information on related technical issues.

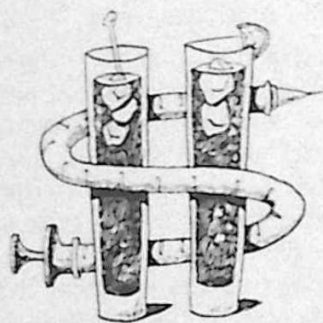
Canada long ago renounced the possession of chemical weapons and is fully and actively committed to the goal of a global ban on chemical weapons.

"At the Battle of Ypres in 1915, Canadian soldiers were among the first in the world to suffer and die from the use of poison gas in war," said Mr. Beatty. "As a country with forces committed to collective defence as well as international peacekeeping operations, we must ensure that our soldiers and peacekeepers can operate safely and effectively anywhere in the world. We owe them no less."

HEALTH & WELL BEING

The First Step In Understanding
Is Awareness

Each and every day, one problem stands alone in its effect on our lives. That problem is alcohol and drug abuse. It touches all of us, impacting on our work, disrupting our schools and reaching into our homes. As the single biggest drain on our economy, substance abuse has no equal.



Last year alone, it cost British Columbians more than \$2 billion - in lost productivity, increased taxes and health care costs, a rising crime rate and the destruction of families. With the launch of TRY, our Community Awareness and Action Plan to counter alcohol

and drug abuse, we're spearheading a major program to meet this problem head on. But TRY is more than just a program to declare open season on substance abuse. It's a way for you to get involved and help prevent a problem that contributes to 1 in 3 hospital cases, 7 out of 10 break-ins and more than 95% of the armed robberies committed in B.C. But those are the statistics. Chances are you're aware of alcohol and drug abuse on a different level. The school students who like to hang out and party outside the liquor store, or a co-worker who takes a quick trip to the washroom to

get "up" for the meeting. It may be someone who lives across the street. Or even across the hall.

The important thing to understand is that there is something each one of us can do. It's our individual responsibility to get involved because the problem affects all of us.

By getting involved you'll help to create the awareness that will change public perception. It could make your job easier and make a positive difference in someone else's life. And after all, isn't that one of the most important things any of us can do?



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Greetings from the Family Support Centre at 119 Little River Road. This week we would like to extend congratulations to Linda Beatty for being the recipient of a Base Commander's Commendation for all her hard work at our Centre. We had a busy and successful seminar on Sunday February 5 where our new volunteers had Lynn Primrose give them some pointers and information. At noon, we had a "Meet and Greet" so we could all mingle new and old volunteers with our new Director, Alicia Burns. Our next volunteers meeting is tentatively scheduled for Mon., Feb. 20, to be confirmed at a later date. Hope your Valentine's Day is a happy one! See you at the Centre!...B.Bale

LEGION
LOG

BRANCH 17 COURTENAY

ENTERTAINMENT

Fri & Sat Feb 10 & 11.....Music by VALLEY BOYS
Fri & Sat Feb 17 & 18.....Music by WESTWIND
Fri & Sat Feb 24 & 25.....Music by COUNTRYMEN
Sun Feb 12.....VALENTINE SUNDAY
Entertainment 2 - ?
Food \$5 Served 5-6 pm
Sun Feb 26.....FUN CRIB TOURNAMENT
Upper Hall Registration 12-1 pm

D.V.A. SEMINAR Feb 15-Courtenay Legion 1-2:30 PM
D.V.A. SEMINAR Feb 16-Comox Legion 1-2:30 PM

REGULAR ACTIVITIES

BINGOS- Mon, Thu, Fri, Sun at 7:00 PM
MONDAY.....Fun Euchre
TUESDAY.....Pub Darts
WEDNESDAY.....League Crib
THURSDAY.....Fun Darts
FRIDAY.....TGIF & Money Draw at 6:30
SATURDAY.....Fun Bridge at 12:30

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NOW OPEN SUNDAYS.....12 - 7 PM

Dress Code in effect 8 PM Friday & Saturday
(NO JEANS OR T-SHIRTS!)

