



Norm Whitley's
flight in the
"new"
Shooting Star

....page 12

A.N.G. Band
Visits
Jul 27-Aug 8



TOTEM TIMES

Canadian Forces Base Comox B.C.

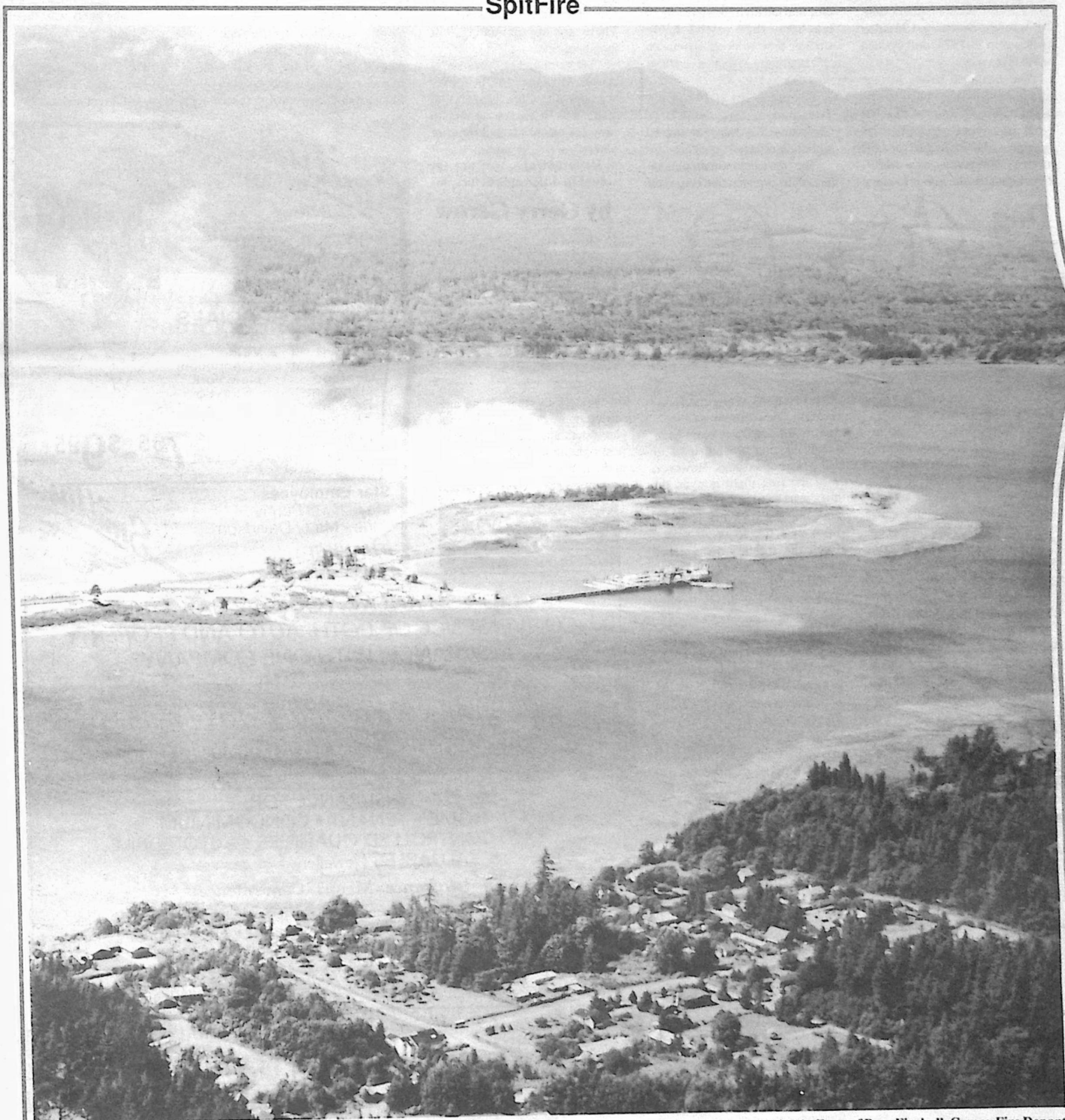


VOL 33 NO 13 11 JULY 1991

NEXT DEADLINE 22 JULY 1991

COST: PRICELESS

SpitFire



Bush blaze at the north end of Goose Spit threatened HMCS Quadra until it was doused by a Mars water bomber and the combined efforts of Base Firehall, Comox Fire Department and the Base Defence Force. In the foreground is Croteau Beach area of Comox, and the Beaufort mountains can be glimpsed through the mist -- and smoke.
Photos by Cpl Brace of Base Photography. See page 3 for more pics.

On and off base

The Military Christian Fellowship

The Military Christian Fellowship offers fellowship and encouragement, is interdenominational, and is open to all military members, serving or retired, to their dependants and to Department of National Defence civilian employees.

The Canadian Forces organization has its roots in the Officers' Christian Union which was formed in 1948 with the support of the British Officers' Christian Union and the American Officers' Christian Fellowship. The CF Officers' Christian Union became the Military Christian Fellowship in 1975, and opened up to all ranks.

The basis of belief for the group, as stated in its membership form, is the Apostles' Creed. Its goal is to encourage Christian growth within individuals and the military community as a whole. Consequently, the aim is to assist

chaplains who are responsible for the spiritual welfare of the military community. Though the MCF acts independently of the Military Chaplaincy Branch, both aim to reach people for Christ and frequently work together.

"MCF members often take active roles in the chapel as Chapel Committee members, and as chairmen for various sub-committees," says CFB Ottawa South (Uplands) Chaplain (P), Maj Charles Massey. "They give their time and talents as Sunday school teachers, they attend Bible studies, they work as secretaries and treasurers... they give where they can."

Chaplain (RC), Maj Gary Tonks says, "As committed Christians, they make an impact with their efforts."

The interdenominational nature of the organization is in itself

a blessing, says Maj Steve Hill, MCF chairman. "My wife, Eileen, and I have come to appreciate what the Lord prayed for in His high priestly prayer - that we be one as He and the Father are one. To express unity, you do not have to give up your denominational differences," he explains.

The MCF executive is made up of members living in Ottawa and has regional and base representatives or contacts at almost all Canadian bases and stations. There are approximately 950 members.

"We get together," says MCpl Amos Ingram, MCF representative for CFB Trenton, "to share and discuss scripture, to pray for our needs and those of others."

Different chapters are involved in different activities, in-

cluding breakfast meetings, barbecues, bible studies and special speaker meetings.

But the MCF is involved in much more. MCpl Ingram, for example, worked with Full Gospel Business Men's Fellowship International to put together a recent banquet at the Junior Ranks Mess in CFB Trenton. There was music and laughter (lots of laughter), praise and worship. The guest speaker, Colonel Myrl Allinder Jr., a retired officer of the United States Marine Corps, encouraged the gathered group by sharing aspects of his personal Christian experience. Col Allinder expressed his need for the Lord, despite his obvious success as a fighter pilot, educator, defence



analyst, commander of three squadrons, and more. "We are to be lambs following our shepherd, Jesus Christ," concluded Allinder after a humorous rendition of his own song, *I Want to be a Lamb*.

"I'd say 20 of the 100 people who attended were military - I think everyone who was there was reached in some way," says MCpl Ingram.

Capt Dave Penley, a guest at the banquet, adds, "I really enjoyed myself, I feel revived!"

Dog Talk



Most people bring their doggy to obedience classes because he/she will not behave, at least in the manner that they expect it to. It's sort of like an army staff sergeant I once observed dragging his teenaged son into the recruiting office, up to the counter, and announcing: "He wants to join up, right now." The father had obviously had enough.

The first night of dog classes is normally 'pandemonium city'. Many of the dogs have never been socialized, and are not used to being near other dogs. However, once the first night is over, the dogs start settling down and it is amazing just how much they'll learn over the 15 or so weeks. Even the trainers are amazed sometimes.

Many of them are very disappointed when they discover that the trainers are not going to train their dog for them, but are simply going to teach them to train their dog themselves. Sort of like the staff sergeant when he found out that it wasn't done quite that way anymore.

Most of us who fool around with obedience training, including those among us who are serious about the sport, (yes it is a sport, and a good one), started out just this way. Then we found out that there was a great deal of satisfaction in training and trialing your own dog. Getting to be friends with him/her and learning how to work as a team is a lot of fun.

In most areas there are obedience clubs who generally start running training classes in the fall of the year. They are usually well advertised, and if anyone is paying attention and waiting for them, they won't miss hearing when and where to show up.

In the wild a dog is a pack animal. Every pack has a dominate animal who assumes the position of pack leader. Many dogs want to be the pack leader and the first thing you have to teach them is that you are the leader and not them. Once they get this digested, they learn much faster.

So, go out to the classes in the fall and have some fun with your dog because that's what he/she is

by Gerry Gerow

Obedience Classes

for. Incidentally, there is no age barrier in doggy training. Both youngsters and the elderly compete right along with those of us at the in between age.



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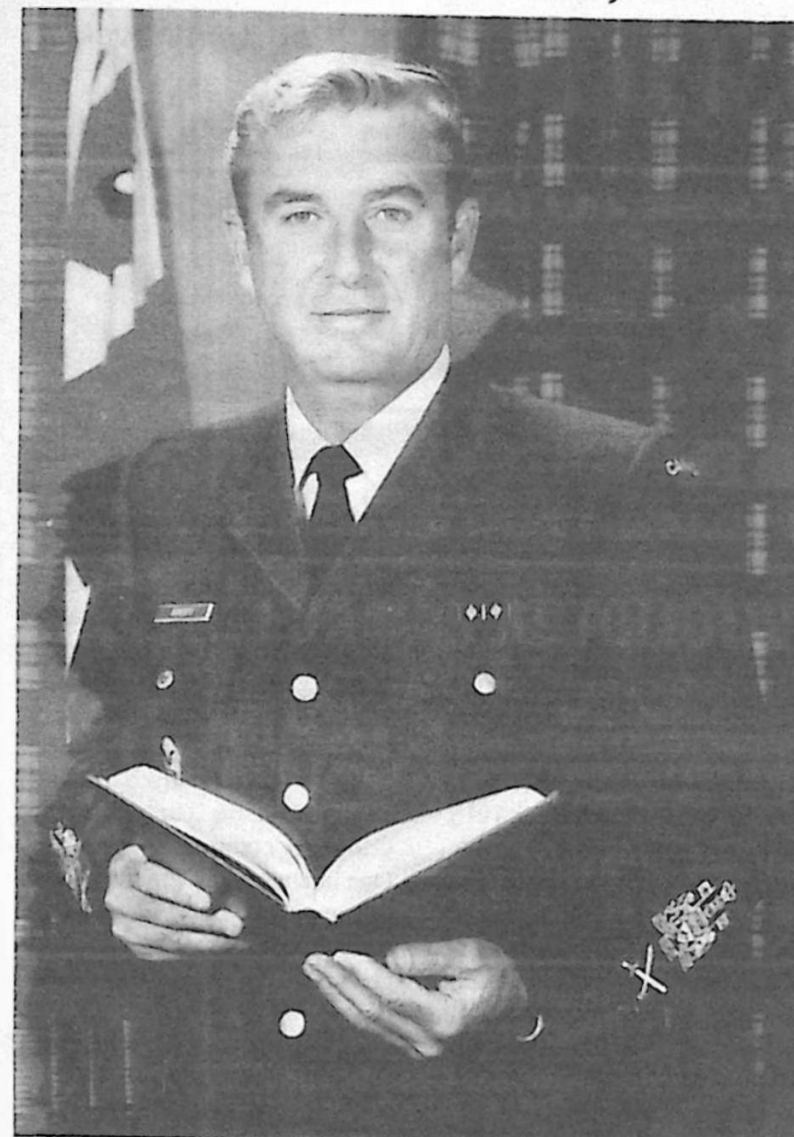
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On the Base

Splash!

The Governor General of Canada
Chancellor of the Order of Military Merit



Chief Warrant Officer
Terrence Patrick Doherty, C.D.

Greeting:

Whereas, with the approval of Her Majesty Queen Elizabeth the Second, Sovereign of the Order of Military Merit, We have been pleased to appoint you to be a Member of the Order of Military Merit

We do by these Presents appoint you to be a Member of the said Order and authorize you to hold and enjoy the dignity of such appointment together with membership in the said Order and all privileges thereunto appertaining

Given at Rideau Hall in the City of Ottawa under the Seal of the said Order, this seventh day of December, 1990.

By the Chancellor's Command

EXPRESS

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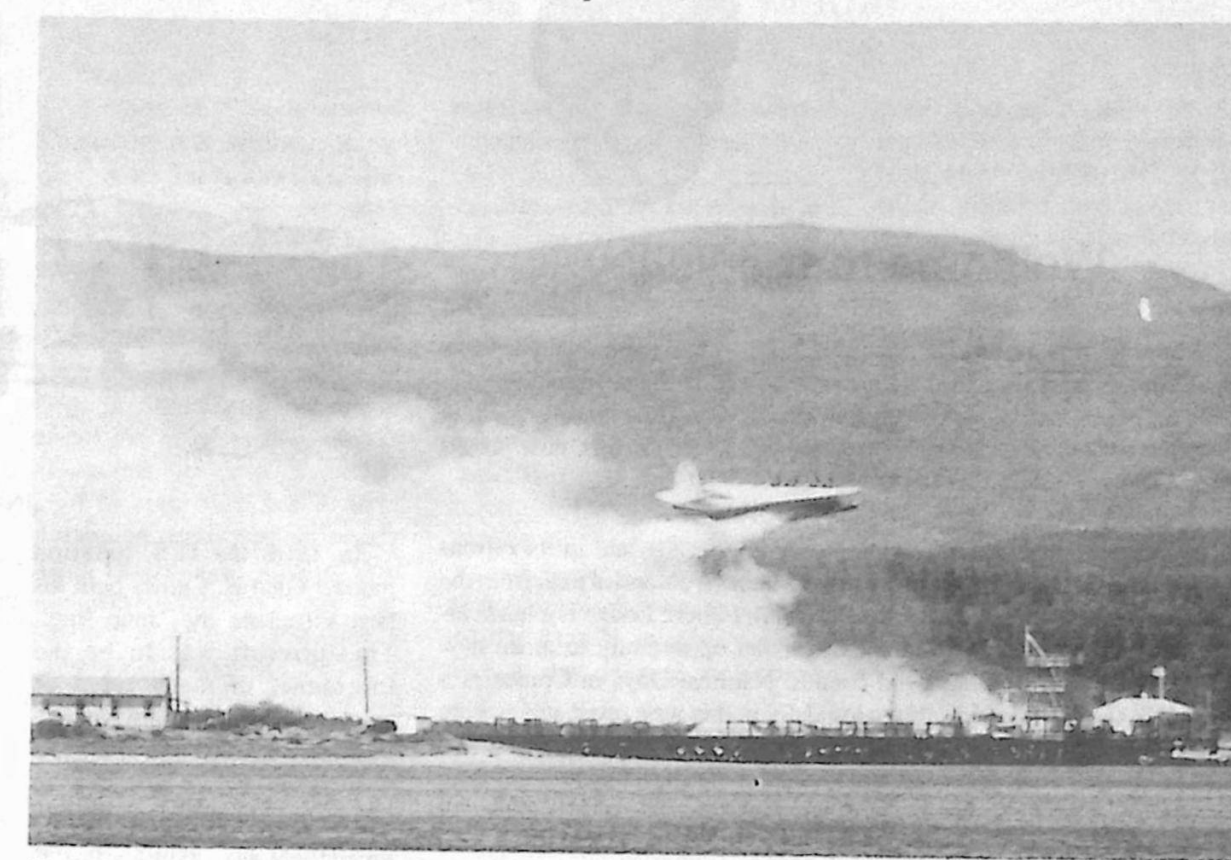
BEAUTIFUL GARDENS COMPETITION

Starting 1 June 1991 and over June, July and August, the councillors will be looking at the gardens of the PMOs to see how beautiful you have made, and are keeping, them. During the last week of August, the Councillors will select the top gardens from each ward. Independent judges will then select the overall winners for all PMOs.

PRIZES

- Overall Winners:
- First Prize - \$100
 - Second Prize - \$75
 - Third Prize - \$50

Ward Winners (9 wards) - \$25 each



Sixty thousand gallons of water descends on the fire at Goose Spit, from a Martin Mars flying boat of Forest Industries Flying Tankers. This excellent action picture came from the camera of Base Flight Safety Officer Maj V.V. Kippel.

More SpitFire



Base photographer hitched a ride in a passing 442 Sqn Labrador to get this shot of the Goose Spit fire, which burned on the weekend of July 5-7. Fire threatened a small stand of fir, and the buildings of HMCS Quadra.

Base Photo by Cpl Brace

DRINKING DRIVING COUNTERATTACK

POLICE ROADCHECKS...

APR. 13-MAY 4

NEXT DEADLINE 22 JULY
NOON

Editorial

Norm Blondel



Welcome to the Valley

We are at the time of year -- midsummer -- when some familiar faces are no longer with us, and there are new people in town. Active Posting Season is here, and, as is our custom, the Totem Times bids a friendly welcome to new arrivals and a fond farewell to old friends, now posted elsewhere.

In July and August the Comox Valley is, visually and in its various activities, at its best. The Mile of Flowers traces a colourful path from the southern city limits of Courtenay to its heart, Filberg Lodge is a horticultural and cultural delight, Market Day is an opportunity to make new acquaintanceships and meet old friends. Nautical Days in Comox is a festival of the sea marked -- quite logically in this west coast atmosphere -- with a parade of air base personnel celebrating the Freedom of the Town of Comox. On parade this year, will be the Air National Guard Band from California. Our U.S. friends will also perform a double-header at Courtenay's Rotary Bowl and at other events during their visit, which lasts from July 27 to August 8.

The Filberg Festival -- a celebration of arts, crafts and entertainment -- is also staged during Nautical Days. Music, good food, quality time.

