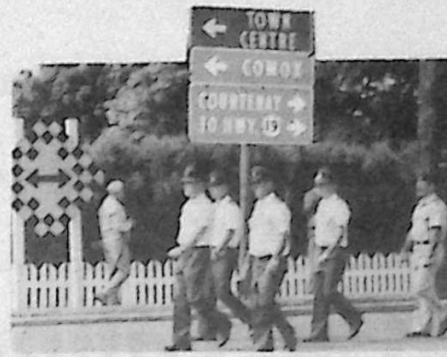




The smile says it all: Changeover Parade, pages 1,2, and 10 to 12.

Freedom March in the City of Comox: pictorial on page 11



TOTEM TIMES



Canadian Forces Base Comox B.C.

VOL 31 NO 14 August 10, 1989

NEXT DEADLINE Monday August 21, 1989

COST: PRICELESS

New top dog for CFB Comox

On a warm, overcast afternoon on 2 August, Colonel JE McGee accepted command of CFB Comox from Colonel JEH Gibbon, at a parade held on the tarmac in front of hangars 1 and 3. Parade guests overflowed the bleachers and seats set up for the occasion in what was probably the largest turnout ever recorded for a base change of command parade.

Aircraft representing the three squadrons permanently based at CFB Comox were ranged behind the service men and women on parade, a VU33 Tracker in the centre. A flypast, consisting of a Labrador Helicopter, Buffalo, Aurora, Tracker and two CF-

18s representing 441 Sqn detachment, took place midway through the parade, and as a last and unique salute to outgoing BComd Col Gibbon, the Tracker on parade raised and folded its right wing.

Thus ended three years of command for Col Gibbon, and began the tour of CFB Comox's second Naval BComd in succession, Col J.E. McGee, who has served aboard HMCS Bonaventure, aircraft carriers USS Randolph and Wasp, with 404 and 405 Squadrons at CFB Greenwood, and as CO of 412 Sqn in Ottawa. After various staff appointments, CFB Comox is Col McGee's first Base Command.



Col Gibbon, outgoing Base Commander, salutes Col McGee, incoming Base Commander, as he leads CFB Comox past podium during Change of Command, 2 August.

Arcturus to replace Tracker

OTTAWA -- The Minister of National Defence, the Honourable Bill McKnight, announced 30 June that the federal government will purchase three Arctic and Maritime Surveillance Aircraft for the Canadian Forces.

These aircraft will be used primarily for military, environmental, maritime, and arctic surveillance, as well as for fisheries patrols. The new aircraft, equipped with radar and long range communications capabilities, will also serve as

back up for search and rescue

The aircraft to be called "Arcturus", will be built to Canadian military specifications and shares the same basic airframe and engines as the CP140 Aurora, the Canadian Forces anti-submarine aircraft. This will permit significant savings in the maintenance and training costs for both aircraft.

Each aircraft will cost approximately \$55 million with a further \$95 million being added to provide support over the life of the project.

The Tracker fleet, which is obsolete and being phased out, does not have the necessary long range capabilities for these various sovereignty missions.



Col J.E. McGee signs documents accepting command of CFB Comox from Col J.E.H. Gibbon.

Holberg closure

Some time in 1990, the radar station of Holberg will be closed. 176 military personnel will be relocated, and the 58 civilian employees will be retrained or relocated, where possible. The existing long-range radar will be replaced by a more technically advanced minimally attended radar, part of the NORAD modernization program.

In 1988/89, the total cost to operate and maintain the facilities and equipment at CFS Holberg was approximately \$4 million, with very little of this

money expended locally.

Total personnel cost savings over 15 years are estimated at \$147 million, and \$93 million savings in operations and maintenance. Costs relating to personnel and facilities closure are expected to amount to \$10 million.

While CF operational capability and readiness will be unaffected, the local economy will feel a reduction in salaries, wages and expenditures for goods and services amounting to \$8 million annually.

Canadian Forces "glasnost"

A delegation from the Soviet Union recently visited the Defence Research Establishment (DRE) Suffield, Alberta, after an invitation by the Minister of National Defence, the Honourable Bill McKnight.

"The Soviet delegation's visit to our Research Establishment in Suffield is in keeping with our active com-

mitment to the goal of a global ban on chemical weapons", said Mr. McKnight.

Canada long ago renounced the possession of chemical weapons and has continued to conduct small scale work on development of and training in chemical self-defence for Canadian Forces personnel.

The Soviet delegation of 10 scientists and technical experts

from the working levels of their government and military arrived in Ottawa on 16 July and travelled to DRE Suffield between 17 July and 19 July, 1989. The delegation toured the facilities and looked at the chemical destruction process and shared information on technical issues and environmental safety relevant to the destruction.

Whatever women do they must do twice as well as men to be thought half as good. Luckily, this is not difficult.

Charlotte Whitton (1896-1975)

Editorial

Col Gibbon leaving — but will be remembered

CFB Comox first became aware of an officer named Ted Gibbon (Maj) a short while after he became VU33's new CO. VU33, junior outfit on the base, maintained a low profile. An occasional success at intersection baseball was its main achievement of note and the only noise it made came from its ancient T-birds and land-stranded Trackers. Socially, there existed some separation between upper and lower decks.

Major Gibbon changed all that: VU33 soon found itself in addition to doing its flying duties, in boats on the way to Squadron picnics on Tree Island, fishing at Rock Bay and Quinsam Lake, hiking the West Coast Trail, and adventure training at Cape Scott. For a

CO, VU33 had inherited a people person; an officer very much in tune with his personnel. He was a democrat in an undemocratic organization. Who else would share a tent for eight days (on the West Coast Trail) with MCpl Fred Kay, who snores like a diesel? Fred recalls: "After the eighth day, he was all eyeballs and (aperture), but he kept his cool."

Sgt (Retired) Dennis Viklund recalls his leadership style: "It didn't matter who or what you were in the squadron, he used the same language, some of it pretty fierce if you screwed up, but there was no animosity. My best recollection was of a trip to Quinsam Lake where he cooked deer liver for 15 of us and washed up the pots and pans!"

Major Gibbon departed VU33 for points south in 1982. Major Arsenault, VU's present CO, met him (now a LCol) at Summerside in 1984 after his appointment as CO of the Tracker Squadron there, and recalls both his golf game, and a Grey Cup event: "He was very hard on himself about his golf. The safe thing to do was stay out of range if he flubbed a shot. I heard an elderly lady golfer once remark (charitably), 'I guess that's how he lets off steam.' For a Grey Cup game he set up bleachers and a TV in his basement and for realism he opened all the windows. We froze, but said nothing, and enjoyed the game, I think."

The Base Chief Warrant Officer, CWO Doherty, recalls his

days on the "Bonny" (HMCS Bonaventure) when he was WO2 I/C aircraft maintenance and Lt(N) Gibbon was Deck Officer. "We were always in conflict, Lt Gibbon wanted to land planes on the deck and I wanted to do engine test runs. There was some pretty fierce language, but no animosity."

Col Gibbon flew a Tracker for the last time on 26 July 1989 (he fired 12 rockets). "He finally learned how to start them," says Maj Arsenault. "No backfires." At 5100 plus hours, Col Gibbon has the second highest flying hour total for the Tracker.

Among the many presentations the BComd received while at Comox (a truckload, some say) are two of note: VU33's gift was a Tracker Control Yoke and Pilot's checklist mounted on a birdseye Maple Burl, and, from the JR club, an unusual ladder with a flat rung (for Maj Gibbon) at the bottom, a less stable round rung (for LCol Gibbon) in the centre, and a very shaky chain rung for Col Gibbon at the top. Recalls Cpl Weiner Lavigne: "His comments about, 'unless you are the lead dog on a team or on the top rung of a ladder, the view never changes,' we considered very appropriate, hence the ladder."

Col Gibbon's last parade was a standing room only affair (no pun intended; spectator turnout was heavy), an indication of the number of friends, military and civilian alike, the Gibbons have made in their three years, plus VU33 time, here. A local editor describes him as "The Fourth Mayor", so strongly has CFB Comox been identified with our neighbouring communities, while under his command.

The 562nd Air National Guard Band of Southern California -- here at Col Gibbon's invitation -- provided fine parade music, and later entertained at the post-parade reception, held in 3 hangar.

My own recollection of Col Gibbon is of three years ago, when, as the new BComd, he left the official reception to come over to the beer-and-sandwiches affair to meet his "troops", shaking every hand in sight, spending a little time with each of us, tuning in.

After this parade, the new BComd, Col McGee, left his official reception and with his wife came over to the beer-and-sandwiches affair, shaking every hand in sight, spending a little time with each of us. The more things change...

by Norm Blondel



Promotion Ladder -- with a shaky top rung -- is JRC's gift to departing BComd.

TOTEM TIMES

CFB COMOX, LAZO, B.C. V0R 2K0

EDITOR.....Capt Kirk Sunter
ASSISTANT EDITOR.....Norm Blondel
EDITORIAL STAFF.....Kelly Sunter, Mark Forseille
SECRETARY.....Judi Hooze
CIRCULATION.....Brad & Helaine Shipley 339-4680

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Presented with their CD's recently by Col Gibbon were (left to right) Maj Veillux, MCpl Kinshella, Capt Bazeley, and Sgt Fontaine.



Presented with clasps to their CD's were Capt Brown, Cpl Lavigne, MWO Hunt, and WO Moreau.

A fistful of CDs

I have been the editor of this esteemed newspaper for six months now. It has been a time of tribulations and pleasures. Tribulation when I look at the pile of work that needs doing Monday morning; pleasure when we put the paper to bed on Wednesday, good or bad. I have tried to make changes to the format to make it a more readable paper, a more enjoyable paper. I know not whether I have succeeded because we never receive comments, negative or positive, about the look or content; not that that's necessarily unexpected. One needs to be controversial to draw comment; which is the antithesis of a military newspaper. No, we must tow the party line instead and this we do faithfully week in, week out.

Most papers have an obvious indication of success or failure: the number of papers they sell. That avenue into the psyche of our readers is, of course, not available to us. We always "sell" 2550 copies of the Totem Times. Funny how that never changes. We've probably been producing 2550 copies since shortly after I was born. So instead, I try and keep an eye on the stack of papers delivered to work; to see if they dwindle more quickly or slowly -- I can't honestly say I've seen a difference. Sometimes I imagine the papers are disappearing like hot cakes, that people are scrambling across the hangar floor on Thursday morning desperate to get their hands on a copy. Then I realize its only someone in urgent need of the washroom and the stack of papers is, for the most part, being studiously ignored.

I'll learn to live with this uncertainty though, don't worry. We'll continue to produce paper after paper in hopes someone -- anyone! -- is actually reading it. It's not easy but we all have our crosses to bear. However, if you -- yes, YOU -- should feel a vague urge to express your feelings about a subject dear to your heart, about the lousy job the Totem Times is doing, perhaps your dreams, your hopes and desires, to a wider audience, don't hesitate to drop us a line. Rest assured we'll read it, publish it if you wish, slobber all over it in an ecstasy of unexpected pleasure. Then again, you could be like everyone else and do nothing, say nothing.

Federal budget threatens Old Age Security

Dear Sir:

The recent Federal Budget presents one of the most blatantly dangerous threats to the universality of Old Age Security benefits that Canadians have yet encountered. To quote the official "Budget in Brief" booklet, "Individuals with net income exceeding \$50,000 will repay, through the tax system, their Old Age Security and Family Allowance benefits."

At first look this "clawback" appears to affect only the 13% of O.A.S. recipients whose incomes are at the \$50,000 threshold and who do not have any active representatives to present their case for them. On the surface it would appear that the Federal Government may have adopted the policy of making the rich pay. However there is potential unfairness in the way Mr. Wilson proposes to treat the \$50,000 threshold over the long haul. This level will not rise in step with inflation -- on the contrary, it will decline at the rate of inflation minus three per cent!

If we look down the road at maintaining current buying power while evaluating Seniors' income in constant dollars, and if we project current inflation rates forward, fifteen years from now the threshold will be down to \$30,000. By that time most retirees will have lost their Old Age Security pension to the tax man.

The Old Age Security Plan came into being on 1 January 1952 when most of the present recipients were tax paying members of the Canadian work force. For 20 years it was financed by a personal tax on income, and subsequently the Minister of Revenue was required to transfer equivalent monies collected annually from taxpayers directly to O.A.S. funds. The commitment of the government was clear and a taxpayer had every right and

expectation that he or she would receive Old Age Security payments without a means test or other form of discrimination. Canadians were led to expect that they would be treated in the same manner as a person who purchased an annuity from an insurance company and paid the required premiums. A company so unethical as to then advise its policy holders: "Sorry, you really don't need this annuity you have purchased over the years ... we will pay it to you and then take it back" would be totally discredited, yet the Government of Canada has now adopted this position.

Old Age Security pensioners should not be forced to carry a larger share of the tax burden. Why should one individual earning over \$50,000 be entitled to receive \$100,000 in capital gain exemptions while another individual, and Old Age Security recipient with the same income, is required to repay the \$4,000 he or she received in Old Age Security? All high income earners should pay a fair and equitable share of income tax through a progressive tax system, regardless of their age or source of income.

In 1985, Mr. Mulroney and Mr. Wilson retreated from an attempt to reduce the indexation of Old Age Security payments as a result of "Grey Power" outrage. During last fall's election campaign Mr. Mulroney (in the presence of his Mother) promised that any Government he led would improve pensions rather than degrade them. Some improvement!! Is this budget the thin edge of a wedge designed to erode Old Age Security in Canada? Anyone for political morality?

Yours truly,
R.W. Morley, President,
North Island Branch,
Federal Superannuates
National Association

About Trivia

Dear Trivia Editor:

That is a Fairey Battle, light fighter-bomber in WW II. It was death on JU-87 Stuka dive-bombers, but tragically under-engineered for anything else. The battle for the Albert Canal Bridge -- a vital obstacle to the Nazi advance in 1940 -- demonstrated just how slow and cumbersome the Fairey Battle was.

All Battles attempting to destroy the bridge were themselves destroyed before getting near the target.

Sincerely,
John Novak

N.V.B.

Letters to the Editor

"not much of a report card..."

Dear Editor:

Who is incompetent? Premier Vander Zalm and Opposition Leader Harcourt no longer favour the Meech Lake Accord, but do not have the guts to rescind B.C.'s approval of the Accord.

What about our Honourable Ministers?

Lyall Hanson, Labour and Consumer Services: still embroiled in the Knight Street Pub caper.

Bill Reid, Tourism and Provincial Secretary: caught placing phoney 'nature' advertisements in magazines.

Dave Parker, Forests: unable to reconcile the conflicting in-

terests of forest companies, native rights, and environmentalists.

Rita Johnston, Municipal Affairs: cannot figure out an equitable formula for assessing property values for municipal and school tax purposes.

John Davis, Energy, Mines and Petroleum Resources: wants to run a natural gas pipeline through Vancouver's water shed.

Peter Dueck, Health: has capitulated to the inflationary demands of health care workers.

What is the opposition doing?

Not much more than an en-

dless diatribe from Messrs. Blencoe and Sihota about liquor licenses and the sale of EXPO lands to friends of the Secords.

Not much of a report card to take back to the folks at home.

Sincerely,
Elmer G. Wiens
Victoria, B.C.

