



TOTEM TIMES

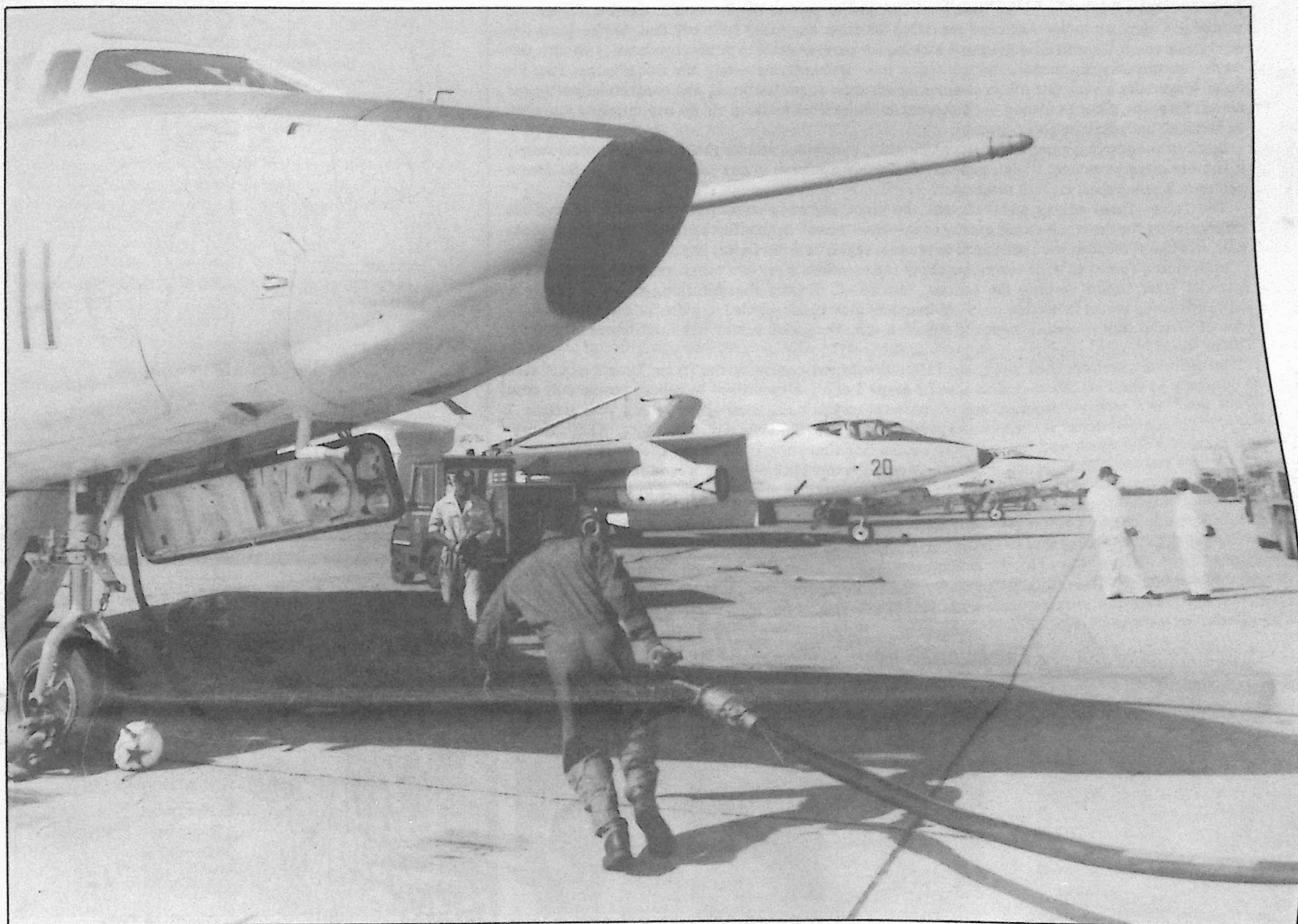


Canadian Forces Base Comox B.C.

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COST: PRICELESS



American A-3 Whales from Pt. Mugu, California refuel in Comox on their way to Alaska.

Photo by MCpl Rod Cando

New Chief for CF

Ottawa -- At a change of command ceremony held 8 September at CFB Ottawa (North), Gen A. John G. D. de Chastelain assumed the position of Chief of the Defence Staff from Gen Paul D. Manson.

Dignitaries at the ceremony included Her Excellency, Madame Sauve, Governor General of Canada and Commander-in-Chief of the Canadian Forces and the Honourable Bill McKnight, Minister of National Defence as well as military attaches from NATO embassies.

Gen Manson, who has held the position since July 1986, will retire from the CF.

Previous to his appointment as CDS, Gen de Chastelain

held many positions within the CF, including: Vice Chief of the Defense Staff at National Defence Headquarters (NDHQ) Ottawa; Assistant Deputy Minister (Personnel) at NDHQ Ottawa; Assistant Deputy Commander of Mobile Command, St. Hubert; Director General, Land, Doctrine and Operations at NDHQ Ottawa; Commander 4 Canadian Mechanized Brigade Group, Lahr, Federal Republic of Germany; and Commandant, Royal Military College, Kingston, Ont.

For the ceremony, 200 members of the CF were on parade, divided into four 50-person guards with the CF Central Band providing the music and four CF-18s from CFB Bagotville flying by in formation.

"Smoking is one of the leading causes of statistics."

Fletcher Knebel

Rage boils over when young lives end

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

You may know me only as the cop who gave you a ticket last summer, but I am also the guy who lives down the street from you. I am the parent of three children and I share with you the same hope, ambition, and dreams that you have for your children. I am faced with the same problems you have. I share with you moments of agony and ecstasy; I share with you feelings of shame, guilt, and disappointment when my boy or girl gets into trouble.

The scene is a long stretch of highway with a sharp curve at one end. It had been raining and the roads are slick. A car travelling in excess of 128 km/h

missed the curve and plowed into an embankment where it became airborne and struck a tree. At this point, two of the three young passengers were hurled from the vehicle, one into the tree, the other onto the roadway, where the car landed on him, snuffing out his life, like a discarded cigarette on the asphalt. He is the lucky one.

The girl thrown into the tree had her neck broken and, although she was voted queen of the senior prom and most likely to succeed, she will now spend the rest of her life in a wheelchair. Unable to do anything else, she will live and relive that terrible moment many times.

When I arrive, the car has come to rest on its top and the broken wheels have stopped spinning. Smoke and steam pour out of the engine ripped from its mounting by the

terrible force. An eerie calm has settled over the scene and it appears deserted except for one lone traveller who called it in. He is sick to his stomach and leaning against his car for support.

The driver is conscious but in shock and unable to free himself from under the bent, twisted steering column. His face will be forever scarred by deep cuts from the broken glass and jagged metal. These cuts will heal, but the ones inside cannot be touched by the surgeon's scalpel.

The third passenger has almost stopped bleeding. The seat and his clothing are covered in blood from an artery severed in his arm by the broken bone end that protrudes from his forearm just below the elbow.

continued on page 16

Editorial

Is it just gossip?

Section news: what is it exactly? You can flip through this paper or any other we've produced over the years and all too quickly find the answer. I can sum it up in one word: *Gossip*. Here is a smattering from a recent edition (the names have been changed to protect the innocent!): Cpl Liz Taylor was posted to Gagetown in late April and she called the other day to say hello and that they're doing fine on the east coast; Capt Ronald Reagan is looking for parking space to put his two boats, two cars, one truck, one motorcycle, camper, and tent trailer in — we are trying to talk him into a garage sale; Pte John Wayne did a very fine job in cleaning up his crew room last week, and congratulations to our newest Sergeant, Clint Eastwood — Clint spent an entire week working out his pay raise and just when he had it all budgeted, he got promoted.

Some of the gossip is entertaining. It can be witty, humorous, and insightful at times; unfortunately it is more often mundane, trivial, and very definitely not news in any journalistic sense. So does it belong in a newspaper, in OUR newspaper?

The Totem Times editors and staff over the years, including myself, probably bear most of the responsibility for the troublesome quality of this base 'news'. In an effort to fill the blank pages in the past, it is likely sections were persuaded to produce regular articles for the paper.

Individuals, forced to write something about their sections every two weeks, resorted to gossip. The editorial staff, upon reading the articles, instead of nipping the disturbing trend in the bud, euphemistically labeled it 'section news'. Subsequent individuals selected to write for the paper saw the type of articles that preceded them and followed suit. Very soon section news was entrenched in the Totem Times.

The ultimate question, then, (well, not THE ultimate question) is: do the Totem Times readers want to continue to read so called section news? I know I don't. I'm inclined to believe people only read about their own sections anyway; and if you want to know the latest gossip within your section, I would suggest a newsletter is cheaper and more appropriate. But mine is just one voice. What's important, is what YOU want; and the only way we can find that out is if you let us know. Of course, that does involve putting pen to paper — oh, shudder at the thought! — but try it (you'll like it) and at the same time you can wax eloquent about your feelings on world peace, the meaning of life, how they get the Caramel in the Caramilk bar...

If you are one of the chosen few who actually write section news, and you wish to begin writing something more substantive and of interest to a wider audience, do so. And don't feel you must write only about your own section. There are an almost endless variety of other topics to choose from: sports and community events, military exercises, interesting personalities, unit activities, to name a few. Use your imagination and remember: what you like to read about is what other people want to read about, so trust your instincts.

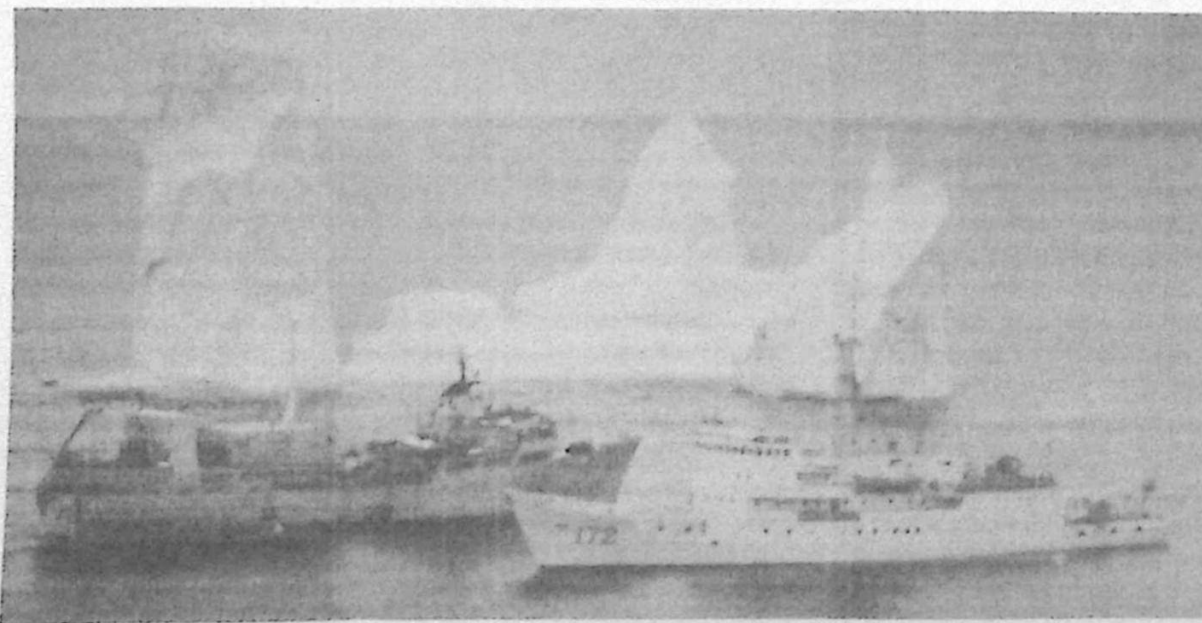
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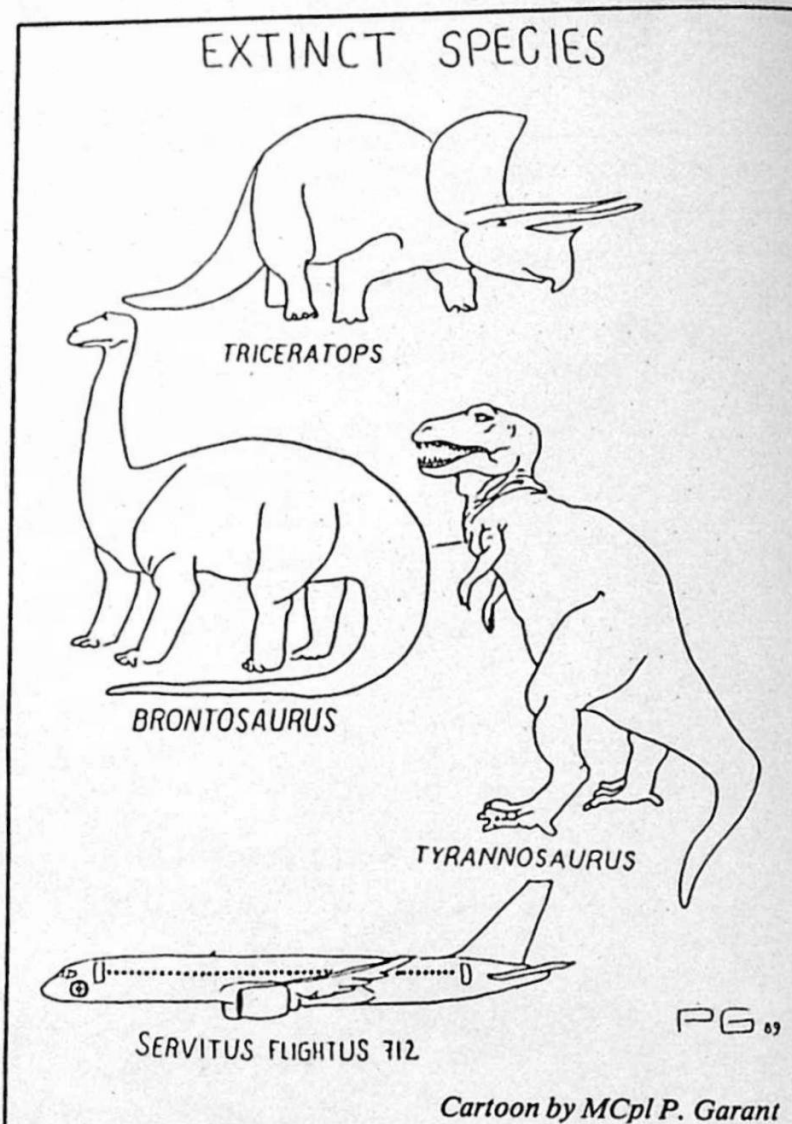
Once again, the Military Police Fund for Blind Children has come to the aid of the local community. Recently, the CFB Comox Military Police section provided funds to help Brad Erhardt purchase a computer complete with voice synthesizer to assist him in his studies at North Island College. Funds were also provided to Patrick Carten to help him with learning concepts and skills over the summer.