BRANCH 160 COMOX

ENTERTAINMENT

Feb 10.....Music by WESTWIND
Feb 11.....JOINT (LA & BR) INSTALLATION OF 89
OFFICERS & EXECUTIVE. Upper Hall
Commencing 6:30 pm, Dinner 7:00 pm,
Ceremonies 8 pm. Music by COUNTRYMEN at 9 pm.
Tickets \$7.50
Feb 17.....Music by VALLEY BOYS
Feb 24.....Music by COUNTRYMEN

REGULAR ACTIVITIES

SUNDAYS.....Lounge 2-6 pm
MONDAYS.....L.A. Drop-In-Bingo-7:30 pm
Men's Dart League-Navy Rm-7:30 pm
TUESDAYS.....Mixed Dart League-Upper Hall-8:00 pm
Ladies Crib League-Lounge-7:00 pm
WEDNESDAYS.....Navy League Drop-In-Bingo
Upper Hall - 7:00 pm
THURSDAYS.....1st* Br.Exec.Mtg- 8:00 pm
L.A.Exec.Mtg. (as required)
2nd L.A.Gen. Mtg.-Upper Hall-8:00 pm
3rd Br. Gen.Mtg.-Upper Hall-8:00 pm
FRIDAYS.....Meat Draws - Lounge - 2-6 pm
Dance (Normally downstairs unless advised)
SATURDAYS.....Meat Draws - Lounge - 2-6 pm

SPORTS

SUN FEB 19 - POOL & EUCHRE TOURNAMENTS Reg. by 12:30 PM. Fee \$5. Start 1:00 PM.
SAT FEB 25 - ZONE DARTS PLAYOFFS. Closed to qualified entrants from Branches.

UPCOMING EVENT

SUN APR 2 - COMOX LEGION 50th Anniversary Committee will hold a Fun Auction in the lounge for Members and Guests. All donations of auctionable items will be received at the Legion, or call Dawna at 339-3454 for pickup.

LEISURE



Pipe Smoke

THE TYPHOON and TEMPEST
STORY

by Chris Thomas and Christopher Shores,
published by Arms and Armour Press, \$68.95

This week, a book which is unrelated to my regular interests, but I felt it is well worth talking about. *Kalahari*, by Michael Main, Collier MacMillan Canada, Ltd. \$29.95.

This book could be quite properly called a geography textbook. The complete geography of the Kalahari desert is here. There are maps and photographic plates to assist the text. But it is much more than that. It is also a history text book. The entire known history of the Kalahari is here as well. This coupled with a complete and comprehensive description of all flora and fauna in the region makes it a complete work in all respects, fully worthy of the title "Kalahari." Anyone interested in the region must read this book. It is a 265 page hard cover edition which is truly a massive undertaking by the author.

XXXXX

Not long ago we were out in the field with our shotguns, watching the little pointing dogs with the magic noses doing their thing, looking for pheasants and partridge for us. A large hawk sailed overhead within easy range. Raising my gun, I calculated the lead, moved the point of aim ahead, and then the little guy that lives in my head started kicking. "Don't shoot," he said, "they're protected." My respect for the law was stronger than my basic instinct, which was to blow his head off. We had, that day, seen the remains of several pheasant and partridge, killed and eaten by hawks.

Why are they protected? Why do we protect

the existence of one bird, which will be the cause of the demise of many others? To me, it's simple. One hawk or twenty game birds? Let's get realistic. The bleeding heart fraternity in their ignorance say we shouldn't interfere with nature. I've got news for them. We interfere with nature, just by being here, and I, for one, don't intend to go away. I don't advocate eliminating the hawk species, or any other species. Just controlling them.

The same thing is true of the seals. Do we really want one fat ugly, virtually inedible animal, or a couple of hundred additional, very edible fish. What use are the seals? What purpose do they serve?

How about wolves which are decimating our ungulates. What purpose do they serve? Do we need them?

When predators were unprotected, they were never in danger of extermination. But their numbers were controlled.

One thing that's really scary are the university educated forestry and wildlife officials who listen to these bleeding hearts and recommend these insane regulations to those with the power to impose them. Perhaps we can't see the forest because of the trees.

In my humble opinion, predators should not be protected. Wildlife, particularly the game species, are becoming rarer every day. The same holds true for our fish stocks. It is about time that the silent majority made their feelings known. *Sure is cold, Frank!*

NOTE FROM THE EDITOR- The views presented above in no way reflect those of the Totem Times staff or CFB Comox. Alternate viewpoints are welcomed.