Note from editor:

Mr. Wiens certainly seems to know what is wrong with government; unfortunately, unless criticism is constructive, it is rarely heeded. Do I see a future in politics for Mr. Wiens?

75 years after Komagata Maru

Dear Sir:

July of 1989 marked the 75th anniversary of the expulsion of the Japanese freighter Komagata Maru from Vancouver harbour by Canadian government officials. The ship had arrived two months prior. Aboard were 376 Indians, mostly Sikhs, who were attempting to enter Canada illegally. Some were associated with violent revolutionaries operating within the Sikh gurdwara (temple) in Vancouver.

An almost forgotten Canadian hero, William Hopkinson, was closely involved with the handling of the Komagata Maru incident. Born in India of British parents, Hopkinson was fluent in a number of Indian languages. Hired by the Canadian government as an immigration inspector in Vancouver, his primary focus was the compilation of intelligence data. A resourceful and daring

operative, he had established a formidable network among Indian immigrants.

Hopkinson, however, had made dangerous enemies among Sikh extremists in Vancouver. In December of 1913, a meeting in the Sikh gurdwara in Vancouver called for the murder of Hopkinson and others. A few months earlier, Hopkinson had interrogated an Indian terrorist who had been apprehended with a formula for the manufacture of nitroglycerine.

On 21 October 1914, Hopkinson was waiting to testify at the trial of a moderate Sikh who had been arrested following a furious shootout between Sikh factions at the Vancouver gurdwara. Before he could testify, Hopkinson was gunned down and mortally wounded by a Sikh extremist who three months prior had been arrested for smuggling handguns purchased in the

U.S.

Fortunately, unlike the present, justice in those days was swift and sure, with the Sikh assassin hanged the next year. While Hopkinson's sacrifice has largely been forgotten by Canadians, his murderer continues to this day to be honoured in the Vancouver gurdwara.

In many respects, the events of 1914 parallel the situation faced by Canadians 75 years later. As confirmed by a 1987 Gallup poll, the vast majority of Canadians continue to oppose immigration that would upset the existing ethnic balance. However, unlike the present, the Canadian government of 1914 acted decisively to implement the will of majority public opinion.

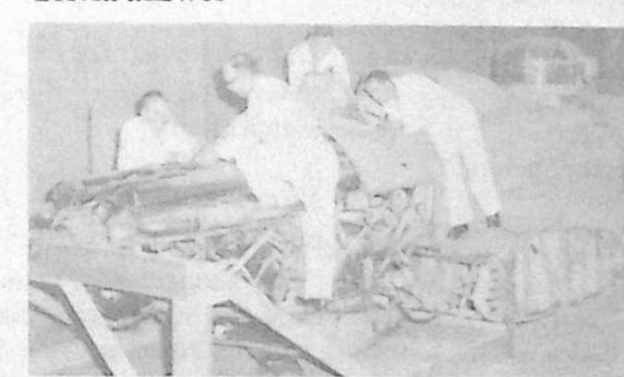
Sincerely,
G.C. Robinson
President
Citizens for Foreign Aid Reform

Air Force Trivia

WHAT WHERE WHEN WHY



Trivia answer



The other Bert Linder pic, another restoration job for Rockcliffe. This aircraft has two possible names. What are they?

This is a Fairey Battle, under restoration at 10RD Calgary in 1963, for the National Aviation Museum at Rockcliffe. Bert Linder (foreground) loaned us the pics.

Comment



From the
top rung

Col
Ted Gibbon

Thanks for the memories

How many ways are there to say goodbye and thank you for the memories? It's impossible to condense three years of experience into a few lines and not forget something or somebody so I really won't try.

I started this column for two reasons, one selfish and one a little more honourable. It gave me an opportunity to vent my spleen in a general sort of manner - remember the jerk in the little yellow car? - and touch on those things that really upset me but I couldn't get a grip on - ie. the stupid mistakes. We had a few of those. Most importantly I used the column as a way to communicate on subjects that seem an every day part of life, things we accept without much thought but on closer analysis need some explanation or the true meaning escapes us. We have lots of those. No matter the topic, I hope that at least on one occasion I shed some light on an issue that was bothering you. The remarkable thing about this whole experience from my point of view was not one of the three editors who waited patiently on deadline day during the past three years rejected my copy. This edition will be published after my departure; perhaps they've been waiting for the ultimate opportunity.

The parades are over and the top rung has a new occupant and a precarious position it is. As they say, I'm history (I prefer that to toast), and a great many are probably wondering why my last act was to give them sore feet. In simple terms, it was a demonstration of our military heritage, an opportunity to demonstrate our pride in serving our country and the uniforms we wear. Most significantly, it is a visible reminder that there is a new man in charge. On my departure I thank you for your loyalty, your energetic support of my goals, and the energy that you have all brought to the tasks that we have been assigned, both pleasant and unpleasant. It has been a great three years, demanding but satisfying, and I take great pride in having commanded the finest group of professionals in our Air Force. As a final request, I ask that you continue to serve as diligently for your new Commander as you did for me.

Anne and I are departing but we are leaving a lot behind. The friendships, fellowships, and associations with the personnel on the base, their families, and the civilians in the local communities will remain with us always. May you all enjoy fair winds and following seas. Thank you for the memories. Good-bye for now - keep your tips up, your lines wet, and your swing smooth.

Quotations from Chairman (Col) Gibbon

(extracted from "Top Rung" columns in 3 years of the Totem Times)

On his legacy:

"Recognizable changes most frequently reflect the effort of one's predecessors, whereas my legacy depends on future developments and affords me an ideal opportunity to be history before I can be accountable. Not a bad concept!"

About being the Boss:

"Unless you're the lead dog in the team or on the top rung of the ladder, the view never changes."

impact these self-indulgent jerks can have on the destiny of the unsuspecting majority."

About Popularity: (after a rained-out Comox parade)
"I've discovered the quickest way to gain popularity in the military is to schedule a parade, then cancel it."

On Volunteers:

"Far too often I encounter the same folks, no matter what the activity, and I'm sure they would be grateful for a new number in the line-up."

Service Families:

"... we too frequently take for granted the sacrifices our families make ... and their going contributions to the



Cheques and balances

If making up with your spouse is the only meaning you attach to the word "reconciliation", your finances could be in big trouble.

To accountants, a reconciliation is the matching of your financial records to that of your bank. To most people that means making sure that last number in your cheque book equals the last number on your bank statement. Or at least comes close.

Sounds simple enough. So why do so many people have so much trouble doing it? And if it's so much trouble, why bother?

Balancing your cheque book is a chore for one simple reason: it never seems to come out right. Sometimes cheques you've written simply haven't cleared the bank system yet. Or you haven't accounted for numerous \$1 and \$2 service charges. Or you forgot to record a deposit or withdrawal in your cheque book. Many people, upon seeing the discrepancy after the first tally, simply throw down their pencils and throw up their hands. Enough is enough.

And really, if it's so much trouble, why bother?

There are reasons.

Unbalanced cheque books can cause you grief in two ways. First, if you don't keep track of when your cheques clear the system and when your deposits show up in your account, you may run the risk of writing rubber cheques. Aside from the embarrassment, you'll likely be charged a penalty and your credit rating may be tarnished.

Second, if your bank fails to record a deposit, or subtracts \$960 from your account when the cheque you wrote was only

for \$96, you're out \$864. Having complete faith in the banking system is a blissful but dangerous existence.

Resolved: You will balance your cheque book -- regularly. To fulfill this resolution, follow these four easy steps:

1. Upon receipt of your bank statement, subtract any charges listed on it from the total in your cheque book. These will probably be service charges, automatic withdrawals for goods and services and the like. Make note of any you don't understand. Then add to your cheque book any automatic deposits or earned interest. Sort your cancelled cheques numerically and mark each one off in your cheque book and on

your bank statement.

2. Subtract from your bank statement any cheques you have written that don't appear on the statement. Add any recent deposits.

3. If the two balances don't match to the penny, re-check everything. Call your bank with questions if you can't find the problem.

4. Repeat steps 1, 2, and 3 monthly for the rest of your life.

For a brochure on budgeting, write to Ron W. Park, F.C.A., Executive Vice-President, Institute of Chartered Accountants of British Columbia, 1133 Melville Street, Vancouver, B.C. V6E 4E5.

Crossword

By Rick McConnell

ACROSS

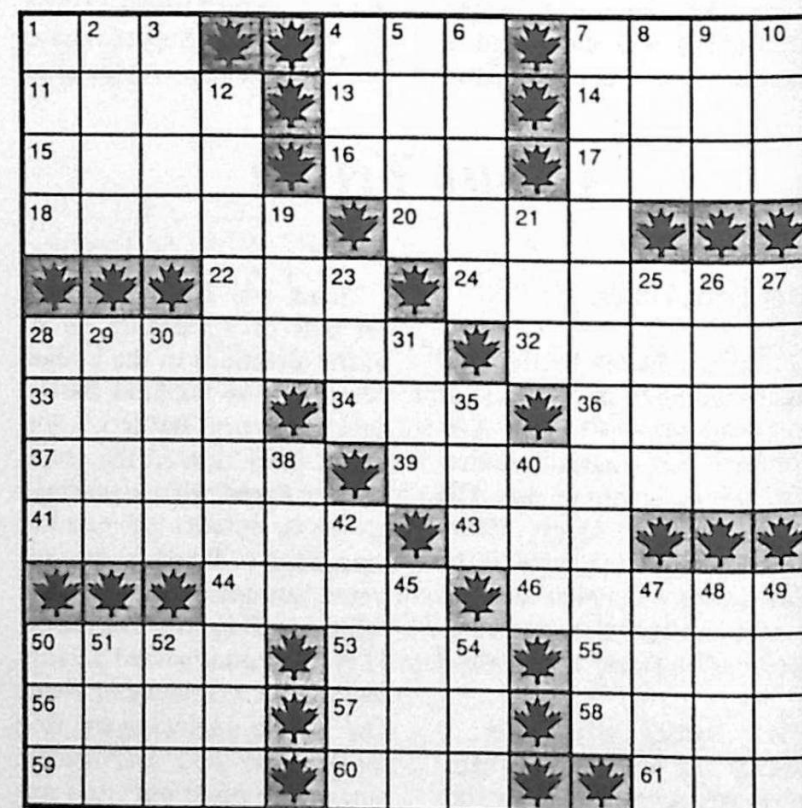
- 1 Semi part
- 4 Notices
- 7 Poet
- 11 Bedouin
- 13 Bag
- 14 Tale-teller
- 15 Brook
- 16 mode
- 17 Crafty
- 18 Dew-line sensor
- 20 Saga
- 22 Tear
- 24 Foot connectors
- 28 Lake Simcoe inlet
- 32 Map
- 33 Dry
- 34 Cheer
- 36 Sask. Lake
- 37 Old Beachcomber
- 39 N.S. inlet
- 41 Former Russ. aristocrat
- 43 Performed
- 44 'Wonderful one' name

- 46 Degrade
- 50 Sailor's saint
- 55 Que. Lake
- 56 Stuck-up
- 57 Pro
- 58 Long ago
- 59 Soft curse
- 60 Golf peg
- 61 Edward's nickname

- 12 Dark gem, Alta.
- 19 Caress
- 21 Co. abbr.
- 23 Asphalt
- 25 Saltsping
- 26 'Army maid' name
- 27 '21' instruction
- 28 Gas mixer
- 29 Fave cookie
- 30 Slick
- 31 Sweet potato
- 35 Secreted
- 38 Weep
- 40 Creek
- 42 Hockey pool
- 45 Healing plant
- 47 Prolific writer?
- 48 Certain
- 49 Supplemented
- 50 Night before
- 51 Fall behind
- 52 Italian pronoun
- 54 Before

DOWN

- 1 Painter Emily
- 2 Opera high-light
- 3 Hairless
- 4 Aspirin
- 5 Valley
- 6 Alta. town
- 7 Zitty cove?, Nfld.
- 8 Broadcast
- 9 Cad
- 10 One type of humour

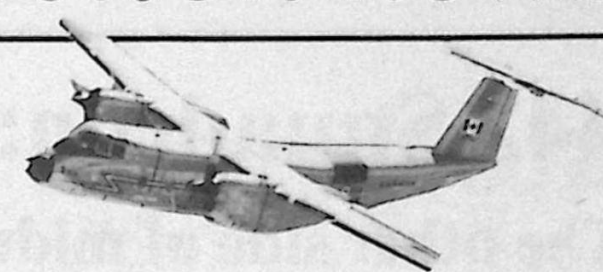


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Solution on page 15

Section news

442 Squadron



442 Sqn on parade on 13 July to change command of the squadron from LCol Jay to LCol Cloutier.

442 Squadron is now under new management and commemorated the transfer with a Change of Command parade on 13 July. The Squadron welcomes LCol Cloutier and his wife Ginette to the Squadron and wish LCol Jay and his wife Linda every success on their new posting to Belgium.

Unfortunately, new management has not improved the Buffalo serviceability rate as we had one aircraft in Vanderhoof for an engine change (Maj Howe owes more beer to 407 Sqn and VU33) and another in Lahr, W. Germany with the same disease. With any luck the European Trainer should have returned by 8 August; the crew will probably start working on their BMI reduction shortly after.

The Labrador Flight remains busy and Maj Myrah and Maj McKay are finally wearing the rank (and receiving the pay) for their positions, Capt Louise

Neil is rushing to put in an application to transfer to Buff Flight after her European experience on SF620. Charlie Cue made it to Ottawa just in time for Shelley to deliver a bouncing baby boy.

The Squadron is looking forward to the end of a busy summer and a time when all positions are filled after the APS. Welcome to all new members of the Squadron and we look forward to working together in our challenging operational role.

FE section

The Flight Engineers would like to take this opportunity to welcome our new CO LCol Cloutier to 442 Sqn. The CO's change of command parade went well, under sunny skies and warm temps; short and sweet, thanks boss.

With the summer season comes the airshows and 442 has been doing their fair share of 'flag wavin', PR and then some. Paul Caughy and Vimy Trevors made the trek to Vanderhoof and were more than pleased with the hospitality shown to the aircrews. Paul enjoyed himself so much, he felt inclined to talk the rest of the crew into donning garbage bags and parading around as the California Raisins. But, meanwhile, the poor Buff wasn't exactly co-operating for Burt Howard. Seems its the same old story for the Buffalo these

days: broken down from Comox to Lahr the maintainers are doin' their best, but supply is low on gun tape and '40 thou' lockwire.

Gord Neave and Dan Pier-son are gearing up for their check rides and Paul Caughy and Joe Casey have been putting the two through their paces with lots of questions, training, and pre-check rides. Gord got a weekend trip to Port Angeles, while Dan got Constitution Hill!

Mr. Rescue was busy again this past week; Joe Casey was called out and involved in two operational rescues and was more than quick to let everyone and his brother know.

Serge Poirier and Kevin 'Kamloops' Morawski have returned to FE fold after being away on course. Serge was basking in the sun in Southern California while working his hands to the bone and Kevin was doing a little 'camping' outside of Jarvis Lake and para-sailing in Baynes Sound. It's okay guys, the rest of us managed to pick-up the slack; we all love working 29 out of 31 days.

Finally, the section would like to congratulate Gord Neave and Serge Poirier on their promotions to MCpl, effective 1 August. And for those of you who haven't been to the Port Side Cafe in Comox, what are you waitin' for? That's all there is and I'm outa space.