Overall donations from the Fund to residents in the Comox Valley total \$5,880. In attendance at the cheque presentation were—from left to right—MCpl Keating, MWO Weed, MCpl Schweitzer, Andrea Rehor, Mr Wayne Erhardt, Monique Rehor, Vlasta Grant, Brad Erhardt, Capt Cossette (B Secur O), Cpl Smith, Sgt Mann, Cpl Porter. Front kneeling—Mrs. Kaiva Carten with Patrick Carten.

Monuments of ice



HMCs Cormorant, fleet diving support ship, passes a towering iceberg and a sister ship on the way to Arctic waters to conduct military operations and scientific research. On passing the Arctic Circle, members of the ship's company new to the north were given a cold welcome by being dunked in a large tub of ice-cold sea water. Brrrrrr!



Cartoon by MCpl P. Garant

New dates & deadlines

Publication Date	Deadline Date
19 October	16 October
9 November	6 November
Remembrance Day Special	
23 November	20 November
7 December	4 December
21 December	18 December
Christmas Special	

TOTEM TIMES

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EDITOR.....Capt Kirk Sunter
ASSISTANT EDITOR.....Norm Blondel
EDITORIAL STAFF.....Kelly Sunter, Mark Forseille
John Lait, Shelly Bankhead

OFFICE MANAGER.....Sherry Snow
CIRCULATION.....Brad & Helaine Shipley 339-4680

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Recycling: It's time!

The idea behind recycling was born quite a few years back, but it was not until recently that people realized what must be done in order to protect our environment, extend the life of our present landfill sites, and conserve precious energy.

Many communities (Hornby Island, Nanaimo, Victoria, Vancouver) are now becoming more efficient recyclers. However, in communities where there is no recycling program, close to 90% of all solid waste (garbage) going to the landfill sites (dump) can be recycled.

The average household garbage contains: Paper (42%), yard waste (grass, leaves, etc. 16%), glass and metal (9%), and food waste as well as plastic (7%). All of these are recyclable. Only the remaining 10% should be disposed of at the landfill site.

If you are wondering how to get involved: 1) tie your newspaper in bundles and take them to the collection point behind the Workshop Building off Elm Street and behind the Post Office. 2) call C.A.R.E. (citizen for action on recycling in the environment), 337-8923.

Japan recycles between 50 and 60% of solid waste where as Canada currently recycles just over 2%. Let's all be part of the recycling world.

by Dave Ward

Crossword

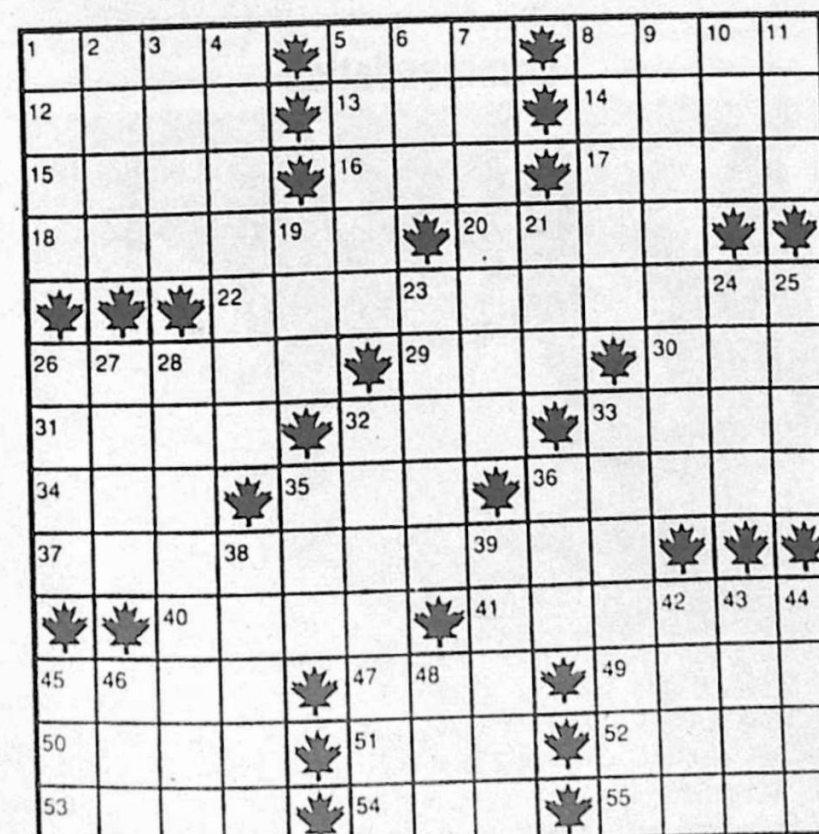
By Rick McConnell

ACROSS

- 1 Sprint
- 5 Bag
- 8 Thailand
- 12 Arrow poison
- 13 "___" death do us part
- 14 Therefore
- 15 Persuade
- 16 Freedom fighters
- 17 Rove
- 18 Necessitate
- 20 Murmur
- 22 Yellow Span? B.C.
- 26 Some bring it home
- 29 Poetic contraction
- 30 Parrot
- 31 Religious symbol
- 32 Watering-hole
- 33 Ancient city
- 34 Arms proponents (abbr.)
- 35 Lettuce
- 36 Out of place
- 37 Yellow Grounds on Lake Athabasca
- 40 Herb
- 41 More noise
- 45 October birthstone
- 47 Self
- 49 Travelled
- 50 Delayed
- 51 "King" name
- 52 Level
- 53 Cookie
- 54 Turf
- 55 Native nation
- 11 Gramma's daughter?
- 19 Charged particle
- 21 Hockey's Bobby
- 23 Northern B.C. Lake
- 24 Handle
- 25 Sunrise site
- 26 Bell sound
- 27 Bat or Phobia
- 28 Black Valley in Alta.
- 32 Heaters
- 33 Guaranteed
- 35 Argo show-case
- 36 Bachelor's last words
- 38 Nfld. town
- 39 Axworthy
- 42 Jumped
- 43 Paradise
- 44 Levesque
- 45 Discovery word
- 46 Each
- 48 Sticky stuff

DOWN

- 1 Bones
- 2 Prolific writer?
- 3 Parliament place
- 4 Like a crayon
- 5 Boozie boiler
- 6 Breath
- 7 Hard ascent
- 8 Caravan inn
- 9 Metallic
- 10 Turkish leader



solution page 19

Leisure

Airlines stratospheric lingo

I recently wrote about an airline employee named Steve who asked passengers to give their tickets "to Pam and myself".

I attacked Steve for his pretentious and incorrect use of myself. Perhaps I erred in focusing on Steve for abuse of the language. His sin goes with the territory; airlines include elevation of the language as part of the training.

Surely they must. In fact, airlines go past mere elevation; they send the language into the stratosphere.

Steve runs around with people who have the captain illuminating the no-smoking sign, rather than just turning it on or lighting it. Nine out of 10 Americans don't use the word illuminating once a month. Nine out of 10 airline employees use nothing else on the job.

The sign is permanently illuminated on short flights, so the airline can give us — no, provide us — "A smoke-free environment." That is, federal regulations prohibit smoking, and the plane has no smoke in it. So we call that an environment.

Illumination of the no-smoking sign, the attendant reports, requires us to "extinguish all smoking materials." They have already told us we cannot smoke pipes and cigars; why can't they just tell us to put out our cigarettes?

This problem goes beyond tobacco. Attendants never ask if you want to buy booze. They inform (tell) you they will be serving "the beverage of your choice." Then they tell you the price if you "wish to purchase a cocktail or a glass of wine."

I don't mean to suggest that a flight attendant should refer to refreshments as booze. That's too coarse. But they can tell us that if we want to buy cocktails we need to have our money ready.

Attendants also let us know that airline personnel will be at the gate to provide assistance in locating gates if we change planes. That is, they tell us where we go to get on the next flight. I don't ever assist anyone, much less provide assistance. I help a few old people now and then, but that's about it.

Moreover, I do not help them put away their goods, which "at this time must be placed in an overhead storage bin or stored beneath the seat directly in front of you," the attendant says. Why directly? Do they think I'm going to put something under the neighbour's seat — sort of kitty-cornered in front of me?

The situation doesn't improve much after we land. We are told what to do if we "wish to deplane." They should just tell us that if we want to get off to use our smoking materials or perhaps to get a candy bar, we need to put the occupied card in the seat and hold onto a boarding pass.

That brings us to the reason I first got irritated at Steve and his fellow airline employees: I can't get a straight answer on the logic of the term pre-boarding.

They all start with what they call pre-boarding, in which "those traveling with small children or who otherwise need assistance" get on first.

What a term: pre-boarding. I know about pre-boarding warm-up; it's a warmup before the game. I know about pre-flight hype; it's that blather before the flight, when George Foreman says he'll tear Mike Tyson's head off. I know about pre-election forecasts; that's when someone predicts a winner.

Every pre tells us about something that occurs before some kind of event. Pre and a hyphen give you an objective.

So how can the airlines make a noun out of the combination? I would be happy to support a pre-boarding inspection. I would read a pre-boarding manual. I could get into a pre-boarding queue or listen to pre-boarding instructions. A pre-boarding meal, even a snack, would hit the spot.

But they can't make me accept plain old unadorned pre-boarding by itself. Early boarding? Fine. Pre-boarding? Never. The thought illuminates my no-language-abuse sign. I would like to extinguish a few airline grammarians.

by Martin L. Red Gibson
The University of Texas

Air Force Trivia

WHAT WHERE WHEN WHY



For a change, here's a bush plane, and it's local! Photographer Terri Niemi took this shot in Courtenay River. Why is the door missing, what plane is it, and does anyone know the pilot?

Trivia Answer

AVRO Anson, Twin Engine Trainer and General Communications aircraft in World War II. This beautifully rebuilt Anson was photographed by Pat McElroy at the 1989 Victoria Air Show.

Section news



Anker Klankin'



Tech side

This past week has been a very busy one for the Aircraft Maintenance organization. MARCOT 89 brought many aircraft from other parts of Canada and the United States to Comox as participants in the exercise. Most of these aircraft, ours as well as theirs, were serviced by VU-33 personnel who worked round the clock to ensure serviceable aircraft for the required missions. All tasks were performed in a cheerful, professional manner and all maintenance personnel are to be commended for a job very well done.

In early Oct., we will be sending the first of our Trackers into storage. It will be replaced by another from Summerside so that the Sqn can continue to meet its operational commitments to the end of Mar 1990.

Congratulations are in order for MCpl Chris Shelly and Cpl Troy Jaggard who were recently promoted. MCpl Harry Weed is out of hospital and doing very well after a successful operation. He should be back to work in mid October if he doesn't 'pop a stitch'. Mar-

tin Lavigne has taken on a couple of new activities, the first of which is a new body contact sport called 'sundeck painting'. Apparently you throw a ladder, paint, brushes, rollers, and your body onto the sundeck and roll around screaming. His wife, acting as referee, said he scored 'La Premiere Etoile'. It's not a great spectator sport though. His other activity is in partnership with Darren Herle: an 'early morning pizza delivery service'. Ernie MacAlpine is competing with Paul Sparling for a taxi service, although Ernie only has one customer, albeit a steady one.

Boyd Russell has recently put on his Commodore's hat with the purchase of an almost new boat. He is beside himself with pride and a small craft warning has been issued for the Straight of Georgia. Capt Snow has volunteered to give Boyd a few lessons in boat launching. The last time he tried (at Rock Bay) it generated a lot of interest and was not your average drill. "Beam me up Capt!"

There have been some personnel changes between servicing and maintenance with Mike Jameson and Wayne Hartin going to maintenance and two newcomers, MCpl Mark Pigeau and Cpl Roedger, joining them. MCpl Gene Meyer is now in Servicing although he took longer than average to move since he couldn't find his locker.

Another newcomer, MCpl Keller, is reducing his TD by taking all three required courses in Shearwater in succession. Our 'only' female technician remaining in the Sqn, Pam MacCallum, has recently returned from the T-33 engine course. This is significant because Pam is an airframe tech by trade. Cpl Jaggard and Pte Pilon have recently joined the Comox Valley Search and Rescue

organization making good use of their diving skills. Sgt Grubwieser has shocked everybody by demonstrating his affection for the music of "Stephen Wolf".