The Comox Valley offers much more during the year; good fishing, great skiing. CFB Comox has three highly active squadrons -- 407 Maritime Patrol (the Demons), 442 Transport and Rescue (the Snakes) and VU33, the T-Bird kings, due for a transformation next year, as more aircraft and personnel are added.

Our Reserve component is growing, and smaller units -- AFIS, ABATS and LTS -- have an important training role. The Base also supports air, army and naval cadets at CFB Comox and HMCS Quadra. If you've come from Greenwood, there is an active down-homer contingent to make you feel right some welcome. (This editor cherishes his eleven years spent in the Annapolis Valley, and speaks Nova Scotian whenever he gets the chance.)

Welcome to CFB Comox, and the Comox Valley: you've come to the right place.

Victoria Cross

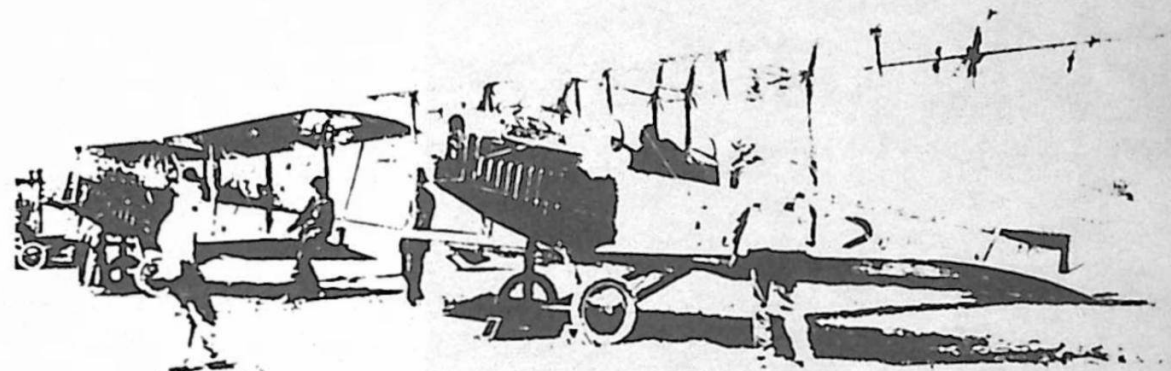
After our reprint of a Legion Magazine article detailing the demise of the Victoria Cross, the Commonwealth's premier award for bravery in the face of the enemy, Branch 17, Courtenay Legion, sent up a resolution requesting retention of the award. They were told it was all a misunderstanding. A letter from the Prime Minister to Branch 17 President Harry Harris thanked the members for their concern, but was otherwise non-committal. Not to worry though. If our leaders are made aware of a problem -- and many Canadians have a problem with the loss of the Victoria Cross -- then the battle is halfway to being won. The appointed are accountable to the elected in our democratic system, and the elected are accountable to us. The Victoria Cross isn't dead yet.

Bells

As you wander by the BCPO's office these days, that's wedding bells you hear. BCPO Gordon Knox will marry Shannon on July 20, and Kay Reilly (BCP) and Jim McMullen (MSE) will tie the knot on July 13. Congratulations to the four of you.

The Jenny (JN-4 Canuck)

by John Novak



JN-4 Canucks at Camp Borden in WWI

In 1908 the U.S. aviation pioneer Glen H. Curtiss built his first aeroplane the 'June Bug'. This aircraft was to be the forerunner of many types of machine to bear the Curtiss name. Notably, one of these was the JN-4, a trainer which first flew in 1914, and was affectionately nicknamed the 'Jenny'. It was destined to become an important training aeroplane of WWI and was first sold to the U.K. and the U.S. armies. In 1915 Curtiss established the aircraft manufacturing company of Curtiss Aeroplanes and Motors Ltd., in Toronto, which turned out a small number of JN-3s. In 1916 Britain and Canada devised a plan to train aviators and technicians, through the Royal Flying Corps Canada.

They bought out the Curtiss plant, and set up the Canadian Aeroplanes Ltd. company which turned out a modified JN-3, and the JN-4 which became known in Canada as the 'Canuck'. This model differed from the U.S. one in that a stick control system was introduced instead of the standard Deperdussin wheel type. It also included a metal tube tail struc-

ture, and provision for ski installation in winter operations. More than 8,000 JN-4s were built, of which 2900 were manufactured at the Toronto plant. The Jenny had the distinction of becoming the first U.S. military aircraft, to fly a war mission during operations against Mexican bandits in 1916.

After WWI, Jennies and Canucks were to be seen throughout the U.S. and Canada. These were war surplus aircraft flown by ex-military pilots, who engaged in 'barnstorming' activities, and in mail carrying operations. For those readers who may be unfamiliar with the word 'barnstorming', it was a term applied to the performance of an intrepid band of aviators. Consisting of a pilot and a mechanic, these teams flying JN-4s and Avro 504s, would travel across the country. Showing up at fairs and at exhibitions, they would put on displays of stunting, wing walking, and selling flights at a dollar a minute, to the more adventurous members of the public. However, it was a hand to mouth existence for many of these men, who were not content to return to the normal

routine of office, factory, and farm. Instead they preferred to earn their living using the skills acquired in WWI. 'Barnstorming' was also a very hazardous occupation, and many a stunt ended in tragedy.

JN-4s were employed in many ventures in the early days of Canadian commercial aviation. One famous pilot Wop May, used a Jenny in delivering newspapers out of Edmonton to outlying centres, and in flying furs out of the north.

During the 1930s a crop of flying movies emerged from the Hollywood studios. The theme of these productions covered such subjects as mail carrying, 'barnstorming', WWI air stories, and also, they portrayed the struggles of post WWI flyers attempting to gain a foothold in the aviation world. As a young boy in those days, I was spellbound by those epics thrown onto the silver screen. Invariably the planes used in their production featured many a Jenny. Now and then one of those old movies surfaces on a TV station and makes for some interesting viewing, particularly to aviation buffs.

Canadian Museum of Flight

The Canadian Museum of Flight and Transportation (near Crescent Beach at 13527 Crescent Road, in South Surrey) is holding its 10th Annual 'Wings & Wheels '91' celebration on Sat. & Sun., 13 and 14 July, from 10:00 a.m. - 4:00 p.m. This popular event attracts up to 7,000 people over the two days.

Featured are displays of vintage (and current) aircraft, aviation ground handling equip-

ment, cars, motorcycles, fire trucks, models, ultralights and more. Among special events are helicopter rides (weather permitting), aerobatic displays, fly-bys of warbirds, vintage and ultralight aircraft, and the famous 'Snoopy & the Red Baron' skit.

There are lots of door prizes, including introductory ultralight flights, dinners, and general merchandise.

There is a children's entertain-

ment program and a play area. Food service is available all day, the gift shop is open, and parking is free.

Plan to attend. Admission is a modest \$3 (family \$10), while children under 6 are free.

A great family event with something for everyone! Proceeds are used to restore aircraft.

For more information please call 535-1115 or 278-9804.

TOTEM TIMES

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Comment

409 not First

Dear Sir:

On a visit to the museum last Monday (on behalf of WINGSPAN in UK) I picked up a copy of your excellent and interesting Totem Times for 13 June.

Will you allow me to suggest a factual error therein; an error which has also been made elsewhere?

The article on 409 Squadron says it was the first in Europe after D-Day, first in night fighter kills after D-Day. These do not seem proper claims.

Fighter/bomber squadrons began to arrive in France within days after D-Day. The first night fighter squadron was the RAF's 604 (Auxiliary) Squadron, one flight of which operated from Cherbourg/Maupertus from 24 June. The whole Squadron operated from Picauville, also in the US sector, from August 5th.

409 only moved across the channel to Caen/Carpiquet on August 25th. 409 can claim to have been the first RCAF N/F Squadron, the first N/F Squadron in the British sector, but not the "first N/F Squadron to Europe".

I say this from reference to my own records (I was with 604 at the time), and also from reference to Christopher Shore's History of 2nd TAF.

The latter says 409 (F/O Pierce

and F/O Moore), on June 5th, got only a Ju 188 "probably destroyed as the invasion fleet was putting to sea." This would have been the night before D-Day. It then says "for the first two nights (after D-Day), the Luftwaffe did not appear" and records no night fighter kills until the nights of June 8/9. Perhaps the 409 record should be corrected.

May I add, this is no criticism of 409. When with 604, and later (commanding) 29 Squadron in 2nd TAF, we were in the same wing from time to time with either 409 or 410, the latter for the 1944/45 winter with 219 at Arriens when 409 was at Lille. We had much respect and regard for both and their very great successes. From great distances I have followed their subsequent histories with interest.

Finally, Christopher Moore pays great tribute to the effectiveness and successes of 85 Group's night fighters whose strength at no time exceeded six - two Canadians, one New Zealand, 3 British (although, happily, in those days all squadrons were in varying degrees a friendly mixture of nationalities).

Yours truly,
 Jack Meadows
 White Rock, BC

No PMQ Apathy

To the Mayor, PMQs:

Sir, with reference to your poetic message in the last edition of the Totem Times, which was focused at "all uncaring PMQ residents" (a statement that you seem to presume encompasses all PMQ residents), I take offence.

I would like to conclude that a Mayor of a community as small as ours would not have to resort to such a paltry style of admonishing the seemingly uncaring (in your opinion) masses. I feel that you should employ a bit of moderation the next time you take up a pen in anger. Perhaps if you had sent a flyer around querying the residents if they were interested in this type of program, you may have saved yourself the annoyance of a vacant hall and the embarrassment with the RCMP representative. I, for one, was unaware of the meeting that had been set up. This may come as an absolute revelation to you, but some of us in this neighbourhood do care about the surroundings our children grow up in. Speaking for myself, I object earnestly to being classified as an apathetic adult who has no interest in his community.

Something that puzzles me is the crime wave you so obviously believe is developing in the PMQs. I have been here for almost a year now and although I do not have teenage children, I do have preschoolers and have not seen anything that would sanction neighbours keeping vigilant scrutiny on each others possessions. The MPs seem to be doing a more than satisfactory job of policing the PMQs and I find our community a very quiet and pleasant one.

To sum up sir, I am offended by your blatant use of collective categorizing when referring to the PMQ residents as a group of apathetic adults who do not care about their surroundings. You may want to ponder the fact that we might just feel secure enough with the way things are at present.

Apathetically Yours,
 WO Barry Yhard.

Editor's note: The Mayor will respond in the next edition (July 25) of the Totem Times.

Korea Veterans Medal

Dear Editor:

A recent CP story advised Canadians that veterans of the Korean War are to receive a 'special medal' commemorating their service. The medal is to recognize the voluntarism of those 27,000 Canadians who served in the Korean War. Thirty-eight years after the war in Korea ended 27 July 53, Ottawa finally remembered the warriors of Canada's 'Forgotten War'.

Why, one asks, has it taken Canadian governments nearly four decades to accept that Canadian volunteers served with distinction in a dirty, horrible war fought half-way round the world in what was then the United Nations' initial call to arms. Canada and 20 other nations answered South Korea's plea for help to repel Communist North Korea's unprovoked attack.

The answer may lie in the Middle East. Had not Canada been a participant in the Persian Gulf War, and had not Ottawa so openly signalled Canada would issue medals to participants of the Middle East fracas, I suspect we Korean War veterans would still be ignored by our federal government. I further suspect Ottawa might have been embarrassed by issuing medals to Canadians who took part in the very recent mini-war, while ignoring those stalwarts who fought, and died, in a bitter struggle on, over and around the Korean Peninsula 41 years ago.

KVA Canada has campaigned for several years to have Ottawa accept our Korean War service and recognize us. And while we do not expect preferential treatment as veterans of Korea, we do feel we should not be shunted aside so easily, and so often, by our government on whose behalf we fought in Korea.

In South Korea all citizens,

young and old, respect and revere veterans of the Korean War. They know full well the extreme sacrifices made by not only their own countrymen in twice turning back the Communist hordes, they also recognize the honour all foreign veterans of the war to save their homeland.

I, along with one other member of the KVA Canada, recently spent five days in Seoul, South Korea. We were there at the invitation of the Korean Veterans Association of Seoul. KVA Seoul invited representatives from each of the 21 UN member-nations which saw service in Korea, 1950-53.

"South Korea knows the true meaning of war and the real meaning of peace."

Our visit to Seoul was filled with highlights. It is difficult to single out any one above all others. However, to illustrate how much respect South Koreans have for foreign veterans of the Korean War, a reception in our honour was held at the magnificent Shilla Hotel. The invitation list was impressive. Chief among the dignitaries in attendance was Roh Tae-woo, President of the Republic of Korea (South Korea). Korean War veterans were individually presented to President Roh. In appreciation of our having fought in Korea, each foreign veteran received a gift from President Roh.

While no one wishes a war, and the destruction which ensues to be visited upon any nation, it does tend to bring home the message that in times of need, human beings volunteer for service. Sadly, many are killed to defend the right of any nation to live in peace. Peace is desired by all

clear-thinking citizens of the world. Far too often war is the price which must be paid for the peace. South Korea knows the true meaning of war and the real meaning of peace.

In Canada, 41 years after the start of the Korean War, the federal government finally agreed to issue a medal to recognize Canadian Veterans of that war. During the 37 months of the war, 516 Canadians died, another 1,800 sustained war wounds. No one knows how many of those who survived, returned to Canada, and resumed their lives as civilians, or continued in the service to full retirement, have died waiting for Ottawa to acknowledge their contribution to world peace. Each Korean War Veteran who lives today can count at least one veteran who couldn't wait while Ottawa dithered.

We appreciate Ottawa's commissioning the Korea Volunteer Service Medal. Medal presentations are scheduled to commence November 11, Remembrance Day. But, Ottawa has 'confused' November 11 with June 25, the one day of each year Korean War Veterans assemble to honour our fallen. We remember. Ottawa forgets.

Sincerely,
 Bob Orrick, CD
 National Public Information Officer
 Korea Veterans Association of Canada, Inc. (KVA)
 319 6311 Gilbert Rd.
 Richmond, BC V7C 3V7
 Phone: (604) 275-1903
 FAX: (604) 271-2284

Canadians don't forget, Bob. Thank you for ensuring June 25 continues to have a special meaning to all of us. Editor's note.

NEXT DEADLINE 22 JULY - NOON

Air Force Trivia



Section News



BAMSO

Hello again from the top floor of 7 Hgr and the section with the best view of the mountains. That's right, the BAMSO Safety-Systems Shop. First of all, golf. According to a section snitch, after a particular recent match between Cpls Geatan Parr and Randi Desjardine, Geatan's score was so high that he was heard to mutter that it is more fun as a spectator. Sgt Keith Spragg recently continued his run of Good Luck, when he won a set of golf clubs in the Overwaitea Foods Fathers Day draw. Keith is currently taking an advanced fishing course in Labrador at the Forces expense.

Moving on to postings. Cpl Geatan Parr is leaving us for CFB Shearwater where he will become an instructor at the Sea Survival School if he can master sea sickness. Our depleted ranks are starting to fill nicely with ARAFMCpl Joyce Clouthier and Reg. Force, Cpl Gerry Browne. Gerry is a recent LOTREP in the trade and a

from the Fire Chief

Fire Prevention -- Garage Sales

Buyer be Aware



Summer has arrived. A time for picnics, time at the beach, time for camping and time for the fair weather experience - the garage sale.

Recent information published by Canadian Standards Association questions the value of buying used electrical appliances, tools, or entertainment equipment powered by electricity.

One example is an electric blanket purchased for an eight year old child. The first time it was used it caught fire. Luckily the boy escaped injury. Investigation revealed that the blanket was 28 years old and the internal wiring insulation had severely deteriorated.

Another case involved a 12 year old coffee maker purchased for a low price. It too caught fire

the first time it was used. The thermostat, regulating heat, had been removed. The unit overheated.

A deep fryer was purchased and it too caused a fire from overheating the first time it was used. The fryer was 18 years old and not regulated by laws requiring modern safety features.

There are many such examples but these serve as a warning that you may save money at a garage sale but is it worth it if a fire results?

Unless you have access to a qualified person who has knowledge to inspect appliances before use, it is recommended that you beware of electrical equipment offered for sale at garage sales.

PARKSIDE

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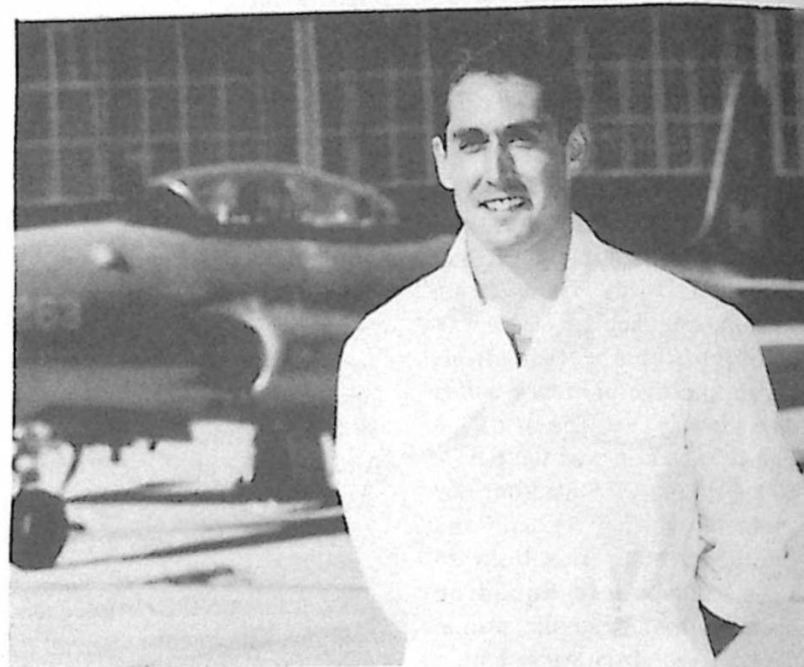
Courtenay's Best Used & New

239A Puntledge Rd. Courtenay (Across from Comox Valley Ford) 334-4448



VU33

Tech of the Quarter



Cpl Jeff Bondy was VU33's Tech of the Quarter, Apr-Jun 91.

replace him (ha, ha, ha) - trying to get some P.E.R. points for Troy. All Troy wants is a few days off before he goes.