LCol Cloutier, centre, signs documents transferring command of 442 Sqn from LCol Jay, left, to himself. Col Gibbon looks on.



In the traditional, symbolic gesture, LCol Jay, left, hands the 442 Sqn Colours to the Base Commander, Col Gibbon. He in turn will pass the colours to the new Commanding Officer, LCol Cloutier, right.

Jr Ranks Ladies Club

Turn a negative into a positive!

There are a lot of positive aspects to being a military wife, but there are negative ones also.

Here you are in the country's vacation capital ... the glorious Comox Valley, ... however you are now ALONE!

Two major things can cause this to occur: either you are new to CFB Comox or your friend and neighbour (on whom you could call daily) has been posted.

There is a solution available to you! Join the JR Ranks Ladies Club -- meet women in circumstances similar to yours.

Come out to our opening meeting. Who knows you may even meet a neighbour!

The club meets every third Thursday, in the lounge at the JR Ranks Club. Everybody is most welcome.

Please watch for flyers regarding our first meeting of the coming year. These will be delivered in plenty of time to arrange for babysitters, etc.

So please give us a try. After all, what do you have to lose and who knows you may gain a life-long friend.

So see you in September.

In Memorium



The CO of 442 T & R Sqn regrets to announce the tragic death of Cpl Michel Corneau. Cpl. Corneau worked in 442 Sqn Engine Bay and recently moved to AMCRO where he assumed the position of AM-MIS co-ordinator. He is survived by his wife, Melise, of Courtenay, mother and father, Mr. and Mrs. Clement Corneau of Montmagny, Quebec, and sister, Nathalie, presently working in 442 Sqn. Our heartfelt condolences go to the family in this time of need.

Section news

442 Squadron: The other side of midnight

by Louise Neil

It was a dark and dreary night on July 18th when, shortly after midnight, a bright yellow aircraft lept off a Comox runway. Well, ok, it wasn't dreary and with 12 crewmembers and 10,000 pounds of gas, Buffalo 456 didn't exactly leap anywhere. It was, however, a momentous occasion as it was one of only two on-schedule departures for this year's European trainer. The second departure, from Hall Beach N.W.T., was followed one hour later by an unscheduled single engine landing at this delightful northern vacation spot.

After some creative engineering, the fun loving crew was back in the sky making a mad dash for Sondrestrom and Keflavik before calling it a day ... or was it night? Well we helicopter pilots know there's no lift at night and the sun was up, so ... it must have been day, right?

Day 3 of the trip proved to be even more fun than the previous two! After Tony Jones skillfully talked his way out of Iceland and into Prestwick, the crew did their impression of wayward persons looking for a home. It seemed that after we struggled to make it to the Fairford Airshow, the welcoming committee had taken a tea break and the field was closed. Thanks to our trip navigators (Harold Mulder and Rudge Wilson) and our ATGHQ token (Blair Barthess) we had an incredible number of options, not to mention maps, and how gozit charts thrown around the back end of the Buff. Then, just as we were about to abandon all hope, Brize Norton Ops calls up with an offer we couldn't refuse. This proved to be the best stop of the trip as several of the crew had over 90 seconds of excitement watching the Tyson vs Williams fight!

The next morning we made a 10 minute hop to Fairford where approximately 750,000 people endure 30 C weather over two days just to visit the 442 Squadron Buffalo. Really, the other 190 aircraft and numerous displays had nothing to do with the attendance. Our handsome crew put on a static display which was heralded as a performance envied by all NATO countries. Well don't lads! Hip Hip Ra Ra!

After departure from Fairford, the story tends to get a little cloudy for two reasons: first, I had the foresight to go to London and catch a faithful Herc to Lahr; second, when I landed at Lahr the traffic tech informed me the 456 had landed with a spectacular smoke screen trailing from her right engine. The best part of the whole trip was that this token helicopter pilot was the only member of the crew back in Comox at press time to tell the story; the way I saw it anyway.

Auf wiedersehen boys!

As the beacon turns

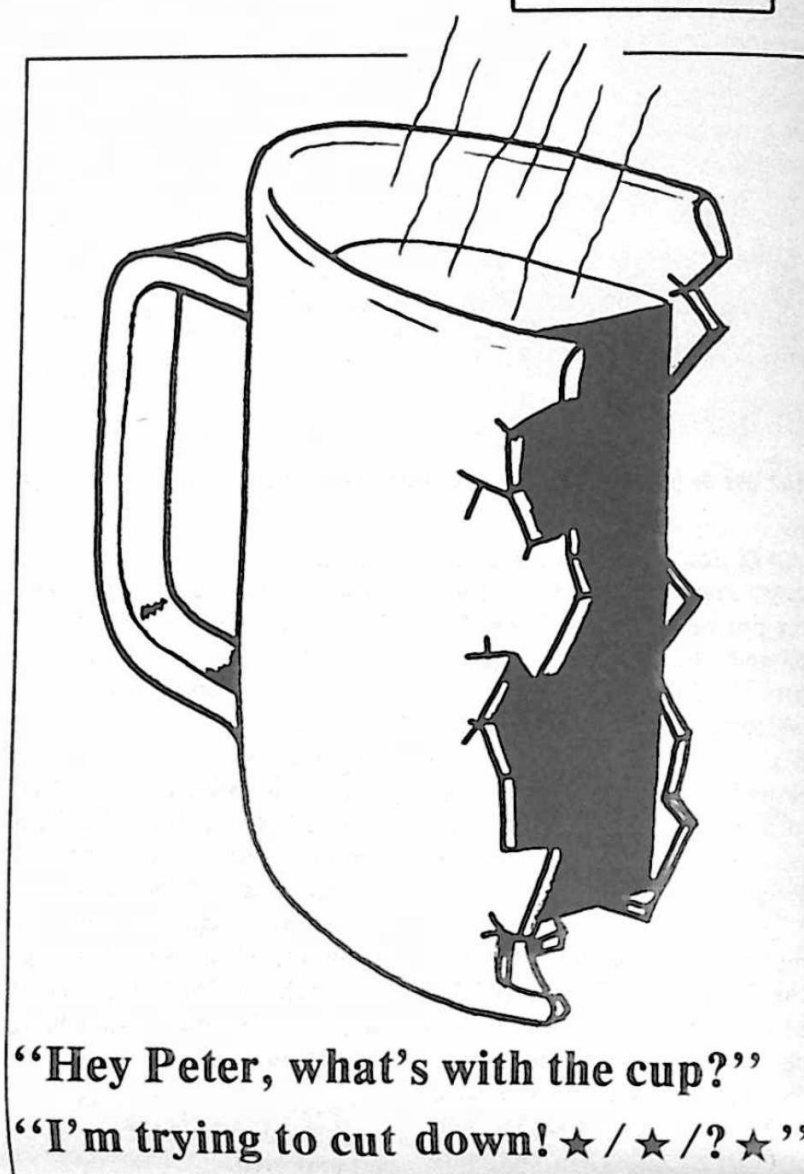
Here it is already: midsummer. You may think there is very little fish in your freezer for this time of the year and your tan could get a lot darker if only you were off-duty one of those rare sunny days. Then think about your friends everywhere else in Canada and cheer up! Weather wise, the coming weekend may well be the last decent one until Indian Summer, everywhere except in the recreational capital of Canada.

A few people got the right idea: Mike Stevett, having found a place to live in Comox, went to Ottawa to pick-up his things and his family and bring them here; Paul Andron will leave Goose Bay for good very soon and will also return here with his family; Dave Bews, our new ATCWO, is expected at any time now.

Kevin Young has completed his Radar course and is taking a well deserved vacation with his parents in sunny Moose Jaw. Ky will then proceed to Bavaria, married or not, and, as we mentioned before, may begin training in poodle breeding. Good luck and thanks for the good work you have done in QQ. Doesn't this call for another mug-out?

Someone suggested that we appoint John Moss as our section's movie critic. That same someone added that it would then be easy to pick-out a good movie because when John likes a movie, it is probably not worth seeing and vice versa. That's strange, I always thought that John had pretty good tastes in movies and books ... Hmm what does that say about me?

We are passively looking for a name to give to the Flight Data Strip printer newly installed at the Data console. Something different, risqué, if you see what I mean. That machine, by the way, it taking all the fun out of playing



DATA. For instance, last Sunday, I fed Trevor Jones about 18 strips in half an hour and still had time to pick my nose and watch him trying not to lose it.

Who froze Peter's cup? That's what Peter would like to know. You see, someone filled the cup with water and put it in the freezer, the freezing water expanded and broke the cup. So, Peter has been making discreet inquiries in the hope of extracting a confession from the guilty party. As every NCM in ATC now knows, Peter is pretty good at interrogating people. Gee! Here is what it sounded like: "You did it! Didn't you? Come one, admit it! We have ways to make you talk, you know ... Tell me you did it! Come on! Come on! I'll

rip your lips off and put them in the freezer! ... Say it you lying frenchman! Say it! Say it!"

I had to laugh; it only got him angrier. Wow! Anyway, after I told him no a dozen times; he still said he didn't believe me and that he would keep an eye on me. Thinking back on this episode, I came up with a good line that would throw him off. When he starts asking questions, everyone should just say: "Maybe I did, maybe I didn't", that will drive him nuts.

Finally, the social scene: Congratulations to Grandpa Dale Webbs on the birth of his grandson; Sylvie's wedding is approaching rapidly, take your suits out of moth balls and air them out, please.

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AMCRO

After having been rained-out on 'Squadron fishing day', the troop from AMCRO decided to have some fun in the sun ... on the golf course, par-3 no less! On 19 July our merry group engaged in AMCRO's annual golf tournament. According to the NCO I/C rumours, it was a big success.

Shirley walked away with the grand 'couch potato' prize and was quoted as saying that she's now the proud owner of two couch potatoes! The 'best dressed' award went to the resident pervert, Duffy, who will undoubtedly demonstrate his new ball-washer to everyone who enters research when he returns from leave. The 'best hat' prize was awarded by unanimous decision to Capt (red pen) Green who insisted that his caddie, the bug on his hat, was only up there for the view. Putt putt Marilyn took home the 'most putts prize but refused to replace her divots when Capt Green's caddie laughed at her.

During the day we all came to one conclusion: CWO Thibodeau plays golf the same way he fishes ... Zig-zagging his way through! When asked why he had brought his hammer and nails to the course, he said it was to replace divots in the trees. Reliable sources confirmed that 'boots' WO Boutilier deliberately sent his family on holidays so he could do his son's paper route ... seems he needed the extra money for his computer attachments! Just how far is a father willing to go? But that's not the end of it ... after delivering 500 papers, he spent all his profits on a new pair of boots and blister ointment! Tough luck, boots!

Dave and Marilyn organized a great day and we all had a great time ... Thanks! So that's the news for this week. The new kids in the office (Vic & Mitch) are getting into the swing of things and the AMCRO hive is just buzzing away. 'Til next time ... Don't worry, be happy!

The Armourers would like to extend a hearty congratulations to our newly promoted, and soon to be posted, WO Ron Mulesa. He is described by his peers as 'an extremely average guy', 'a stunningly average tech', and 'known throughout the trade for his average intelligence'. Well done, Ron!

A foot note: If there is anyone out there in Totem Times land that has an old manual on sailing, could they donate it to the section, addressed to 3 Crew Armament?

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Section news

407 Squadron



3 Crew

Well, once again the active posting season and internal transfers have taken their toll on 3 crew. Gone to Winnipeg is MCpl Elliott, hopefully there's a horseshoe pit there in which Ron can demonstrate his technical abilities to AirCom. Cpl Gilles Gagne (IS Tech) is gone to Germany; best wishes from the crew go with him. In to replace Gilles is Cpl Dave Kengsley from Cold Lake; a welcome sight as far as the IS Techs are concerned. As for internal transfers, 407 Research has gobbled up a few bodies: IET Cpl Michele Moderie and Sgt Doug Roblee. New to 3 crew is Pte Rob Laprade presently doing his 407/ATAT penance rotation. No sooner does Rob start working on the aircraft, refreshing his memory as to what an aircraft looks like than he gets hurled into the tool crib. Don't worry Rob, we'll show you which aircraft you'll be working on when you get out of tool crib.

Congratulations to recently promoted WO Paul Ervin who will probably be leaving the crew. It was easy to see why Paul was promoted: his continuing concern for his men. This was demonstrated time and again in NAS Moffett during the Readix in June, especially after fun-filled nights at the Saddlerack and sun-filled afternoons making sure no one was de-hydrated around the pool. Lost to 2 crew and also recently promoted is Sgt Bob Warrender; he'll be missed, especially the pungent odour of Bob's cheese and onion sandwiches late at night.

Gone to Greenwood to be a jack of all trades is MCpl Ken Hubich. He will return in October and if he recognizes either his wife, the crew, or



"Hot Stuff" - Maj W. Clarke, 407 Sqn SAMO, is presented with mementos of his three years of hard work by Capt Green.

even the aircraft, we'll find out just how well he fared in that bustling metropolis.

Aircrew

Here's a scoop for you: Capt Mike Savard and Scott Guenther are getting married, (not to each other I'm happy to report). Mike proposed to Rebecca McInnes on the sixth tee at Glacier Greens just recently, while Scott popped the question to Sandra Vermeulen a few months ago. (Sorry for the delay on Scott's, but it's taken me this long to believe she said 'yes'.) Both weddings are scheduled for the next golf season, pending available tee off times.

Someone said I should mention the promotions of MWO Doug Bullerwell, WO Bob Racine, and Sgts Walt Carroll, Buddy McKeigan, Luc Tremblay, and Kirby Swinemar. Alright, I mentioned them. Get off my back!

Here's all the news that's fit to print about Crew 4's recent excursion to Hawaii:

Moving on to Crew 2, Lt Kevin Beaulieu is sporting the latest in terribly fashionable haircuts. Kevin should be well advised, however, that there's sometimes a thin line between

terribly fashionable and simply terrible (this news item has been brought to you by those sensitive souls on Crew 2).

Capt Bunny Larocque is back from leave, and his presence is like a breath of fresh air. Actually, his absence was like a breath of fresh air. More to the point, those who work in the close confines of Nav Standards with Bunny said there was fresh air to breathe while he was away.

The Crew 6 Terminators claim that Capt Burke Martin is bucking for the next ICP course by creating his own approach, which includes a 360 degree turn on short final. Sounds good to me (of course, I'm not on Crew 6)!

Capt Paige Outland, whose head is so filled with ASW knowledge that he has to wear earplugs to keep it from seeping out, is now a qualified crew commander. This complements nicely his obedience school certificate, which professes him to be a qualified dog commander as well.

Those super stars of ASW on Crew 5 are gearing up for successive airshows at Victoria and Abbotsford. It's dirty work, but gosh darn it to heck, someone has to do it!

Safe Driving Awards



Mrs Elizabeth Basham

Mr Epp, CE

Mrs Pauline Martel

Miss Felicia Gauthier

Sgt Donna Whithell, B/Hosp.

Cpl Chasse, Base Tpt

Section news



Supply Signals

Welcome once again to the world of Supply. We have several new personnel, changes of personnel within the Supply Sections, personnel going and returning from leave, and courses as well. The BSupO has just returned from annual leave in the East, hope it was enjoyable. CRS welcomes Cpl Mary 'buzzy' Lecki and we all congratulate Pte Verge on her promotion to Cpl effective 18 Jul. Rumour has it she wants to remuster to 'pro angler'. MCpl Pat Armstrong is on leave and resting up. MCpl Jack Picard is taking part in a golf tournament being held at McChord AFB.