"A COLD DEPARTURE"
FEBRUARY 19TH ON
CBC RADIO

She has been described as a nymphomaniac, a lesbian, the muse of the 1848 French Revolution, and a forerunner of Women's Liberation. She left a poor marriage, had two lovers die in her arms as they made love to her, wrote sixty novels and twenty-five plays - every one of which was produced. During her lifetime, George Sand was one of literature's most influential voices. She spent eight years of that life engaged in a tempestuous and often artistically fulfilling relationship with the great composer Frederic Chopin. They were one of the most talked about artistic couples of the 19th century. Marilyn Bowering recounts the final years of their affair in her

new literary feature *A Cold Departure*. This poetic narrative will be broadcast Sunday, Feb 19th at 10:08 pm on "Speaking Volumes" on CBC Radio, and on the same day as part of "Air Craft" between 6:08 and 8 pm on CBC Stereo.

"I was fascinated by the strong maternal quality of Sand's and Chopin's relationship," said Bowering. "Those emotions seemed so contrary to Sand's bohemian persona, and yet appear to be the best way to characterize their liaison. The poems in *A Cold Departure* reflect this preoccupation with motherhood."

George Sand, however, was

not afraid to be ruthless, direct and vivid in her works, and those qualities are also seized upon in this literary feature. Along with a factual narrative line, Bowering's poems provide a stark insight into Sand's violent emotions. The story is complemented by recordings of Chopin's poetic and stirring music.

Marilyn Bowering is a distinguished poet and teacher now living in Sooke, B.C. *A Cold Departure* is produced by Don Mowatt with technical assistance from James Reid at CBC Vancouver. The part of George Sand is read by Donna White. Ron Halder is Frederic Chopin. The French voice of George Sand is by Alexia Defert.

Don't forget our Valentine's Dance coming up February 13, 8 - 12 at the Mess. Music by Total Sound.

It is a great time to meet new friends and get reacquainted with old ones.

Ladies, please try to wear an item of red. Entrance to the

dance is a pot luck dish. For more info please call:

Rae.....339-3909
Jackie.....339-6669

Wos & Sgts Wives Club meets the second Monday of the month at the Mess Lounge at 8 PM.

All wives of Sgts and WOs are welcome to attend.

WOS & SGTS
WIVES CLUB★★★★★
THE BEST SEVENTY YEARS OF
MY LIFE

by Lew Duddridge

Here is a pleasant, easy-reading account of one man's life. Not one of those careers marked by international fame or corporate financial success, but a story full of the events and experiences that contribute to one's own fulfillment as well as that of society.

Born and raised in Hanley, Saskatchewan, Lew tells of his boyhood growing up in a small community which marked the popularity of tales written by the likes of W.O. Mitchell. As the title suggests, even his early years in the 20's were good times. Farming was hard but rewarding, too.

Lew contributed in many ways - as pilot of a Lancaster with No. 419 Squadron in Europe, later becoming an instructor. Romance entered his life in the form of Hilda, a Welsh girl, now his firm friend and wife. Returning to the

prairies he went into business, farming and running a car/implement agency, and taking an interest in town politics, becoming mayor. Along the way he ascended the lofty heights of the school trustees' organization, provincially and federally, as well as picking up the first private helicopter licence in Saskatchewan.

Latterly, retired in Victoria, Lew piloted his single engine Cessna on a continental tour, including Guatemala and Mexico before finally deciding that he had had enough air time and selling the plane.

Truly, a readable book, an enviable story and a tribute to one man's dedication. "The Best Seventy Years" is obtainable at Blue Heron Books, the News Rack, and the Air Force Museum, all in Comox for the very reasonable price of \$12.95.

...R. Greenhouse

ON & OFF THE BASE

MINISTRY OF FORESTS RECEIVES NEW
CARMANAH VALLEY PLANEMPLOYEE
ASSISTANCE
PROGRAM

(continued from Dec 15, 1988 issue)

While the goals of living together may be a relationship where love and freedom co-exist, and where personal merit or failure rather than laws, keep the relationship intact, basic human needs and problems are involved which produce difficulties similar to those of the newlywed.

First as one cannot predict which marriages will break down, it is difficult to judge which common-law relationships will grow toward a permanent emotional commitment or simply fade away. We can say that genuine affection and responsible caring are present amongst survivors regardless of the form of the relationship.

Role of Parents and Family Members

Many parents whose children have established alternate lifestyles experience a lot of guilt and focus their attention on the unfair question "Where did we go wrong?" They become absorbed in their own concerns and are unable to be of much help to their children.