Going to a real Club Med of sorts, Tony H is counting down the days until he leaves for Mexico. A little advice to Tony - go see Darren for details on foreign exchange - you can probably buy a lot of coffee for 5 or 10 thousand pesos in our canteen.

Now that Darren's name has popped up I guess I should relay a quick story I heard earlier today. Darren Herle was heard to say, Tuesday morning, after the long weekend, "Did I win the Duckie 500?"

Answered Bo Bondy, "Darren - it was a race, not a look-alike contest!"

This was the first time in VU33 history that Darren was speechless. Way to go Bo.

Every time I put down someone's name in one little blurb, another comes to mind - like Bo. According to a very reliable source, Bo doesn't want to

join the Navy. My source says Bo's head doesn't get along with swinging masts or beams or jibs or barnacles or whatever they are. At least on his inaugural trip, Bo had some entertainment. He got to watch Reverend Jim (alias Weiner) deep six his admiral's hat and break his tiller. Then to top off the day, they sprung a leak in the old bateau. Weiner's only printable comment was "At least it was better than the last trip." I guess he must have had lots of beer or something.

There is a big ball tournament this weekend, being hosted by the VU33 Sqn hockey team. Check out our next article for results on who walked away with all the cash. FLASH: 442 took it all.

On the subject of baseball - there is a Nintendo ball tournament coming up in the near future where Darren will have a chance to redeem himself from that vicious beating he suffered in Victoria. Reading something like this probably makes you want to volunteer as 'Section Scribe' - doesn't it Darren.

See you in a couple of weeks.

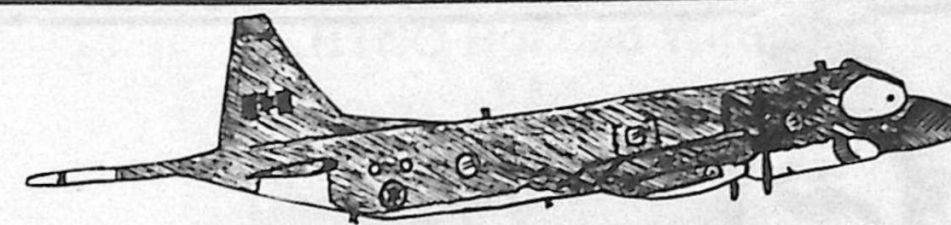
VU33 2 Servicing Crew



This happy band of Techs must have been at the end of their shift. Top: Marc Pilon, Chris Vrabel. Middle: Yves Bernard, Darren Herle, Duane Veitch, Harry Weeds, Alain Dinel, Marc Keller, Brian Lavigne, Oscar Grubweiser, Chris Brousseau. Front: Paul Walter, Larry Sheppard and Tech of the Quarter Jeff Bondy.



407 Squadron



Skyhook

It is easy to tell when the Squadron is very busy - Demon Doins has a way of disappearing. We're back now and more enlightened than ever.

The Moose is Loose! Those darlings of ASW have captured the O'Brien trophy for the Sqn. For more on that subject, check an upcoming article in this paper ...

A great many noteworthy things have transpired since last time. Where does one start? Hmmmm.

The annual posting season is underway, and the usual ebb and flow of personnel is taking place. We'll lose many good friends in the process, yet will gain just as many more. The military is a very

small community, however, so we can almost guarantee that we will all meet again somewhere. To those departed, God speed. To those on their way in, welcome to 407 Sqn.

Last month the Squadron deployed two crews to participate in JMC and Ocean Safari. Crews Two and Seven deployed to lovely RAF St. Mawgan. To make the location a little bit clearer, St. Mawgan is in Cornwall on England's west coast, not far from Land's End. The crews stayed in Newquay, a thriving seaside resort town. Newquay is known for many things, including its beaches, its surfing (believe it or not), and its clotted cream. There

were many exploits, some of which we will recount here, others which must be saved for the back bar.

Sgt Jimmy Astles, noted sheep fancier, was in his glory. Among the rolling green hills of the English countryside, there were sheep aplenty, wistfully munching on emerald grass, ever watchful for AESOPS wearing rubber boots. Jimmy fell in love with Daisy, a beautiful, robust, silver haired mouton. He was so taken with her that he taped a picture of her to his MPD whenever he went flying. Daisy loved him too, and bought him a silver pendant, that simply says "All my love, Daisy." Jimmy keeps it attached to his

flying suit, next to his heart. Isn't love wonderful?

Lt Dave Culhane everyone's best buddy, managed to recruit someone willing to spend more than just a few hours a week helping him build his house. We suspect they're going to be close.

The English are not known for their fine food, and this became painfully evident during the deployment. Most of the available cuisine was either fried, laden with great gobs of grease, or very expensive. Even salads were served with a lard vinaigrette dressing. A standard English breakfast consisted of sausages, eggs, fried potatoes, toast, fried bread, a bowl of fat, followed by some lovely steamed lard - with a nice glass of milk that was as thick as cream to wash it all down. Mmm, now if we could only unclog our arteries.

The deployment was marred by recurring aircraft problems. Crew 7, flying what the folks in Greenwood called their most serviceable aircraft, experienced a chips light on approach in to St. Mawgan, and another one while on stations during their first exercise flight. In fact, chips lights became so common that when shown a photo of an Aurora with an engine loitered, one of the members of 415 Sqn replied, "Hey, it's a picture of 407 Sqn on deployment." Fortunately, we were blessed with Demon Techs, who worked very, very hard to ensure that the aircraft remained serviceable.

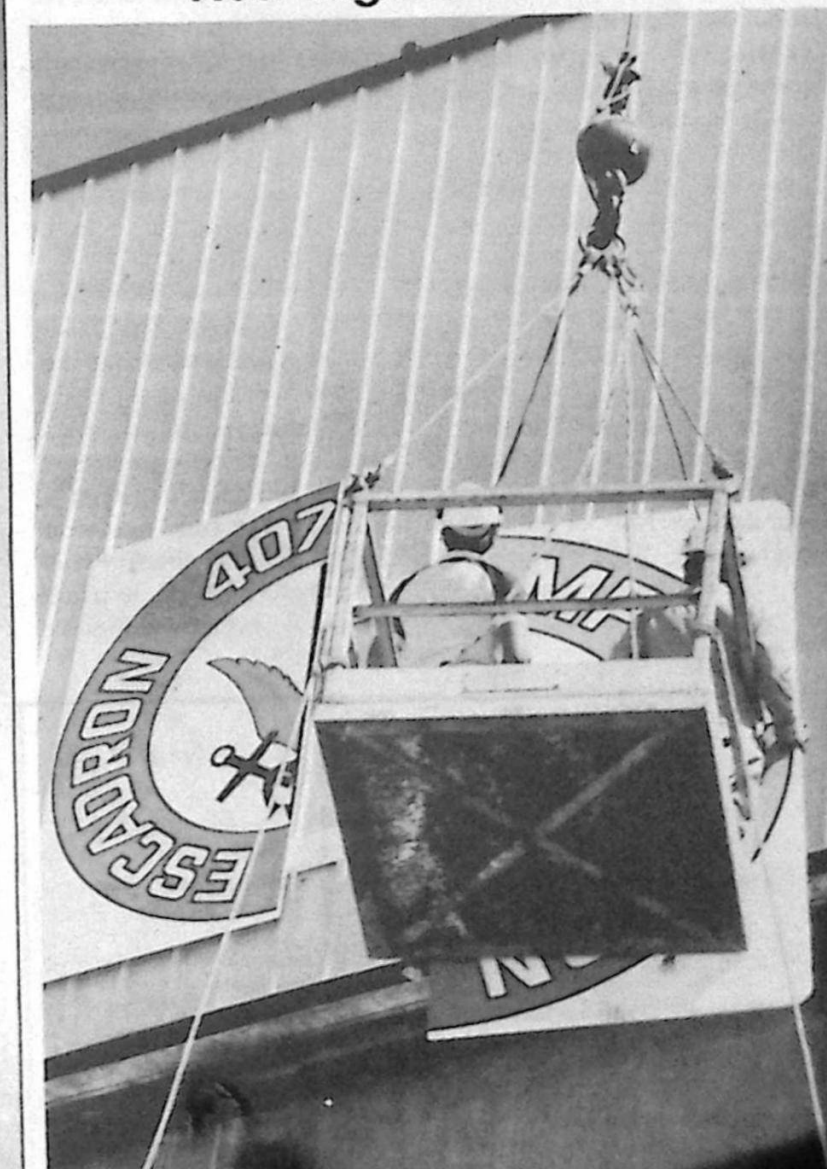


Attached to a skyhook, Joe Albert works on 407's new sign. Base Photo

Exciting things are happening in Greenwood these days where the Sqn's newest Navcoms, Acousticians and Pilots are learning how to do their thing. Lt Jose Lecompte is still getting acquainted with the ICS system on the aircraft. Unable to key her mike with what seemed to be her

continued on page 11

New Sign for Demons



Craig LaFontaine and Joe Albert attach the second half of 407's new sign, 6 July 1991. Base Photo.

If you think
Foster Parents
deserve a medal,
here's your chance to
do something about it.



Most of us know people who are foster parents. They're friends or family who always seem to have an endless supply of love, patience and determination.

Now, like last year, you can give them more than just your admiration. You can nominate them for the Lieutenant Governor's Foster Families Award.

- Nominees must:
- be residents of B.C.
 - have at least 2 years continued service caring for foster children for the Ministry
 - show respect and understanding when working with foster children and their parents
 - have a cooperative relationship with the Ministry and the community.

Ten deserving foster families will be chosen and honored at a reception hosted by the Lieutenant Governor.

To nominate your special foster family, simply call the number below and ask for a nomination package. An updated nomination from last year may be re-submitted. Nominations must be in by August 6th, 1991.

Foster Care
British Columbia
1-800-663-9999

Province of British Columbia
Ministry of Social Services and Housing

Section News



442

Squadron

Training with the Coast Guard

Flying on the west coast of the Island one sunny afternoon, a crew member calls out on the intercom "Looks like a coast guard vessel over at two o'clock." Upon closer examination we determine it's the George R. Pearkes, a fair sized ship heading for the coast. A quick discussion aboard the Lab, and we agree that if the Pearkes is willing, we would like to do some training. Contact is made on UHF-FM and the Pearkes is eager to assist anyway possible. The co-pilot informs the radio operator that it will be a sequence involving hoisting down and up the two SAR Techs with a Stokes litter. As the pilot manoeuvres the Lab in a circular pattern above the ship, the pilots and flight engineers inspect the ship for the ideal location to do the hoisting, and for any obstructions, such as antennae and masts that may be of hazard to the hoisting sequence.

As the co-pilot informs the ship of certain requests such as speeds, headings, and that they not operate their radar or HF radio. The SAR Techs are busy changing into their immersion suits or wet suits, whichever the situation may call for.

Once the crew has agreed upon the spot for the sequence, a pre-ship hoist check is completed. This includes everything from the isolation of certain radios to the performance parameters. The check is followed by briefings initiated by the SAR Tech team leader. He informs the crew of the order he would like the personnel and equipment to be lowered and also of any pertinent information such as radio frequencies for his hand held radio. If the crew is satisfied with the brief, the flight engineer then repeats the brief adding any points he may have. The briefing is complete once the pilot goes over the plan. Now we are ready to go to work.

Throughout the checks and

briefings, the ship is kept within sight and with a few turns the pilot is on final for the ship. The pilot then puts the Helo into what is known as the rest position. This is approximately fifty, to one hundred feet on the port side of the ship at the height he will be doing the hoisting. He flies formation with the ship which is continually moving forward. Meanwhile, the flight engineer does a safety check on the SAR Tech ensuring his harness is secure. With clearance from the pilot, the SAR Tech proceeds to the side door and awaits the sign from the engineer to exit the Helo on the cable.

As the SAR Tech is lowered, the engineer directs the Helo to the exact position briefed. The Helo moves right, and hopefully as the engineer guides the Helo, the SAR Tech will come in contact with the deck at the same time as the Helo arrives above the spot.

After the SAR Tech disconnects from the cable, the Helo is cleared to the rest position. The crew follows the same procedure to lower the second SAR Tech and the Stokes litter. Once everyone and the equipment is on the ship, the helicopter flies circuits around the ship to give the SAR Techs time to treat any casualties. When ready to be picked up, the Lab returns to its rest position and the pick up is done in the same manner as the drop. When everyone is aboard, the ship is thanked for the training and wished a pleasant day. As the Lab flies into the sun the last check is completed to restore the helicopter back to its normal configuration.

The above description of the boat hoist is a standard one. It was a nice day, light winds, a big vessel, and no one in need of medical attention. As you can see, many factors are involved in a boat hoist but all are as important as the others. The crew must work together or a safe effective hoist cannot be completed. In a real mission, most of the briefings and



Coast Guard ship "George Pearkes".

checks would be completed prior to arriving on scene. Factors such as medical condition, equipment needed, and time on scene before fuel is down to a minimum, enough only for the return flight home. Time is a critical factor and by training routinely in normal conditions, the crews are better able to work together and effectively assist people in distress whether it be ten or two hundred miles out to sea.

"Prepare Descent"

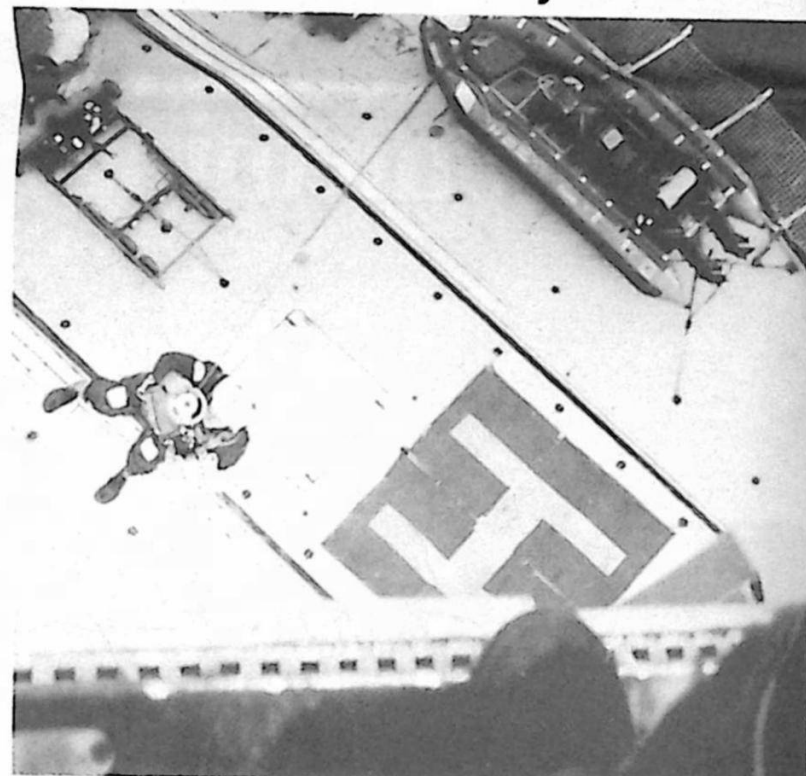


Don Nazen prepares to descend to "George R. Pearkes". Gord Neave assists.



PROTECT YOURSELF IN THE SUN. CANADIAN CANCER SOCIETY

"Lower Away"



Fred Denniger dangles above the deck of the George R. Pearkes.

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ONLY \$998 5X7 prints.

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Section News

BTNO Rodeo Winners



As the Wheel Turns

MCpl Alphy Alexander can't understand why people are naming their dogs after him. Two weekends ago when it was cold and raining that little conniver got the best of Sgt Dale Eadie and believe me it wasn't hard. This pair of airborne wonders decided to brave the elements and jump off the Comox Lake bridge. Alphy insisted Dale go first revealing that he was unable to swim and would require a hand to the river's edge. He left Dale treading water for about ten minutes until he was turning blue and complaining that certain parts of his body were beginning to numb. Then the little weasel did a double flip, landing the dive without a splash, and swam to shore faster than Mark Spitz. Soon after, Alphy got a cold and now we're all sick.

Our spring dance which had to be postponed on numerous occasions, finally took place on 28 June at the Air Force Beach pavilion. Maj Fisher presented plaques to all departing members including Capt Murray Jacklin, off to CFB Cornwallis, Sgt Dale Eadie and Cpl Kelley Eadie to CFB Cold Lake, Cpl Gary O-

Brien to 4 SVC BN Lahr, Cpl Ingrid Trautrim to CFB Trenton and Maj Fisher himself who is off to CFB Ottawa. Awards were also presented to the winners of our professional drivers' competition. Cpl Doug Cusson, for the second year in a row, took first place in the tractor trailer event with a total of 566 points, Cpl Mike Gallichan was second with a total of 526 points, and Cpl Gary O'Brien was third with 525 points. Cpl Tom Peynenburg was first in the bus competition with 835 points; Cpl Rich Marcotte was second with 758 points, and third place went to Cpl Marsha Koran. She entered all three events in hopes of winning at least one and was greatly relieved to find that only three operators were competing in the bus event. Mr. Irv Arsenault was phenomenal in the three ton stake event. He drove away with a total of 568 points. Cpl Gallichan was second with 562 points and Cpl Cusson was third with 553 points. Col McGee was on the rodeo site to present safe driving awards. Cpl Bob Fairfax received his 20 yr pin, Mr. Keith MacArthur received his 15 yr pin, Cpl Mar-

sha Koran, Cpl Jim Rogers and Mr. Keith Gjesdal each received their 10 yr pins. Cpl Marcotte, Cpl Gallichan, Cpl Glen Veley and Mr. Ed Cumby each received their 5 yr pins. And finally Mr. Knobby Clark and Mr. Lyle Churchill received their 25 yr Master Drivers Awards. Congratulations to all.