Clothing Stores is looking just great with new siding, windows, and other general renovations. To go with the changes is a new boss, PO Bill Watts. All of the Supply offices in HQ building are also undergoing renovations, leaving behind lots of dust. Customer Services welcomes Sgt Maxine Vander Kooy and MCpl Bailey is up to his old tricks 'moving office furniture', just when you knew where everything was!

The Purchasing Section welcomes MCpl Serge Huseau. The MCO side of Supply has two new WOS - WO Sandy Cochran and WO Reg Lavoie. CE Supply was taken over by Sgt Dick Hillard - a transfer from Customer Services; and Cpl Teresa Laplante is another new arrival there. Pte Dan Boulet has just returned from annual leave only to depart again on his HQS course at CFB Borden - best of luck on the course.

Our POL tank farm is shaping up nicely as the drum ramp is finally completed. The tanks are being cleaned under the watchful eye of several deer. Cpl Dave Spindler from

Rations is on leave and Mel Wilson is currently in charge. His able bodied assistant is Tech/Sgt Jim Flavin from Vannier AFB, Calif. He's with the Air National Guard.

1 Supply Group has an addition - ARAF member, Anita Zoopkow. General Stores welcomes MCpl Sylvie Allard and best wishes to Cpl Vicky Smith who is now on maternity leave. Quadra is, as usual, the busy spot for the summer months. All are looking forward to the abandon ship order.

Oops! We almost forgot to welcome 2Lt Angela Bernard who joins us for a couple of months prior to continuing her officer training program. Cpl Mona Rogers is going to Namibia in Aug. We wish her well and a safe journey. Wendy Shaw is fishing at Horne Lake and enjoying some fine weather. Last, but not least, Sgt Art Saretzky is taking a much needed rest on a fishing trawler hope you catch many big ones.



Cpl Shelly Verge, recently promoted examines a shipment at Supply to ensure proper WHMIS labelling.



Anker Klankin'

VU33 Sqn has been kept fairly busy in the past few weeks with fisheries patrols, naval support, airshows, and 442 parts runs. Buffalo SOP lately has a T-33 on 2 hr. standby to deliver more parts wherever and whenever they're needed.

Many Sqn members were in Victoria for the Victoria Airshow. The airshow was eclipsed by the marriage of Blair Roe on Sunday night. Blair made the mistake of telling the truth when he was requesting leave and soon everyone was making plans. Good luck to you and Shiloe in the future, Blair.

The members of the Squadron would like to say goodbye to Col and Mrs. Gibbon one last time. Col Gibbon, who was CO of our Squadron back in the late seventies, managed one last trip with Maj Arsenault in the tracker. Col Gibbon accumulated a total of 5124 hrs on the CP-121 starting 5 Dec 57, yes 1957, and ending



Col Gibbon, disguised as an AFIS student, disembarks after his final Tracker flight.

with his trip on 26 Jul 89. They went off on a rocket shoot and supposedly hit the target every time. Best of luck in Victoria.

Finally, has anyone seen Harry Chapin? Harry has been coming to join the squadron, sometime very soon, for the

last few months. If anyone knows his whereabouts please call (604) 339-8500. A reward will be paid for any information leading to his capture, following which he will be put to work.

by Ron Franklin

All moving traffic violations now carry a fine!

Fail to yield on green arrow; Red flashing Yellow flashing light at intersection; Yellow flashing light; Disobey construction sign; Speed in municipality; Speed against area sign; Speed against red light; Speed in playground zone; Fail to Unsafe lane change; Lane change Right turn from wrong lane; Illegal line; Fail to pass at safe distance; Increase speed while being passed; Unsafe pass on left; Pass without c. Commercial vehicle follow too closely; Leave controlled access highway; Improper right turn-no intersection; Unsafe U. Inadequate signal on turn; Drive vehicle wit. intersection; Disobey yield sign; Fail to yield on let after stop; Fail to yield to vehicle yield; Fail to yield for emergency pedestrian; Disobey school bus railway crossing unsafely; Drive stop sign unsafely; Commercial intersection; Reverse when unsafe; motorcycle; Motorcycle passenger not law. motorcycle over 2 abreast; Follow fire truck; Drive on sidewalk; Open door while unsafe.

Intersection; Red flashing light-no intersection; light-no intersection; Fail to yield at green light; Drive over newly painted lines; Slow principal lane; Speed in school zone; ep right; Slow vehicle not on right; t signal; Left turn from wrong lane; solid double line; Cross solid broken roadway; Fail to pass at safe distance; safe pass on right; Pass on right of roadway; traffic sign or signal; Follow too closely; vider; Enter controlled access highway; n; Improper left turn-no intersection; turn; Unsafe start; No signal on turn; ce; Fail to yield at uncontrolled id to left turn vehicle; Fail to yield all to stop; Emerging vehicle fail to estrian; Pass vehicle yielding for to stop at railway crossing; Leave obey railway stop sign; Leave railway ay; Disobey stop sign; Reverse into c not on seat; Passenger unlawfully on ermit unlawfully seated passenger; Operate y; Park near fire truck; Drive over fire hose;

A fine plus penalty points.

British Columbians pay \$905 million a year in health and other costs related to driving accidents. It's too high a price for the people of the province and the victims of accidents to pay. From now on, bad drivers are going to face fines ranging from \$35 to \$200. Our roads must be made safer.

* Source: ICBC 1988. Direct costs.



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FACTORY REBATE 300

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1989 DODGE SHADOW

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FACTORY/DEALER DISCOUNT 1,244
FACTORY REBATE 500

SPECIAL \$11,989



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MARKET VALUE \$13,215
FACTORY/DEALER DISCOUNT 1,500
SPECIAL CLEARANCE 217

SPECIAL \$11,498



1989 CHRYSLER DAYTONA

Bucket seats, 5 speed transmission, remote lift gate release, am fm stereo radio with clock, delay wipers, all season radial tires. Stock No. 62050.
MARKET VALUE \$13,951
FACTORY/DEALER DISCOUNT 1,300
SPECIAL CLEARANCE 325

SPECIAL \$12,326



1989 CHRYSLER DYNASTY

6 passenger seating, delay wipers, V6 EFI engine, auto., 4 speed overdrive transmission, am fm stereo radio, with 4 speakers, floor mats. Stock No. 61870.
MARKET VALUE \$18,477
FACTORY/DEALER DISCOUNT 1,500
SPECIAL CLEARANCE 221

SPECIAL \$16,756



1989 PLYMOUTH VOYAGER

Cloth interior, tilt cruise, cassette stereo, rear window defroster and wiper, remote lift gate release, roof rack, all season radial tires. Stock No. 62260.
MARKET VALUE \$19,025
FACTORY/DEALER DISCOUNT 1,300
SPECIAL CLEARANCE 269

SPECIAL \$17,456



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FACTORY/DEALER DISCOUNT 1,516
FACTORY REBATE 500

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On the base



CFB Comox

Change of Command



from:
Col J.E.H. Gibbon
to:
Col J.E. McGee

Photos

Clockwise from upper left: the new Base Commander, Col McGee inspects CFB Comox personnel on parade; Lt Blair Roe holds VU33's colours; a VU33 Tracker salutes the outgoing Base Commander, Col Gibbon; MSgt Ted Everett, 562nd ANG Band, appears all wrapped up in the parade. Centre - BGen Curleigh, Comd MAG, signs the documents making the change of command official

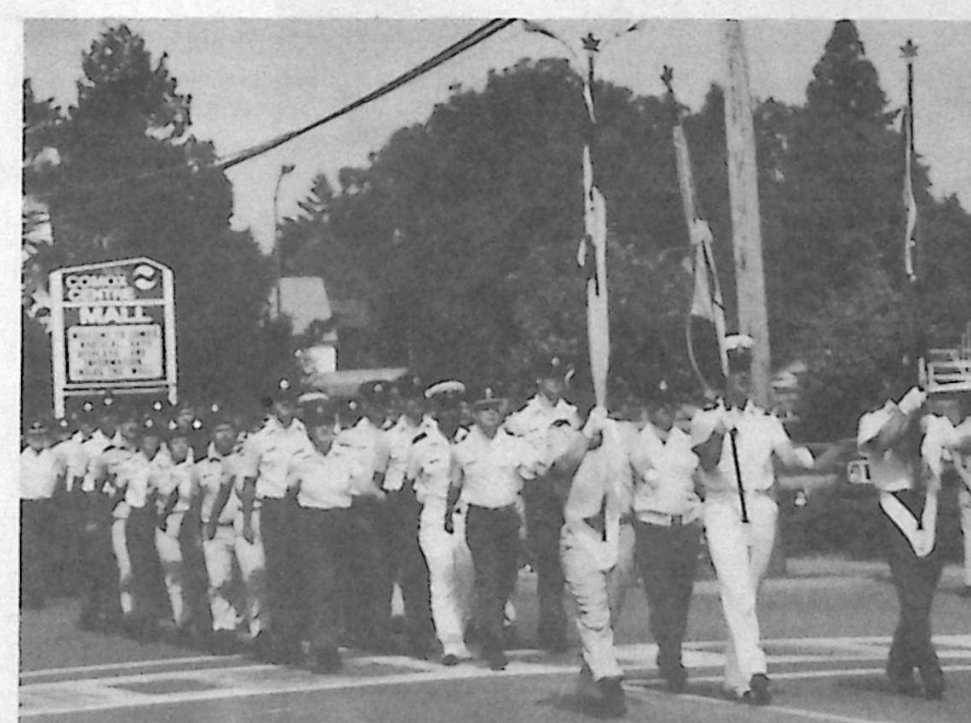


Off the base

2 August
1989



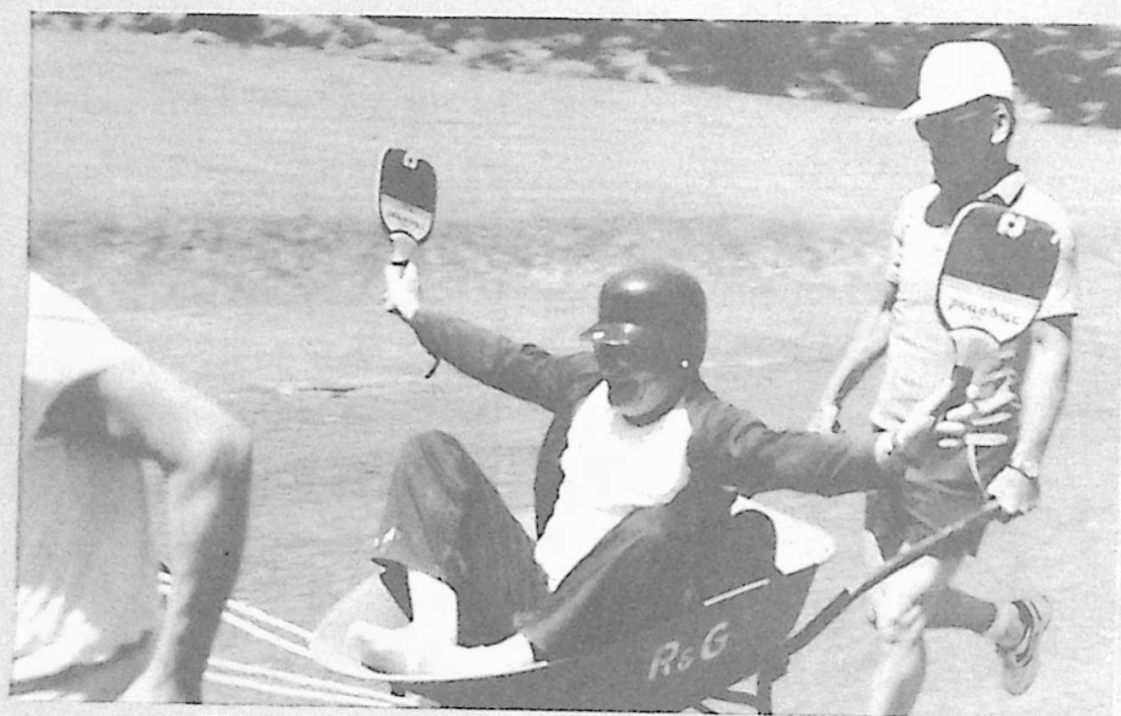
Comox Freedom of the City Parade



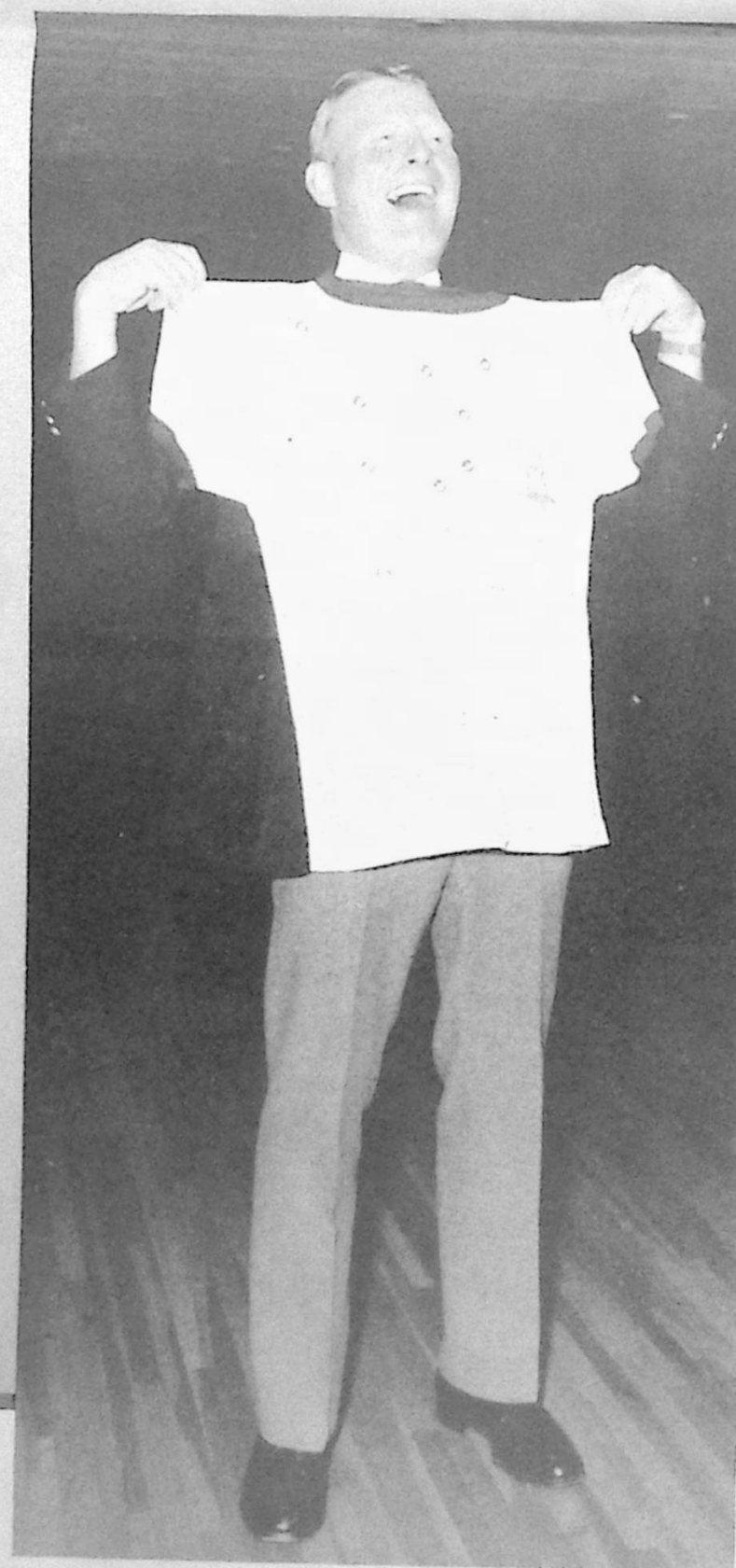


"Here's to three good years!"