We are not living in immoral times, simply in "changing" times. Parents often wonder what to say when they see potential hazards in the relationships their children choose. It is probably wise to tread lightly and withhold direct criticism which often invites a defensive reaction and causes further polarization. Without passing judgement it is possible to discuss alternatives and point out consequences. Even more important is letting people know that mistakes of the heart are rarely fatal and serve invaluable lessons.

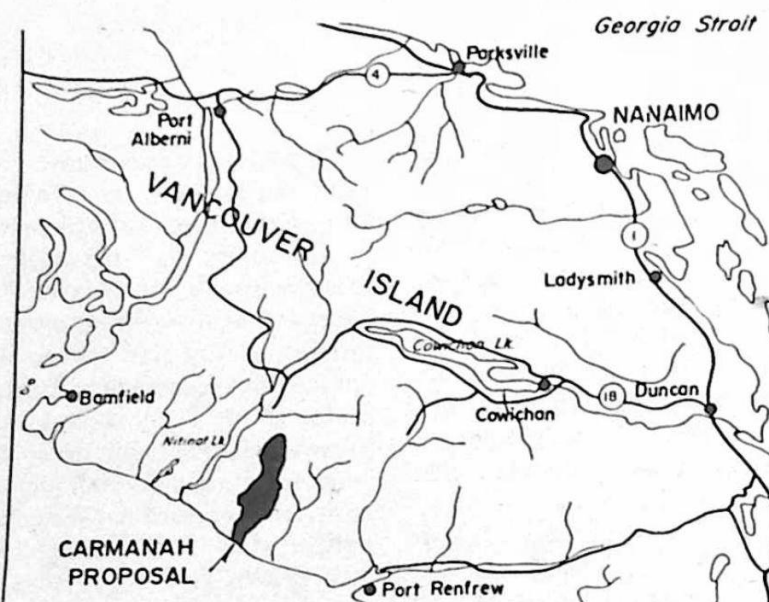
Final Words

Marriage is not obsolete, however, its form is changing. The fundamental human needs for caring, for loving, for mutual trust and companionship are still being expressed as reasons for living together, not merely economics or sexual availability.

Friendship seems to be the common denominator in successful marriages of any kind, be they legal, trial, common-law or otherwise. A best friend is a person who loves you for yourself, wants and encourages you to become all you can be, and hopes you will never feel alone and unloved.

REFERRAL AGENT:

Capt M. Bernard-local 8207
Bev Chadderton-local 8320
Doreen Erickson-local 8590



VICTORIA -- The B.C. Forest Service today made public MacMillan Bloedel's revised management plan for the Carmanah Valley.

Chief Forester John Cuthbert said he will thoroughly assess the proposal with his final decision expected in about three months.

The company was required to produce a plan for the Carmanah Creek drainage as an

amendment to the currently approved management plan for MacMillan Bloedel's tree farm licence No. 44 to protect the exceptional Sitka spruce trees in the area, including the 95-metre "Carmanah Giant."

Last year, MacMillan Bloedel proposed a protection area of 175 hectares surrounded by a special management area of 1,819 hectares to protect the groves of big spruce trees.

Following MB's public consultation process, their initial proposal was revised. Under the new proposal, the protected area would be more than tripled to 538 hectares. Also, the surrounding special management area would be increased to 1,912 hectares.

Cuthbert said it is obvious the company has listened to the views of the public. He commended MacMillan Bloedel for its public involvement initiative which drew some 1,700 written and verbal comments.

Copies of the proposed management plan will be made available by the B.C. Forest Service for public viewing at various locations. A series of open houses also will be held to provide opportunities for the public to ask questions and make comments.

"It is essential that the public have an opportunity to see how their advice has been incorporated into MB's proposal and to comment on it. In evaluating the proposal, the forest service will take into consideration all the public comment received by MacMillan Bloedel as well as all

further comment which we expect to receive from the public during our own open houses," said Cuthbert.

Public viewing will be available during normal forest service office hours from January 31 to March 3 in these nearby locations:

- Port Alberni Forest District office
- Nanaimo government agent's regional office
- Duncan Forest District office

Open houses are scheduled between 11 a.m. and 8 p.m. as follows:

- Feb. 15, Tally-Ho Island Inns, Nanaimo
- Feb. 16, B.C. Forest Museum, Duncan
- Feb. 17, Port Alberni Forest District Office
- Feb. 20-21, Victoria, Bedford Hotel

1140 Government Street Ministry staff will be on hand to explain the process and record comments at each open house. Comox Valley residents concerned with long-term forest protection on Vancouver Island are urged to express their views.