The BTNO fishing derby has ended. Sgt Willie Snider had the largest Spring, weighing in at 6.4 kg, Mr. Larry Bourgeois with the largest Coho weighing 2.6 kg, Mrs. Iris Bourgeois, with the largest trout weighing 200 g, and the hidden weight was won by Sgt John Power of the Base Firehall. We'd like to thank Peter's sporting goods for sponsoring this event.

While under fire, the personnel of Base Transportation once again demonstrated a very high level of professionalism during the recent blaze at HMCS Quadra. A disastrous outcome was averted due to the successful and effective support of all those involved and each contributing individual deserves a big pat on the back for a job well done.



Bus Event



Tractor-Trailer Event



3-ton Stake Event

BComd Presents



for Lyall Churchill (BTNO) from Col J.E. N.

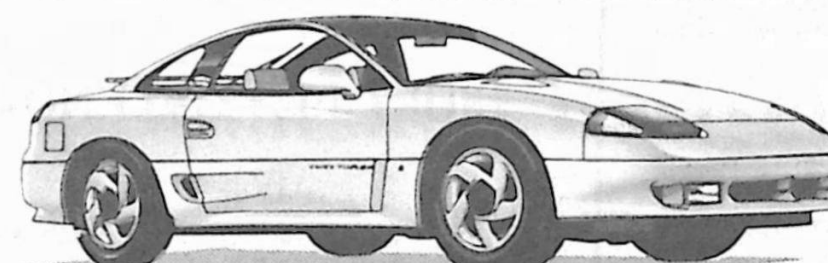
School's out ... Watch for kids!

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SPECIAL APPRECIATION ALLOWANCE

for all active and ready Reserve Canadian Military Personnel
(for definition of eligible personnel, please call Courtenay Chrysler 338-5451)



\$750.00 D.N.D. REBATE

On Any New 1991 Model Car Or Truck Purchased This Month!
See us for details!

*NOTE: This allowance is in addition to any other rebate or low interest financing program now in effect.



CHRYSLER All you have to do is drive one.



Courtenay Chrysler Plymouth Sales (1970) Ltd. Dealer #5682

4847 Island Hwy. Courtenay, BC



338-5451

ANNOUNCING... Nickle Carnival

An afternoon filled with carnival games, face painting, cake walks, clowns and much more!!!

DATE: July 19
PLACE: Wallace Gardens Community Centre
TIME: 1230 - 1500 hrs
COST: \$1.50 per person (50¢ in nickles will be returned to add to your spending money.)

Don't miss dunking the Mayor of PMQs in the DUNK TANK!!

Section News



Supply Signals

As posting season approaches, Base Supply must say goodbye to the following personnel. MCpl Cathy Hailes and Cpl Norm Hailes are off to the Annapolis Valley for what we hear may be a short stint, at CFB Cornwallis. Rumour has it their lawyer's name was easily misconstrued. Right Yvette??

We have a new 'French Connection'. MCpl Corinna Miller is off to St. Hubert to learn the language of love. Cpl Lucie Allard returns to her homeland with a year's base-side holiday at CFB Valcartier's Base Supply in Customer Services before packing her kit and joining the troops in the field. Meanwhile, Capt Wayne Collins has extended an invitation for one and all to join him by his pool at St. Hubert. Au revoir Colombie Britannique et Bienvenue dans la belle province tout le monde.

Soon to be promoted to LCol (if not by the time this article is read), Maj Robert Piercey is headed to Staff College, CFB Toronto to recoup his losses as he lost major bucks (or should we call them 'Colonel' bucks?) from his going away party. Also, in the same province, Sgt Dick Hillard is off to CFB Petawawa where he will enjoy CE Supply (again??). Not too much OJT needed there!!

Cpl Frank Charles is leaving for the RCHA at CFB Shilo. A special flight has been laid on to transport his medical docs and remember Frank, "Let's Be Careful Out There!"

Cpl Kathy Edwardson is soon to be leaving for CFB Moose Jaw. We hear that Universal Studios, California, is offering her a contract for a writer/director. "Just say no! Kathy, please, just say no."

After an aborted attempt to holiday in Germany, Cpl Tom Gordon now gets to play soldier

in CFB Calgary - and remember, Tom - this is my rifle this is my gun

LS Cathy Higdon remains in 'sunny' BC by way of CFB Chilliwack, where she will be able to pursue one of her favourite past-times 'Camping', for the next six months, as rentals are scarce, and the PMQ list is long. By the time you get a PMQ Cathy, you will be posted again. MS Al Pryor will also be staying in this province, as he will be cruising aboard HMCS Work Point. Are you looking forward to BDF again/still, Al?? Cpl Brad Burton has already left us

BComd Presents



35-year service award for Sam Stevens, of Base Supply, from Col J.E. McGee.

for CFS Masset, where he has enjoyed one day of sun since his arrival ... and is already planning a return holiday back to Comox.

Yes! But is the fishing good, Brad?

A fond farewell is extended to all and the best of luck in your new careers and postings. You will all be missed.

Welcome back 'Beacon' fans. It is time for our on going saga. Now just sit right back and you will read a tale -- a tale of a semi-eventful two week period.

Recently, there have been a few new faces showing up for our morning briefings. Joining us for their OJT prior to the ATCO course this fall in Cornwall are 2Lts Gagnon, Lajoie, and Wyers, and OCdt Vaillancourt. Contrary to popular belief, Barry and Martin are not remaining in Comox, but have definitely left for Goose Bay. Also joining us this year is Pte James Fernandes just in from Summerside. James can be heard every weekday morning at 0800 on the base PA, while he is completing his checkout in the tower "B" Stand position. Welcome to

all. Hopefully the clouds are gone for good and you will be able to see what mountains really look like.

Although our tower traffic has yet to increase, we were treated last Friday to a view of probably the largest flying boat still in service. The Martin Mars made its presence felt when it was called in to assist the firefighting on Goose Spit. Even though the Mars made just one pass, its performance was greatly appreciated by those personnel on the ground.

Close to home, the runway repairs are proceeding pretty much according to schedule, with the asphaltting expected to begin sometime this week.

For those of you who happened to be looking out your win-

As the Beacon Turns

dow last Wednesday, it was not the new armoured vehicles on a test drive, but our venerable old PAR dome on its way to its final resting place behind General Stores. The replacement dome should be in place and inflated later this month. Until then, the out of work PAR controllers will be working on their tans while they give the gravel pit some much needed TLC. Our horse-shoe pits, practice green, and the first hole of our new Par 3 golf course should be in operation by September.

That about does it for this edition, and as I sign off, I have to wonder, "Why would anyone in their right mind want to live in 'Toronto?' Hmph really.

Comox Air Force Museum

GIFT SHOP

WANTED

For the Airforce Museum
a scale model of an

ARGUS

Maritime Patrol Aircraft

Any offers?
Please call John Logan at 339-8635

At the gate of CFB Comox

CFB COMOX OFFICERS' MESS

JULY 1991 CALENDAR

Wednesdays July 10, 17, 24, 31
OFFICERS' COFFEE HOUR. Coffee will be served in the lounge at 1000 hrs. All Officers are invited to attend. Dress of the day.

Wednesday July 10
OFFICERS' MESS GOLF TOURNAMENT - See Calendar.

Fridays July 12, 19, 26
REGULAR TGIF. Food as indicated 1700-1800 hrs. Free taxi. Ask at Bar.

Wednesday July 31
INTER-MESS SOFTBALL TOURNAMENT - See Calendar.

NOTICE: Notice a mistake in our monthly calendar? It may be put there on purpose for you to catch. If you see one, call our Mess Manager to receive points for prizes. You may also see gift coupons for future events. Look carefully and ...

Catch Me If You Can!!!

On and off base

More 407

foot switch, Jose called her learned instructor, who shall remain nameless, to troubleshoot the problem. The instructor was stumped as well, so a call went out for the appropriate technician. After a cursory inspection, it was pointed out that instead of keying her foot switch, Jose was activating the lever that moves the seat sideways. Jose, take comfort in knowing that most of us have done something equally as silly more than once.

While on an ASWT, Lt Rick Ihaksi discovered the importance of thinking about what you intend to say on the radio *before* you key the microphone. Eager to get his message out, he keyed the mike and said "MW123 this is - Hey, who the hell am I anyway ...?" The good folks at St. Johns Military politely informed him of

his call sign after regaining their composure.

Yet another pilot has fallen victim to the 'voice activated radio'. It seems that one of the vehicles rented for Crew 5 on a recent deployment included some of the latest electronic gadgetry - a radio that could be controlled from the rear seats. A few mischievous navigators decided that they would play a trick on the pilot driving the vehicle, Lt Colin Craddock. While driving down the freeway, Colin and his very capable navigator, Capt Fred Reed, were attempting to make sense of the very hi-tech radio. It would simply not stay tuned to any one station. Frustrated, Fred urged Colin to just turn the damn thing off. Meanwhile, in the back seat, appearing only too willing to help sort out the confusion, one of

continued from page 7

the passengers exclaimed that it was a 'voice activated radio'. While one of the other back seat pax turned the dials, he said "Radio - volume up." And lo and behold, the volume increased. "Wow", said Colin, "that's really neat." To make a long story short, they toyed with Colin ad nauseum until Fred finally realized that they had been had.

Capt Mike Bell and his wife are the proud parents of a baby girl, Alexandra. Congratulations!

Summer is *finally* with us. As crews take summer leave, the source of available material for this column will diminish somewhat. Fear not though, for we shall endeavour to bring you the latest in goings on, even if we have to make it all up. Enjoy. Remember, safety first.

Construction Engineering

BComd Presents



A 35-year service award for Gordon Wood (BCompt) from Col J.E. McGee.



Colin Chellow (BFoods) 25-years service award, from Col J.E. McGee.



Safe Following Distance

Many two vehicle crashes are rear end collisions. This type of crash can be prevented by using a safe following distance.

A safety cushion can be determined very quickly and easily by using the time interval method. The time interval method is a formula for determining the distance between your vehicle and other traffic ahead. It is superior to other systems because it is self-adjusting for vehicle speed. To use it select an object ahead, an overpass, a traffic sign, or even a crack in the road. When the vehicle you are following passes this object begin timing yourself by counting 'one thousand and one, one thousand and two', until you pass the same object. Whenever a vehicle is towing an object like a trailer, add 1 second following distance for every three metres (10 ft) of additional length.

Under ideal daylight driving conditions, never follow any closer than two seconds. Driving during less-than-ideal conditions will require an increase in this time. Rain and fog can make roads slippery and reduce your ability to stop. So add more seconds to the original following distance, giving yourself enough time to react to other highway users. While you may be able to handle your vehicle, allowing for other drivers' errors becomes next to impossible.

Slow down, make it easy for any tailgater to pass. If the driver does not pass, at least you have created a safer following distance for yourself.

You may become increasingly tired when driving long distances. This slows perception and reaction time. In this case increase the following distance from 4 to 6 seconds. And remember, pull off

the highway and stop for a rest break every hour.

QUESTION:

Under which of the following conditions is the road likely to be most slippery after a dry period?

- After it has rained for several hours.
- For the first few minutes after it starts to rain or following a light drizzle.
- When center lane markings have just been painted.
- When the highway is new and first used by the public.

ANSWER "B"

Driver's Statement of the Month

I was unable to stop in time and my car crashed into the other vehicle. The driver and passenger then left immediately for a vacation with injuries.

Bookshell Bestsellers

Pat Bolen 2751 Cliffe Ave.,
Proprietor Driftwood Mall,
Courtenay, B.C. V9A 2L8
10% off for mil pers - show ID 604-338-5943 get your Totem Times here

10 Top Paperbacks Week ending: July 6		
1. Second Child	.....Saul	8. Always and Forever
2. Animal Wife	.....Thomas	.....Freeman
3. Voice of the Night	.....Koontz	9. Sword-Breaker
4. Beyond the Stars	.....Ross	.....Roberson
5. Burden of Proof	.....Turrow	10. Dances With Wolves
6. Red Phoenix	.....Bond	.....Blake
7. September	.....Pilcher	

NEXT DEADLINE

22 JULY 1991

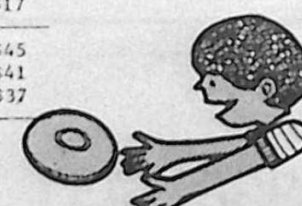
SUMMER PROGRAM REGISTRATION

Registration for session 2 of Swimming Lessons and Day Camp will be held July 11 - 12 at the Community Centre (local 8571).

Sessions:	Registration:	Community Council	Non-Members
2 July 15 - 26	July 11 - 12		
3 July 29 - Aug 9	July 25 - 26		
4 Aug 12 - 23	Aug 8 - 9		

One Program	Per Child	\$20	\$25
Both Programs	Per Child	\$35	\$45
Family:	1st Child	\$20	\$25
One Program	2nd Child	\$16	\$21
	Others	\$12	\$17

Family:	1st Child	\$35	\$45
Both Programs	2nd Child	\$31	\$41
	Others	\$27	\$37



Family Support Centre

Open House
July 17th 10 a.m. - 2 p.m.

Curious about your Family Support Centre?
New in the area?
Drop in for coffee and sandwiches!!

Newcomers come out to meet the Newcomer Club Representative and receive a small plant.

We are located at 119 Little River Road (Kinnikinnik) or phone 339-8654.

Recollections

Flying the 'Star -- 1955

36 years ago...



by Norm Whitley

The other day I was sitting on my back sundeck and heard a swoosh. I looked up just in time to see an orange-tipped jet airplane coming in to Comox Air Base for a landing. A common sight perhaps, but still fascinating. It was a T-33, the workhorse of the military, old and reliable.

My mind flashed back 36 years, to a long, straight highway in the Mojave Desert, and a brand spanking new Ford 4 door sedan, driven by a young major in the U.S. Air Force. My name is Edwin, but just call me Ed.

I was on holidays in Los Angeles and staying with a friend, and as it turned out, an influential friend. "What would you like to do this week Norm? Visit Disneyland? Go to some movie studios? Go surfing?" My friend and I were seated beside the family pool and stretched out on recliner lounges sipping Bloody Marys. I looked up just in time to see a jet airplane swooshing by, shiny and new.

"Go for a ride in one of those!" I pointed skyward.

My friend's wife snickered. "He can do the difficult, but the impossible takes a little longer."

"I'll try," my friend said, "but don't count on it." With that, he picked up the phone and called his secretary.

Several days later, I received a phone call. "Can you be ready for pickup by 1000 hours?" Precisely at ten, a brand spanking new Ford 4-door sedan climbed the driveway and parked near the pool. The major said, saluting me, "Takeoff will be at 1130 hours, sir."

To say I was impressed is an understatement. To be called "sir" by a major, I couldn't believe my ears. Was it because I was a Canadian tourist? A cop? Ex-President of the Kitsilano Air Force Association? I had no idea! "Please call me Norm."

The drive to Palmdale was long and hot. All the windows were down and the major and I talked. "You must be some important person, Norm. The only other civilian I know that has flown in

a military aircraft was a Nun and that was by divine intervention. We flew straight and level for ten minutes and that was it."

"I'm as amazed as you are, Ed."

Soon we approached Palmdale Air Base and were admitted into the grounds. First stop, stores. I was fussed over by numerous attendants and eventually fitted out in a one-piece flight suit, then a helmet with oxygen mask and sun visor. Then to a briefing room with a mockup of the aircraft interior. Another attendant pointed out what I would be seeing on the control panel. (I called it a dashboard and was gently corrected.)

Ed appeared, this time in his flight suit and back pack. "Let's go!" We walked out to the tarmac, and there it was, the newest, shiniest, most streamlined factory mint T-33 Shooting Star my bulging eyes had ever seen! Flown once by Lockheed test pilot, total air hours, 1. Ground crew appeared and swarmed all around me. Up the ladder, climb in, get comfortable, strapped in tight, helmet on and oxygen mask in place, then clear the aircraft. We taxied out to the button, canopy up.

"OK, Norm?"
"Give 'er 'ell, Ed."

The high pitched whining sound was soon replaced by total silence as the canopy snugged into position. I felt myself compressed into the seat as we accelerated for takeoff. Within seconds we were airborne and the runway fell away. I looked down and saw a strange sight; an aircraft standing on its tail. If you've ever played darts, you can imagine balancing a dart on its feathers, tip pointing up; that's what I saw.

"What in the world kind of aircraft is that, Ed?"

"Don't ask!"
(In retrospect, I realise it was an experimental vertical takeoff and landing prototype.) Nothing more was ever said on that matter.

The flight was exhilarating, so smooth, so quiet, so entirely different from the flying I knew. Ed

was the perfect pilot-host. "Follow me through on my manoeuvres ... just use your fingertips, you can fly later ... treat it like you would a new Cadillac ... she's very sensitive ... watch where the nose is on the horizon ... OK, now, bring up the nose a little and lean the yoke to the left." Wingover after wingover followed. I was flying, flying, like I'd never flown before. Turn, dive, swoop, soar! So smooth. Ed then turned off the 'powersteering' and spoke to me through the intercom. "Now try a shallow dive." I couldn't move the yoke. "Try harder!" With both hands and arms, I still couldn't change direction.

"Without 'powersteering' we

And as clear as can be, as if someone had rolled up a ball of dirty cotton batting, it hung like lead over the city. "Not too many people have seen those two cities in one glance." Again, I agreed.

"Can this baby break the sound barrier, Ed?"

"Nope, but we can come close to it. Want to try?"

"I'm no Nun."

"Hang on."

Well, if you can imagine yourself on a giant roller coaster at the top of the big dip, multiply that by about a hundred and you're in the ballpark. The instruments went crazy as we dove, and Ed's voice came through the headset, "When

Brand New 'Star



A younger, slimmer Norm Whitley suited up for a flight in the Lockheed T-33A5-LQ Shooting Star, circa 1955. The T-33 has outlived its contemporaries and is still a workhorse of the CF.

couldn't fly this bird." I agreed wholeheartedly.