Col Ted Gibbon: Lighter moments in the life of a Base Commander



"This is not going to look good on my resume!"



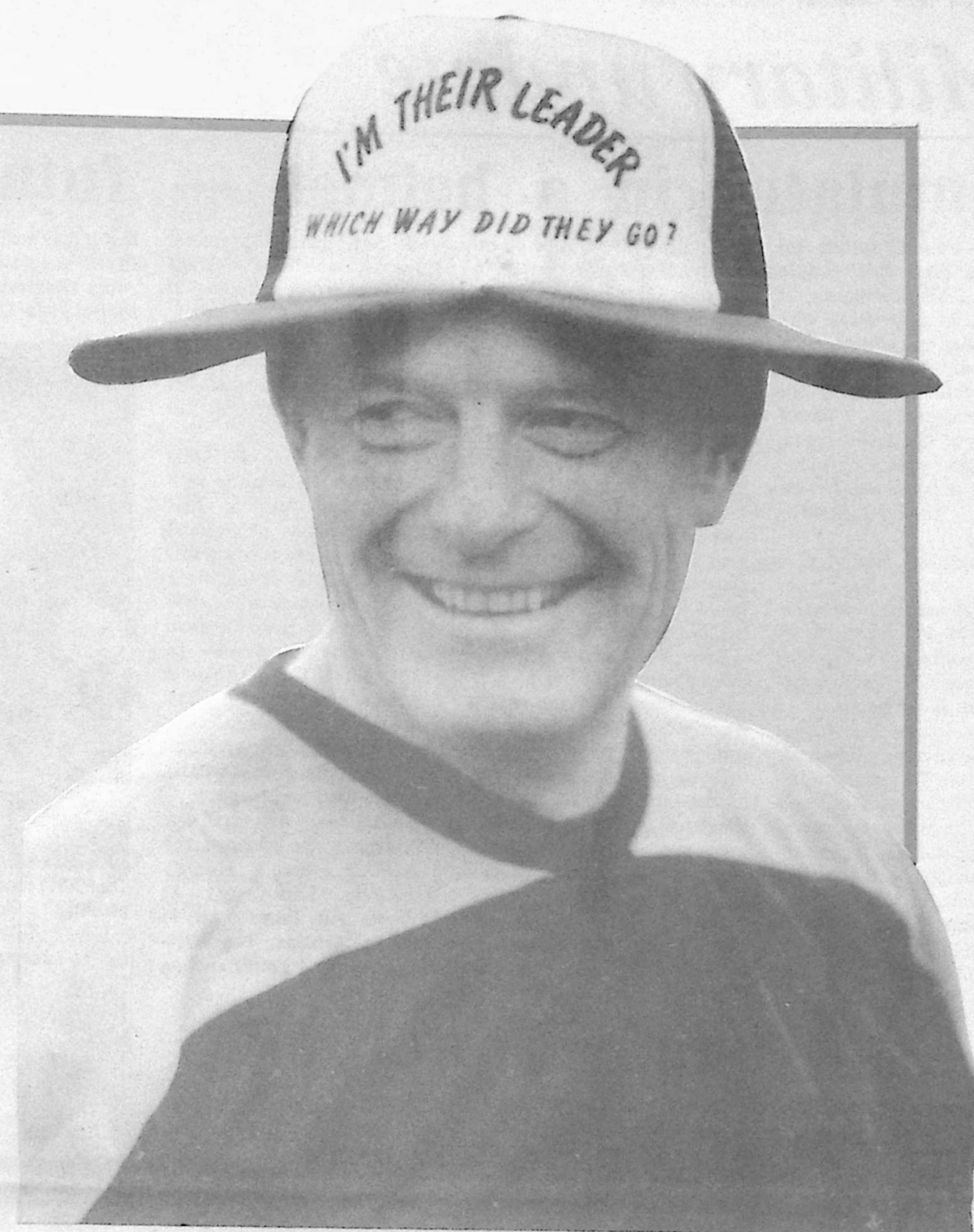
"Easiest 18 holes I ever sweated through."



"Have I told you how lovely you look this evening?"



"I could have sworn they said boys night out."



"I'm outa here!"

Military update

Simulator in a helmet — future shock?

A new training system for pilots has been developed in Canada. CAE Electronics of Montreal, in association with the Canadian and United States governments, has developed a helmet which simulates the three-dimensional panorama of actual flight. The new system is not only more sophisticated but also more compact and less expensive than existing simulators.

The helmet has lenses through which the pilot trainees can see the instrument displays and indicators of the mock-up cockpit in which they sit. In addition, computer-generated TV images are projected onto the lenses through fibre-optic cables connected to the TV monitor. The wearer of the helmet then sees a combination of the real cockpit instrumentation and computer-generated images of the outside environment.

The helmet senses motion of the eyes and the head. As the wearer looks around, the com-

puter display is adjusted accordingly. The lenses overlap to provide full binocular vision. The resulting display possesses a depth and clarity rivaling real life and is much superior to the static screen projections of previous flight simulators.

Flight simulators have been used to screen and train prospective pilots since the 1930's. The first simulators, such as the Link Trainer, were cockpit mock-ups mounted on complicated swivels so they could roll, pitch, and yaw under the pilot-trainee's control.

Later flight simulators were more elaborate, using projected landscapes to mimic actual flight better, but the principles employed have remained essentially the same, since the days of the Link Trainer. Modern simulators are more complex, but are still essentially mechanical.

The purpose of CAE's Fibre Optic Helmet-Mounted Display (FOHMD) system is to replace such bulky, expensive

and complicated systems. Current military flight simulators can cost up to \$60 million dollars each and require special buildings to house them. The new system will be much more sophisticated and compact, and cheaper, at \$10 million each.

The idea of the FOHMD system dates back to the mid-1970's. Brian Welch of CAE and Joe LaRossa of Farrand Optical Company found it difficult to sell the idea at first, because companies of the time did not believe such a system was technologically possible. In 1978 the U.S. Air Force became interested and in 1981 they and the Canadian Department of Regional and Industrial Expansion (DRIE) agreed to fund the project.

CAE has delivered a prototype of the helmet to the U.S. Air Force's Human Resources Laboratory at Williams Air Force Base in Phoenix, Arizona. The FOHMD system is versatile enough

that it may well see use beyond flight simulations. NASA's Ames Research Facility at Moffat Field, California, plans to use the technology for research into cockpit layout and design.

Canadian Science News



The FOHMD system flight training helmet may make current flight simulators obsolete.

Col Annand honoured

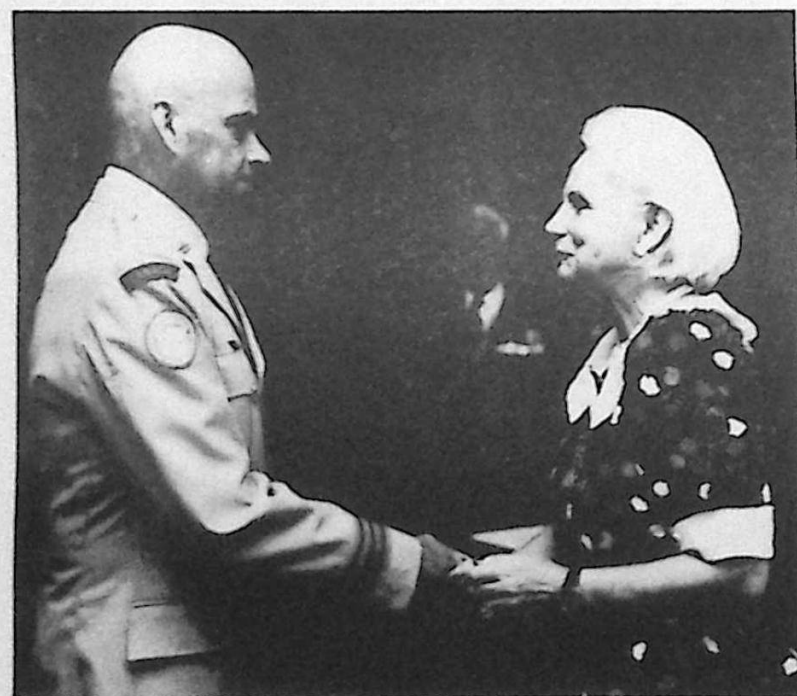
The highest peacetime honour in the Canadian Forces, the Meritorious Service Cross, was awarded recently to Col John Annand by the Governor General for remarkable professionalism during his tour as Chief of

Staff of the United Nations Iran-Iraq Military Observers Group (UNIIMOG).

"Col Annand impressed all with his sound judgement, military professionalism and diplomatic skills, and was instrumental in the success of the

delicate mission in an area of the world that had no experience of United Nations peacekeeping," stated a press release issued by Government House. Col Annand has had a distinguished military career spanning 35 years. He enrolled in the Canadian Army (Regular) in 1954 with the Royal Canadian Infantry and underwent university training at the Royal Military College and Queen's University in Kingston. He graduated in 1958 with a Bachelor of Arts in History.

Col Annand has served in a variety of posts, including military observer of the Military Component Canadian Delegation Vietnam, aide-de-camp to the Chief of the Defense Staff, section head of International Plans Directorate Military Plans Coordination, Assistant Director International Policy and more recently, Director Operational Readiness and Effectiveness. It was during this assignment that he moved to Iran with UNIIMOG.



Col John Annand received his Meritorious Service Cross on July 7 from The Governor General and Commander-in-Chief, the Right Honourable Jeanne Sauvé.

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Military update

Soviet helicopter tactics leap forward

by Robert Fox
Daily Telegraph

LONDON — In the lands patrolled by the Warsaw Pact in eastern Europe, the helicopters are coming. The Soviet bloc is using more battlefield helicopters with radically revised tactics each year.

Despite the talk of Soviet President Mikhail Gorbachev's "charm initiative" and conventional and strategic arms cuts, the threat from helicopters is giving the North Atlantic Treaty Organization its biggest challenge in conventional weaponry since the alliance began 40 years ago.

The armies of NATO's northern and central groups now face a force of 2,200 battlefield helicopters, most of which can outgun their own.

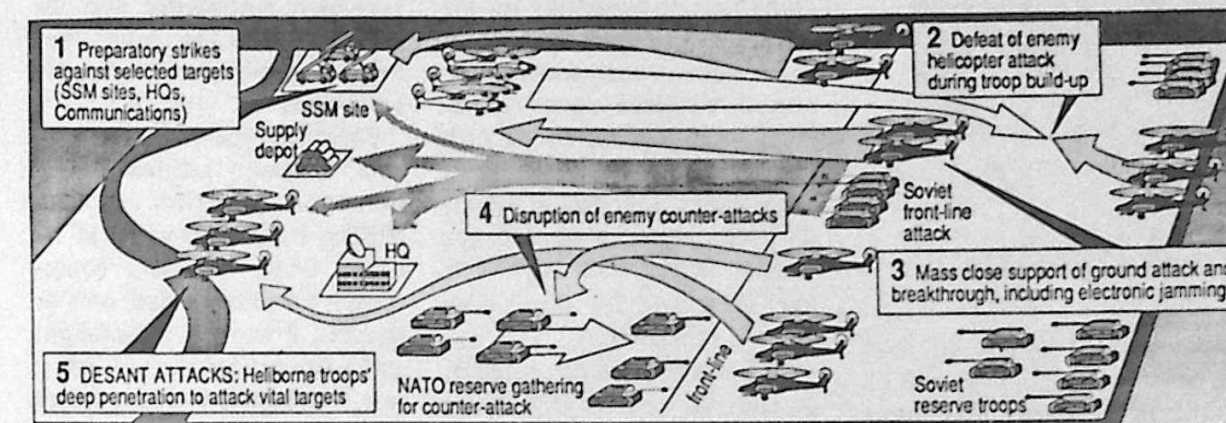
Only the 400 McDonnell-

Douglas AH-64 Apache attack helicopters of the U.S. 5th and 7th Corps of the Allied Central Army group in Germany can offer a serious match.

The Northern Army Group, where the British, Dutch and Belgian Corps deploy, is particularly vulnerable as it has no helicopters capable of shooting down Soviet formations.

The biggest step forward is in tactical thinking. U.S. helicopter tactics made a dramatic advance with the concepts of the 'air cavalry' and the aerial gunship evolved from combat experience in Vietnam in the '60's and '70's Soviet thinking is now benefiting from nine years of operations in Afghanistan in the '80's.

Where a decade ago the helicopter was a handmaiden to artillery, engineer and tank



forces, it is now central to the Warsaw Pact order of battle.

Moreover, it is an integral part of Soviet military doctrine, the evolving theory based on Marxist-Leninist principles which governs every aspect of martial life.

According to defence analysts in the West, such as the Centre for Soviet Studies at Sandhurst near London, Soviet generals now plan to use the

latest generation of helicopters to give massive fire support to the tanks, knocking out enemy artillery and helicopters, and dropping troops with tanks and artillery deep into the enemy reserve areas.

After the initial clash between the forward tank units, second strikes by helicopters will act as an aerial tank force, creating in the latest tactical jargon, "The vertical armored

period."

These tactics, of using undulating terrain and woodland as cover — usually at night — have evolved from combat in Afghanistan. Pilots of helicopter gunships such as the Mi-24 Hind have learned to "Snoop and poop", in the words of an analyst at Sandhurst. They are now passing on their Afghan experience themselves to reprisal for only the briefest period.

"They used to come in on low, straight attacking runs", the analyst said, "But now they move in sharp movements from the flanks."

When a helicopter convoy with six Hind escorts took Western journalists to the besieged city of Jalalabad in May, the defensive tactics of the gunship as they crisscrossed the enemy fire zone were almost balletic.

The Warsaw Pact has now planned three principal tactical roles for its helicopters to complement its tanks:

*Fire support from behind the frontline, using rockets and missiles from friendly positions to suppress the enemy.

*Back-up to massed formations of armor, the operational manoeuvre groups, as they penetrate the enemy. Gunships will aim primarily at breaking up enemy formations before a counter-thrust.

*Deep penetration through massed echelons of escort and transport helicopters to hit the enemy's rear, reserve forces, supplies and logistical units.

continued on page 22

BC'S NEW CARECARD.

A Message from the Minister of Health

As a member of British Columbia's Medical Services Plan, you enjoy the benefits of one of the world's finest health care systems.

As good as our system is, we are always working to make it better — and that is the reason for British Columbia's new CareCard.

The CareCard will play an important role in health care into the 1990's and beyond. It will help to streamline the running of our health care system, resulting in more efficient record-keeping and better service to the public.