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HELP WANTED
Saw Filer. Applicant should have Band Saw and Circular Saw experience. Must be able to bench Band Saws. Minimum of three years experience. Full range of IWA wages and benefits offered. Contact: George Chinn (Head Filer), Skeena Sawmills, Terrace, B.C. 635-6336.

Houseparents - Boys' Group Home on ranch near Chase. Childcare experience necessary. One week shifts \$1850 - \$2000 per couple monthly. Resumes: Box 2199, Salmon Arm, V1E 4R2.

Growing rural automobile dealership requires immediately 2 licensed mechanics to work in flat rate shop. Hourly rate \$1565. All company benefits including medical, dental, optometry. Ask for Service Manager, Mr. Les Piercy, Cam Clark Ford Sales Ltd., 705 East Lake Rise, Aldridge, Alta. T4B 2B4. Phone (403)948-6660.

Body Shop Manager required by G.M. dealer. Successful applicant will be required to do body, paint work, estimates and manage shop. Mail enquiries to E.J. Klassen, G.M., P.O. Box 1589, Port Hardy, B.C. V2P 2P0 or Craig at 949-7442.

G.M. Dealership Service Dept. Technician required with minimum 5 years. Qualified service experience. Must be familiar with current G.M. products. One hour ferry from Vancouver. Salary and benefits. Send resume to: Box 1088, Sechart, B.C. V0N 3A0 or Phone (604)684-6924.

HELP WANTED

Reporter for community newspaper in Terrace. This position has a sports emphasis. Previous experience is an asset. Black and white as well as color photographic knowledge is essential. Ability to work independently is needed as is a high degree of initiative. Benefits package and car allowance is included. There are opportunities for advancement. Send resumes to Editor, The Terrace Standard, 4647 Lazelle Ave., Terrace, B.C. V8G 1S8. 638-7283.

Skeena Sawmills, Sawmill Technician. Must be certified with T.Q. Sawmill experience and a good knowledge of P.L.C.'s would be an asset. We offer the full range of I.W.A. wages and benefits. Contact: Hugh McKenna, Electrical Supervisor, Skeena Sawmills, Box 10, Terrace, B.C. V8G 4A3. 635-6336.

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ON & OFF THE BASE



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Saturday 1900 hrs
Sunday 1000 hrs
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 Celebrations are held during the Advent and Lenten Seasons.

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

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

CATECHISM CLASSES - September - May in the PMQ School at 1830 hrs. every Wednesday. Religious Education Co-ordinator Mr. Fred Chiasson, Tel: 339-6488.

ST. MICHAEL & ALL ANGELS PROTESTANT CHAPEL

BASE CHAPLAIN (P) - Maj G.A. Milne

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

OFFICE - Headquarters, Bldg 45, Rm 48, Telephone 8273

SUNDAY WORSHIP - Each Sunday at 1100 hrs

HOLY COMMUNION - First Sunday of the month

SUNDAY SCHOOL:

0945 hrs for school aged children (Sep/May)

1100 hrs for pre-schoolers

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

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

CHAPEL GUILD - Regular meetings first Thursday of the month.

President: D.M. Milne - Phone 339-3710.

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ACROSS FROM THE BANK OF NOVA SCOTIA

HEALTH



Aids Awareness

by JAMES GREIG

AIDS AWARENESS A WASTE OF TIME?

I read your column every week in the Mirror and I'm not in a high risk group concerning AIDS, but I think people are caring less and less about the AIDS situation. Everyone professes some concerns when people talk about it, but I don't believe anyone is really changing sexual behaviour. This is particularly obvious to me when I go into singles' bars. A year ago everyone was talking about AIDS. Now everyone seems indifferent or tired of hearing about it. Don't you think you are wasting your time writing an AIDS column?...D.D., Willowdale, Ont.

Yes, I must confess that at times I do. I see the same indifference to the AIDS crisis on many occasions and this can be discouraging. The public's indifference is also reflected in the fact condom sales have dropped considerably over the past six months; this suggests to me that fewer people are practising safer sex activities. On the positive side, we know from recent surveys that AIDS education and awareness

programs are having some impact. While condom sales may be down in the past six months, they have increased considerably over the last few years. Many singles' bars, particularly in the U.S., have gone out of business and/or are not drawing the same crowds of singles as they did two years ago. One U.S. poll clearly establishes the fact that sexually active men and women are either restricting or eliminating sexual encounters altogether to reduce their risk of contracting AIDS. While not true concerning young people (teenagers), the incidence of sexually transmitted diseases such as gonorrhea and syphilis has decreased in the general population over the past three years; this suggests people are indulging in safer sex practices. Under these circumstances I don't think it would be fair to say that AIDS education and awareness programs are not working. What I believe we are experiencing at the moment is purely a lull period.