We changed course to fly directly west. Ed dipped the starboard wingtip. "See that city way over there on the horizon?" His helmet in front nodded to the starboard. "San Francisco." He dipped the port wing and nodded to the left. "On that horizon, Los Angeles. See the dirty cloud over L.A.? That's smog."

we start to pull out, try to turn your head or raise your arms." The silence turned to whining, then a loud increasing scream. We started recovery and the only thing I could move were my eyes. Feet, hands, head, arms, everything, frozen solid.

Soon we were back at Angels 30 and Ed asked how I enjoyed it. "Teh...teh...riffic."

"We topped mach point eight, something over six hundred miles per hour. Now, you wanna try it?"

I moved the stick forward and down we headed again. Both forearms were resting on my knees and both hands were locked around the yoke. At what I judged to be the appropriate time, I eased back to recover, then the lights went out. I woke up at 30,000 feet and Ed was saying, "Boy, this must be a boring flight. Did you have a nice sleep?"

Suddenly it dawned on me. This flying jets is no patsy's game, it's a man's job. Not even one mistake is allowed per customer.

We headed back to Palmdale, and on final, wheels down, runway just a spit and a holler away, Ed did a complete wingover, then the wheels touched.

"Why'd you do that?" I hollered.

"Victory roll. Whenever I shot down an enemy plane, this is the way I'd announce it."

Back on the ground again, I was glad to be out of that horrible confining oxygen mask. I breathed fresh air again, deeply and deliciously. I looked at the beautiful aircraft I had just left, a T-33A5-LQ serial number 53-5942 and thought to myself, "You're like a beautiful lady stepping out of a shower: smooth, streamlined, curvaceous, but just simply not to be tampered with."

On reflection, if I were to be asked would I do it again, I might say yes, but only on a Nun's flight, and no oxygen mask. On second thought, no. I would much rather choose a memory flight in one of my old Ansons. Too bad there are none left!

by Jim (Hamish) Kirk

"Lift up a bit. I can't see over the boxcars!"

(This article marks Jim's first anniversary as a contributor to the Totem Times.)

Norm Whitley's recent story under the title, "The University of Hard Knocks" (June 13) reminded me of a somewhat similar type of student involved cross country navigation flight in an Anson. It appears in my log book merely as EX. 12, XC/S.O.

Another student, George, and I were told to report to the C.N.O.s office (Chief Navigation Officer) to draw our assignment for that morning. The C.N.O. held up a package and explained that we were to carry out a sealed orders cross country navigation trip.

One of us would be pilot, the other the navigator. At the halfway point, which would be identified in the sealed orders, we would change places. We were also required to take aerial photographs of certain 'targets' which would be named in the orders. He then handed the envelope to me while saying, "You take the first half as Nav and you both report to Stores for the camera."

At Stores the Sgt pushed a large "Fairchild" aerial camera across the counter and a form for both of us to sign. While we were signing the paper he announced quite solemnly, "It's worth fifteen

hundred dollars, so if you drop it overboard be sure and dive out after it!" With somewhat nervous smiles we nodded that we understood. He then explained the features of the camera and how it was to be used. It had heavy straps on each side which were to be attached over our shoulders so that the camera was firmly held across our chests while we held onto the handle on each side. The shutter release trigger was enclosed in one of the handles.

As in Norm's story it was in October, but a year previous, and it was in Manitoba, where the winds have been known to blow a bit! While George was taxiing

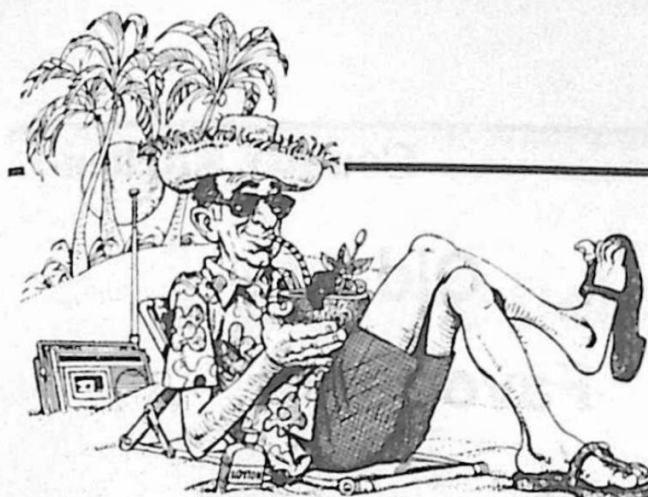
out in our Mk II Anson, (not as fancy as Norm's Mk V), I sat at the Nav table and opened up the package which contained sealed envelopes numbered 1 to 10. I pulled No. 1 and quickly opened it to read the first instructions. They informed us of our height, speed and course to fly to our first destination, which I relayed to George while we were climbing out, at 0901 hrs, right on schedule. I was then instructed to open envelope No. 2 and prepare the course for our second 'target'.

As our Souris Base faded behind us I could see from my vantage point the head of the railroad station and the name of the railroad station.

We made good progress as we moved across into Saskatchewan and our 'targets' were coming up O.K., though a bit ahead of our E.T.A.s. (Estimated Time of Arrival.) Some tail wind indicated.

At our turn around point N.E. of Regina we were to take aerial photos of designated 'targets' and change places for the return to base. I then took over the controls while George took his quota of pictures; a bridge, a railroad station and a highway junction.

On our way back we got quickly behind in our E.T.A.s and finally George asked me to go down at the next town so he could



He was one of my heroes, (even though today I don't know whether I've spelled his name correctly). He was a world champion swimmer and the first I had seen in the role of 'Tarzan'. I had a laugh when I saw a sign on his gate, "Beware of the dog" and a small terrier came running out quite friendly to greet us. I was amazed at the large, beautiful swimming pool in his back yard, quite something in those days. During the afternoon, at a fruit stand, I bought an orange, the largest I had ever seen, for ten cents. It was almost a meal in itself!

We left L.A. on board a new dayliner bus heading north to San Francisco. Most of the seats were on a raised deck, 2 or 3 steps up. It gave the passengers a much better view, including looking ahead over the front portion of the bus and the traffic. We drove for miles through groves of oranges, grapefruit and lemons while following along sections of the ocean and beaches. All in all a pleasant day of travel.

That evening we pulled into down town San Francisco, the city of hills, some ranging up to 900 feet high. One of the first things that drew my attention was up to four sets of street railway tracks running along some of the main streets. Apparently there were two tram companies competing, each with their own set of tracks running in and out of the city. These were in addition to the famous cable cars that climbed the cobbled streets of one of the city's steeper hills. One of the novelties of the cable cars was when they reached the end of the line some of the passengers got out to help the crew members turn the car around on the turntable. Sight seeing around San Francisco included boat trips near Alcatraz prison on an island out in

the bay, then under the Bay Bridge, spanning the eight and a half miles between Oakland and San Francisco, and out to see the Golden Gate suspension bridge under construction. It was reputed to be one of the longest single span bridges in the world with a length of almost 9,000 feet and a height of 220 feet. The suspension towers reached a height of 746 feet. Until the Golden Gate Bridge was put into service it was necessary for northbound passengers travelling by way of the west coast to leave San Francisco by ferry.

At 7:30 a.m. the next morning, while crossing the Bay, we waved goodbye to the city by the sea. A short time later we were on board the bus that would take us up the coast through the redwood forests and on into Oregon. It would be another long trip of almost 700 miles and we would be sleeping on board the bus. There were lots of 'ohs' and 'ahs' by many of us at the sight of some of the giant trees. Many of us had never seen trees larger than a maple or a poplar. We were on schedule for the first 300 miles where we stopped for a supper break and changed drivers at Eureka, California. However, the next 60 miles to the Oregon border took a more than six hours. We ran into a violent blizzard which slowed us down and finally brought us to a stop when our headlights showed a large redwood tree lying across the highway. The bus carried an axe in its tool box but it was no match for the size of that tree. The bus driver walked back a mile or two to a small farm we had passed earlier and was able to hire a man to return with a cross cut saw. (No power chain saws available then.) In the headlights of the bus and with the help of volunteers taking turns, we cut a section out of the center of the

tree. We attached a chain to one of the heavy branches and to the front end of the bus. When the driver put the bus in reverse and tightened the chain the rear end of the bus began to slide in the snow to the outside of the highway, which was close to a fairly steep drop off. A few quick screams and yells from the interior of the bus alerted the driver to the situation. We had to unhook the chain and the driver was able to maneuver the bus onto the gravel of the upper shoulder of the road. The next pull was successful as we moved the section of the tree out and around, like a gate, providing enough room for the bus to pass through. Following a round of applause for the man with the saw we proceeded on our way. The snow was wet and not piling up on the road and the wind had decreased somewhat.

We were fortunate not to encounter any more fallen trees and we progressed through the night at reduced speed. By daylight we were working our way through the Oregon coast mountains. We eventually pulled into the town of Grants Pass. The driver told us this was not a scheduled stop but he would find out if we could get breakfast there. He returned in a while to announce that he would drive us over to a small cafe where we could at least have a coffee break. He also told us there would be a relief driver taking over as he had already gone three hours over his regular shift. We gave him a round of applause and spoke words of appreciation, as we filed out of the bus over at the cafe.

On board our bus again, we pulled out of town onto Highway 99 and headed north to Portland. The going got easier and the weather improved as we moved

out of the mountains. As we passed through miles of agricultural and ranch lands it was time to pull out my text books for studying. We were able to make up some lost time but were still six hours behind schedule when we finally reached Portland, just in time for our evening meal.

We enjoyed a chance to sleep in the next morning as we had a late scheduled departure. It was a comparatively short trip of seven hours to Seattle, however, we had to 'crawl' the last few miles into the city through dense fog. After checking into a hotel we went out to a restaurant. Following supper we couldn't find our hotel in the fog. Fortunately we came across a policeman walking his beat and he directed us - almost across the street from where we were standing!

The next day we had planned on heading on to Vancouver but were advised there would be no buses going north as fog was reported most of the way to the Canadian border. As it was impossible to do any sightseeing around Seattle we decided to take the next bus east to Spokane.

Shortly after we left and began climbing up into higher surroundings we gradually came out above the fog into sunshine and snow in the Cascade Mountains. We were back into winter travelling conditions which didn't lend itself to sightseeing other than through the windows of our bus. At Spokane we transferred to a bus heading for Dickinson, North Dakota. This would be another long trip of close to 800 miles. We crossed over from Washington State into the mountains of Idaho, where at Coeur d'Alene we had a short rest stop. Then on into Montana with scheduled stops at Missoula, and Butte. During that part of the trip I had a Montana school teacher as

a co-passenger. When he asked me where I was from and I told him Winnipeg, Manitoba, he said, "Oh yes, that's just north of here." When I told him it was quite a bit farther east he then asked, "Well what is the name of the 'State' north of here?" When I told him it was the Province of Alberta he replied, "Oh, I always get those two mixed up." So much for school teachers! We gradually lost some of our altitude by the time we reached our next stop at Billings. We finally crossed into North Dakota and arrived at Dickinson at midnight.

Once more we appreciated getting some proper sleep in a hotel room, even if it was for only part of the night. Later in the morning we boarded a bus for Fargo. Although it was only 300 miles, the trip took nine and a half hours of slow driving across stretches of snow drifted highway out on the wind blown prairies of North Dakota. Another short sleep in another hotel and we were ready to leave Fargo at 7:00 a.m. on the last leg of our journey.

We were back in familiar surroundings on the same highway that had taken us south what seemed to be a long time ago. At 2:30 p.m. we arrived back in Winnipeg, back home, seasoned travelers of 21 full days!

It took a while for me to get back into the hum-drum routine of school. Although it was kind of 'neat' being bombarded with questions from my classmates about various aspects of the trip, including the names of all the movie stars I had seen and what their homes were like.

Much to my relief, as well as to my parents and the school principal, at the end of the term I GRADUATED! Proving that travel can be educational!

"Lift Up" continued from page 12

tion. (A good feature of flying across the Prairies even if it was cheating a little.) I told George there was a one-elevator-town coming up and I was going down on the deck. I crawled as slow as I could, parallel to the tracks, wheels down, flaps down, to give George a chance to read the name. Next time was George yelling, "Lift up a bit, I can't see over the top of the box cars!"

Wow, I must have been low! Guess the station master must have wondered what was going on, but we never heard about it if he reported us. Anyway, we got the name of the place and with a moan George announced we were a long way behind schedule.

We had no radio on board so we were unable to call into our base. We just carried on until we

eventually reached our airfield. We were tired and hungry. It was long past lunch time. At the approach to the taxi strip we stopped at the time keeper's hut to have our time of arrival recorded on our time sheet. When the airman opened the door to take the sheet out of its holder, he noted our departure time and called in enquiring, "Are you the guys that have been reported lost?"

We received the same enquiry from the ground crew after we shut down, and then from the dispatcher when we signed in. "Where the H... you guys been? They've got a search out looking for you! You're to report at once to the C.N.O.s office." Our pleas for a chance to get something to eat were ignored with, "The C.N.O.s office, and on the double."

Dragging our camera, charts and log books, we were ushered quickly in front of the C.N.O. who informed us they had just contacted Rivers Station to call off their search for us. "Strong head winds, Sir." He then enquired if we had sat down somewhere for a while? "We never gave it a thought, Sir." He then phoned the MET Office for a weather check, and then phoned Maintenance to have our remaining fuel supply checked. While he was looking over our Nav charts and flight log the phone rang to inform him there were 60 mph winds reported to the north west, and the next phone call reported a maximum of 15 minutes fuel supply left. The C.N.O. told us he would have our charts and logs checked out and we could return the camera to Stores and join our class -- already in progress.

When we walked into our classroom all the class turned their heads in unison and stared at us as if we were ghosts. Then a flurry of questions and the instructor invited us to tell our story. "Wasn't much, Sir. Sealed orders, cross country and strong head winds."

After class we were called back to the C.N.O.s office who held out his hand to compliment us on completing our assignment and getting back safely to base. "And as a result of your experience we are amending future sealed orders with a caution if any E.T.A.s are not on schedule to plot a direct return course to base."

All's well that ends well. We probably ate more than our share at supper that evening. George and I both graduated and received our Wings a few weeks later. We had become close friends, having gone through most of a year together in training. However, after graduation we were separated. There were only two of us from that group who remained together, my cousin, Andy, and I. At roll calls we were usually "The Kirks, A.P. and J.P." We joined up together, became instructors, and were discharged together. A month or two before the end of the war I received word that George had been reported missing in a mass night time raid over enemy territory.

C'est la guerre!

Leisure



888 (KOMOX) WING
RCAFA

CALENDAR OF EVENTS JULY 1991

THURS 11.....AFIS HERITAGE NIGHT 7 p.m. in the Wing.

SAT 13, 20, 27.....STEAK NIGHT 5:50 - 7:30 p.m.

DND AND MILITARY PERSONNEL WELCOME
WING HOURS OF OPERATION ARE AS FOLLOWS:
Thurs 11 a.m. - 6 p.m. (except AFIS nights)
Fri and Sat 11 a.m. - 1 a.m.

***PLEASE NOTE the 3rd Fri and Sat of each month are now "NON-SMOKING" evenings in the Wing. Come out and support your Wing.



Summer's here, and the time for outdoor fun and friendship is upon us. For functions, parties & group BBQs, contact the Glacier Greens Social Centre. Any size of group is welcome.
(Bulk grocery items available on request)

DON'T LOOK ANY FURTHER THAN THE BASE SOCIAL CENTRE.

This Week:

OASIS

with Kybor Tyler

Friday, July 12 1900 hrs.
FREE admission Barbeque

All Welcome

Come on down and join the fun.
So drop by and see us or book your party now!

INFO 8720

B.C. Bestsellers

Week Ending: June 30, 1991
Produced: July 2, 1991
(Brackets) represent last week's position

FICTION

- (1) Possession.....Byatt
- (2) Elephant Song.....Smith
- (3) Lives of the Saints.....Ricci
- (2) Seers of Kell.....Eddings
- (7) The Kitchen God's Wife.....Tan
- (4) As the Crow Flies.....Archer
- (-) The Plains of Passage.....Auel
- (10) Rustlers of West Fork.....L'Amour
- (-) The Difference Engine.....Gibson & Sterling
- (8) 'H' Is For Homicide.....Grafton

NON-FICTION

- (2) Lighthearted Everyday Cooking.....Lindsay
- (1) Iron John: A Book About Men.....Bly
- (3) Writing in the Rain.....White
- (5) You Just Don't Understand.....Tannen
- (7) Homesteads and Snug Harbours.....Murray
- (9) Breach of Promise.....Leslie
- (-) The West Beyond The West.....Barnman
- (10) Homecoming.....Bradshaw
- (6) Life After Death.....Harpur
- (8) Rituals of Dinner.....Visser



Christine Mayer

In January, we printed this recipe and I thought I might repeat it. It is so handy to have at home but I think to have the mix at camp or in your motor home would be even handier. Besides saving space, imagine the quick taste treats you can fix up in very little time.

Basic Mix

12 cups flour
1 1/2 tps salt
1 1/2 cups baking powder
2 cups margarine (1 lb)
(Don't use the soft tub margarine.)

Method:

Mix dry ingredients thoroughly, cut in or rub in marg until very fine - like breadcrumbs. Store in tight fitting container. (A 4 litre ice cream pail is good.)

Biscuits

400° oven approx 12 mins.
2 cups basic mix
3/4 cup milk

Method:

Knead about 8 or 10 times, roll out 1/2 inch thick, cut out and bake on ungreased baking sheet until golden brown. You may add 1/2 cup of grated sharp cheddar for a change of taste.

Pancakes

1 1/2 cups basic mix
3/4 cup milk
1 egg

Country Kitchen

Old Favourites

Method:

Combine milk and beaten egg with mix. Cook on hot griddle. (Increase milk for thinner pancakes.)

Dumplings

2 cups basic mix
1/2 cup milk

Method:

Stir about 30 strokes. Add to boiling stew. Cover and boil 12 mins.

Drop Cookies

3 cups basic mix
1 cup sugar
1/3 cup milk
1 tsp vanilla
1 beaten egg

Method:

Mix all ingredients. Bake at 375° for 10 to 12 mins.