By practicing a healthy lifestyle and using our health care system wisely, we can all help manage health care costs.

Honourable Peter A. Dyck
Minister of Health
Minister Responsible for Seniors

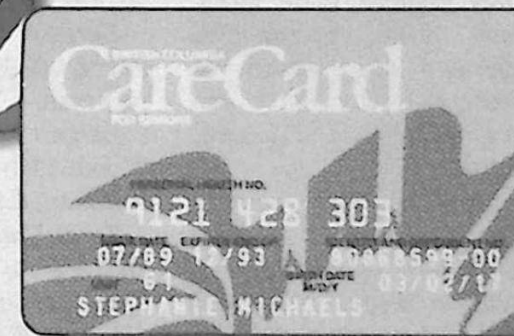


Another Step Forward For British Columbia's Quality Health Care System

The CareCard is a new, personalized identity card for members of B.C.'s Medical Services Plan. It replaces the current MSP card and Seniors' Pharmacare card with a durable plastic card...one which bears your signature and Personal Health Number. If you now belong to MSP, you'll receive a CareCard within the next few months. It's all part of our ongoing effort to improve the operation of our health care system.

A CareCard for each individual

Every MSP subscriber under 65 years of age will be mailed an individual CareCard, as well as a separate card for each dependent. Except for young children, everyone should sign his or her own card...and carry it when visiting a physician or other health care provider.



A special Gold CareCard for Seniors

B.C. residents 65 years and over will receive a special Gold CareCard, which replaces both the MSP and the Seniors' Pharmacare cards. As a Senior, this will be the only card you need when visiting a physician, pharmacist or other health care provider. The Gold CareCard is a more convenient way to enjoy our comprehensive health care system and the various discounts available to Seniors throughout British Columbia.



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Recreation



Aerobics

It's never too late to start aerobic exercises, but a B.C. chiropractor warns that many people who take it up are injured by taking on too much too soon.

"Most of the people I see try too hard at the start", says Dr. Terry Dyck, a Nanaimo chiropractor who has made a study of aerobics injuries. "This is still true today, even with qualified instructors and well-regulated classes".

"Many people still think they have got to go at it hard right from the start. In fact people just beginning aerobics should take it very easy and increase their pace as they build strength, stamina and flexibility", Dr. Dyck said.

The most common aerobics injuries are shin splints which are overstress injuries to the anterior muscles of the shin or lower leg. Anterior Tibial Compartment Syndrome is often commonly misdiagnosed as shin splints because it also causes general muscle aches and strains in the feet and arches.

Dr. Dyck said that back pain is a common complaint, often as a result of exercising with an existing problem or injury.

"Surprisingly, many people take up aerobics in the hope that getting in shape will cure their ailments", he said. "In fact the rule is, never start a physical exercise program while you have a problem unresolved."

Dr. Dyck said that an appropriate rehabilitation program can often work in with aerobic exercises.

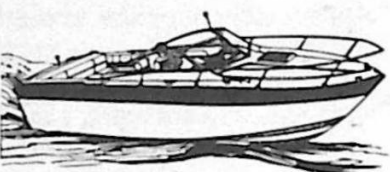
He stresses that prevention of overstress is a key consideration in aerobics, and suggests four cautions:

1. Pace yourself — begin slowly and only increase your program's intensity when you are ready.

2. Warm up properly — light calisthenics and a good stretching routine especially for the lower legs and lower back.

3. Wear proper footwear — special aerobics shoes or at least good jogging shoes with firm lateral support are vital. Wear them only for aerobics. Orthotics may be needed for people with arch or foot problems, and for those with chronic shin splints.

4. Remember, don't attempt or start an activity if you are already fighting an injury. Treat injuries quickly, and get advice for recurring injuries and for a preventive stretching routine.



Prepare for boating safety

"If boaters would take the time to prepare themselves and their craft, the number of drowning deaths could be significantly reduced," says Steve Borthwick, Chairman of the Red Cross Water Safety Service. In B.C. and the Yukon, boating accidents account for 31% of drownings.

"Boaters should file a complete float plan with one or more responsible adults before any boating expeditions," Borthwick says. "The plan should include the time of departure, the destination, the route taken, the time expected back, and any planned stops along the way. If boaters run into trouble and don't return as planned, a rescue party can begin an immediate search for the group."

Recognition of certain weather conditions is another aspect of safe boating preparation. Rapid changes of weather can occur over open bodies of water. "The importance of accurate weather information should not be underestimated", Borthwick

says. "Turn on your radio and read the newspaper for weather forecasts. Knowledge and the ability to read the clouds may help boaters predict unsafe conditions."

Safety equipment is vital for safe boating. Lifejackets or personal flotation devices (PFDs) should be worn at all times. Other necessary equipment is a bailing device, oars or paddles, a whistle, a flashlight and a fire extinguisher. "Every safe boating trip includes safety equipment and safety precautions", Borthwick says.

Proper training is another priority for small craft safety. The Red Cross Small Craft Safety program develops an individual's ability to recognize the risks involved in various water activities. It enables boaters to solve problems before they become accident situations.

For more information on Small Craft Safety contact the Canadian Red Cross Water Safety Service, 4750 Oak Street, Vancouver B.C. V6H 2N9, Telephone 879-7551.



Salmon derby

Comox Legion Br. 160 held a salmon derby on 24 June. It was a great success with 74 entries, although down a little from previous years due to the windy conditions of the water. A total of 129 fish were caught and weighed. Prize winners were as follows:

Largest Coho, men, Dick Perry, 5 lbs; ladies, Barb Newman, 4.7 lbs.

Largest Spring, men, Ivan Wood, 11.1 lbs.; women, Barb Newman, 8.1 lbs.

Total Catch Weight, Coho, Dick Perry, 18.3 lbs. Springs, Frank Gilland, 14.7 lbs.

Least Weight, men, Ken Chester, 1.1 lbs.; ladies, Barb Newman, 1.8 lbs.

Also awarded were 10 prizes for Hidden Weights. The door prize winner was Leigh McKenzie who went home with a new rod and reel.

Terry Fox run

On April 12th, 1980, Terry Fox dipped his artificial leg in

Fitness For Life Awards



Before departing for her new posting, MCpl Josee Descoteaux presented the Fitness For Life awards to the following personnel: (left to right) Capt Cossette, Capt Peterson, Sgt Mann, and MCpl Ward. This award is granted to those few individuals who are willing to expend the time and sweat necessary to achieve their exercise goals. Participants record their exercise activities in a special booklet which must be returned to the Rec Centre for proper verification. Awards vary from a certificate to an engraved plaque and T-shirt, depending on points attained.

to the Atlantic Ocean and set out on an odyssey — to run across the country and raise \$1 from every Canadian for cancer research. Throughout the course of his Marathon of Hope, this modest young man became a national hero. He captured the hearts of all Canadians while at the same time reminding us how this dreadful disease has touched so many of our lives. He stirred many emotions in us — pride, hopefulness and the faith that one day the hurting would stop.

These emotions climaxed when Canadians learned that the disease that had sparked Terry's desire to run the Marathon of Hope would now snatch away any dream he had of finishing it. Even though Terry did not complete his Marathon of Hope he inspired us to reach out and believe in miracles. He wrote, "I'm not a dreamer, and I'm not saying this will initiate any kind of definite answer or cure to cancer, but I believe in miracles. I have to." It is this ambition and faith that makes the Marathon of Hope a reality today. Every day hundreds of thousands of Canadians unite to remember Terry by participating in the Terry Fox Run.

Between the Marathon of Hope and the annual Terry Fox Run, over \$72 million has been generated for cancer research — well over Terry's goal of \$1 from every Canadian. Terry remains in our hearts as we keep the Marathon of Hope alive, and continue to fight cancer. On September 17th, friends and families will participate in the 9th annual Terry

Fox Run to keep Terry's dream alive and to help find a cure for cancer. Together we can beat cancer.

Anyone interested in organizing this year's run please contact MCpl Rothermund at the Rec Centre, local 8315.

PacRegion tennis

CFB Comox tennis playdowns for the Pacific Region Championship will be held from 28 September to 01 October at CFB Esquimalt. Tryouts will be held 28 August at the CFB Comox Rec Centre.

The base team will consist of 2 open, 2 seniors (40 yrs), and 1 servicewoman competitor.

For further information contact MCpl Rothermund at the Rec Centre, local 8315.

PacRegion Run-off

CFB Comox will have a run-off to determine who will represent this base at the PAC REG Running Championship. The run will be held Mon 21 Aug 89 and the Regional Running format will be used.

The base team will consist of three open, one master (40 yrs), one senior (48 yrs), and one servicewoman competitor. The Championship will have two races: a cross country (5 km-women, 10 km-men), and a road run (10 km-women, 15 km-men).

Glacier Greens Notes

As promised last issue, here are the results of the 18th green opening tournament. Low gross went to Doug McArthur with a 1 under par 70 while Terry Doherty picked up low net with 62. As expected the weather was great and everyone enjoyed the day. A total of 76 entrants tackled the new hole compiling 19 damp shots, which isn't bad. I've been handed a list of accomplishments to mark the opening, which may come in handy when talking trivia around the bar. All are firsts in their category: lady in pond — Claire Rathbun; man in pond — Roger Arsenault; on green — Ted Gibbon; ladies par — Jessie Trto; mens par — Wally Berger; bogey — Dick Mohns; double — Steve Bailey; triple — Marth Campbell; quad (this guy gave me the list) — Trevor Jones; and chip in — Rose McCleish.

Future tournaments at the club include the General Lett on 12 August and the Club Championship the weekend of 26/27 August. Member participation in tournaments has been excellent and the committee appreciates your support.

Rabbits

Today's episode in the continuing saga of course wildlife is simply entitled "Rabbits". Now, the rabbit gets a pretty sweet deal from the human race. True, farmers are not ecstatic about having their crops nibbled and tend to zap the furry little creatures with shotguns, but the rest of us, by and large, are pro-rabbit. That is understandable when you consider the conditioning we

receive from rabbit propagandists. It starts in the cradle where babies are dressed in rabbit suits and the image making continues remorselessly at every stage of childhood. Bunny rabbit motifs on nursery furniture prepare the young minds for the brain washing stories of Enid Blyton and then the advanced mind-bending of Lewis Carroll's White Rabbit, not to mention the constant bombardment of cartoon rabbits on television. We grow up with glowing, sentimental regard for rabbits and this emotion is powerful enough to soften even the stoney hearts of the Rules of Golf Committee.

What do you imagine lies behind rule 32? Surely you don't think you get a free drop from the casts made by burrowing animals because the committee felt the game should be made easier for golfers? NO, no! The rule is there to protect the lovable, cuddly, fun loving rabbits which never did anybody the slightest harm. If it were not for that rule, every golfer in the land would demand that the green committee get out their poison gas, snares, flamethrowers, and hand-grenades to exterminate every one of those smelly, verminous, buck-toothed pests. Rule 32 allows golfers and rabbits to co-exist and it preserves the warm special relationship between the two species. Except in the case of Miss Jennie Lee Smith.

The Rabbit & Miss Smith

Miss Smith had just scored

an eight at the 10th hole during the British Women's Open Championship and was therefore not at peak morale as she teed off her ball to play the short 11th. These things rankle. Golfers are supposed to shrug off disappointments and devote their full attention to the next shot and the task at hand, which is sometimes easier said than done. Her tee shot, not to beat about the bush, was a shank, and the ball squirted away in the sickening way that shanked shots have, to finish wide of the green in beating-about-the-bush country.

So Miss Smith was not at her most resilient as she advanced with pitching wedge at the ready. However, at least she could see her ball, nestling among tuffety grass. She assessed the shot and then proceeded to take up her stance. First the left foot and then ... she was transfixed with terror. The air was split by a shriek of pain, terrifying in its human quality. She had plunked her spiked shoe down on a baby rabbit cowering under a tuffet.

The rabbit was not badly hurt and scurried off, but Miss Lee Smith was destroyed. Shaking from shock, her nerves totally frayed, she could not wait to finish the round and reach the rabbit-free safety of the clubhouse. At last it was over and she reached with relish for the glass of cool lager which would ease the dry constrictions in her throat. Unnoticed on the far rim of the glass a wasp took violent exception to being tilted sky-wards. It stung her on the nose.

GG/Ladies

A qualifying round of golf was played at Glacier Greens Golf Club on 11 July to determine who would represent Glacier Greens in the B.C.C.L.G.A. District VI Two Ball-Best Ball Golf Tournament at Eaglecrest Golf Club on 23 August.

The winning teams were: Lorraine Courtemarche & Rejeanne Arsenault; Vi Wilander & Rose McCleish

Good luck ladies.

Annual his/hers tournament

The annual Mr. & Mrs./His & Hers Golf Tournament was held at Glacier Greens on Sunday, 23 July. The winners were as follows:

Mr. & Mrs L.G. Doug & Inge McArthur

1st L.N. Cal & Dolly Pearson

2nd L.N. Brian & Kathy Baltis

3rd L.N. Rick & Jan Verbeck

His & Hers L.G. John Ferguson & Rose McCleish

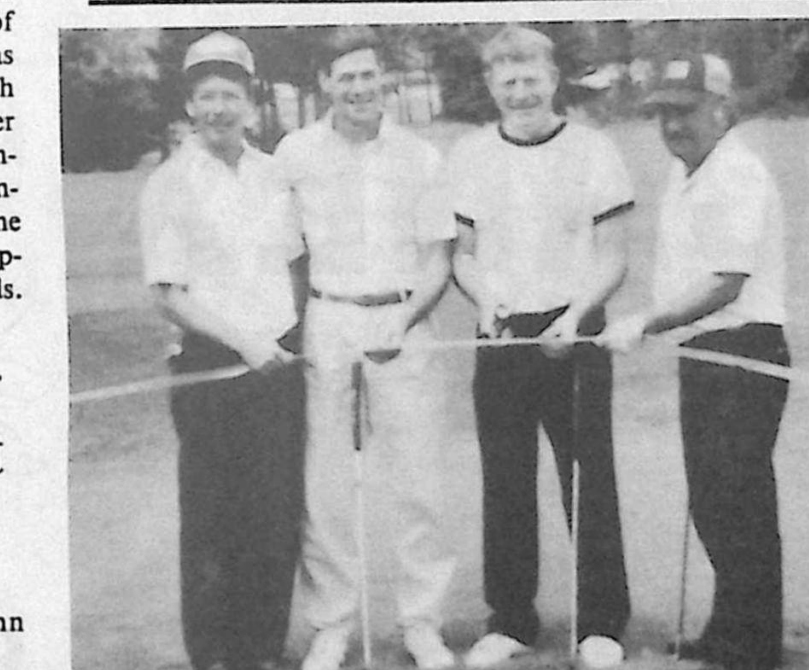
1st L.N. Arnie Mathus & Beth Dreger

2nd L.N. Wayne Collins & Kathy Cutland

3rd L.N. Larry Blais & Martha Campbell



The kids were out enjoying themselves at a Sports Day held 19 July and hosted by the Base Rec Centre Day Camp. "Athletes" from the Comox and Courtenay Rec Centre Day Camps were also in attendance, participating in events like the shoe shuffle, buried treasure, and the fire truck relay. The last event was a giant tug-of-war between the campers and the leaders. The leaders, however, pulled a nasty trick by shouting, "ready ... set ... watermelon!". Fortunately there was enough watermelon for everyone and a good time was had by all.