The AIDS virus has moved

successfully through the homosexual and intravenous drug communities and is now just getting a foothold on the heterosexual community. Depending on what authorities you talk to, the pace at which the virus is spreading throughout the heterosexual community is highly controversial. This is primarily due to the window period (that time between a person's becoming infected and showing signs of AIDS) and the difficult task of trying to determine just how much of the general population is unknowingly infected with the virus. Some authorities believe the heterosexual spread of AIDS will be as rapid throughout the community as it was throughout the gay community. While I don't agree, other authorities believe there is nothing to fear...that the rate of transmission is now diminishing.

It is conservatively estimated that, in the U.S., there are 500,000 to 1 1/2 million people currently infected with the AIDS virus (HIV), and in Canada up to 50,000 are infected.

One authority suggests that the heterosexual AIDS cases are now doubling every six to eight months. The World Health Organization predicts the AIDS cases worldwide over the next two years will be staggering.

Despite the present appalling apathy by many towards the AIDS issue, AIDS awareness and educational efforts cannot be minimized. In fact they should be escalated. Education is the only key to preventing the spread of the virus.

While I try not to propagate 'gloom and doom,' sometimes people have to be hit right between the eyes before they pay attention.

On the other hand, however, you are reading the AIDS AWARENESS column on a regular basis as I know are many others. If this effort and that of the hundreds of people currently involved with AIDS education and awareness manage to alter the sexual habits of even a few people and thus prevent a further spread of the AIDS virus, then I think everyone's efforts will all have been worthwhile.

INCOME TAX QUESTIONS?

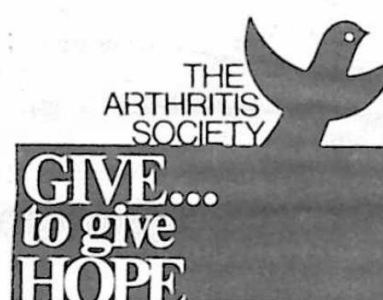
WE'RE AT YOUR SERVICE

A Seasonal Tax Assistance Centre, Operated by Revenue Canada, Taxation will be in your area to offer help on personal income tax.

FREE

For information, publications and forms, plan to drop in at Revenue Canada Seasonal Taxation Assistance Centre located in Courtenay at the Driftwood Mall. It will be open at the following times:

Feb 7-10	9:30 am-5:30 pm
Feb 11	9:30 am-4:00 pm
Mar 13	2:00 pm-5:30 pm
Mar 14-17	9:30 am-5:30 pm
Mar 18	9:30 am-4:00 pm
Apr 24	3:00 pm-5:30 pm
Apr 25-29	9:30 am-5:30 pm
May 1	9:30 am-5:30 pm



PUBLIC ANNOUNCEMENTS

429 Squadron colours presentation and reunion

429 Transport Squadron wishes to bring to the attention of all past members and interested parties, the upcoming colours presentation and squadron reunion. The celebration has been tentatively scheduled for the 21 - 23 July 1989, pending confirmation of a royal representative to present the colours. We will advise any change to the planned dates. Anyone desiring more information or wishing to attend can contact our

squadron administration officer (SAdmO) by telephone at: (204) 895-5401 or in writing to:

429 (T) Squadron
Canadian Forces Base Win-
CFC Winnipeg
Westwin, Manitoba
ATTN: SADMO

Come and join us in celebrating the past, present, and future of one of Canada's finest: 429 Transport Squadron.

RCBAF 33RD ANNIVERSARY

The Royal Cape Breton Air Force (RCBAF) is alive and well. The current Chief of the Air Staff (CAS), Squadron Leader John H. Billard would like to extend an invitation to all August Members to the 33rd anniversary celebrations, 22nd and 23rd Apr 89, CFS Sydney Officers' Mess.