Variations:

1/2 cup choc chips
1/2 cup chopped nuts
1/2 cup dates
1/2 cup raisins
or
1 tbs grated orange rind
1 tbs molasses

Coffee Cake

375° oven - 20-25 min.
2 cups basic mix
2 tbs sugar
2/3 cup milk

1/2 tsp vanilla (opt)
9" greased pan.

Topping:

1/3 cup basic mix
1/3 cup firmly packed brown sugar
1/4 cup margarine
1/2 tsp cinnamon

Method:

Mix all ingredients except topping and beat well with spoon. Put in greased pan. Sprinkle topping over.

This is a good cake. I wanted a quick strawberry short cake and I used it without the topping and put the strawberries and glaze over, after I baked the cake. So you can vary your recipes.

Another Rhubarb Recipe by Helen Grimshaw

Rhubarb Relish

4 cups rhubarb
4 cups onions
2 cups vinegar
3 cups brown sugar
1 tsp each:
cloves, allspice, ginger
1/2 tsp red pepper or
2 tbs black pepper
1 tbs salt.

Method:

Boil all ingredients until cooked and soft. Jar in sterilized containers.



Glacier Greens

Comox Golf Club hosted the men of Glacier Greens at an interclub 30 June 91 resulting in total points for G.G. 2030 and 2006 points for Comox.

Comox Scores:

1st L.G. Don Kerr, 67; 2nd L.G. Mike Marsh, 74; 3rd L.G. Martin Reid, 74.

1st L.N. Jim Hayhurst, 63; 2nd L.N. Ken Loga, 63; 3rd L.N. Ken Burgess, 65.

Glacier Greens Scores:

1st L.G. Wally Berger, 74; 2nd L.G. Karl Cameron, 79; 3rd L.G. Greg McNeivits, 79.

1st L.N. Dave Kelly, 64; 2nd L.N. Larry Blais, 65; 3rd L.N. Colin Olsen, 66 (C.B.).

K.P. on #5/14 Leo Lamothe.
K.P. on #9/18 Ken Loga.

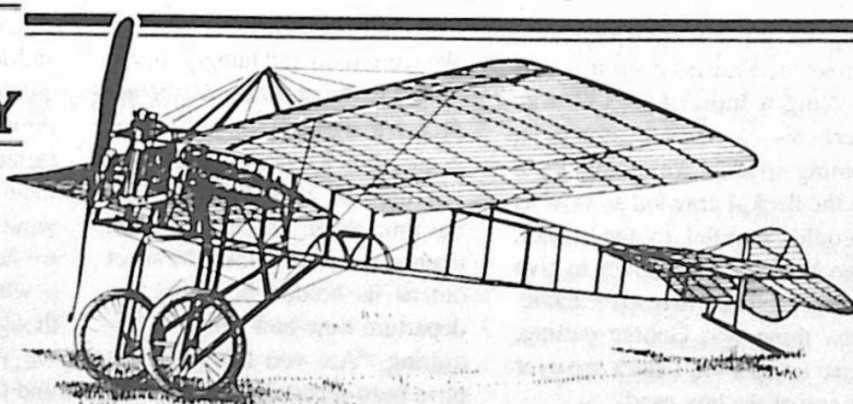
Bing Shearer, Rick Salmon, Crosby Cole and Harry Lewis will travel to Port Alberni on the

12 July to represent Glacier Greens in the semi finals of the 1991 B.C. Seniors Summer Games. Good luck and best wishes to the team. The finals will be held at the Vancouver Golf Club in Coquitlam 4-7 Sept.

The Mr. & Mrs. Illis & Hers Golf Tournament will be held Sunday, 21 July 91.

A courteous golfer will replace divots and repair ball marks on the green.

FLIGHT INTO HISTORY



McDowall Monoplane

In 1910, and Robert McDowall, a municipal engineer from Owen Sound, Ontario, is vacationing with his wife in Paris. The couple decide to visit a Parisian display, and it is there that McDowall falls in love again - this time with aviation. For on display is the famous Blériot XI, which in 1909 became the first airplane to cross the English Channel.

Back in Owen Sound, McDowall's second love gets the best of him, and he sets to work on his own version of the Blériot. But alas, his dream cannot fly on its own. And despite his builder's dedication, the McDowall Monoplane never truly flies.

Through a lack of funds, the McDowall Monoplane never truly flies. Through a lack of funds, the McDowall Monoplane never truly flies.

Canada

On and off base

Olympic Coin Programme

Two more coins from the 1991 Olympic Coin Program, the official commemorative coins of the XVth Olympic Winter Games in Albertville, France, are now available. The new coins depict Freestyle and Slalom skiing and are the fifth and sixth coins in 10-coin series commemorating an Olympic winter sport. Coins celebrating downhill skiing, figureskating, speed skating and bobsleighbing have already been launched.

Proceeds from Olympic Coin sales help offset costs of facilities in Albertville and assist with amateur athlete funding worldwide. A portion of proceeds from coins sold in Canada goes to the Canadian Olympic Association (COA), which provides programs for Canada's amateur athletes.

"Canadians are enthusiastic supporters of Olympic Coin Programs," says Patrice Cahart of the Paris Mint, minter of the 1991 Olympic Winter Games coins. "In addition to purchasing Olympic coins to help fund the Games and the athletes, Canadians recognize the coins as high quality, international collectibles," explains Cahart.

The Olympic Coin Program

The Olympic coins are a series of ten 92% pure gold and nine 90% pure silver, proof quality, the highest standard in international numismatics. Nine different sports are represented on the coins. The first nine coins associate an Olympic event with

either an animal, a site in the Alps or an illustration of a sport during earlier years ("Belle Epoque"). The tenth coin, in gold only, features an effigy of Pierre de Coubertin, A Frenchman who re-established the Olympic Games along the lines of those held in ancient Greece. The reverse of all coins will bear the emblem of the Albertville Olympic Winter Games, the year of issue and the face value. On the edge of each coin appears the motto of the French Republic - "Liberte, Egalite, Fraternite".

The fifth and sixth Olympic coins in the ten coin series are currently being issued. The first two coins were launched in September 1989; the third and fourth coins in March 1990. The remaining four coins in the series will be issued later on in 1991.

Each gold and silver coin has a face value of 500 FF and 100 FF, respectively. This is the first time in the history of French numismatics that coins depicting the same design have a different face value. World-wide mintage is limited to 30,000 units of gold coins and 300,000 units of silver coins. Each coin is protected by a transparent capsule, presented in an individual case, and accompanied by a numbered certificate of authenticity.

Subscribers to the entire series receive a display case to hold the complete set of the silver or gold official coins of the XVth Olympic Winter Games; specifically, a blue case for the nine silver and tenth gold coins and a red case for the ten gold coins.

The cost of the first six coins commemorating figure skating, downhill skiing, speedskating, bobsleighbing, slalom and freestyle skiing is \$519.00 (Canadian) for each gold coin, and \$49.00 (Canadian) for each silver coin. They may be purchased in Canada from Universal Coins, 47 Clarence Street, Suite 201, Ottawa, Ontario, K1N 9K1, the official Canadian distributor of the French Mint.

Albertville Olympic Games Update

"Everything is on schedule for the Albertville and Savoie Olympic Winter Games, taking place February 8 through 23, 1992," said Patrice Cahart on behalf of the Albertville Organizing Committee. "We're looking forward to hosting the world once again."

France has been the site of the Olympic Games twice before: Chamonix in 1924 and Grenoble in 1968. In October, 1986, Albertville (Savoie), was designated the site for the 1992 Olympic Winter games by the International Olympic Committee.

Approximately one million spectators are expected to be watching 55 events held at 13 sites in the Alps. An additional two billion will be watching the Games on television.

The total budget expenditure for the Albertville Olympic Games is estimated at 3.2 billion francs (\$657 million Canadian). Proceeds from sales of official Olympic coins are expected to help offset these costs.

BComd Presents



Edson Clark (CE) 25-years service award from Col J.E. McGee.



Cpl G.P. Bell (CE) averted spread of contamination spill. Certificate awarded by Col J.E. McGee.



Keith McKenzie (CE) 25-year service award from Col J.E. McGee.

To All MQ Residents:

Water Conservation

In order to maintain a safe water level at CFB Comox the following watering restrictions must be put into effect commencing 15 June until 30 September 1991.

- MQ lawns will be watered according to house numbering; even numbers on even calendar days and odd numbers on odd calendar days. Watering will take place only between 1800 and 2100 hrs; and
- the only exception permitted is for those MQs with newly sodded lawns which are to be watered daily.

The cooperation of all MQ residents would be greatly appreciated. The importance of an adequate supply of water for fire fighting purposes and domestic use cannot be stressed too strongly.

By Order of the Base Commander

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Health & fitness

To Your Health

Health information from the Registered Nurses Association of British Columbia

Virus Responsible For Warts

A viral infection causes a very common skin tumor called warts. They can appear anywhere on the body, but especially on the hands and feet. They occur most commonly in children and teenagers; older people have probably developed an immunity to them.

At least 24 types of the human papilloma virus cause warts. The virus appears worldwide, but only in humans, so we don't need to blame the frogs or toads we might encounter!

Nurses note different types of warts tend to appear on different parts of the body. On the hands they often have a rough textured surface. Plantar warts appear on the feet, often at pressure points on the soles. They may look flat like a callous because the pressure of the body's weight causes inward growth and they can be painful for this reason. It can be difficult telling a wart from a callous. If you are in doubt, have your doctor check your foot. If it is a wart, have the doctor treat it for you.

The neck and face have more regularly-shaped warts and warts near the genitalia may be transmitted by sexual contact, but not always.

Warts are moderately contagious. But, they spread more easily on the infected person than to someone else. It is believed transmission takes place by direct skin contact, through microscopic breaks in the skin. Scratching at a wart or cutting one off by shaving are two common ways people can reinfect themselves. Nurses believe infected floors also spread the virus, especially with plantar warts.

Over 50 percent of all warts disappear in two years without any treatment. However, comfort, convenience or cosmetic reasons may prompt removal.

Never use a sharp or pointed instrument or razor to attempt wart removal and leave the treatment of plantar warts entirely to your doctor. Check with your pharmacist about home treatments with preparations such as salicylic acid paint for warts of the hand. If the wart persists after 12 weeks of treatment, check with your doctor.

There are several effective medical treatments. Electrodesiccation destroys warts by burning with a light electrical current. Curettage cuts away the growth with a small curet or removes dead tissue after electrodesiccation. Cryosurgery involves freezing the growth with liquid nitrogen.

On occasion, warts change shape, color or texture. In that event, nurses recommend that you check immediately with your doctor. Otherwise, leave them alone, unless too uncomfortable or inconvenient.

("Ask Your Pharmacist" not available.)



NDT Inspector (Aircraft)

Field Aviation, a leading aircraft overhaul and repair facility, seeks an NDT Inspector to fill a position September, 1991 at its operation in Calgary. Candidate should hold CGSB certificates for Magnetic Particle Level 3, Liquid Penetrant Level 3, Eddy Current Level 2, Radiography Level 2, and have minimum of 10 years' related experience. Some managerial experience desired.

Please forward detailed resume to: Elaine Dixon, Personnel Manager, Field Aviation West Ltd., P.O. Box 3186, Station B, Calgary, Alberta T2M 4L7.



\$159,900

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115-2270 Cliffe Avenue, Courtenay, BC V9N 2L4

NEXT DEADLINE 22 JULY

info health

Dr. Bob Young



Diabetes and Pregnancy

Diabetes and pregnancy may be a potent and dangerous mixture. The combination may occur in a couple of ways, and management of the elevated blood sugar levels that characterize the disease must be carefully done if mother and babe are to remain healthy.

The woman who knows she is diabetic needs expert advice throughout her pregnancy. Many of the well-recognized common complications of pregnancy are more frequent in diabetics. In a few instances the severity of the diabetes means pregnancy should not be allowed as maternal death rates are too high.

And both congenital abnormalities and complications in the newborn period are much commoner if the mother's diabetes is not well controlled during her pregnancy. The baby may have a rough time of it for the first few weeks or longer.

Back to dear old Donnegal - or Hamburg, Hong Kong, or Madras. Homesickness, nostalgia, and duty to aging relatives are among the reasons for making the flight home. Perhaps an illness triggers the trip. The traveller wants to see the homeland "one more time".

Airlines do not appreciate passengers having medical problems during flight - and one can hardly blame them. Patients wonder about flying, knowing it may be risky because of their disease. Often their doctor attempts to assess the dangers and offer advice.

Recommendations have been developed by medical advisors to the airlines, based on their experience and research from military and aerospace sources.

A trip by air causes little physical stress in a healthy person - and most of that, along with mental agitation, occurs in the airports.

Doctors with maternity practices also have to be aware of gestational diabetes - the development of abnormal blood sugar levels during pregnancy. Increasingly recognized in recent years, this problem occurs in women who have normal blood sugars except when they are pregnant. (They are at much higher risk of developing diabetes in later life).

Gestational diabetes tends to become worse as the pregnancy progresses. Its development can be predicted by measuring blood sugar levels after a "meal" of glucose. Blood sugars are monitored frequently during pregnancy - as often as four times a day in more severe cases, but usually less often.

A woman is more prone to gestational diabetes if she is over thirty or if there is a family history of diabetes. Being obese, or gaining a lot of weight during pregnancy also increases the risk, as

does a previously poor obstetrical history (miscarriages, premature deliveries).

Treatment of both kinds of diabetes during pregnancy consist of dietary measures and, if necessary, insulin. The known diabetic should be in stable, good control before she attempts pregnancy.

Management of either type is usually not unduly difficult, although a lot of fiddling with insulin doses may be required. Considerable balancing of sugar and insulin may be required during labor and delivery. Most physicians do not let the pregnancy extend past the expected delivery date - delay increases problems.

Good routine obstetrical care is geared to search for gestational diabetes, along with all the other potential problems. And knowing there might be a problem is often half the battle.

"One More Time"

Aircraft cabin pressures are less than that at sea level, of course. The lower pressure reduces the available oxygen. Perhaps a problem for those who have anemia or lung disease. A person able to walk 45 meters alone is likely to tolerate the reduced oxygen at altitude.

Pregnant women (and their fetuses) generally tolerate flying well, but some maternal and fetal conditions place the unborn child at increased risk of oxygen deprivation - the maternity doctor should be informed of the flight.

When to fly home following a heart attack while on vacation or a business trip is a frequent question. Each case must be assessed individually. A six to twelve week delay is best, and supplementary on-board oxygen is often a good idea.

Recent stroke patients should not be moved by air lest the stroke

extend. They too may need oxygen.

After surgery to the abdomen flight should be delayed until the incision has healed and gas is moving normally. People with colostomies do well, but should use a large bag to accommodate the increased gas volume at lower cabin pressure. Epileptics and diabetics should be conscious of medication schedules when time zones are crossed.

Patients with significant infections (meningitis, TB) may be able to fly, but not on commercial airlines.

The airlines are experienced in carrying and caring for disabled and unwell passengers and can do much to make your trip more comfortable. If you are truly unfit to fly it is much better to know in Vancouver than at 40,000 feet over Greenland.

CANADA EMPLOYMENT CENTRE 1st Annual Job-A-Thon July 10th

8:00 A.M. til ???

Call us to place your order.

The student placement officers will stay at the office until they get 50 job orders. Dawn and Jodi will sacrifice their sleep!!!!

Win great prizes...

Call 334-3151

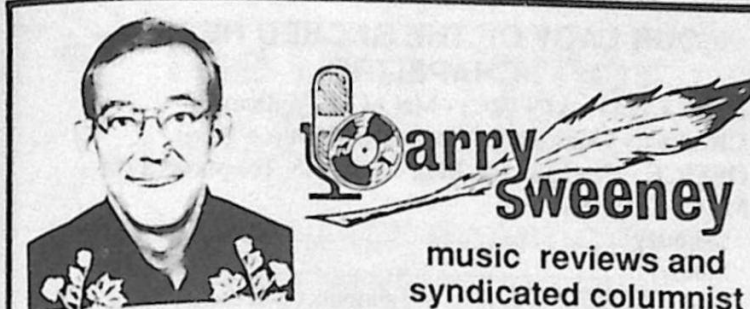


On and off base

BopsO CD Awards



Base Operations CD presentations to MCpl Turcotte, LS Lubitz from Base Security and Sgt House from the Base Operations Centre/DIAC. From L to R: MCpl Turcotte, LS Lubitz, LCol Bishop, BOpsO, CWO Krier, Branch WO and Sgt House.



George Strait Another 'Chilling' Release

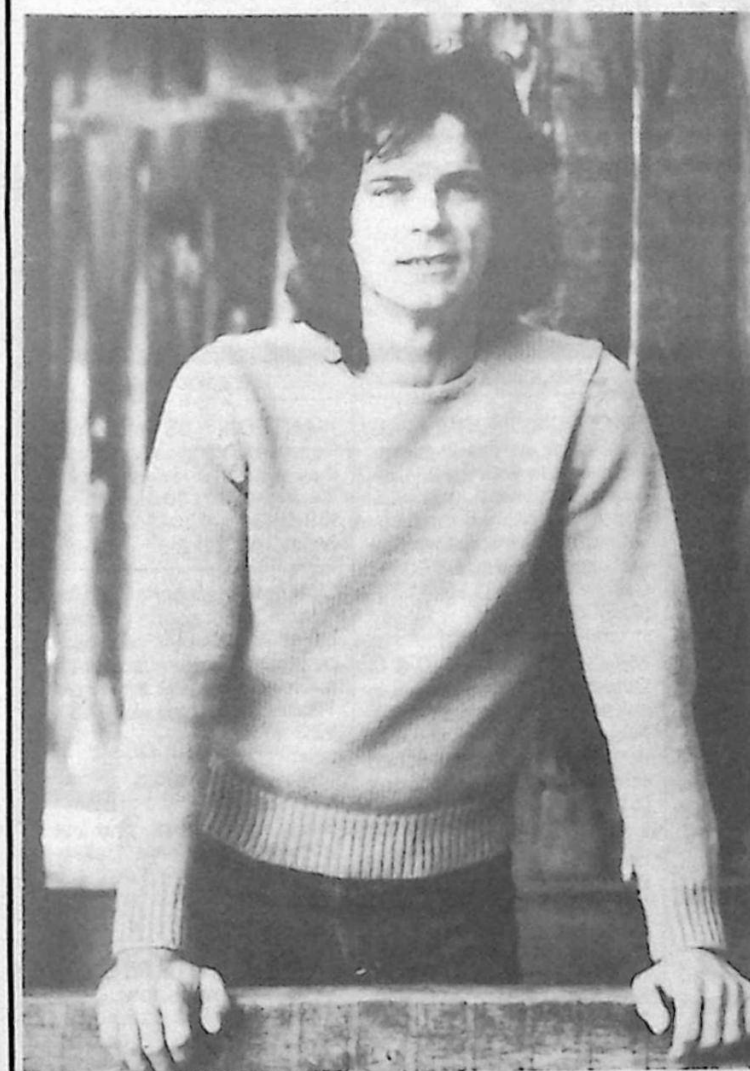
To all the ladies who read this column my apologies but, I just couldn't come up with a photo of George Strait to match with this column. Strait, whose popularity seems virtually unparalleled in country circles has recently released his 14th album, 'Chill Of An Early Fall' (MCA) and, with his proven track record of a dozen gold and a pair of platinum albums to his credit, there is little doubt about the potential of this set.