The official opening of the 18th hole at Glacier Greens. L to R: Steve Bailey - greenskeeper, Dick Mohns-president, Col Gibbon-BCOM, and Wally Berger-club captain.

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CF news

Station Closures Civilian Employee Status

OTTAWA — Civilian employees at four National Defence radar stations were served with important information regarding the support programs in place to help them find alternative employment in the Public Service. During this process, employees were given one year's notice of their surplus status in lieu of the six months normally given public service employees.

The surplus status of the approximately 240 employees results from the accelerated closure of four obsolete radar stations announced in the April 27 federal budget. The closures have been anticipated since 1985 when a plan to construct modern, minimally-manned radar stations was first announced by the Department of National Defence.

To date, 18 radar stations have been closed, affecting 933 employees. However, with the assistance of National Defence and Employment and Immigration Canada support programs, only 155 employees were eventually laid off — with further assistance still available to them through Employment and Immigration Canada.

The four radar stations to be closed are located in

Barrington, N.S., Holberg, B.C., Mont Apica, Que., and Sydney, N.S. The efforts aimed at re-employing the affected employees in these communities include:

—consideration for appointment to vacancies at other Defence establishments through the Department of National Defence's National Redeployment Program and to vacancies within the public service through the Public Service Commission;

—a maximum of two years retraining, where required to facilitate placement;

—up to one year of salary protection on appointment to lower-level positions;

—reimbursement of costs for travel to interviews and for relocation; and,

—retirement and resignation incentives for eligible employees.

These measures, with the further assistance of Employment and Immigration Canada's Industrial Adjustment Service, have proven extremely effective in the past in reducing the impact of base closures. The Industrial Adjustment Service encourages joint action by employers and their workers to provide human

resources planning and leadership through such measures as Labour Adjustment Committees and action plans for companies facing a layoff situation.

The affected employees will also be informed of other employment services available at local Canada Employment Centres. For example, Job Finding Clubs, in which people work together in a supportive group environment until they find jobs, are available in many communities. The National Job Bank, a country-wide inventory of hard-to-fill jobs, can be accessed at any Employment Centre.

MSE Safety Quiz

When approaching a road junction with a 'yield' sign you are required to:

- Slow down to a safe speed, stop if necessary and enter traffic when the way is clear;
- stop, then enter traffic slowly;
- stop, then enter traffic quickly;
- speed up and force your way into traffic.

Answer (a)

Promotions & Awards



Cpl P.A. Smith, BAMS0, receives Suggestion Award



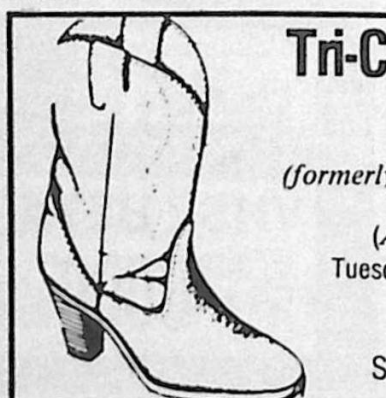
Mr. Parker, BAMS0, receives Suggestion Award



J.J.J.M. Ouellette, 407 Sqn, promoted to Cpl.



G.G. Morrison, 407 Sqn, promoted to MCpl.



Cpl Denis Dore with the Base Fire Hall was promoted to MCpl, 1 Aug and moves to the BNDO.



S.D. Foreman, MSE, promoted to MWO



R.O. Fisher, CE promoted WO



Pte B.J. Laporte MP, receiving his first hook.



G.G. Morrison, 407 Sqn, promoted to MCpl.



Cpl Denis Dore with the Base Fire Hall was promoted to MCpl, 1 Aug and moves to the BNDO.

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Expected delays for Vancouver flights: a technical view of the complex world of Air Traffic Control.

In the last three years, or since Expo 86, the number of air traffic movements at the Vancouver International airport has increased to such an extent that airport saturation at peak hours has become a common event. As a result, in the past aircraft transiting through or originating from Comox airspace were often subjected to ground delays or even told to complete a 360 degree turn before resuming their course into Vancouver airport. This article will attempt to explain what caused those delays and what has been done to remedy the problem. It will also give the reader a rare look into the complexities of the Comox Air Traffic Control (ATC) Instrument Flight Rules (IFR) operation.

Canada, according to ATC, is divided into 7 'provinces' known as Flight Information Regions (FIR), each of which is governed by an Area Control Center (ACC). All FIRs are further divided into 'sectors'. The Comox Military Terminal Control Area (MTCA) is often referred to as one of Vancouver ACC's sectors. It is a fair size sector; physically, it measures roughly 110 miles long by 80 miles wide and extends from the surface up to 23 thousand feet; geographically, all that airspace is more or less centered on the Comox airport. It is surrounded by several other Vancouver ACC sectors: to the north there are the Holberg and Prince George sectors; to the west and east of us is the 'Vancouver West' sector; to the south, we find Victoria and Vancouver Terminal sectors.

Within the Comox MTCA there are three airports of importance: Comox, Campbell River, and Powell River. Without getting into too much detail, let's just say that Campbell River was the second busiest airport with a Flight Service Station (FSS) in 1989 in the whole of Canada. This June alone, Campbell River FSS recorded over 6000 Visual Flight Rules (VFR) movements and 500 Instrument approaches. Its rival is Nanaimo airport. Powell River statistics are practically inaccessible, but

we usually control 20 flights out of there everyday.

In Comox, the grand total for June was 8063 movements. Of all that, only 2562 movements were attributed to military aircraft. Comox MTCA also contains a few other airfields: Gillis Bay, Qualicum, Port Alberni, and the Courtenay airpark. All these airfields generate a fair volume of traffic within the MTCA, making it certainly the most complex military airspace in Canada.

Vancouver International airport has become, in recent years, Canada's second busiest airport after Toronto's Pearson airport. Toronto draws a definite advantage from its parallel runways operation. Vancouver is limited to runway 08/26 for the operation of the larger air carriers and until a few months ago, problems arose when the number of aircraft intending to land in Vancouver at rush hour exceeded the airport capacity. Since that single runway can only accommodate so many landings and takeoffs within one hour, aircraft would be stacked up in holding patterns, progressively blocking the airways as more aircraft entered Vancouver Terminal Sector.

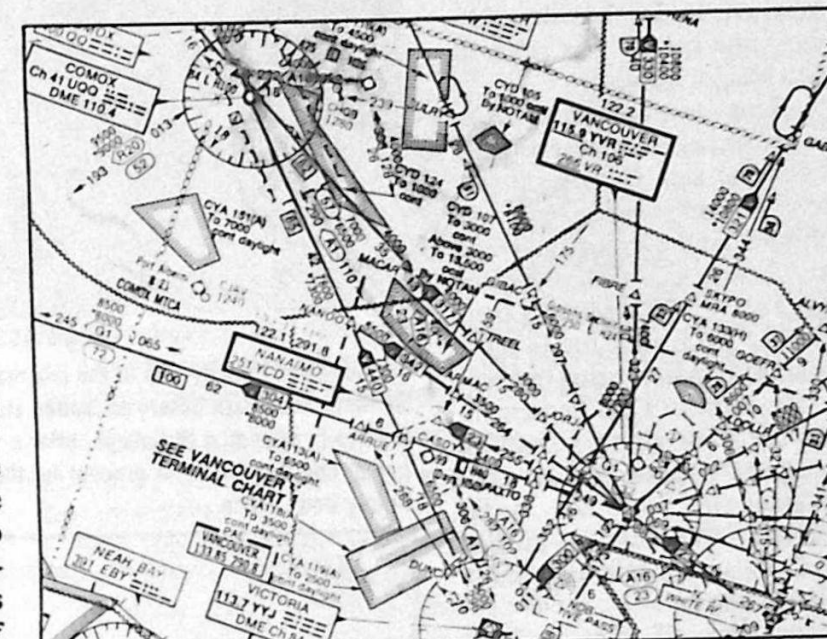
In the spring of 1989, Vancouver ACC introduced the Air Traffic Flow Management Program which proposed that aircraft were not to enter the Vancouver Terminal Sector unless there was a 'slot' for each of them on the runway in Vancouver. Trials were made and the system proved worthy. Aircraft were metered into the Vancouver Terminal Sector from all adjacent sectors, including Comox, thus reducing the need to hold aircraft within its boundaries.

The Air Traffic Flow Management Program is applied in three ways within the Comox Terminal Control Area and it concerns only the aircraft intending to land in Vancouver. There are three modes, referred to as Boundary Times, Departure Approval, and Approved Request modes. When under Boundary Times mode, airborne aircraft may be requested to alter their flight in

order to cross the Comox MTCA - Vancouver Terminal common boundary within plus or minus 2 minutes of a specific time; thus the Boundary Times appellation.

The Departure Time mode is used almost everyday. It requires ATC to request from the pilot a proposed take-off time from Comox, Campbell River or Powell River and arrange with Vancouver ACC for a time slot at or near the pilot's proposed take-off time and to relay the agreed time to the pilot. 'Wheels-up' must occur at plus or minus 2 minutes of the agreed upon take-off time. If not airborne within limits, the aircraft will be held on the ground until a new departure time can be negotiated with Vancouver ACC.

Approval Request mode is a last resort measure used when Vancouver airport is already swamped. In this case, all departures for Vancouver would be held on the ground at Campbell River and Comox until normal operations resume in Vancouver. Certain departures, such as medevac aircraft, would have to request per-



A flight map for B.C. shows the complexities of the Air Traffic Control System near Vancouver.

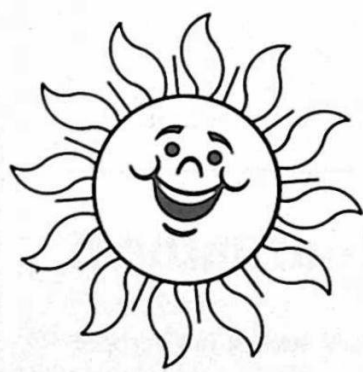
mission through us to fly into Vancouver airport. Additionally, an agreement has been reached between Comox and Vancouver regarding the use of V317 between Comox and Vancouver. This low-level airway is now used exclusively by westbound traffic from Vancouver. The above mentioned agreement stipulates that Vancouver Terminal will send westbound aircraft on their way directly on the centerline of the airway. Mean-

while, Comox will direct its eastbound traffic to maintain 5 miles north of the airway centerline, by means of radar vectors, thus providing radar separation between east and west bound traffic.

For pilots, it means that radar vectors are to be expected immediately after departure from Comox, Campbell River, or Powell River. If transiting the Comox MTCA, radar vec-

continued on page 23

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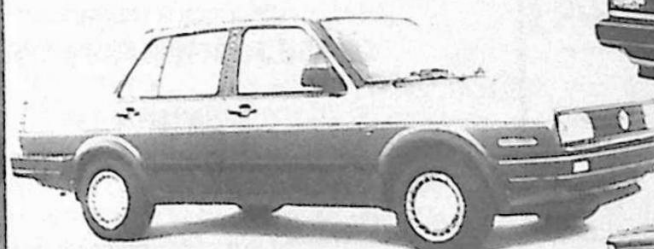
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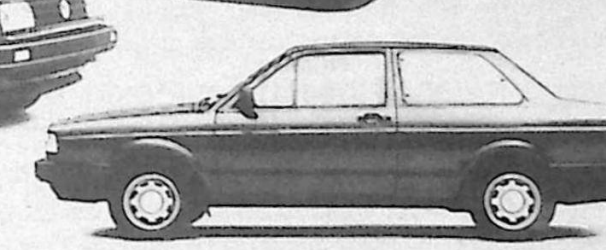
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Local scene

New face at the gate

When Cpl (W) Marjorie May Fehr, AFP, married LAC Thomas J. Arnold, AF Tech, in 1955, her military career was arrested. Under the rules of the day, one spouse was released, and Marjorie was it.

Three months later the rules were changed. Nevertheless, Marjorie and Thomas pursued his career, adopted two children and eventually arrived at Comox in 1966. Marjorie worked in NPF Accounts from 1970 to 1975, then for 14 more years at Fields, retiring in 1988.

On a trip to CFB Esquimalt, for her son's military medical, Marjorie noticed a lady commisionaire on the gate, thought "Why not?", applied at Comox, and was accepted in March 1989.

And that is how another small part of history was made at CFB Comox, ushered in by our first woman Commisionaire, with a smile and a wave ... provided you have your base sticker.



Tough Assignment

The long and friendly arm of the law reaches out from RCMP Constable Dave Smith to Australian Rotary exchange student Carolyn Parish, of Casino, NSW. Carolyn is attending NI College, after a four month stint at Vanier. Dave, his horse, and Carolyn were present for the recent opening of Courtenay's new Rotary Bowl Arena.

Aviation trades personnel are required for the following full-time positions in Calgary:

- Aircraft Maintenance Engineers - heavy aircraft experience an asset
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Public announcements

Museum Modelmania



Shiloe Thomas and Scott Clarke, two Challenge '89 students working in the Air Force Museum this summer, demonstrate the mechanized bay doors of the Bristol Freighter model, on display in the Modelmania exhibit.

From now until 27 August, the Comox Air Force Museum is presenting Modelmania, a two stage exhibit, in the museum's feature gallery.

Stage one, happening right now, is a display of aircraft models, drawn mainly from the museum's permanent collection.

For many young people, modelling has been the spark that has ignited a lifelong interest in aircraft and aviation. The enthusiastic modeller is not satisfied until he has rendered accurately in every detail his favourite aircraft, whether a vintage biplane or a state-of-the-art jet.

Models are constructed for a variety of reasons: for the hobbyist, it can be the satisfaction of crafting a replica that is a work of art; for the aircraft designer, it can be the creation of a prototype; models have been used to teach aircraft identification; but for most modellers, building an aircraft model is a labour of love.

No where in Modelmania exhibit is this more evident than in two unique models loaned to the museum for this event by Mr. Grant McConnell of Little River.

Mr. McConnell, a former RCAF fitter, served on both the Stranraer Flying Boat and the Bristol Freighter. To commemorate these two aircraft types, he has handbuilt from scrap metal two large mechanized models, which clearly reflect Mr. McConnell's modelling skills and his affection for the Stranraer and the Bristol.

This is the first time these two models have been on public display, so we urge you to come and see them.

The second stage of the Modelmania exhibit is a modelbuilding contest for young people aged 6-18 years. There are three age categories and four model categories. Models should be brought to the museum on Friday 25 August only, and will be judged on Sunday 27 August. The contest organizers would like application forms to be submitted to the museum as soon as possible. Applications are available at Ideal Gifts and Toys in the Driftwood Mall, The News Rack in Comox Mall, and at the museum. So all young modellers, come in and see the display and pick up your entry form for the model contest.

Summer museum hours are 10 am - 4 pm, Tuesdays through Sundays. Closed on Mondays.

UNICEF Children's Books

UNICEF, the United Nations Children's Fund, is offering a superb collection of educationally-oriented and artistic books, games puzzles and gifts for children that are certain to entertain as well as educate.

With programmes providing basic health care, clean water and sanitation services and education benefitting children in over 115 countries, UNICEF develops its products with similar goals in mind: the growth and development of children.