The AMCRO section is pleased to welcome our new clerk, Cpl Miriam Renaud, who is unique because she is the only person in the Sqn who wears a 'brown' uniform.

Aircrew

Contrary to reports given by the major provincial newspapers, VU-33 Sqn participated in MARCOT 89 which is now over. Our aircrew and groundcrew worked around the clock to ensure the usual top notch VU-33 presence was felt by the blue force. Always looking to lend a hand, some extra training was given to the 25 NORAD crews as well as the Portland Air National Group. The pilots of the 318th F-15s are still looking through their rece manuals trying to figure out what a Tracker is.

The CP-121 Trackersaurus performed well in its last major exercise. The first Tracker is departing shortly for AMDU in Mountainview, Ont., to be put in storage. It just won't be the same around here without the Tracker's distinctive type of noise pollution echoing through the mountains.

Our illustrious CO is touring the western coast of the United States with his wife, no doubt contributing to the coffers of every golf course in their path. Rejeanne is still recovering from her knee surgery so the competition should be fierce.

Capt Don Fair has rejoined the Squadron after a busy summer flying DC-6s in the fire-bombing role. He has only been back a short time but is re-establishing himself as a force to be reckoned with in the Pole-Hog-of-the-Month competition. Welcome back Don.

Commendation



Ted Soles, CE, recently received a commendation from the Base Commander for his outstanding efforts in establishing and maintaining CFB Comox's reputation as the most beautiful piece of real estate in the Canadian Forces inventory. Over the years he has created, developed, and tended the flower beds and shrubbery that add so much to the beauty of the base and contribute subtly but significantly to the morale of the personnel who serve here. Thanks Ted!

by Cpl K. P. Gough

Introducing Base Telecom

Greetings. You're probably wondering just what it is we do here at Base Telecom? (Come on, admit it — you were wondering.) Perhaps you are recalling the new phone extension recently installed in the office, or even the time when the radio in your ambulance was acting up and you stopped by Telecom Ground for a little assistance. Or maybe your precision approach radar console refused to display that target so you called in the Navids boys to put things right. Telephones, radios, radar — the BTelo Organization does them all (along with all the PA systems, intercoms, TVs, VCRs, computers and wide variety of radar systems necessary to the smooth operation of CFB Comox).

The BTel staff is mainly comprised of 221 Radio and 231 Radar Techs, with an assortment of 224 Comm Techs thrown in to make things interesting. Our BTelo, Capt Sheppard, recently joined us from TRACS STU in Trenton, along with Tel Supt MWO Wilkes, MWO Uhl, Sgt Urban, Cpl Martin (Tel Admin), and secretary Mrs. Price, and keep things rolling from their offices in Building 45. The majority of

radio techs work at Telecom Ground (Bldg 35) under the watchful eye of WO Anderson and his right hand men, Sgt Parks and Sgt Tooker, while those radio techs assigned to maintain the VHF/UHF Air/Ground and Marine radios meteorological equipment and the radio techs at IFRCC maintaining the Terminal Radar and Control System including the CCS, NAMS, ADF, RPDS to name but a few, all work under Sgt Parks. On the radar side of things, all of the Navids personnel work out of the main shop at IFRCC under WO Gustafson. These are the guys who keep the ASR, SSR, PAR, TACAN, and Quad Radar up to snuff AND who also work alongside the 221 types whenever the TRACS goes down. It's true — radar and radio techs slaving away over the SAME equipment, IN HARMONY. And they said it couldn't be done.

Don't worry ladies, I haven't forgotten the switchboard — a very important part of the BTel world. Sgt Urban wouldn't forgive me if I neglected to mention his staff of eight telephone switchboard operators and their role in keeping us in touch with the outside world. As you can see,

Base Telecom is a highly diverse technical organization requiring personnel who are quick-thinking and readily adaptable to technological change as the electronics world becomes increasingly complex. Since we are all such a bunch of rocket scientists and of necessity work up a lot of tension firing up the old grey matter, we like to play hard once the workday ends. Why just last week MCpl Wayne Marsh (our sports rep) got us all out to challenge the Base Workshop fellows to a deadly serious game of slowpitch. There were lots of wild pitches, and spectacular fielding moves, and only one slightly illegal incident involving full-body contact. A great deal of fun was had by all. Many thanks to Russ Parker and his merry band of slowpitch enthusiasts for a great afternoon. Maybe next time we'll do the volleyball challenge thing, eh?

Hopefully, with ensuing articles and the passage of time, the people of BTel, CFB Comox will soon become familiar faces to all. Also, we hope the little mystery involving "A Day In The Life of a Typical BTel Type" has been somewhat cleared up.



Truckin' Tales

The men and women of Base Transport refuelling section are bursting with pride! In support of MARCOT, as well as their other normal support duties, they broke the record for the number of gallons of fuel pumped in one day — 87,000 gallons! The previous record was 85,000 gallons. Well earned congratulations go to Sgt Snider, MCpl Streeter, Cpls Bernard, Fairfax, Heigl, Marcotte, and Veley, and Ptes Bonnier, Ignacz and O'Brien.

We held our Meet and Greet at the WOs and Sgts Mess on 16 Sep. It was well attended and well organized by Sgt Glen Mergaert and his committee. Debbie Mergaert made her special veggie dip which I managed to get a little of, and as usual it was delicious! Roy and Mida Coolen won the door prize — a \$50.00 certificate for dinner at the Old House

restaurant. I understand the Mida's 29th birthday is coming up soon and she is looking forward to a romantic dinner. Everyone had a good time and were still ready to boogie when the bar closed and the DJ quit at midnight. Next major event will go to at least 0100 hrs.!

The postings and promotions are still comin' in — MCpl Gilles Menard was promoted to Sgt and Cpl John Alexander was promoted to MCpl. Sgt Dave Hodgess and Normand Rouette arrived back in Super Natural B.C. — quite a contrast from the rock and sand of the Namibian countryside. MCpl Derrick Keene is off to CFB Toronto where the night life is the best I have ever seen and the view from the CN tower is awesome! Actually Derrick had a choice between Toronto and Wainwright — I wonder why he took Toronto.?

The United Way is in full swing once again and once again we have taken advantage of Sgt Glen Mergaert and made him our section canvasser. Glen, being a smart fellow, decided to start at the top and caught me before I left for Borden. As Jean only gives me enough money for coffee, I decided to go the pay assignment route which is very convenient and beats trying to get money out of my empty wallet! The United Way supports many worthwhile organizations but without our support they cannot succeed.

As I mentioned I am off to Borden for the Advanced Logistics Officer's course and my section will be left in the very capable hands of our Maintenance Officer, Capt Darrell Hamilton.

Keep on truckin'.....
by Tom Fisher



Base Hospital: Aspirin vs Tylenol

be avoided without your physician's okay. Because it is acidic in nature and it effects prostaglandins and blood clotting, ASA can predispose a person to gastric ulcers. If you are susceptible to ulcers or heartburn, an enteric-coated form of ASA should be tried, or ASA should not be used at all. Allergy to ASA is fairly common, especially amongst asthmatics, and the drug should be avoided if a known allergy exists. ASA should not be used in pregnancy due to its interference with maternal and fetal blood clotting; and ASA's use in infants and children as a fever reducing agent should be avoided due to the possible association of it with the later development of Reyes syndrome, a disease which can kill.

ASA should be used every 4-6 hours at doses of: 150-250 mg for 2-6 yrs old; 300-400 mg for 6-11 yrs old; and 480-650 mg for 12 yrs old to adult. Consult the package directions for more exact dosing. Recently, ASA has also been shown to possibly reduce the risk of coronary artery disease (and hence heart attacks). A relatively small dose of ASA is required to achieve this effect: one regular strength tablet per day, however, consult your physician before adopting such

ASA is, however, not without side effects. In fact prolonged regular use should

be avoided without your physician's okay. Because it is acidic in nature and it effects prostaglandins and blood clotting, ASA can predispose a person to gastric ulcers. If you are susceptible to ulcers or heartburn, an enteric-coated form of ASA should be tried, or ASA should not be used at all. Allergy to ASA is fairly common, especially amongst asthmatics, and the drug should be avoided if a known allergy exists. ASA should not be used in pregnancy due to its interference with maternal and fetal blood clotting; and ASA's use in infants and children as a fever reducing agent should be avoided due to the possible association of it with the later development of Reyes syndrome, a disease which can kill.

For both ASA and acetaminophen there are an enormous assortment of brands and strengths and it's very easy to get confused. When in doubt, always check the label carefully; the generic name acetylsalicylic acid or acetaminophen will appear somewhere along with the strength. Two words of caution: extra strength simply means that double the amount of active ingredient is available in the product and is generally the equivalent of taking two regular strength tablets, and if pain or fever is prolonged, acute, and/or not relieved by treatment with either of these two drugs, you should contact your physician.

by Capt Gour

PARTICIPaction

Section news

150 years and still trying

One hundred and fifty years ago this year, Canada's first official weather station went into operation. The nation's longest unbroken set of weather records began on 1 Jan 1840; they were inscribed in the register of Toronto's newly established Magnetic and Meteorological Observatory.

Volunteer observers have been a part of the weather service since its early days. Their task is to record, twice a day, basic climate information; their observations have helped Environment Canada build a bank of climatic information that is used by hundred of

thousands of people every day. Over the years, the Atmospheric Environment Service has improved with new developments such as radio, aviation, advanced technology, computers, satellites, and radar.

The Service has grown into an organization upon which all Canadians depend, not just for their daily weather forecasts, but for services in support of agriculture, health and safety, environment management and protection, and, of course, aviation.

Happy Birthday Met Section — well, sort of.

Namibia update

Ottawa — The Canadian contingent of the United Nations Transition Assistance Group (UNTAG) in Namibia has commenced the rotation of personnel.

Two-hundred and thirty-seven of the 253 member contingent, including four personnel from CFB Comox, which has been in Namibia since April 1989 are being replaced and are returning to Canada. Key personnel of the original group will remain in Namibia to maintain continuity and ensure a smooth transition during the handover period.

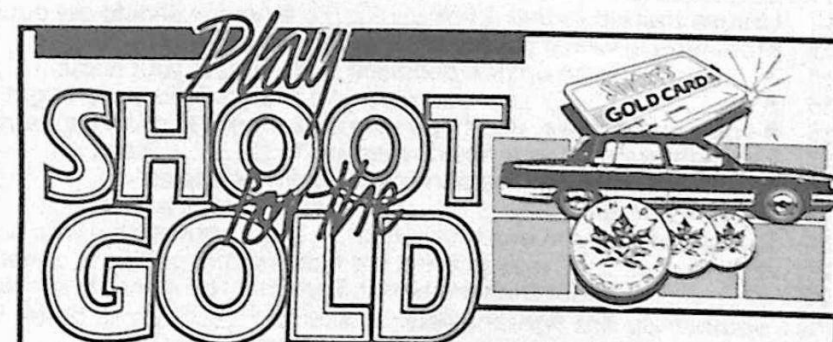
Canada's contribution to UNTAG has been the 89 Logistics Unit, and a complement of five military police and seven staff officers for the UNTAG headquarters, located near Windhoek, the country's capital. The Canadian Forces personnel, half from the Special Service Force and 2 Service Battalion, based in

Petawawa, are being replaced by personnel from 1 Service Battalion and 1 Brigade, both from CFB Calgary. There are 36 females and 17 reservists serving with the Canadian contingent.

"This rotation demonstrates Canada's continuing commitment to peace and independence for Namibia," said the Minister of National Defence, the Honourable Bill McKnight. "The members of the Canadian Forces participating in this mission are an important element in Canada's efforts to secure world peace."

An advance party has been in Windhoek since 9 August 1989, in preparation for the departure of the main rotation body from Calgary.

Canadian Forces' personnel first arrived in Namibia on 14 March, 1989, as part of the 4,700 member UNTAG force created to supervise the country's one-year transition to independence.



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Fire safety

Fire Prevention Week 8 — 14 October

Fire prevention week is observed each year during the week of 9 October, which marks the anniversary of the great Chicago fire of 1871, and the start of community involvement in fire prevention activities in 1921.

As part of the activities planned, CFB Comox Fire Department will be hosting the Mac-

Donald's Smokehouse at Airport School on Tuesday 10 October at 6:00 pm. There will be portable fire extinguisher training as well, with free coffee and doughnuts, and prizes awarded.

Further fire extinguisher training will be held Wednesday 11 October at 10:00 am at the Canex parking lot and at

6:00 pm at the ball diamond park, and also on Thursday 12 October at 6:00 pm by 110 Maple Crescent.

Go and "learn not to burn."

All PMQ residents will receive a schedule of events for the week. For more information call the Base Firehall at Local 8250.

Find a word for fire safety

Complete each sentence below choosing a word from the list. Then find each word and circle it in the puzzle. CRAWL is completed as an example.