The title track is one of those heart-wrenching gems that will probably see the light of a singles release when the smoke from his current chart topping 'If I Know Me' cools off. Overall, Strait is perfection personified as he updates the classic 'Lovesick Blues' and 'Milk Cow Blues' and breathes life into the easy-paced 'I've Convinced Everybody But Me' and highlights the set with such gems as 'Her Only Bad Habit Is Me' and the set closer 'Is It Already Time'.

In 1987, Strait's 'Ocean Front Property' album, in addition to going platinum, made chart history by entering Billboard's country charts at number one. The following year he received his first Grammy nomination for the single 'All My Ex's Live In Texas'. He is one of the most sought after entertainers on the circuit and holds the record for the Houston Astrodome, selling out 48,000 seats in less than 24 hours and then packing in a record setting 49,426 fans for the show.

Marsha Thornton

Following the release of her self-titled debut Marsha Thornton's 'Maybe The Moon Will Shine' (MCA), Ms Thornton conveys sincerity as she asks the lover's question 'Is There A Way?' But it is with tracks like the hook-laden 'A Far Cry From You', penned by Steve Earle and Jimbeau Hinson, where she truly shines vocally. Marsha co-wrote 'Is It Too Soon To Tell' and 'Real Love' and both songs have strong commercial appeal. Her 90s rendition of Buck Owens' 'In The Palm Of Your Hand' is given a good delivery. Set wraps with 'Trouble Free' and 'Why Cry'.



B.J. Thomas

Musically Speaking remembers B.J. Thomas who sold millions of copies of 'Raindrops Keep Falling On My Head', the theme song from Butch Cassidy & The Sundance Kid. He also scored big with 'Another Somebody Done Somebody Wrong Song' and 'Hooked On A Feeling'.



DRIFTWOOD'S JULY SIDEWALK

SALE

BEGINS JULY 18 THRU JULY 21

**- Beat the Crowds
- Shop Early for Bargains at Every Store**



**- Shop with Ease and Enjoy the
Sounds of Summer**

on

Saturday July 20

10:30 a.m. "Westwind"

1:00 p.m. "Young Brothers"



**2751 Cliffe
338-1071**

NEXT DEADLINE 22 JULY

Public announcements

Answers to the Iron Game!

On many occasions a person may enter a weight-training facility and be immediately intimidated by the array of equipment displayed in most gymnasiums today.

It's no wonder then, that one can feel lost amidst this iron jungle and not know where or how to begin his or her workouts. All this has now changed because we now have answers to the iron game!

Every Thursday you can wander over to the local Rec Centre on Base and see your friendly neighbourhood PERI, Cpl Savard for advice on personalized fitness programs. These programs will be made to suit your needs and will help you achieve results if you haven't already.

Questions on strength training, toning exercises and body building will be answered at this time. I will be available from 1530 to 1600 hrs Thursdays. Hope to see you there!

Accident/Injury Reports Sports Related

All CF 98/CF663 are to be staffed through the BPERO for his comments and documentation.

Base Soccer Team Practice

Base soccer team practices have commenced at the Base soccer field. Practices are scheduled for Mon at 1600 hrs and Thurs at 1800 hrs. All team positions are open and anyone wishing to play is welcome to attend. For further info contact MCpl D. Rothermund loc 8315 at the Base Gym.

Courtenay Recreation Association Squash Membership

CFB Comox's squash membership with the CRA has expired and will not be renewed until Sept 91. Members wishing to play must pay as they play until our contract is renewed.

Summer Hours - Military Noon Hour Swim

Commencing 2 Jul 91, military noon hour swim will be from 1200 - 1300 hrs.

Military Learn to Swim Program

If you can't swim, here's the program for you. Learn the basics Tues and Thurs 0800 - 0830 hrs. Military personnel only. Register at the Rec Centre, loc 8315 or 8690. Program starts 9 Jul 91.

ST. PETER'S Anglican/Episcopal Church

218 CHURCH ST., COMOX

HOLY EUCHARIST

8:00 a.m. and 10:00 a.m.
Fr. John Paetkau - 339-2925

JESUS IS LORD

Personal Exercise Program

A supervised P.E.P. class has commenced at the Base Gym from 0730-0830 hours, Mon thru Fri. All Base members are welcome to attend, however newcomers must show up on Tues or Thurs for proper P.E.P. instruction. Instruction will take approx half an hour and members should be dressed in proper workout attire.

Ball Diamond Bookings

The Base softball diamonds are not first come, first serve. They must be booked. Please forward a memo to the BPERO requesting the facility.

Boat Launch Passes

Tee Pee Park Boat Launch Season Passes - 1991.

Boat launch passes are now available only at the canteen at Air Force Beach between the hours of 1200 hrs and 1900 hrs. Price is \$30.00 for the season or at the daily rate of \$3.00.

Bowling

The Base bowling alley will be closed for the summer from 28 Apr until 15 Sept 91.

The league bowling has been completed and the bowling banquet will be held in the SNR NCOs mess on 26 Apr. starting at 1900 hrs.

CF Photo Contest

This competition is for amateur and professionals from 5 - 8 Nov 91. Entries may be submitted by members of the Reg Force and dependants, members Res Force and dependants, Foreign Exchange and dependants, civilians employed by DND, members Sea Army and Air Cadets. Entry .50¢ per photo entered. For further info contact the Rec Centre 8315/8690.

Granley Dynasty fly at Victoria Air Show

VICTORIA -- Two members of the flying Granley dynasty will be featured on August 5th at the 1991 Victoria Airshow.

Grandfather Granley started it all in Mayerthorpe, Alberta. Son Bud, and his brothers, carried on the tradition and three of Bud's six children are also flyers.

Bud Granley, now a United Airlines pilot out of Bellevue, Washington, with his partner Jon Bowman, are members of a two man aerobatic team flying the Fouga Jet Magistere. 27 year old Captain Ross Granley flies inner right wing for Canada's precision Military Aerobatic team, the 'Snowbirds'. Now in his second year with the team, Ross has accumulated over 1800 hours in the Snowbirds' 'Tutor'. The Granleys believe that all flying can be an art form, but airshow demonstrations offer a special challenge.

Father Bud and son Ross look forward to being re-united at the exciting 1991 Victoria Airshow.

CLEAR THE AIR

Reduce air pollution from residential wood smoke and auto emissions with tips from the Association.

B.C. Lung Association
Box 3400, Station D
Vancouver, B.C. V6J 4M2

B.C.'S SECRET WEAPON



AGAINST DRINKING DRIVERS

Provide police with car type/colour, licence, location and direction it was going.

DRINKING DRIVING COUNTERATTACK

CHAPEL CHIMES

OUR LADY OF THE SACRED HEART CHAPEL(RC)

BASE CHAPLAIN (RC) - Maj J.G.A. Veilleux
CHAPEL - Our Lady of the Sacred Heart (on Base)
OFFICE - Headquarters, Bldg 45, Rm 48, Telephone 8274
MASS SCHEDULE:
Saturday.....1900 hrs
Sunday.....1000 hrs
Daily Masses.....As announced in the Bulletin, usually at 0900 hrs, except during Lent & Advent at 1900 hrs.

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

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

CATHOLIC WOMEN'S LEAGUE - Second Tuesday of the month in the Parish Hall, preceded by Mass in the Chapel at 7:00 pm. President: Mrs. Claudette LeBlanc, phone 339-3002.

CATECHISM CLASSES - September - May in the PMQ School at 1830 hrs, every Wednesday. Coordinators: Bonnie Gillis, 339-3496, and John LeRoss, 339-4388.

ST MICHAEL & ALL ANGELS PROTESTANT CHAPEL

BASE CHAPLAIN (P) - Maj R.E. Baker
CHAPEL - St. Michael & All Angels, Wallace Gardens, Bldg 88
OFFICE - Headquarters, Bldg 45, Room 48, Telephone 8273
SUNDAY WORSHIP - Each Sunday at 1100 hrs.
HOLY COMMUNION - First Sunday of the month.
SUNDAY SCHOOL - recessed to Sep 15
NURSERY SCHOOL - Each Sunday at 1100 hrs.
CHOIR - practices 1830 hrs, Thursday at Chapel.
CHAPEL GUILD - meets once a month, first Thursday at the Chapel 7:30 pm, President Betha Baker 339-0189.

The Korea Veterans Association of Canada National Convention will be held in Victoria, B.C. on September 11, 12 and 13, 1992. For further information write Korea Veterans Association, Unit 27, P.O. Box 4252, Station "A", Victoria, B.C. V8X 3X8.

BLANKET CLASSIFIEDS

These ads appear in more than 100 community newspapers in B.C. and Yukon and reach more than 3 million readers.

TO PLACE AN AD CALL THIS PAPER OR BCYCNA AT (604) 669-9222.

for 25 words
\$195
\$3.70 each additional word

ANNOUNCEMENTS

You could be Miss Canada 1992! The search for Miss Southwestern British Columbia is on! Travel to Toronto. Enter the Miss Canada Pageant, October 1991. Single? Aged 18 to 24? This is the opportunity of your life! Entry forms at Miss Southwestern B.C., Perfect Setting Bridal, 124 West 16th Street, North Vancouver, B.C., V7M 1T4. (604)955-0555. Ask for Gerrie Todd. Applications deadline July 26, 1991.

BUILDING SUPPLIES

DOORS/WINDOWS/Interior and exterior wood, metal and French doors, wood windows, skylights. MORE! Call collect to WALKER DOOR AND WINDOW in Vancouver at (604)266-1101.

BUSINESS OPPORTUNITIES

Store for Sale. Lease building with option to buy. \$35,000 and stock. Call Ron 1-243-2246 after 7 PM.

LIMITED OFFER. Dealer and distributorships available now. Would you like to sell 3', 4' satellite dishes complete with all electronics as low as \$567? 1-(403)380-4668.

BUSINESS OPPORTUNITIES

Pub for Sale. Newly built a month ago. Owner forced to sell. \$75,000 including stock. Call Ron 1-243-2246 after 7 PM.

Additional Income Opportunity. Sells itself. Unique, attractive, new jewellery product. Handpainted Canadian coin pendants. Contact: Heritage Coin Art, 1848 Liverpool, Suite 106, Pickering, ON, L1V 6M3.

JUICING AND VINEGAR BUSINESS. Be your own Boss! Well established Vancouver Island Product line with exciting growth potential. Box 279, Cobble Hill, VOR 1L0. (604) 743-5393.

Own a newspaper! Do you think there is room for another weekly newspaper in your area? Are you able to run it? Give us a call at 1-685-5347.

Dry Cleaning Business in B.C. Interior with building. Has shop and 2 bedroom apartment on prime commercial property. Call Cindy (604)256-4335.

FOR SALE MISC

SPORTS CARDS SUPPLIES. Place your order now for 1992. Proset 75th Anniversary Hockey Cards plus the new C.F.L. (Rocket) Cards. Limited supplies. All major brands. What we don't have, we'll get! (604)731-7887, 6 AM - 6 PM. Credit Card - Cheque - Money Order.

Can bizarre aches and pains be caused by the mind? Buy and read "Dianetics: The Modern Science of Mental Health" - \$7.50. To order call: Vancouver Dianetics Center, 401 West Hastings Street, Vancouver, B.C., V6B 1L5. (604)681-0318. M/C and Visa accepted.

Peter's Bros. Paving and Inland Contracting Disposing of 200 pieces of Surplus Equipment, Dump Trucks, Tractors, Loaders, Belly Dumps, Excavators, Pavers, Window Elevator, Rollers, Dozers, Graders, Jaws, 1213 Crushers, 25,000 gallon Hot Oil Tank, Water Trucks, Equipment, Trailers, Backhoes, and Truck Scales. Call Vic Kampe, (604)493-6791.

HELP WANTED

WHOLESALE FIRM since 1976 now seeks 2 representatives in your area. Display and service merchandise in established retail accounts. Minimum weekly earnings potential \$800+. Call (416)756-3174, (416)756-2156.

NEED EXTRA \$\$\$\$. C & M Gifts needs demonstrators to sell toys & gifts at home parties. No investment or experience required. Established company. Call today (519)258-7905.

Required immediately. Experienced Alignment Technician and experienced Exhaust Installer. Top wage and benefit package. Driftwood Automotive, Box 3820, Smithers, B.C., V0J 2N0. Phone 847-9428. Fax 847-9504.

HELP WANTED

WANTED!!! 85 Imperfect People willing to eat anything they want and lose up to 29 lbs. in the next 30 days. Call toll-free 1-800-388-5540 (voice box 1112).

Optician Manager needed for Optical Dispensary in Williams Lake. Minimum 2 years experience. Send resume with references to Box #261, c/o Tribune, Williams Lake, B.C., V2G 1Y8.

PERSONALS

Body, Mind, Spirit, find out who you really are. Call 1-800-F.O.R. T.R.U.T.H.

REAL ESTATE
PROPERTIES TO BE SOLD for unpaid taxes. Crown Land availability. For information on both write: Properties, Dept. CN, Box 5380, Stn. F, Ottawa, K2C 3J1.

Recreation

Canada Fitweek Participants



Mostly BEME

Participation - or known to some as Canada's Fit Week - was 24 May to 2 June 91. CFB Comox had a few scheduled events, as the pictures indicate. To start the week off we had a pickle ball tournament. The team of Cossette and Rothermund warmed up and went on to win the noon hour tourney.

Tuesday was cycle day - cycle to and from work, and at noon hour cycle to the tower and

back. A hardy group of cycle enthusiasts awaited the start. Wednesday was sneaker day - wear your running shoes to work, and walk all day. At noon hour there was a walk to the tower and back, and these hardy souls braved the weather. The faces seem familiar, don't they.

Thursday was challenge day. Each section had 1 1/2 hours of gym time or ball field time, to challenge another section in

whatever they wished. We had quite a few takers.

Friday was home run day - bring a pitcher and your home run swing and crank a few. Jake Plante tries to go downtown, managing only three home runs finishing second to Carman Baird and Paul Wendland for the Comptroller section. They each had four home runs.

Fun was had by all. See you next year.



Canada Fitweek '91 -- mostly BEME Maj Sandy Anderson (BTelO) is the one in uniform.

Eating Disorders -- a growing problem

Anorexia Nervosa and Bulimia are two eating disorders which can have physiological as well as psychologically devastating effects. These disorders are afflicting a growing number of young people today. As many as 5 - 10% of women in Canada (mostly aged 12-25), are currently suffering from one of these disorders. Men are also victims of these disorders, in fact for approximately every 11 women there is one male suffering as well. Although sororities, athletics and show business are the common breeding ground for the onset of Anorexia Nervosa and Bulimia, it can stem from any outside influence. Our cultural obsession with weight has blurred, and in many cases erased, 'eating disorder' - a dis-

torted pattern of thinking about food. Everything around us tells us that being thin is not only desirable but crucial to social, sexual and even professional success.

Anorexia Nervosa and Bulimia are not completely distinct disorders. Eating disorders are simultaneously disorders of eating and weight as well as complex disturbances in the perception and expression of ones being in the world. These disorders are difficult to treat because, (a) most patients are experiencing the powerful effects of starvation - they feel in control; and, (b) patients want alleviation of symptoms without necessary changes in their distorted beliefs, attitudes and behaviours. Diagnosis and assessment are often

difficult because patients eventually become very secretive and good at hiding their problems.

They most often are successful, high achieving individuals of whom many would not suspect to have any serious problems in their life. Eating disorders generally are characterized by a drive for thinness, an excessive fear of becoming fat, and distorted attitude toward the body, self and food.

For more information and tips, see the next issue of the Totem Times. This article will be continued and we'll discuss several aspects of eating disorders including effects on the body and mind as well as give tips to spotting a potential patient.

The CFB Comox Jr. Ranks Mess

is looking for donations of books and magazines for the new Jr. Ranks reading room.

Any donations may be dropped off at the Jr. Ranks office.

WE SPECIALIZE

in growing quality ornamental trees & shrubs

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Closed Tues., Wed. & Thurs.

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Idiens Way, One Mile North of Comox off Anderton

The Vacuum "Shope"

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Dyno-Vac - Canadian Made
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- brewing our own natural Leeward lager

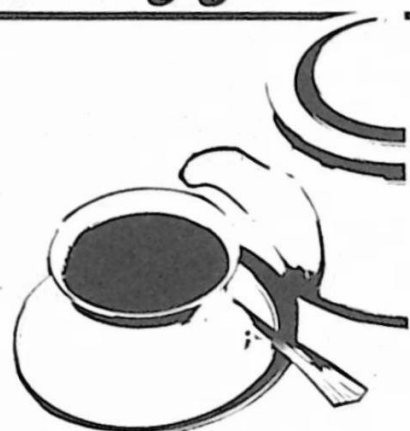
649 ANDERTON RD., COMOX 339-5400

NEXT DEADLINE 22 JULY NOON

On and off base

"Only in Canader eh?"