UNICEF's products aim to stimulate young minds, inform them about other cultures and encourage creative expression. One example is a new colouring book, designed for youngsters ages 6 and 8, which illustrates life on islands as varied as Jamaica to the South Shetland Islands, and shows animated scenes of village life, flora and fauna, national treasures, games and celebrations -- and a great deal more. Blank pages are also provided so a child can express his or her own creativity.

The international flavour of UNICEF is evident with the introduction of a delightful cookbook for ages 8 to 12 which takes youngsters on a culinary voyage to 36 countries and gives step-by-step instructions for making exciting, international dishes. The recipes are easy, the ingredients are kept simple, and the meals are fun to make and delicious to eat.

UNICEF also offers charming pop-up books that describe the history and the daily life of children in Japan and Egypt.

Let your purchase of a UNICEF gift open a new door to a child's understanding of the world as well as send a message of hope to children in developing countries.

To view all the children's gift and UNICEF cards call toll free 1-800-268-3770 for your free brochure.

20th annual Muscular dystrophy telethon

8 pm Sunday Sept. 3rd through 4 pm Monday Sept. 4th, CKVU in its coverage area; Knowledge Network cable channel elsewhere in British Columbia. Jerry Lewis hosts from Las Vegas; 40 minutes live from Vegas in each hour; 20 minutes from Vancouver studios of CKVU, with Pamela Hart, Tom Walters, Barbara Kelly, Leroy Mickelson and Brian Dallin among the hosts. Proceeds to the work of the Muscular Dystrophy Association of Canada for research into cures for MD and for client services in B.C. and the Yukon.

SISIP Toll-Free Line

In our continuing effort to improve customer service, effective immediately this HQ will have a SISIP Toll-Free line in operation.

The purpose of the line is to provide CF members with ready toll-free access to SISIP information irrespective of their location in Canada.

The 800 line will be manned during normal business hours with a telephone answering machine functioning in the off-hours.

The Toll-Free SISIP Number is 1-800-267-6681.

Hunting Season Regs.

The synopsis of British Columbia's hunting and trapping regulations for 1989/90 should be available at offices of the Ministry of Environment, Government Agents, sporting goods stores, and other hunting licence outlets.

"The regulations booklet is packed with information essential to every hunter and basic to the conservation of our wildlife resources", Environment Minister Bruce Strachan said. "It lays down restrictions, but it also presents opportunities."

"Hunters owe it to themselves and to the resource to become familiar with the rules before they go into the field."

ATTENTION!! ALL EX-MEMBERS OF THE CANADIAN PROVOST CORPS!!

The Canadian Provost Corps will celebrate its 50th (Golden) Anniversary in Ottawa, 15 - 17 June 1990. All ex-members of the Canadian Provost Corps, widows of ex-members, members of other Corps who served with any element of the Canadian Provost Corps, families and friends are invited to attend. Please write:

The Canadian Provost Corps Association, P.O. Box 3145, Station "D", Ottawa, K1P 6H7 or telephone (613) 829-4312 or (819) 568-9606.



LEGION LOG

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ENTERTAINMENT

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Fri Aug 18.....Music by **THE DUKES**
Fri Aug 25.....Music by **THE DUKES**

REGULAR ACTIVITIES

SUNDAYS.....Lounge 2-6 PM
MONDAYS.....L.A. Drop-In Bingo 7:30 PM
Men's Dart League recessed to Sep 11
TUESDAYS.....Ladies Crib League-Lounge 7 PM
Mixed Darts recessed to Sep 12
WEDNESDAYS.....Navy League Drop-In Bingo
Upper Hall - 7 PM
THURSDAYS.....*1st Br.Exec.Mtg.
L.A.Exec.Mtg. (as req.)
*2nd L.A.Gen.Mtg.-Upper Hall 8pm
*3rd Br.Gen.Mtd.-NONE in Aug
FRIDAYS.....Meat Draws. Lounge-2-6 PM
Dance-downstairs unless advised- 9 PM
SATURDAYS.....Meat Draws. 2-6 PM-Lounge

SPORTS

Sunday Aug 13 -- Comox Legion Br. 160 Will hold their Annual Golf Tournament at Comox Golf Course...Shotgun Start at 1pm. Registration \$12 at Comox Legion Bar before midnight Aug 12. Lunch at either Legion or Golf Club, TBA.

Annual Picnic

Comox Br. 160 Legion will hold their "Hank Wardale-King Memorial Picnic" at Air Force Beach, Sunday Aug 20, 1pm. Races, games & fun for all. Corn-on-cob, hamburgers, refreshments, hot dogs. Open to Br. 160 members & L.A., families, bonafide guests.

Special Event

Gala 50th Anniversary celebrations 11-12 Aug. Aug 11--Parade 3pm, Wine & Cheese party 7-9pm, Upper Hall. Dress semi-formal. Aug 12--Banquet, Upper Hall, cocktails 6:30, dinner 7pm, dancing 9pm. Dress semi-formal. Open only to Br. 160 members and L.A., their bonafide guests, and specially invited guests. Tickets are \$15 and may be obtained at Legion Office. Music by the "CAMPA BAND".

On the base

From the Fire Chief's office

This issue, I would like to advise everyone on the dangers of operating barbecues too close to buildings.

It was found that damages to the vinyl siding on a married quarters in CFB Ottawa, was the result of the barbecue being too close to the wall.

The possibility of a fire starting due to radiating heat from a barbecue is a real possibility.

It is recommended that a minimum clearance of 1.5m (5 ft.) be maintained from buildings, walls, and combustibles when operating portable barbecue equipment.

We would also like to emphasize that the owners of barbecues are responsible for regular inspection and maintenance.

Helpful tips for propane BBQ users

When cylinder is in transit:

—Remember to keep cylinder upright, and well ventilated when in transit. Keep valve closed, and insert the POL plug even when empty. Keep cylinder away from flame or heat.
—Put the cylinder down gently; cylinders bruise easily.

When cylinder is in use:

—Cylinder must be upright on a firm base, away from flame or heat.
—Use only with appliances approved for propane.

—After connection, check for leaks with soapy water or a leak detector.

—Cylinder valve must be fully opened to operate.

—Do not let the cylinder get too hot; the inside pressure can rise to a dangerous level.

—Always use a pressure reducing regulator.

When cylinder is not in use:

—Close cylinder valve tightly, even when empty.
—Protect the cylinder valve. If it is broken through misuse, it will leak out in a hurry and could cause problems.

—Store cylinder outdoors in a well ventilated area.
—Be sure cylinder valve is closed and a POL plug inserted and tightened into the valve.



Dedicating the Dak. Newest addition to Comox Air Park is welcomed by (L-R) Padres Veilleux and Klingbeil, Col Gibbon, LCol Mack and LCol Cloutier.

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Helicopters

continued from page 15

The tanks of the operational groups will open up corridors to allow the helicopters to hit hard and low while the transport drop desant ("descent") units, including tanks, armored personnel carriers, artillery and heavy mortars.

Today's desant concepts combine airborne and helicopter forces and are key notions in Soviet military doctrine. Paul Beaver, of Janes Information Group, a specialist in

helicopter development, suggests: "In the design of their machines and their tactics, they have adopted what has worked in the past and adapted it, then jettisoned those tactics that failed".

Present tactics are based on the MI-24 Hind attack helicopters, which deploy a heavy, rapid fire 12.7mm machinegun and 80-mm anti-tank rockets, and MI-6 Hook and MI-8 Hip transporters.

The Hips have a 12.7-mm machinegun fired from the nose and carry pods for 80-mm

rockets. No transport helicopter with the British Army of the Rhine has a similar attack and defense capability.

A new generation of attack and transport helicopters will greatly enhance the Warsaw Pact's "vertical armored battle", including the KA-32 Hokum, which will be at the Abbotsford Airshow 11 to 13 August.

European helicopters have little to defend themselves -- the British use adapted Stinger missiles, the French have slightly more effective Mistral missiles.

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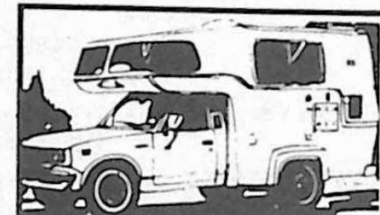
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EDITOR REQUIRED by award-winning weekly newspaper located 120 miles east of Edmonton. Position starts October 1, 1989. Person must have the capabilities to handle a newsroom of three reporters, including layout and photography. Senior position in company with salary to match for the right person. Excellent benefit package. Resumes to: Wainwright Star Chronicle, Box 1768, Wainwright, Alta, T0B 4P0.

Peshawar demining report

Islamabad, Pakistan — This is the third in a series of reports from Lt Jane Thelwell from the Canadian operations area in the Peshawar area of Pakistan.

On 2 May, our first class of demining students graduated. The ceremony was held at the Risalpur training camp which is located approximately 80 km

east of the city of Peshawar and is the home of the Sappers of Pakistan. The guest of honor was the controller of the UN Operation Salam, General Bekin. Many other key people in the UN operations were present: Col Sajjad, the Camp Commandant of the Demining Centre; LCol Guins, the Chief of Staff of the UN Headquarters in

Peshawar; and the commanders of all the national contingents. An address was also given by the Mullah or religious leader of the refugees. The conclusion of his speech was later translated for us by a Pakistan Army Engineer. The final statement was a plea to the international audience to recognize the Mujahideen interim government in Peshawar just as much of the world now recognizes the PLO. This was followed by chanting by the students. The emotions of the Mujahideen were high. In this part of the world, this mood is usually followed by a display of rifle fire; firearms are discharged on any celebration such as a wedding or birthday. We were almost disappointed that no Kalashnikovs were wielded. In all, it was a very moving display.

This graduation also coincided with the end of the Islamic continued on page 24

Flight delays

continued from page 19

tors will begin shortly after passing Campbell River and will continue until the aircraft are established on the appropriate localizer in Vancouver.

The Air Traffic Flow Management Program and the Agreement regarding the use of V317 between Comox and Vancouver were introduced as remedies to the problems caused by an excessive number of aircraft airborne within the Vancouver FIR and are only two arrangements that concern this ATC section and the users of our airspace. Notice to Airmen issued by Vancouver FIR depict some of the routes air carriers are encouraged to fly. In the same way as V317 becoming restricted to west-bound traffic, these preferred routes, when flown by the air carriers, prevent delays and conflicts with other traffic.

It is becoming customary for centers worldwide to impose routings and restrict departures in order to prevent pandemonium at major airports everywhere. As more aircraft are built, airports are becoming busier every year. There is only so much room in the sky, believe it or not. Delays in air transport are already inconvenient; wait and see what it will be like in 1999.

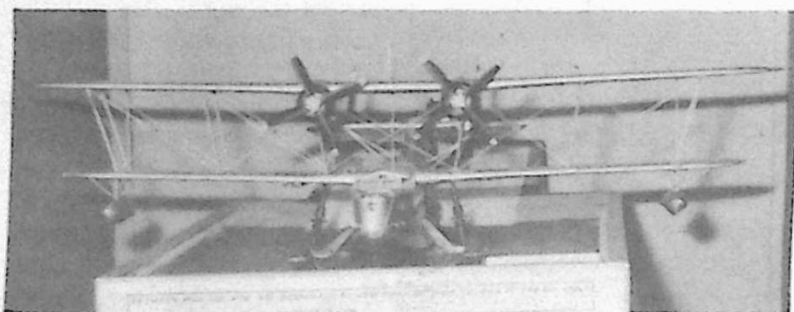
RECREATION
LEARN SCUBA DIVING and vacation in beautiful Victoria. 4-day courses - everything supplied - accommodation arranged - group discounts. Safe! Simple! Exciting! Please call collect, Ocean Center, (604)386-7528.

SERVICES
Mortgage and injury claims, collect, 736-5500 no recovery, no inquiries.

Military update



The Hon. Mary Collins MP Associate MND speaks with honour guard member, starting her visit on 28 July.



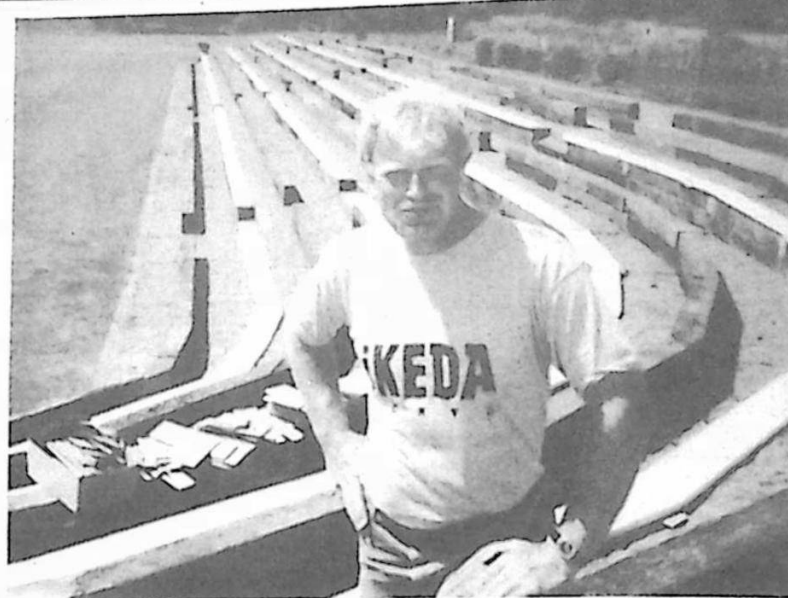
The Modelmania exhibit, running until Aug 27 at the Comox Air Force Museum, features many interesting models, including the Stranraer Flying Boat, constructed by Mr. Grant McConnell of Little River, on public display for the first time.

Peshawar

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month of fasting called Ramadan. During Ramadan, Muslims do not ingest anything between sunrise and sunset. The fast is followed by a holiday, Eid, which is comparable in scale to our Christmas. We were given a weeks leave, partially because no students would attend class during the holiday, and partially as a vacation from our six-day work week. Some of us ventured to Bangkok to explore its well known attractions. Others spent the week at the pool in the Canadian Embassy Club in Islamabad. Although Pakistan is not famous for its tourism, it is a country with a multitude of different cultures and climates and has plenty to offer to the sight-seer. We took the time to visit such interesting sites as the Buddhist ruins in Taxilla and the cool, green mountains of Muree.

In a country where alcohol is illegal, it is not surprising that if nightlife exists, it is boring. The solution is to hold our own parties. The arrival of Col St. John



Tree Planter and Berm Expert

Local orchardist and farmer Peter Buisman (and 100 others) started construction of Courtenay's Rotary Bowl arena on May 6, and completed it recently. The Bowl, fenced, landscaped and grassed, will feature concerts, soccer games and other entertainment, starting with the RCMP Musical Ride. Peter operates a showpiece (and hi-tech) orchard on Headquarters Road, when he isn't helping Rotary.

in Pakistan roughly coincided with the 86th anniversary of the Canadian Military Engineering Branch and we had a legitimate reason to throw a party. The guest list had an international flavour: included were fellow military engineers from the United States, France, Italy, Norway, and New Zealand. Of

particular interest was the indoctrination of an American officer, Maj Shires, into the Order of the Pikka Sapper; a ceremony in which the participant must stand on his head and consume a drink. This ritual seemed very appropriate as the tradition has its roots in India during the time of British Rule.



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Tues. Aug 15 to Sat. Aug 19
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and
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