ADOEXTINGUISHERBLENASUTZ
CRLMLBEGIKNMOPOWDXARSONO
TLOEASEFMGEFSPOLNTUUVLUTW
OWNREHRCOMRTEPMPNSAZBTDL
HFI GSEPGWUCGNPANICOALHT
FROEUZTWDGIFKMOUWFIREGA
BURNXYAGEGKEMOQSVXACETJZ
DB CRAWLALZSUHXXJNWNACGA
AIJYCDLBMPOCFORALARMAYR
EETUKERCSFLAMMABLEPRRIND
XCALLGFLRIDPEOIOPLHIAETA
IUJLRIERDYHECLSFVYELNDR
TETIRDRILLLEOURUYOLRAEYC
MCUVQYHQMSPNANHNSTOPSREH
TNZLFNTIUNLSMOKEDETECTOR
OSPKRYANLEMRTAAAYBTKHYMA
AXEUAVETONLEFRPENTZEIREV
EIONUBTRIEURYSDLACSIHYSN

Panic
Fuse
Drill
Explode
Plan
Roll
Arson
Outlet
Homes
Smoke Detector
Scald
Water
Axe
Sparky
Exit
Emergency
Hazard
Burn
Escape
Flammable
Hose
Alarm
Hot
Extinguisher
Call

- If trapped in smoke, Crawl under the smoke to safety.
- Gasoline can _____ near a flame or heat.
- Electrical _____ covers protect little children from shock.
- _____ is used to put water on a fire.
- Treat a minor burn with cool _____.
- Use the enclosed stairs marked "_____" not the elevator, to escape from a burning building.
- Have a home fire _____ now. It could save your life later.
- Learn Not to _____.
- _____ is the fire safety dog.
- If there is a fire, get out fast. Then _____ the fire department.
- _____ is a crime. It is a fire set on purpose that does harm.
- Unless trained to use a fire _____, a person should get out and call the fire department.
- Most fires in which people die happen in their own _____.
- A _____ is an unsafe condition that exists in your home.
- A _____ can warn you of a fire before you might smell, hear or see it.
- If you smell smoke, don't open the door. Feel it to see if it's warm or _____.
- Fire fighters and paramedics respond to _____ calls.
- _____ causes more panic; set a calm example.
- Make a home escape _____ Practice it twice a year.
- In case of fire, you must have two _____ routes from your home.
- A false _____ may prevent fire fighters from getting to a real fire.
- _____ liquids catch fire easily. They must be stored in special safe containers.
- Sometimes fire fighters need to use an _____ to break through locked doors.
- A _____ disconnects overloaded electrical circuits.
- If your clothes catch on fire, stop, drop and _____.
- A hot liquid burn is a _____.

Home Fire Safety Check List

Especially for the children

- Do you make it the rule never to leave small children unattended? Yes ☐ No ☐
- Do you show your babysitter the escape routes from your home, and the right way to call the fire department? Yes ☐ No ☐
- Do your babysitters (and you!) know the first role of safety in fire emergencies: Get everyone out fast, and don't go back in? Yes ☐ No ☐
- Do your children keep a safe distance from flame and spark sources? Yes ☐ No ☐

Smoking habits

- Is smoking in bed against the rule? Do you check for smoldering butts in chairs and sofas? Yes ☐ No ☐
- Are you careful disposing of cigarettes, cigars and pipe ashes? Yes ☐ No ☐
- Are there plenty of large, safe ashtrays throughout the house? Yes ☐ No ☐
- Are matches and lighters kept out of the reach of children? Yes ☐ No ☐

Heating and cooking

- Are furnaces, stoves and smokepipes away from combustible walls and ceilings, and in good repair? Is your heating equipment checked annually by a serviceman? Yes ☐ No ☐
- Are portable heaters properly maintained and located? Yes ☐ No ☐
- Do you make sure there are not combustibles near any stove, heater or fireplace in the house? Yes ☐ No ☐
- Do you have the chimney cleaned and checked regularly? Yes ☐ No ☐
- For safety against chimney and other sparks, is roof covering fire retardant? Yes ☐ No ☐

Good housekeeping

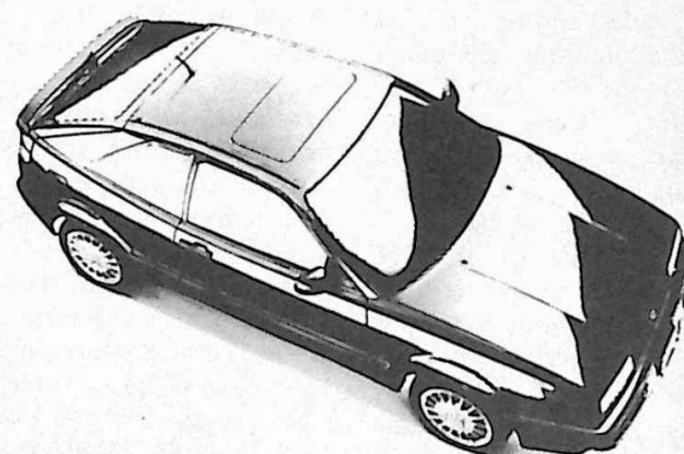
- Do you keep rubbish cleaned out? Yes ☐ No ☐
- Is paint kept in tightly closed metal containers? Yes ☐ No ☐
- Are flammable liquids stored in safety cans, and kept away from heat and children? Yes ☐ No ☐
- Have you made it a rule never to use flammable liquids for cleaning clothes or starting fires? Yes ☐ No ☐

Electricity

- Are extension cords never run under rugs or hooked over nails? Are all cords in good condition? Yes ☐ No ☐
- Are appliances checked periodically for good operating condition? Yes ☐ No ☐
- Is the right size fuse in each socket in the fuse box? Do you use a new fuse after each blow? Yes ☐ No ☐
- Is your TV antenna installed safely? Is it equipped with a grounded lightning arrestor? Yes ☐ No ☐

Every "NO" in this check list shows where your family's safety precautions fall short.

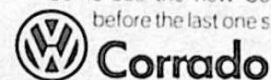
Take action — family action — now!



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Your kids need you

The 1st Lazo Scout Group held its first meeting of the new season on 24 Sept. at Gilwell Hall. We have 11 Beavers, 7 Cubs and 5 leaders registered. We also have a leader who is willing to start a Scout troop or Venturer company if enough interested young people can be found. Scouts are boys aged 11 to 14; Venturers are boys and girls aged 14 to 17. If you are interested, please call Gerry Maillet at 339-3213.

Watch for our boys to be involved very soon in two major efforts — calendar sales, to raise money for our own group; and Apple Day, 20 and 21 Oct., to raise funds in support of the District and its camp, Gilwell Park.

One thing we didn't get, though, was an excess of interest from parents. Besides those already involved as leaders or on the committee, only 2 showed up! To those of you who couldn't make it, I would like to say *we really need you*. If you can give some time to help keep your son's program alive and healthy, call me at 339-4988.

Bonnie Cochrane, Chairman
1st Lazo Group Committee

September 17: A quiet day in Ireland

Sunday, 17 September, was the day selected this year as the "Battle of Britain Sunday". A special religious service of thanks was held at CFB Comox, and in many churches in England and around the world. A good deal of public attention is focused on these services, and they are advertised well in advance so people can make plans to attend.

Not so in the Republic of Ireland which I visited recently. Although many Irishmen from the south served with British forces during the war, and also in Korea and the Falklands, there is no official recognition of the fact. The Battle of Britain service was not advertised; on the contrary, one had to search for the location of the service. I discovered it was to be in St Patrick's cathedral, and we attended on the afternoon of 17 September.

St. Patrick's Cathedral is the National Cathedral for the Anglican Church of Ireland and it occupies the site of a Celtic church probably founded by the saint himself. The church dates back to 1191, although, obviously a great deal of restoration work has been done on it.

The service was well attended; about five hundred people; and we joined with the contingent of Royal Air Force Association members. Two lessons were read, one by a retired Air Commodore, the other by Sir Nicholas Fenn, the British Ambassador, and the sermon was read by a retired RAF Chaplain. The Ambassador was accompanied by the British military attaché, who appeared in uniform, complete with paratrooper wings, which surprised many, for in so doing he became an obvious target for the IRA.

Following the service we were invited to the RAF Association club rooms for a social gathering. Located a short distance outside of Dublin, in a unmarked house, it was explained to me that "we keep a low profile". The same day the famous All Ireland Championship game was played between the Cork and Mayo teams. Cork won and the occasion was a combination Grey Cup-Stanley Cup affair, with many thousands of Irishmen crowding into the streets and pubs; with better things to do then set off a bomb somewhere.

by Duke Warren

Promotions & Awards



Victor Hazelden, CE, promoted to MCpl



Dan Roy, CE, promoted to Sgt



Sorry!

Cpl Reade (not Cpl Neele as appeared in the last edition — apologies from the editor) was presented with his second ATAT Honours Certificate. He attained scores of 97% on QL-4 Trade Advancement Exam and 96% on QL-5 Exam.

Fished out?
see Note pg. 18

WE WANT YOUNG IDEAS WHICH WILL BENEFIT YOUTH IN YOUR COMMUNITY!

The British Columbia Youth Advisory Council provides funds through the Youth Grants Program to support projects based on these ideas.

Applications are available from all Youth Council members, MLA offices, Ministers of State, Government Agents, and Job Training Area Offices of the Ministry of Advanced Education and Job Training and Ministry Responsible for Science and Technology.

For more information, contact:

British Columbia
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5th Floor, 1483 Douglas St.
Victoria, British Columbia
V8W 3K4
Phone: 387-6065

The Honourable Stanley B. Hagen
Minister Responsible for Youth
Ministry of Advanced Education
and Job Training, and
Ministry Responsible for Science
and Technology

On and off base



From the Mayor

The PMQ Fun Day was held 9 September and proved to be a great success. It was opened with a short address by the Base Commander, Col McGee, and a demonstration jump by the Base Parachute Club led by Cpl Clive Webb. During the day many activities were run including the Ident-a-kid Program, Little Toot rides, Face Painting, Cancy Floss, Model Aircraft demonstrations, Video Machines, Fish Pond, and horse rides. Also, 500 Hot Dogs, Hamburgers, and Ice Cream Cups were served. Pop was donated by Coca Cola Bottling of Campbell River.

The afternoon ended with a Dunk-the-Mayor contest. As the Mayor, I can attest the water was somewhere between glacier water cold and freezing.

Thank you to everyone who showed up and especially the Councilors for making it such a successful day.

Following a plea in Routine Orders and the Base Newspaper, we had a very favourable response to a request for volunteers for the Council. The complete list is as follows:

Terry Smith, Mayor, PMQ 81A, local 8376/339-6899
Jeff Carlisle, Deputy Mayor, PMQ 84, local 8224/339-0927
Ward 1: Blocks A & B, PMQs 1 to 101A Spruce Street
Kim Rochester, PMQ 6, 339-7214
Ward 2: Blocks C, D, E, & F PMQs 12 to 17A Cedar Crescent
Dan Kieffer, PMQ E5, local 8267/339-4565
Sandy Cochrane, PMQ 46, local 8520/339-4988
Ward 3: 18 to 25A and 34 to 48 Cedar Crescent
Fred Shannon, PMQ 45, local 8498/339-2298
Walt Carroll, PMQ 49, local 8573/339-2321
Ward 4: 26 to 33 Cedar Cres., 49 to 59A Oak Street, and 60 to 65A Elm Street
Gerry Beateay, PMQ 58, local 8315/339-7526
Ward 5: 66 to 83A Elm Street
Gerry Blenkarn, PMQ 71, local 8383/339-5721
Ward 6: 84 to 86 Elm Street, 87 to 91A Poplar Cres., 92 to 93A Elm Street, and 95 to 100A Pine Street
Kevin Mercer, PMQ 90, local 8458/339-0086
Debbie Roy, PMQ 91, 339-7998
Ward 7: Blocks 102, 103, 105, 107, 108, and 110 Maple Crescent
Dick Hillard, PMQ 103D, local 8342/339-7618
Liz Hillard, PMQ 103D, 339-7618
Ward 8: Blocks 104, 106, 109, 113, 115, and 118 Maple Crescent
Chris Mitchell, PMQ 106B, local 8243/339-0470
Ron Bennett, PMQ 106A, local 8250/339-4203
Ward 9: Blocks 111, 112, 114, 116, and 117 Maple Crescent
Pat Adams, PMQ 117A local 8253/339-4912
Animal Control Officer, Wayne Takarz, PMQ 7A, local 8399/339-4793

Secretary, Community Council Office, Linda Rose, local 8571
Please clip this column and keep it close to your phone. In case of problems in your area call your Councilor and he will raise your concerns at the next council meeting.

Thanks everyone who volunteered to fill the Council positions, and if you would like to serve on the Council, there are still openings available. A call to Terry Smith or Linda Rose will ensure you are invited to the next Council Meeting.

Future events: planning is underway for a Meet and Greet Dance to be held 21 October. In December, a Craft Fair and Santa visits will occur, and, of course, a Christmas Tree Burn will end the year.

One last comment: After a long waiting period, the residents of Ward 8 finally received some much needed Playground Equipment. There is a plan afoot to put more equipment in this area as well as enlarge the playground area in Ward 1, and also to install a new playground in Ward 9. So you can see the Council is working to serve the residents of the PMQs.

Lastly, the PMQ Council has had a Newspaper Recycling Collection Point installed in the PMQ area. It is located behind the CE Workshop Building off Elm Street. Also, for the interest of Base Personnel, there is an additional collection point behind the Post Office. Bundled papers only, please.

by Terry Smith, Mayor

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CF news

East coast: It was a dark and foggy night

by Maj Bob Cuthill

The night of the 16th of June was dark and foggy, but it hadn't started out that way. The call from RCC Halifax came at 17:30, while the members of the standby crew were busy with life's daily tasks such as fixing the car or eating dinner.