This year's activities will include a Stag on Friday evening complete with RCBAF games

and prizes (a dinner will be coordinated for the ladies at a local restaurant) and on Saturday you will have an opportunity to visit local points of interest followed by the traditional RCBAF mixed mess dinner. Total cost of \$60 per couple, \$30 per single. Reservations can be made by contacting Flight Lieutenant Michael R. Moore, Adjutant, RCBAF, CFS Sydney, MPO 200, Sydney, N.S. B0A 1B0.

† Support Your Lung Association

BASE INTERSECTION VOLLEYBALL

Section (mixed)/units/individual interested in playing for the I/S Volleyball are asked to register at the Base Rec Centre NLT 23 Feb 89. Should additional info be required, please contact MCpl Descoteaux or Cpl Savard at loc 8315.

Filberg Festival Coming in August

Spring must be just around the corner, the Filberg Festival is starting to come to life again! Last year crowds topped 17,000 during the four day Festival over the B.C. Day weekend, and a great time was had by all. Set on a splendid nine-acre site against a backdrop of ocean and mountains the Festival features over 70 craftspeople and artists from all over B.C., marvelous foods and entertainment. Dates for the 1989 Festival are August 4, 5, 6, and 7 - so mark it in your calendar now, it's definitely worth a visit.

Jury applications are now available for craftspeople who are interested in taking part this year. The deadline for completed applications is March 8. Anyone interested should write Filberg Festival Coordinator, Jane Howard, 61, Filberg Road, Comox, B.C., V9N 2R7 or phone 339-2715 or 338-7802 for more information and application forms. Performers, entertainers and food vendors are also invited to apply.

403 REUNION

403 Squadron is planning its fiftieth anniversary reunion in 1991. We are compiling a list of all present and former mem-

bers of the Squadron. Anyone who has served with 403 Squadron is asked to send their address and that of as many of their former Squadron mates as possible to:

Commanding Officer
403 Helicopter Operational Training Sqn
CFB Gagetown
Oromocto, NB, E0G 2P0
Attention: Lt.D.Dash
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QUARTET PLAYS IN COURTENAY MONDAY

Feel like moving those feet to a different tune? Wanting to whisk away winter blues?

Why not treat the favourite person in your life to an evening concert?

CYMC's last Winter Concert in this year's Concert Series features 'MUSIC FROM BANFF' a quartet made up of saxophone, clarinet, flute, viola, violin and piano.

This concert on the Eve of Valentines will be at the Sid Williams Theatre, February 13, 8:00 p.m. and will feature THE ZELANIAN QUARTET. This

is a group from New Zealand that are currently residing in Banff, Alberta where they are performing, developing and making recordings at the Internationally known Banff School for the Arts.

This promises to be an enjoyable evening for all who attend. I look forward to seeing some new faces there!

Tickets are \$6 for CYMC Members, \$7 for Seniors, and \$8 for others. They are available at Blue Heron Books, Pharmasave Drugs, Courtenay and The Laughing Oyster Book Store.

ATTENTION!!!

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Men & Women in Transition
february 21

Marriage—A New Mindset:
How to Stay Married
february 28

Our Elders: Untapped Resources
march 7

Death: The Continuation of the Journey
march 14

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AS/FTRC/AWC REUNION
A Reunion of all Air Services/Fighter Controllers (AS/FTRC) and Air Weapons Controllers is being planned for the summer of 1989 at CFB North Bay, Ont. The Air Weapons Control and Countermeasures School (AWC and CS) is chairing this event. We are looking for names and addresses of all ex-Controllers who would be interested in participating and being placed on the mailing list. Address all correspondence to Commandant AWCCS, CFB North Bay, Hornell Heights, Ont. P0H 1P0.

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ANNOUNCEMENT OF ART SHOW AND SALE OF WORKS:

Helen Andersen will present paintings from her latest "Indian Myths and Symbols" series at Courtenay Arts Alliance Gallery from Jan 31-Feb 18, 1989. Opening is Friday, Feb 3. Everyone is welcome. The award winning print "Salt Woman And The Hero Twins" will be available for sale at that time.

ART ALLIANCE
367-4th St., Courtenay, BC
Phone 388-6211

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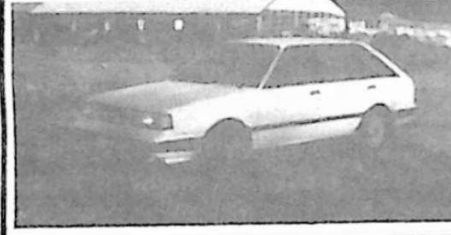
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