A young crewman aboard the WJ LAWRENCE, a 105 foot scallop dragger currently 120 miles south of Yarmouth, N.S., had fallen from a ladder to the deck of the ship 12 feet below. His symptoms lead the crew to suspect a possible broken back and they didn't want to move him for fear of permanently crippling him. He lay on the cold deck, covered as well as could be expected, but basic first aid was no comfort for the pain and the numbing cold. Each time the ship rolled, water came on deck, soaking the young man and chilling him more. It was not a good situation.

As the vessel was so far offshore, the plan was to launch the standby Buffalo as top cover for the Labrador helicopter, which would do the actual pickup. Pilots Maj Bob Cuthill and Capt Richard Lapointe proceeded directly to squadron operations to complete the mission flight planning. Flight Engineer MCpl Kevin Gignac preflighted the helicopter while Search and Rescue Technicians, Sgt Tom Elliott and Cpl Seldon Miller prepared and loaded special equipment. The crew of the Buffalo, pilots Capt Mauro Parisotto and Capt Greg Riis, and navigator Maj Kevin Keogh were in operations planning the topcover mission and discussed with the helo crew possible flare patterns for illuminating the horizon for the night hoisting. With its greater speed and range, the Buffalo would delay its departure so as to rendezvous with the helicopter after it had refueled in Yarmouth and had headed out to sea. The helicopter could have left Summerside with a full load of fuel and headed directly for the boat. Once on scene

they would have been able to give the SAR Techs thirty minutes with the patient and still make Yarmouth with minimum fuel reserves. This, however, would make no allowances for the unexpected and so the enroute fuel stop in Yarmouth was planned.

The helicopter started engines fifty minutes after receiving the call, well within the two hour launch parameter. The refueling stop and situation update in Yarmouth were completed quickly and the rendezvous with the Buffalo went exactly as planned, as the helicopter passed the last of the island to the south of Yarmouth.

There was fog ahead, and the ship reported visibilities as low as six hundred feet, with blue skies above. The Buffalo preceded the helicopter by a short distance, located the vessel, and briefed her crew on preparations necessary for working with the helicopter. By now it was dark and there was no moon to help matters. With all her lights on, the WJ LAWRENCE was plainly visible down through the fogbank, which was topped at two hundred feet above the ocean. However, once on final approach to the ship, forward visibility from the cockpit of the helicopter was not much further than the windshield wipers. Twice the helicopter came within a quarter mile of the vessel without seeing it. On the third approach the vessel was sighted but without sufficient visual clues a stable hover was impossible. Until now, flares from the Buffalo were not used because it was felt they would either not be visible up through the fogbank or, once the helicopter descended into the fog, they would be too bright for the pilots.

One last approach was planned. The Buffalo would drop flares to illuminate the horizon as well as providing a reference for the pilots. The helicopter would fly the stan-

dard ship approach, used to approach a vessel in less than ideal conditions, remaining above the fog until the ship's lights could be seen from below, then fly a steep descending approach keeping the ship in sight. It worked, and soon, with some very skillful directions and hoisting from the Flight Engineer MCpl Kevin Gignac, the SAR Techs and the stokes litter had been hoisted to the deck of the rolling vessel. The helicopter then climbed back up to a safe altitude to conserve fuel at a more efficient speed and save flares for the upcoming hoist up sequence.

Sgt Elliott and Cpl Miller were soon with their patient, who had been lying on a bed of discarded scallop shells and other refuse for almost six hours since the accident. Suffering from hypothermia and in extreme pain, he was carefully examined, splinted, and placed on a special board, before being loaded into the litter. With help from the crew, he was moved from the forward deck to the stern as the helicopter was radioed for the pickup. Barely twenty-two minutes had passed from the time the SAR Techs had hit the deck.

The fog was a lot thicker now and again the helicopter was unable to reach the vessel on the first attempt. Only fifteen minutes of fuel remained before they would have had to have headed for Yarmouth. On the next pass, MCpl Gignac spotted the ship's lights, just to the right and ahead, and was able to direct the helicopter over the stern of the boat. By now the difficult hoisting procedure was almost routine; the hard part had been finding the ship in the fog.

The Buffalo navigator, Maj Kevin Keogh, had been kept busy modifying and adjusting the flare pattern to provide optimum illumination. Keeping the flares clear of the helicopter

and far enough upwind meant he couldn't overfly the boat for a reference or else the flare would burn out before the Buffalo could complete its pattern and get back to the drop point again. However, by using air-to-air Tacan he could position the Buffalo consistently at the same distance upwind from the hovering helicopter, thus guaranteeing continuous and accurate illumination.

The leg back to Yarmouth was by contrast uneventful. Approaching the shore the Buffalo proceeded directly to the airport to refuel and be ready to transport the patient to the next major medical facility if required. The Labrador flew directly to the hospital, where the helipad had been prepared and marked with red flares by the RCMP. The SAR Techs escorted their charge into the hospital,

arranging to rendezvous with the helicopter later at the airport across town. Labrador 304 proceeded to the airport and landed with minimum fuel. The total flying time for the Labrador was 6.2 hours, while it had been 7.7 hours since being called out. A short time later the SAR Techs called and advised that it looked as if their patient was going to make it.

It was time for a rest, but as the SAR Techs made their way back from the hospital the Buffalo was tasked again. This time it was an Electronic Locator Transmitter search to the north west of Fredericton, N.B. As if this wasn't enough, the second Labrador back in Summerside had been launched on short notice for a reported DC-6 crash northwest of Gaspé, P.Q.

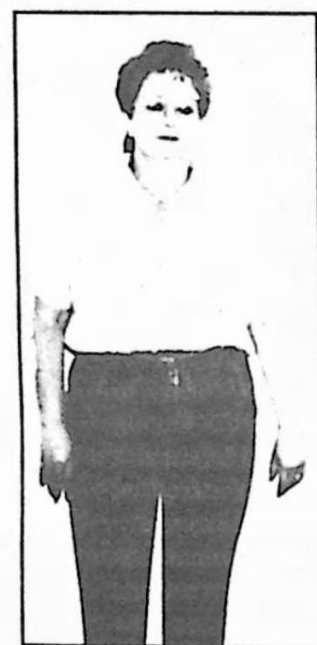
It was a long, dark, and foggy night.

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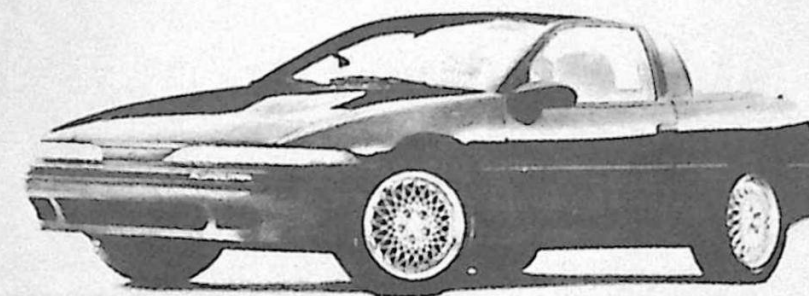
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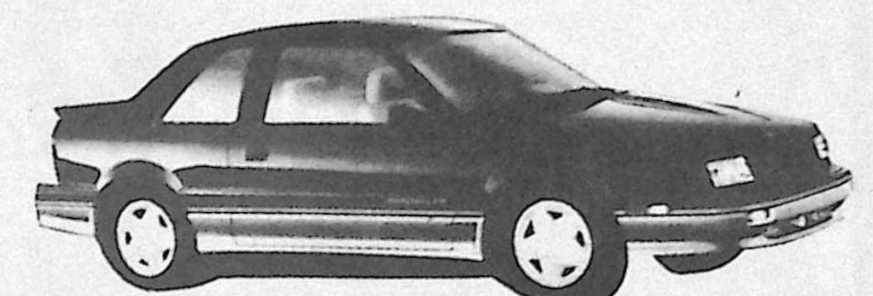
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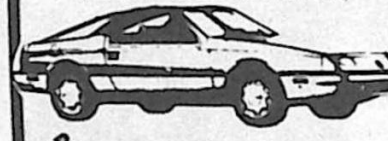
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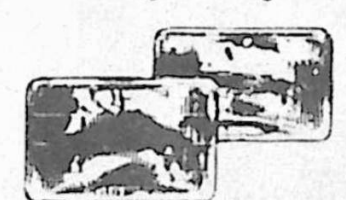
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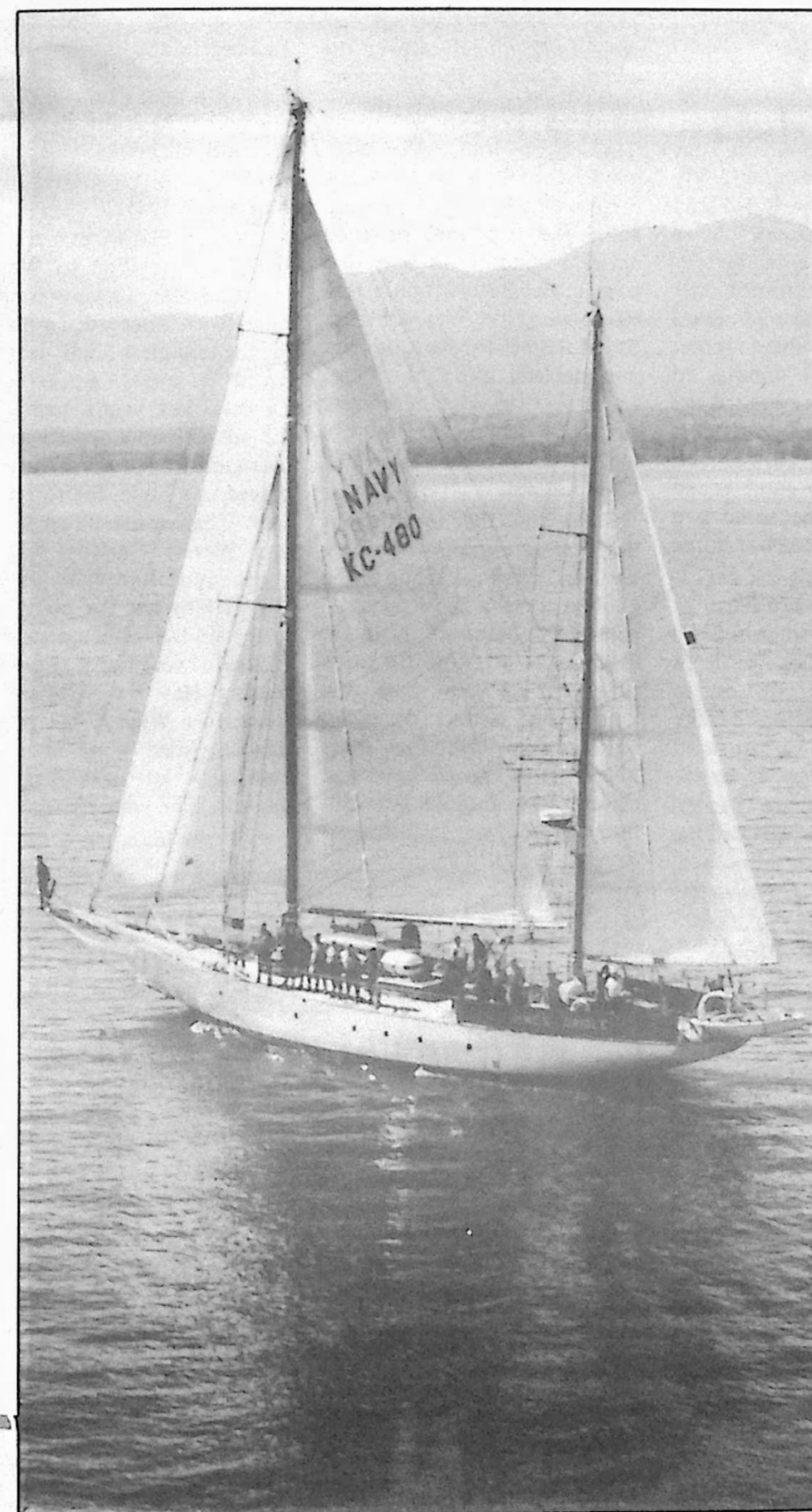
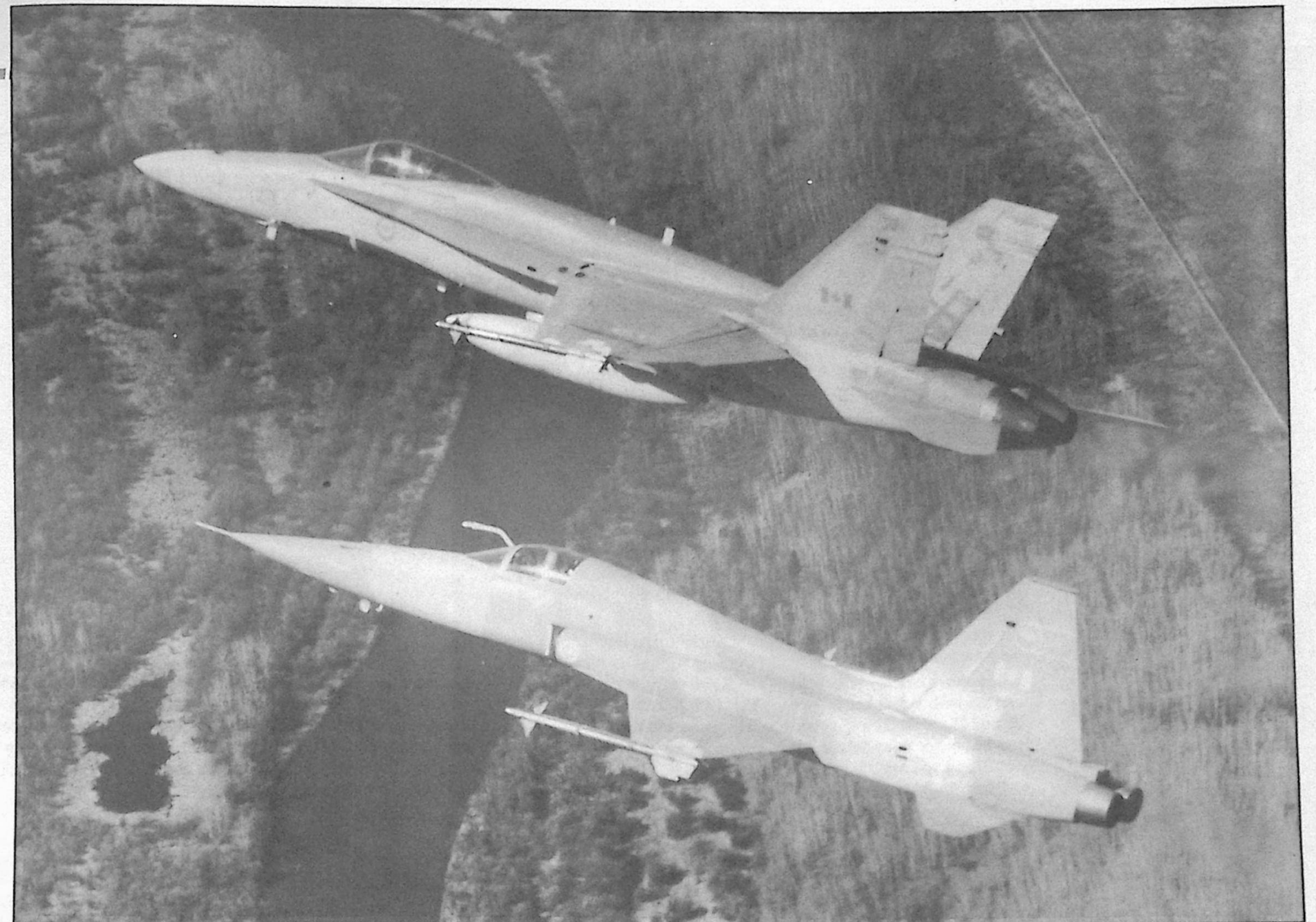
MCpl "George" McManus joined the CAF in 1973, becoming the eleventh female to enter the photo trade in over 20 years. Posted to her home town of Winnipeg, she worked in Base Photo for 5 years before moving on to CFB Baden, Germany, in 1978. After 1 year in Base Photo, she switched over to 1 Canadian Air Group, working on the CF-104 Starfighter for the rest of her tour. 1983 saw her in Greenwood, N.S., servicing the Aurora for 4 years and then in DIAC Photo Maintenance for 1 year. She was posted to Base Photo, Comox, a year ago.



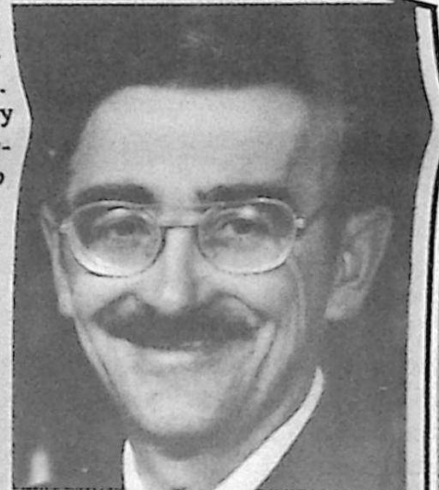
Cpl Alisa Hooper, also with Base Photo, is presently on maternity leave, having recently given birth to a bouncing baby girl. She has been in the photo trade for seven years.



MCpl Rod Cando joined the CAF in 1976. His first posting was to Base Photo CFB Summerside. He was then posted to 415 Sqn., CFB Summerside, working with the Argus until its retirement in 1981. 1981 to 1984 saw Rod posted to 407 Sqn to work with the brand-spanking-new Aurora. He then proceeded to do some star gazing with Satellite Tracking at St. Margarets, N.B., until 1988. Then going from coast to coast to coast, MCpl Cando landed back in Comox.



Sgt Gerry Fairbrother joined the RCAF in July 1967 in Vancouver. Basic training in St. Jean, Que., was followed by trade training in Borden, Ontario. He was then posted to Base Photo in Trenton Ontario, until 1974. Ottawa and a five year stint at the CF Photo Unit was next in line. While in Ottawa he spent four years with the motion pictures section, spending up to nine months a year on the road. 1979 brought a move west to Cold Lake with the Base Photo section there. Two short years later he moved across base to 417 Sqn, where he remained until the squadron closed in 1983. Once again, he was transferred across the base, back to the Base Photo section, this time for a four year stint. In 1987 he returned to his home province and Comox and has taken charge of Base Photo. As with most military photographers, he has photographed numerous VIPs, including: the Queen, Lord Mountbatten, 3 Governor Generals, and 2 Prime Ministers. Included in his air time are the T-33, CF-5, CF-104, and the CF-18.

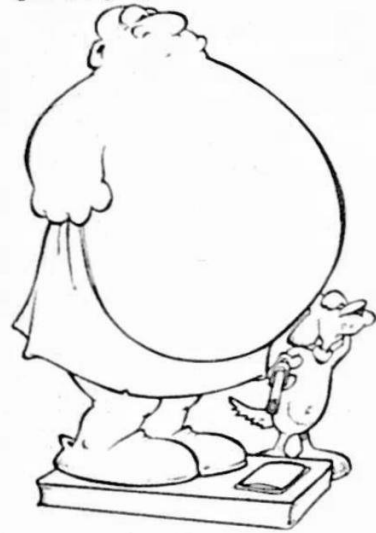


Cpl Kim Cummings joined the CAF in July 1977. Her first posting was to the Canadian Forces Photographic Unit in CFB Ottawa(N). She was there from 1978 until 1984, at which time she was posted to Base Photo here in Comox.

Recreation

What's your BMI?

"So what's your sign?" He blushed and looked away. "Capricorn", she replied. "What's your BMI?" He looked blankly at her, as he stood stripped of his pride, beer gut hanging out.



While most of us were golfing or fishing, the CFB Comox Silver Totems were hitting the ice in the Air B.C. Wings Old Timers Hockey Tournament in Victoria. The Silver Totems, who have been on the ice since early August, were placed in the closely contested "C" Division. The teams played a round robin, with the two top teams playing a one game play-off for the division championship.

Game One

Harbour City Burger Kings provided the opposition in the opening contest for the base squad. Wayne Hay got the season off to a fast start when he opened the scoring on a pass from Boyd Russell at 1:37 of the first period. Steve Bale

True, many people would argue it's not the package, it's what's inside that counts. But who wants to be seen with a potato?

Thanks to the military, this is a less frequently delt with problem. But should you only be concerned with BMI (body mass index) once a year?

If you are concerned with monitoring your health you should be aware of your BMI on an ongoing basis. Calculating BMI is done by dividing body weight (in kg) by height squared (in m).

If you are healthy you should end up with a number between 20 and 27. Over 27 and you are too heavy for your height. Under 20 and you are too light.

Body builders will have a

higher BMI but may have a lower percentage body fat and thus may still be in excellent physical condition. A simple skinfold test can easily determine if this is the case.

So now that we understand what a BMI is, what relevance does it have to one's life?

A higher level of fitness translates into increased job productivity, improved self esteem, better health, and more energy for family, friends, and yourself.

Clearly there is much more to being fit than knowing your BMI, however, it's a start, and the PERIs can help you get where you want to be. So stop by and ask about a fitness program.

by John Lait

Fitness for Life



It was a proud moment for WO Ralph Murphy, as the BPERO, SLT F. Bradley, presented him with a "Fit For Life" scroll and a gold medal. WO Murphy is well known throughout the CF for his running achievements. He was recently posted to CFB Comox from Goose Bay and running enthusiasts and the Base Running Team will obviously benefit from Ralph's knowledge and skill. Congratulations!

Season starts with a win

(or Mikie's happiest of happy days!)

Game Three

CFB Comox completed the round robin affair against another tough opponent, the Victoria West Wranglers. Vic West grabbed an early 1-0 lead that held up throughout a hotly contested first period. The two teams continued their fast pace into the second period with neither team able to score. With less than 5 minutes to play Wayne Moore evened the count at 1-1 as he converted a pass from Barry Howell and Carl Mullen. The game ended in a tie, with the same two teams now slated to meet in the divisional final.

Championship Game

The final contest proved to be a rough affair with 13 penalties being handed out in the two period contest. Mike "Wheels" Gariepy provided the offensive punch as he exploded for a three goal natural hat trick. Gariepy provided the Silver Totems with a two goal lead in the opening period, his first unassisted, with Barry Howell setting up the second. Vic West came out flying in the

second and quickly evened the match. Gariepy then snapped in his third of the game unassisted as the Silver Totems regained the lead. Vic West bounced back again, evening the score at 3, and it appeared as if the two well matched teams would have their second straight tie. But with only 1:15 left in the game, Wayne Moore found the net to give Comox a one goal lead once again. Vince Lamb shut the door in the nets as Comox went on for a 4-3 victory.

Post Game

Following the tournament the team were guests of Colonel and Mrs. Gibbon. While at the Gibbon home, a golf "driving" contest was held with the target being an island some 250 yards off-shore. At press time, the longest ball winner depended on whom one talked to. Bale, Moore, and Russell have laid claim to this dubious title. Bill Snow edged out "Whisper"

Lawless in the shortest drive, by less than an inch. Lawless did enjoy having the ocean as a fairway, as he could claim that his normal hooks and slices were still on the fairway.

Parting Shot!

I would like to express my public appreciation to Wayne Hay and Stan Lawless for the only "wave" accorded a player in the slo-pitch ball league; loved it guys. Amazingly, Lawless, last year's bad boy, did not pick up a penalty in the tournament. However, he only played one game due to an injury. The team's "Top Gun" was Wheels Gariepy with 3 goals and 3 assists, while Wayne Hay has the early lead in the sin bin with 7 penalties. Oddsmakers have Lawless passing Hay by Christmas. Remember Wayne, the pen is mightier than your shot—of course, a lot of things are mightier than your shot.

by Gerry 'Bones' Fairbrother



Silver Totem Wayne Hay "in training."

Lonely?
see Note pg. 18



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Recreation

First CF windsurfing competition

The taut brown muscles scream as a gust of wind fills the sail. Gripping the boom even tighter and squinting against the glare of sun on water, the windsurfer pours all his concentration into negotiating a tight turn around the brilliant orange buoy. His competitive spirit urges him on despite the fact his whole body is aching with fatigue after several races today.

Windsurfing is not just a sport for beach bums, intent on whiling away the long, hot afternoons of summer. It is also a highly competitive sport which demands fine physical conditioning and a hunger for the winning edge. Now, after just a few short years, the sport of windsurfing is making a big splash in the military world.

Recently, the Royal Military College (RMC) in Kingston was the site of the very first Canadian Forces National Invitational Windsurfing Championships. Competitors ranging in rank from corporal to brigadier-general arrived from bases all across Canada and in Europe not only to race, but also to participate in workshops designed to better their technique and capability.

The event, staged just beyond the harbour limits of Navy Bay on Lake Ontario, with the fine historical buildings of RMC and the splendour of Old Fort Henry as a backdrop, was claimed a unanimous success by competitors and organizers alike. With capable support coming from the RMC physical education and recreation staff under Maj Bill Oliver and Capt 'Barney' Barnard, and racing assistance from the Canadian Yachting Association (CYA), the event proved to be deman-

ding, informative and entertaining.

It was no surprise to anyone that when the final race was over, the overall winner was Capt Mike Fabbro of NDHQ. A world champion in the tandem freestyle event in 1988, he also won the top prize in the Canadian National Windsurfing Championships held just two weeks prior to the military event.

"This event was really a great success. The calibre and enthusiasm has been phenomenal," Capt Fabbro said. "I was proud to compete with these guys."

He also won the Men's Open division, with Capt Dave Livingston of CFB Halifax coming in as the runner-up.

In the Men's Novice class, the winner was 2LT Frank Desmarais of NDHQ, with the runner-up prize going to 2LT Kevin Billy of CFB Gagetown.

The Men's Master class saw LCol Joe Lemieux of CFB Trenton claim the top prize, while Maj Al Obal of NDHQ came in as the runner-up.

One of the few disappointments of the event was that only one woman entered the Ladies' Open category. Nonetheless, MCpl Chantal Lariviere of CFB Gagetown, after a fine effort which saw her competing strongly with the men was awarded the first place medal.

One of the founders of windsurfing in the military and the oldest competitor in the water at Kingston was Brig-Gen Sky King of Air Command in Winnipeg. Brig-Gen King learned to windsurf while serving in Europe and upon returning to Canada as the base commander of CFB Trenton in 1981, he organized the first official



With Old Fort Henry in the background, 23 windsurfers ranging in rank from corporal to brigadier-general, compete just beyond the harbour limits of Navy Bay on Lake Ontario.

Canadian Forces Windsurfing Club. Now, there are more than a dozen bases with clubs, serving over 1,000 members.

In 1985, the first ever instructional meet took place on the Bay of Quinte at Trenton, and although Brig-Gen King called it a 'super success', no other meets have taken place until this summer's first military competitive windsurfing contest.

Brig-Gen King places most of the blame for that on the fact that the Canadian Forces have not yet accepted windsurfing as a bonafide sport.

"We're trying very hard right now to get windsurfing accepted as an official sport in the CF," he explained. "This competition (at Kingston) has been a very good first step and we are going to push very hard to get it recognized."

Like Brig-Gen King, Capt Fabbro and Capt Kevin Bryski were two of the original windsurfers in the Canadian Forces. They too would like to see the sport officially sanctioned so that regional windsurfing championships can take place with an eye to making the national championships an annual event.

"We'd like people to see that we're not just a bunch of beach bums," said Capt Fabbro. "Windsurfing is an incredibly demanding sport."

Capt. Bryski agreed. "There's such a misconception about windsurfing. It really is a competitive sport. You're out there fighting the wind, the other competitors and yourself. It's a very physical sport and it takes a lot of fitness. It's like doing 150 chinups!"

Capt Bryski, who acted as

technical organizer for the championships, said he leaves Kingston with a "great deal of satisfaction". Not only did people get the chance to compete, some of them for the first time (one competitor had trouble finding the starting line at the first race), but several seminars also gave the competitors a chance to really learn something about the sport.

Organizers are hoping the second Canadian Forces National Invitational Windsurfing Championships will be held late next summer. It is expected that an even higher number of competitors will come out for the event, realizing that you don't have to be a world champion to compete. All you need is a little enthusiasm and a love for the sport.

by Capt Darlene Blakeley

Caving: Going down under

Have you ever wanted to get away for a day and take a trip down under? Go to a place with an exotic name, and soak in the scenery? Well, you can for less than the cost of a tank of gas. What am I talking about? Caving, of course and this island has some of the best in the world.

For experienced cavers, there are many different caves to choose from. For those of you who are new to the sport, the island offers excellent beginner

caves. Horn Lake Caves, located just this side of Qualicum Beach (about one hour drive), is an excellent beginner cave. Upana Caves, located about twenty kilometers out of Gold River on the road to Tasis, is a slightly more advanced set of caves, many of which interconnect. Many people may be familiar with the Upana Caves as this is where the cave scene for the movie Tom Sawyer was filmed. It takes about two

hours to get to Upana Caves from Comox, and is well worth the drive. For those more advanced in the sport, the world's largest vertical dropping cave is located in the mountain overlooking Gold River and comes complete with its own internal glacier, so dress warmly and use only the best safety equipment.

For the novice "spelunker", dress in old clothing as you'll get dirty, take at least two flashlights per person, and wear protective head gear. Remember, you should never cave alone, so you are going to have to find a friend or two for the trip.

Good luck and happy caving.

by John Lait

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National scene



Tragically Hip climbs chart

Far from tragic but certainly hip the quintet known as the Tragically Hip, The Hip for short, have broken out of their Kingston, Ontario, base and are currently poised to assault the North American charts with their first full-blown release. This 11-song outing follows their self-titled mini-album 1987 release and it shows how much the group has matured in such a short time.

This group of rockers (Bobby Baker, Gordon Downie, Johnny Fay, Paul Langlois, Gord Sinclair) have been paying their dues through countless night clubs and one-night gigs. They have toured relentlessly to build their reputation and recently clicked with MCA Records for worldwide recording. Following the signing the group travelled to Memphis to record "Up to Here" (MCA-6310) where they worked with producer Don Smith, a producer/engineer who recently worked with Tom Petty, Travelling Wilburys, Roy Orbison and Keith Richards. The results are an example of what can be accomplished when a talented group (The Hip) get together with a gifted producer (Don Smith) and one of the best engineers in the business (Bruce Barris).

"Blow At High Dough" kicks off the proceedings with a change-of-pace track that opens as a ballad and injects some steamy guitar, bass and drums. The pop/rock strains of "I'll Believe In You" should light up phones at stations while the bluesy "New Orleans Is Sinking" displays Downie's gutsy, howling vocals. Sensitive and chilling lyrics in "38 Years Old" deal with today's social problems while the back-beat and street-wise lyrics of "Boots or Hearts" should be considered for singles release.



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A striking setback

Around the time that most Canadians were gearing down from the summer break, an awful lot of questionable activity was taking place on the labor front. In Dartmouth, Nova Scotia, citizens faced a full-scale police walk-out while in Quebec, teachers and nurses battled their provincial government for higher wages. At the same time, Toronto's three million transit-users were forced to suffer a series of aggravating slowdowns and disruptions.

The similarity between all four labor disputes is undeniable: each group—police, teachers, nurses and transit workers—is essential to the lives of the people in these communities. More to the point, however, was the contemptible mistreatment of this same public in each case.

Many Dartmouth business people, for example, were concerned enough about the lack of police protection that they were forced to hire people to patrol their businesses overnight during the strike. That, of course, cost money.

As for the nurses strike in Quebec (the only one of the four disputes to be officially declared illegal), families of patients in several of the province's hospitals had no alternative but to take time away from work in order to provide care for their loved ones. Again, that cost money. And anticipating the worst, working parents in this same province prepared to either send their children to daycare or remain at home until the strike was over. More money.

And in the nation's largest city, very few were lucky enough to avoid getting stung by this nightmarish disruption. For workers who rely primarily on the Toronto Transit Commission to get from point A to point B, this dispute gave the tax-paying customer very few reasonable

alternatives to choose from: transit-users could either walk to their destination (hardly realistic if the distance involved was three or more miles—in other words, the vast majority of Toronto's commuting workforce) or take a taxi (forget it). As one stranded commuter said during the strike: "I just hope that all Torontonians continually late for work because of this dispute have as strong a union as the transit workers."

Many Canadians, frustrated yet again at being held hostage by these painful strike situations, have suggested proper legislation clearly defining what constitutes an essential service and what does not as a possible solution to these deeply unsettling walkouts. Unfortunately, though, that doesn't seem to be the answer. Nurses in Quebec, for example, obviously

didn't care that their strike was illegal or they wouldn't have gone ahead with their walkout. And it's anybody's guess why police in parts of Nova Scotia are not defined an essential service while everywhere else in Canada they are. On the other hand, nowhere are teachers considered essential. As for the transit workers in Toronto, they are essential (and everyone knows it) but they don't like to be called that in case they decide they want to go out on strike.

What the situation breaks down to is a basic lack of respect on the part of these unions towards the taxpaying public. Until they realize that use of the strike weapon is no toy, the general public will continue to be the victim in the endless battles between management and labor.

By Ann M. Smith

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Cost? Per person [includes hat & mug(empty)]

	1 night	2 nights
Regular/Associate members & 1st guest	\$6.00	\$8.00
Honorary & additional guests	\$10.00	\$12.00

For those who drink, there will be a bus shuttle service provided.

This is a combined Jr and Sr Ranks function. All Junior Ranks and WO's and Sgt's mess membership are urged to attend and enjoy a good time.



LCol Bishop, acting Base Commander, raises the United Way flag to kick off the 1989 campaign.

CFB Comox

United Way '89

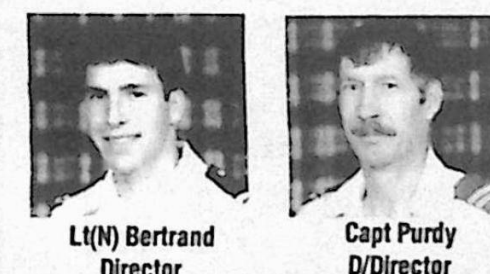
11 Sep — 31 Oct

OUR GOAL: \$26,000

Now that the 1989 CFB Comox United Way Campaign is officially underway it is time to pull our resources together and give a hand to those in our community who need our help. The campaign will run from 11 Sep to 31 Oct and the goals of the Base are to raise \$26,000 and achieve maximum participation.

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These are the people who will be approaching you for a donation. Please give them your support, and remember no donation is too small...



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OCDT Laurin
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Sgt Symons
B/MSO



Pte Dion
BOR



MCpl Beazley
Fire Hall



Cpl McLean
CFFC



WO Turcotte
LTC



MS Pryor
B/Supply



Sgt Margaert
BEME(BTNO)



Lt Carre
BATCO



Cpl Poirier
407 Sqn



MCpl Marsh
Btelo



Cpl Power
B/Hosp



WO Schauer
407 Sqn

Picture unavailable:

Mcpl Blanchare--B Foods
Cpl Wilkinson--740 Comm Sqn
Cpl Rave--CE
MCpl Scott--CE
WO Sullivan--B/MSO
Sgt Callaghan--442 Sqn
Sgt Larson--VU33
Cpl Lavigne--VU33

Public announcements

Rage

continued from page 1

His breath comes in gasps as he tries desperately to suck air past his blood-filled airway. He is unable to speak and his eyes, bulging and fixed on me pleadingly, say that he is terrified and wants my help. I feel a pang of guilt when I recognize him as a boy I let off with a warning the other night for an open container of alcohol in his car. Maybe if I had cited him then, he wouldn't be there now.

He dies soundlessly in my arms, his pale blue eyes staring as if trying to see the future he will never have. I remember watching him playing basketball and wonder what will happen to the scholarship he will never use.

Dully, my mind focuses on loud screaming and I identify it as coming from the girl who was thrown from the vehicle. I race to her with a blanket, but I am afraid to move her. Her head is tilted at an exaggerated angle. She seems unaware of my presence and whimpers for her mother like a little child. In the distance I hear the ambulance approaching, winding its way through the rainy night.

Cheap fun?
see Note pg. 18

When it arrives, the attendants begin the job of scraping up and removing the dead and injured. I stand by, watching, as my hot tears mingle with the rain and drip off my cheek.

I am filled with grief at the waste of so valuable a resource: our youth. I am sick, angry, and frustrated with parents and leaders who think a little bit of alcohol won't hurt anything. I am filled with contempt for people who propose lowering the drinking age because, after all, the kids will get booze anyway, so why not make it legal? I am frustrated with laws, court rulings, and other legal maneuvering that restrict my ability to do my job in preventing this kind of tragedy.

I would give anything to know who furnished those young people with that booze. I will spend several hours on reports and several months trying to erase the details of that night from my memory.

I will not be alone. The driver will recover and spend the rest of his life trying to forget.

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

Why did this happen? It happened because a young person, stoned out of his mind, thought he could handle two tons of hurtling death at 128 km/h. It happened because an adult, trying to be a 'good guy' bought for, or sold to, a minor, a case of beer. It happened because you as parents weren't concerned enough about your child to know where he or she was and what they were doing; and you were unconcerned about minors and alcohol abuse, and blame me for harassing them when I was only trying to prevent this kind of tragedy. It happened because you believe this sort of thing only happens to someone else.

For your sake, I hope it doesn't happen to you.

However, if you continue to regard alcohol abuse as part of growing up, then please keep your porch light on; because some cold, rainy night, you will find me at your doorstep, with

a message of death for you.
by Cpl Dale Martel
RCMP, Field, B.C.
reproduced from General
Safety Digest, a DND
publication.

OFFICERS MESS

SEPT/OCT '89 CALENDAR

FRIDAYS SEPT 29 & OCT 6, 13, 27

REGULAR TGIF: Food as indicated 1700-1800 hrs. Free taxi. Ask at Bar.

WEDNESDAYS SEPT 27 & OCT 4, 11, 18, & 25

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

SATURDAY SEPTEMBER 30

MEET & GREET DANCE, Band — SANTOS. Dinner will be Veal Cordon Bleu. Cost per person: Members \$10.00, Limited Associates & Guests \$12.00 - Dress casual - Time 1800 hrs. Come out and help welcome new members. Reservations by 27 September.

FRIDAY, OCTOBER 20

OKTOBERFEST — Enjoy German cuisine and music. More details to follow. Watch for posters.

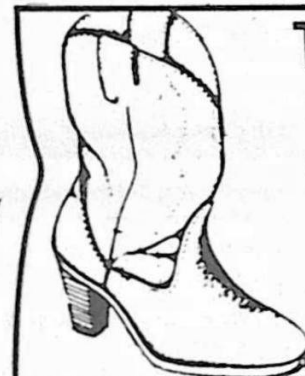
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LADIES CLUB BRIDGE 7:30 in the Lounge

SATURDAY OCT 14 & SUNDAY OCT 15

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Local scene

Thanks, it was fun!

The PMQ Association would like to thank the following organizations for making the Fun Day, 9 September, a complete success:
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MPs
Parachute Club
Highland Secondary School Key Club
BTelo
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Brownies
Beavers
Cubs
Scouts
Model Aircraft Club
Karate Club
Combined Messes
Coca Cola Bottling, Campbell River
Town of Comox Recreation
Maxim Arcade
Met Section
General Stores Base Supply
Mrs. Wilson & her Horses

Thanks, also, to the volunteers who showed up and assisted, and the Community Council members who put so much hard work into making this such a successful venture.

Alcoolique Anonyme

If you or someone in your family has a problem with alcohol, there will be a series of Francophone Open AA meetings on Tuesdays at 8:00 pm at the Comox valley Francophone Association, 493 Puntledge Road, Courtenay.

AEROBICS

STARTING Monday Sept. 18



High energy/low impact
9:30 — 10:30 am
Base Rec Centre
babysitting available
call Tracy 339-2543

Dependents Defensive Driving Course

The MSE Safety Section will be holding a FREE Defensive Driving Course for dependents in the near future. Tentative dates are 22 and 23 Nov. The course is identical to that given to all drivers of military vehicles.

It is six hours in duration and will be given over a period of two evenings, 3 hours per evening. This course is not designed to teach individuals how to drive, it is an informative course on defensive driving techniques, how to recognize and correct bad habits, and how to avoid potential accident situations.

Students must hold a valid B.C. driver's license or beginner's permit to be eligible to attend. Please contact the MSE Safety Section (local 8263) for enrolment and further course information. Enrol early as we can only accommodate 30 personnel.

Canada Savings Bonds

Canada Savings Bonds are now available through the payroll savings plan for civilian personnel and through the pay allotment system for military personnel. Over the years, CSBs have earned the reputation as a sound investment backed by all the resources of Canada. In addition to the convenience of payroll deductions options, the benefits of compound interest rates and instant cashability have made CSBs a popular investment for DND personnel. Application forms are now available through your section canvasser for a limited time only.

Attention Bowlers Base Bowling Leagues are looking for Bowlers

Call:

for Sunday Mixed Pat Hudson 339-3965
Mens Monday Night League Harry Lavoie 338-8101
Tuesday Evening Ladies Brenda Perrault 339-5707 or
Ruth Poirier 339-2198

You can enter as a team or individually

Casual Bowling
Sundays from 1 — 4 pm
Thursdays from 6 — 9 pm

CFB Comox Base Ski Club

Meet & Greet

Tuesday October 3rd
1900 — 2200 hrs
CFB Comox Junior Rank's Mess

(open to all ranks and civilians)

Meet reps from local ski shops and ski hills

Door Prizes

Fashion Show

Ski Fitness Demo

Memberships:

Student/TD	\$ 5.00
Single	\$10.00
Family	\$15.00

For more info Call:
Maj Kightly, local 8304 or
MCpl Miller, local 8358

Deposits for Whistler will be taken

NEW MEMBERS WELCOME

On the base

Two years old and growing

On 12 September, the Museum Committee celebrated the second anniversary of the opening of the Comox Air Force Museum with a reception, well-attended by local community supporters and guests. Three curators were present: Capt Dave Blamire, who maintained a growing collection of artifacts in the years before the museum physically existed; Ms. Nancy Greene, who, with enthusiastic volunteer support, oversaw the construction and organization of the museum; and the present curator, Betty Bennett.

After welcoming the guests, the Base Commander, Col Jack

McGee, made two presentations. The first was a framed scroll of appreciation presented to Nancy Greene, in recognition of her outstanding contribution to the development of the museum between March 1987 and April 1989. Ms. Greene thanked the many volunteers whose efforts were a constant inspiration to her.

The second presentation was a framed copy of the words of the RCAF March Past for display in the Museum, presented by Col McGee to Maj Ian Sibbald, Chairman of the Museum Committee.

We hope to assemble a temporary exhibit on Canada's participation in the U.N. Peacekeeping Forces for the end of October. If you have served with the U.N. and have an interesting story about your experience, or if you have U.N. souvenirs, memorabilia, or articles of kit that you would be willing to loan to the museum for such an exhibit, please call 339-8635.



Ms. Nancy Greene, past curator of the Comox Air Force Museum, accepts a scroll of appreciation, presented by Col Jack McGee, in recognition of Ms. Greene's hard work and dedication in the development of the museum.

CHAGALL • DALI • DELACROIX • MIRO

ART EXHIBITION & AUCTION

presented by

OFFICERS' MESS LADIES' CLUB
Saturday, 14 October 1989

at the Officers' Mess

preview 6:30 pm auction 7:30 pm

complimentary hors d'oeuvres/cash bar
hourly door prizes

Donation: members \$3 Guests \$5

for more info contact:
Sherry snow 339-3525
or Trish Gallant 339-3262

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WOs' & Sgts' Wives Club

The Mad-Hatter, Alice-in-Wonderland and the Queen of Hearts at a Wives Club meeting? You never know who you're going to meet there! Our new season got off to a great start with our first meeting on 11 Sept. We had an excellent turnout of 19 new members and 11 'old' members. We hope you'll all come back and that the rest of you eligible ladies will join us.

We now have all executive positions filled. Thanks to the following volunteers; Heather Hand, Brenda Tremblay, and Val Little — phoning committee; Heather Smith, Jenny Harper, and Debbie LeBois —

food committee; and Madeleine Simmons — tablecloths.

Before our zany entertainment committee had us introducing ourselves and doing the Bird Dance together, we had our 50-50 draw, which was won by Sharron Jefford and later, our door prize draw which was won by Debbie LeBois. Then we all enjoyed the wine and cheese provided by the mess.

Our next meeting will be held on Tuesday, 10 October at 8pm. (not 10 Oct. as previously stated) because of the Thanksgiving holiday. We will be treated to a Fashion Show

put on by 'Moving Fashions' of Vancouver, modelled by some of our own members. These fashions can be ordered after the show with delivery in 3-4 weeks.

A bus trip is being planned — if enough people are interested — to either Victoria or Nanaimo the first weekend in November. Please call Debbie Parks at 339-2854 for more information and to let her know you're interested. To help her in getting this organized, a call before the 10 October meeting would be appreciated.

Remember, bring a donation for the Food Bank to the next meeting.

Officers' Mess Ladies' Club

The 1989/90 season started with a tea, held 10 September, in honour of Mrs. Donna McGee, our new Honorary President, officially welcoming her to the club. The Comox Flower Pot donated a beautiful floral arrangement which was presented to Mrs. McGee.

The Club is off to a good start this year with over seventy ladies attending last Wednesday's 'Meet and Greet, Wine and Cheese'. Our guest was Mrs. Ester Thompson with her Create-a-Book. Wanda Barrett and Shelly Bankhead won the books

which Ester gave as door prizes. Kelly Sunter was the recipient of a gift certificate for a full body massage from Barb Whyte at the Cream of the Crop. Congratulations to the winners and thank you to the generous businesses.

Our new executive was introduced and includes: **Honorary President**--Donna McGee, **President**--Monique Marchand-Godwin, **Vice-President**--Elizabeth Forselle, **Secretary**--Amy Ormsby, **Treasurer**--Teresa Czirkaj, **Entertainment**--Sherry Snow, **Co-Convenor**--Trish Gallant, **Refreshment**--Vicki d'Entremont, **Welcoming**--Barb Barnsby, **Publicity**--Marthe Bernier, **Telephoning**--Julie Mercer & Debbie Roy, **Bridge**--Rejeanne Arsenault.

Already the entertainment committee has been hard at work planning this year's events. There will be many new and different functions along with some annual events.

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LEASE OR BUY -- Short-term lease returns. 1989 Dodge Caravan, 7-passenger; 1989 Aerostar XLT; 1989 Topaz, loaded; 1988 Bronco XLT. Call collect. (604)496-4291. Dick Harold, 8:30a.m.-8:30p.m. DL6633.

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START YOUR OWN IMPORT/EXPORT business, even spare time. No money or experience. Since 1946. Free brochure: Wade World Trade, c/o Cdn. Small Business Inst. Dept W1, 1140 Bellamy Rd. N. #1, Scarborough, Ontario M1H 1H4.

AREA DISTRIBUTOR needed to revive national accounts for watch and win tickets. Unlimited earning potential \$100,000 plus. No selling required. Part and full-time business investment from \$12,970. Call for brochure (24 hrs.) Telephone: (519)432-2302, ext. 106. Fax (519)659-1341. Financing available.

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Repair your credit rating plus fill your bank account with cash. For free details, write Tu Kan Ent., Suite 224, 20465 Dewdney Crescent, Langley, B.C. V3A 4B6.

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SKIDDER, 1989 JD640D, 6-cylinder turbo, 23.1x26 in. ply tires, winch, 1272 hrs., new condition, \$80,000. Phone Brandon, Manitoba, (204)725-2627 days.

FOR SALE MISC.

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GOVERNMENT CASH GRANTS NOW AVAILABLE! 1989 Edition listing provincial/federal grants for businesses, farmers, students, artists, seniors. \$24.95 cheque, credit card. C.O.D. Oakdale Publishing, #200, 4505-101 St., Edmonton, T6E 5C6. (403)434-4444.

"ORDER BY MAIL" -- Love's Toys, Sexy Novelties... \$4 colour catalogue. Love Nest, 161 East 1st Street, North Vancouver, B.C. V7L 1B2. (604)987-1175. See this ad every other week.

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Salt Spring: Hairdressers needed for new Beauty Salon, part-time/full-time, 60% commission plus! Phone Don at (604)537-9817 or write Box 504, Ganges, B.C., V1E 1E0

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Vancouver Island newspaper group has an immediate opening for an experienced newspaper editor. Good salary and benefits package. Excellent opportunities for advancement with Vancouver Island's leading publishing company. Apply in writing to: Marford Tempelmayr, Island Publishers Ltd., 2742 James Street, Duncan, B.C., V9L 2X9.

Ford New Holland Dealer in B.C.'s Okanagan Valley requires an experienced farm machinery mechanic. Experience with diesel tractors, haying and forage equipment an asset. Experience with spraying and consumer products advantageous. Apply in writing with resume, Bleasdale Ford Tractor Sales Ltd., 555 Okanagan Ave. East, Penticton, B.C., V2A 3K4.

Resident Caretaker/Manager, Castlegar, B.C. The B.C. Housing Corporation is seeking a person to tender for this position for their two family developments (42 units) in Castlegar. Tender documents are available from B.C.H.C., 290 Nanaimo Ave. West, Penticton, B.C. V2A 1N5, or telephone (604)493-0301.

News person required for twice-weekly community newspaper. Job includes general reporting, photography, and paste-up. Excellent all-round training situation for entry-level applicant. Creston Valley Advocate, Box 1279, Creston, B.C. V0B 1G0. Phone (804)428-2266; Fax (604)428-3320.

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PERSONAL

CANADA FOR CHRIST CRUSADE -- Bible prophecy fulfillment indicates nearness of divine judgement. Prepare to meet God (Amos 4:12). If we confess our sins, he is faithful and just to forgive us our sins and to cleanse us from all unrighteousness (1st John 1:9).

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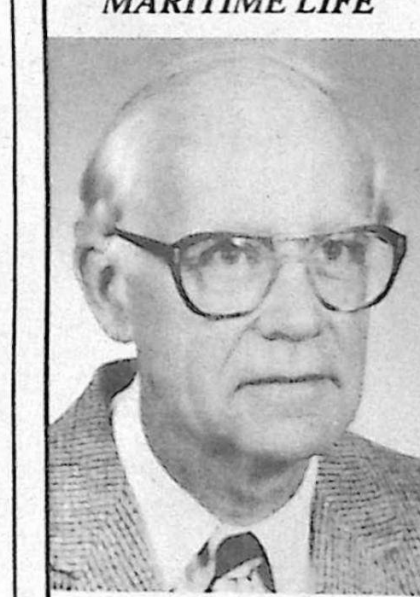
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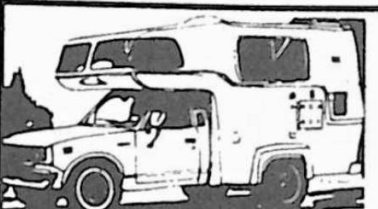
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BBQ afterwards

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Golf Club Wind-Up Banquet Sat 21 October

Hip of beef c/w wine 1930 — 2030,
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Guests welcome, tickets at the bar, \$15.00
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info 339-8592



The last Boeing — SF713 departs Comox for the last time, 20 September

Photo by MCpl Rod Cando

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Following are the winners in the PMQ Beautification Con-
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- 2nd Prize — 50 Oak Street, CPL D.G. Longpre, \$75.00
- 3rd Prize — 3 Spruce Street, Cpl D. Scott, \$50.00
- Ward 1 — 4 Spruce St, MCpl V.G. McLean \$25.00
- Ward 2 — E1 Little River Rd, Pte A.R. Passolli, \$25.00
- Ward 3 — 42A Cedar Cres, Sgt J.R. Newhouse, \$25.00
- Ward 4 — 54 Oak St, Cpl R.M. Armitage, \$25.00
- Ward 5 — 83 Elm St, Capt H. Niewiadomski, \$25.00
- Ward 6 — 93A Elm St, Lt D. Skinner, \$25.00
- Ward 7 — 103D Maple Cres, Sgt R. Hillard, \$25.00
- Ward 8 — 104A Maple Cres, Cpl J.F. Huard, \$25.00
- Ward 9 — No Winner

1st Prize — 52 Oak Street, Sgt B.E. Brown, \$100.00

This year, the PMQs were so well maintained it was very dif-
ficult to select winners. So to everyone who worked hard to
make their areas look good a "Well done!"



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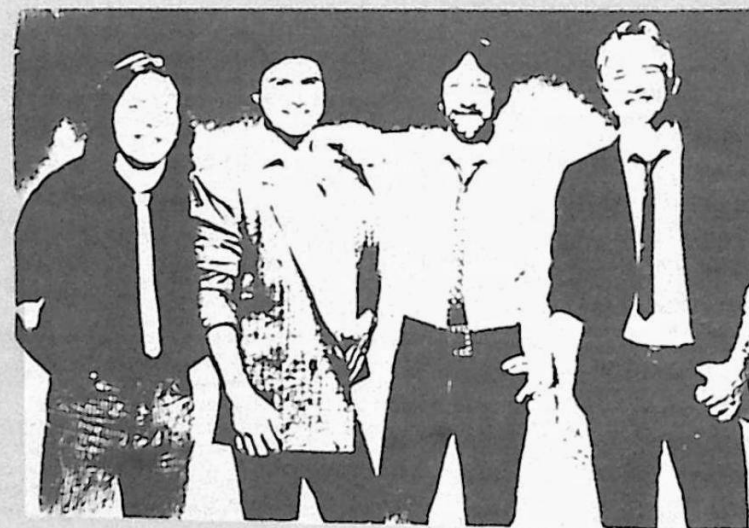
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**Tues Oct 3 to Sat Oct 7
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