Tea Tonics



The '90s are being heralded as a time for balance and moderation in our lives. A growing concern about the environment is changing our definition of balance and moderation. One of the consequences is a renewed interest in gardening, not only for beautifying our personal environments but as a relaxing hobby.

Along with gardening, composting is gaining popularity — for all the right reasons. It's not only a natural way to recycle and reduce garbage, but also provides nutrients needed for plant growth. Compost provides nitrogen, phosphorous and potassium, and in a natural, slow-releasing way. Make a compost bin yourself or buy a ready-made one at a gardening centre. Recycling centres or Parks and Recreation can provide information and plans to build one.

Once your compost container is constructed, add vegetable and fruit peelings, vegetable tops, eggshells and salad leavings along with grass clippings and leaves. Used tea leaves or bags are ideal for the compost heap. Avoid grease, oil, bones, milk products and meat scraps.

In fact, there are many great uses for those versatile tea leaves and bags, according to the Tea Council of Canada. Aside from its refreshing good taste and minimal calories, this natural beverage has many other uses around the house and garden, making it most economical.

Besides providing nutrients to your compost, used tea leaves placed over the roots of rose bushes help retain moisture and feed the plant. Even indoor gardeners can benefit by watering house plants with diluted tea poured over all house plants helps stimulate

growth.

Here are just a few ways to recycle tea:

Cold tea makes an excellent and inexpensive cleaning agent for varnished floors and all woodwork. Simply rub cold tea across the surface with a cloth to clean without leaving a dulling film.

Clean mirrors and glassware with a cloth dampened with cold tea. Chrome plating can be washed in cold tea and polished with a soft cloth to a bright lustre.

Cold tea is a sparkling tonic for all types of skin. Dip a cotton pad in cold tea, pat onto skin and leave to dry.

Use warm tea as a final rinse and conditioner after washing your hair.

Cotton pads soaked in cold tea, or cold tea bags make good eye compresses to soothe tired, puffy eyes. The tea acts as a mild astringent, thereby reducing puffiness. Similarly, cotton pads soaked in strong cold tea will help relieve the pain of a sunburn.

Tired feet? Bathe them in a bowl of warm tea.

And when it's time to take a break from gardening and household chores, make yourself a refreshing, delicious cup of tea. Sit down and take the time to smell the roses and enjoy the satisfaction of a job well done.

To make a good cup of tea, begin with good quality tea and follow these few simple rules. Bring fresh cold water to a rolling boil. Warm the teapot with hot tap water. Use one tea bag or two teaspoons of loose tea for every two cups. When the kettle boils, pour out the warming water, add tea and pour boiling water over the tea. Cover and brew for 3 to 5 minutes, stir, remove tea bags or strain and serve.

Parent/Son Banquet



On 9 June 1991, the 1st Lazo Scout Group held its Parent/Son/Daughter banquet at the Base Social Centre. The guests of honour were Col and Mrs. McGee, Padre and Mrs. Baker and Diane Bossom, District President and Commissioner. It was an opportunity to not only end the Scouting year on a high note but to also acknowledge the dedicated efforts provided by all volunteers.

We would like to thank, in a special way, those who will be retiring from the group as leaders: Doreen Graham; Jasmin Hooker; Kimberley Frank; David Skinner; Diane Plamondon; Roy Coolen; and, Ingrid Trautrim. Retiring committee members are: Robert Houle; Diane Skinner; Trish Gal-

lant; and, Elaine Maillet.

The main entertainment event was the magic tricks of 'The Great Donald', who kept the audience sitting on the edge of their seats throughout his performance.

We hope that everyone has enjoyed this past Scouting year and we are looking forward to seeing you in September.

Kids & Tobacco It's a crime.

BREXIT
National Non-Smoking Week January 21 - 27, 1991

Red Cross Water Safety Says:

WATCH FOR HAZARDS BELOW

Don't be fooled if the surface of the water appears smooth and safe. There may be rocks or debris below. Watch for depth changes in lakes or oceans. Remember, a safe diving area today may not be safe tomorrow.

The Canadian Red Cross Society

Canadian Crossword

By Rick McConnell

Solution on page 22

ACROSS

1. we

forget

5. Food fish

8. Canned meat

12. Protuberances

13. Creek

14. Juno

15. Wolfe's adversary

17. Cognizant

18. Not acidic

19. Role

21. Innu

"Mountain People" of Labrador

25. Tartan

28. Mined find

29. Obtained

30. Testing places

31. Envelope

DOWN

32. Infatuate

33. Northern knife

34. Compass pt.

35. Madras money

36. Lucy Maud

39. Pairs

40. Save

44. Cereal

46. PEI town near Charlottetown

48. Top-notch

49. Amin

50. Hill

51. Numbered connectors

52. Summer drink

53. Equal

25. Senate appointment?

26. Musician Schiffrin

27. Plentiful

31. Loss of smell

32. Kid's "Y" event

34. Self

35. Work or saw

37. Notes

38. Bert's roommate

41. Curved moulding

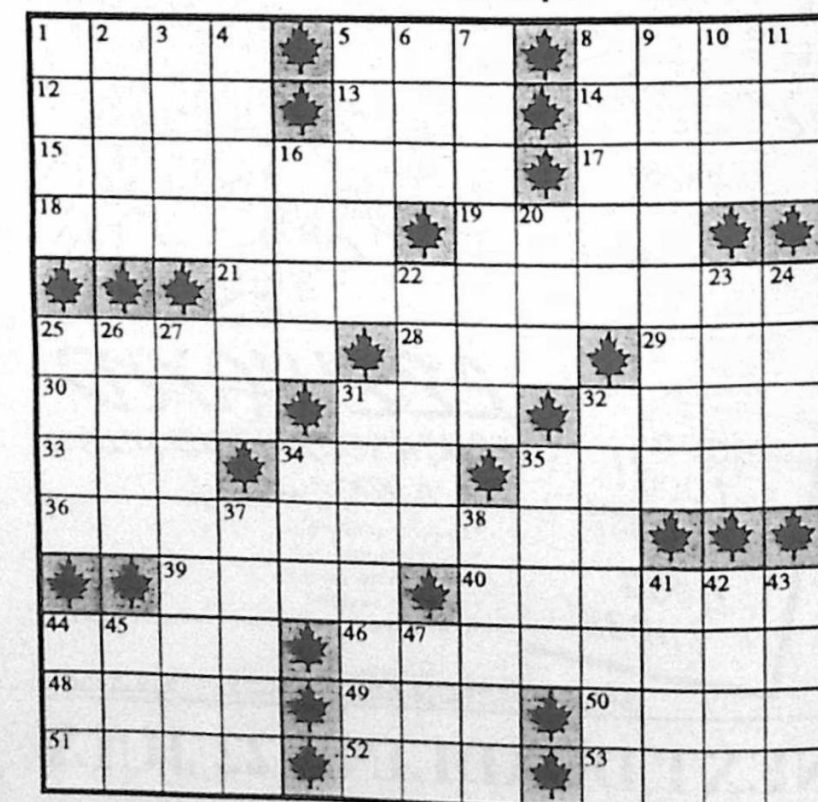
42. Scheme

43. Letter opener

44. Not good

45. Kanga's joey

47. Not even



© 1991, The Know-Whole-Bard Features Syndicate 8-101

On the Base

Families in Crisis

Caring Cuts Back Careers

TORONTO -- Almost a third of employees feel that having to care for children or elderly relatives has limited their career advancement, a Conference Board of Canada survey suggests.

The Conference Board, a non-profit research group, released the latest of its continuing research on work and the family this week.

The results are based on responses from 7,000 private and public-sector employees in seven large organizations across Canada.

The findings are not necessarily representative of the entire

Canadian working population, the board said, because the respondents tended to be better educated than average and had jobs with relatively high status in their organizations.

In the survey conducted between May 1988 and March 1989, family responsibilities were defined as including the care of children and elderly or disabled family members, as well as housework and small household repairs.

Seventeen percent of those surveyed reported turning down promotions and 25 percent rejected transfers because of con-

flicting work and family demands.

But the study's author, Judy MacBride-King, said in an interview that these percentages may be low because some respondents also said they did not compete for positions that they knew would require moving in the future.

Twelve percent of those surveyed said they had left a job because of conflicting work and family demands.

Continued on page 22



LEGION LOG

BRANCH 17 COURTENAY 334-4322

ENTERTAINMENT
Fri & Sat 12 & 13 July.....Music by WILD RIVER
Fri & Sat 19 & 20 July.....Music by COYTEE
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SPORTS

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ENTERTAINMENT
Fri 12 July.....Music by NIGHT LIFE
Fri 19 July.....Music by SHABOOM
Fri 26 July.....Music by WHITEWATER

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MONDAYS.....Men's Dart League - Recessed to Sep 9
.....L.A. Drop-In Bingo. Upper Hall. 7:30 PM
TUESDAYS.....Ladies Crib League - Recessed until Sep.
.....Mixed Dart League - Recessed until Sep 10
.....Navy League Drop-In Bingo Upper Hall. 7:30 PM
Crib - Recessed until September.
THURSDAYS.....*1st Branch Exec. Mtg. 8 PM Upper Hall
.....L.A. Exec. Mtg. (as required)
.....*2nd L.A. Gen. Mtg. Upper Hall. 8 PM
.....*3rd Branch General Mtg. Upper Hall. 8 PM
FRIDAYS.....Meat Draws, Lounge 2 - 6 PM
.....Dance, Lounge. (Unless advised)
SATURDAYS.....Meat Draws, Lounge 2 - 6 PM

EVENTS
TBA

SPORTS

TUESDAY EVENINGS Mixed Summer Darts from July 16 to August 26 - 7:30 p.m. in the games room. For info call Gerry Lalonde at 338-8382.
SUNDAY AUG 11.....Golf Tournament Comox Golf Club. Reg. \$15 at Br. 160 Bar until midnight or at Comox Golf Club until 12:30 noon. Tee-Off at 1:00 PM. Hamburgers included with registration fee.
SUNDAY AUG 25.....Legion Picnic Air Force Beach 1 PM.

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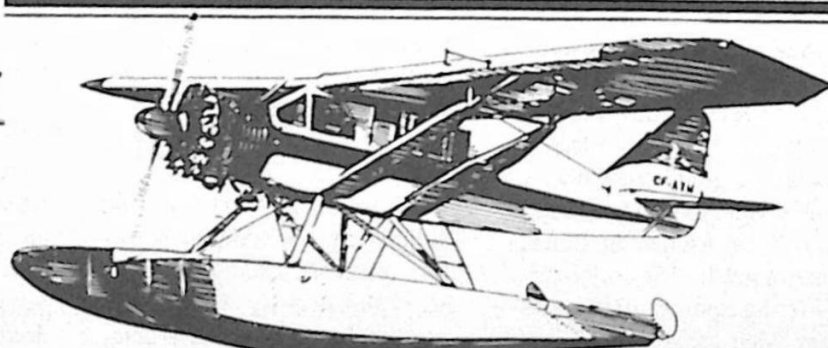
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On and off base

SISIP provided coverage in Gulf War

It's been an incredible year for the men and women of the Canadian Forces, a year fraught with peril and danger the likes of which Canadian sailors, soldiers and airmen haven't seen in half a century. But one of the most heartening aspects of this time was the support shown to CF members and their families by Canadians at large.

There is one very special group of the CF, however, who literally put their money where their mouths were when it really counted - SISIP (Service Income Security Insurance Plan) didn't flinch when it came to providing coverage to CF members deployed during Operations Salvo and Friction. It was always a given fact that CF personnel insured under SISIP's life and long-term disability policies could skydive, fly, sail and still retain their full, 24-hour coverage. But to be covered during a wartime scenario was unheard of in the annals of the insurance business.

Thankfully, all CF members returned safely from Oka and the Gulf; still, SISIP continues to strive to provide its customers with the best service possible. Recently, for example, SISIP's national headquarters in Ottawa moved from the 17th floor to the main floor of the Export Building at 234 Laurier Street, West. The

relocation of the SISIP organization, also known as Directorate Compensation Development (D Comp D 4), will allow for the provision of high quality, personalized customer service, will enhance SISIP visibility in an area with high traffic flow of military personnel, and, will be more accessible to serving and retired members of the Canadian Forces.

"We realized that we had to relocate for visibility and that this facility had to have an air of credibility and professionalism," says SISIP Associate Director W.D. (Dave) Roberts, who first came into the program in 1987, before retiring from the military.

A major strategic analysis of SISIP was completed in March 1988 with one of the most important recommendations being that the insurance program had to go to the customer, whether directly or indirectly.

"We aim to distinguish ourselves by providing the best customer service possible," explains Mr. Roberts.

A recent survey of 4700 CF personnel by a professional group in Halifax indicated that more individual contact was needed; more than half felt that they hadn't enough knowledge about SISIP.

A 'Mission Statement' was drafted with the aim to have SISIP

become the provider of choice for 'high quality, long-term financial products and services' for serving and released members of the CF and their families at a cost/benefit advantage comparable to what is available in the marketplace.

From its new 'storefront' facility in Ottawa, SISIP provides customer service while using group buying power to supply long-term financial products and services and educate CF members about their long-term financial needs and health.

The mission statement also commits to providing the SISIP employees, most of whom are former members of the CF, with the necessary tools, training and physical environment necessary to do their respective jobs. At the unit level, seven training seminars were held in 1990 to enhance the knowledge of the unit advisors.

Another strategic priority identified by SISIP analysts is the introduction of a nationally dedicated, full time SISIP representative network.

Representatives will be responsible for conducting group presentations, counselling members on their insurance needs, and providing support to the unit advisors, assisting them in their enrollment in the option that satisfies those needs. The first of these representatives, Roger Dahl (WO



Shawn McCormick, Manager of Rehabilitation Services for Maritime Life Assurance Company of Halifax, the company that underwrites SISIP (Service Income Security Insurance Plan), tries out the electronic stair lift at SISIP's new Ottawa offices.

ret'd), joined the organization in March 1991.

The non-commissioned members who are SISIP representatives and advisors for their respective units, do so as a secondary duty and are not rewarded financially.

"They do the best they can," says Mr. Roberts. "Our job is not only to serve them as CF customers but to support them as advisors to the best possible degree. There is no financial incentive for them, only personal pride."

Presently, SISIP is about to conduct a survey to determine the

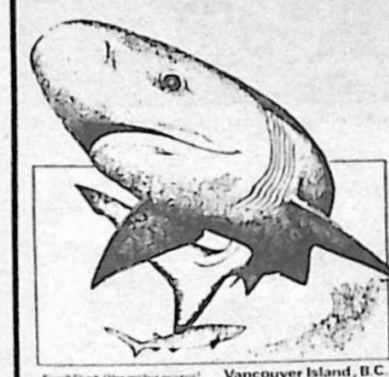
wants and needs of members of the CF community.

"The last two years have been unbelievably successful," says Mr. Roberts. "Results have been phenomenal. We've seen people respond to individualized customer service and the result from our client comments have shown that 92 percent indicate that the service provided to them has been good to excellent. 98 percent said that they would recommend SISIP coverage to other members of the CF."

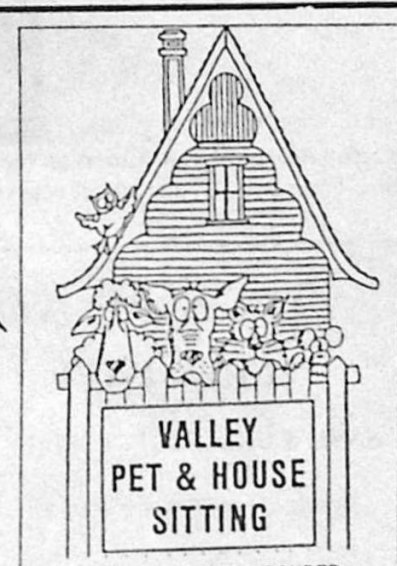
"That is the challenge we must continue to live up to."

Bulletin Board

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More "Caring"

But women were four times more likely than men to report having left a past job because of a conflict, MacBride-King said.

She said respondents reported three major areas in which work clashed with family responsibilities:

* Having to relocate, cited by 57 percent;

* Working overtime or long hours, cited by 55 percent;

* Taking on extra projects or duties, cited by 54 percent.

Again, significantly more women than men said these problems were difficult to deal with, MacBride-King said.

"I think these issues affect organizational efficiency," said

MacBride-King, now a consultant in human resources research and planning.

"They're not just women's issues," she said. "They're issues for everyone. They're issues for the manager or the employee. They're issues for the organization. They're issues for the community. They're issues for the world."

become a concern at certain times, for example, when parents worry after school about latchkey kids.

"They're not just women's issues," she said. "They're issues for everyone. They're issues for the manager or the employee. They're issues for the organization. They're issues for the community. They're issues for the world."

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Military Update

THE FIVE BLIND BOYS OF ALABAMA



Courtenay Youth Music Centre opens with Five Blind Boys of Alabama July 15.

CYMC presents Clarence Fountain and the Five Blind Boys of Alabama at the Vanier Auditorium in Courtenay on Monday, July 15, to open the 25th Summer Music from Courtenay Festival.

Tickets for the one-night-only performance, also featuring the Vancouver top jazz vocal troupe Tonally Hip, cost \$10 for the 8 p.m. concert. Tickets are available at CYMC, Laughing Oyster Books, Clarion Books and Music, Marlow's Music, The Music Centre and Blue Heron Books in Comox. For more info call 338-7463.

Started in the late 40s, the group has become a legend in the music world for their dynamic performances of "barn-burning, roof-raising" gospel/rhythm and blues music.

The renowned group of six black singers and three back-up musicians have roots in blues, gospel-jazz and rhythm and

blues, according to CYMC artistic director Timothy Vernon. The one-night-only show has limited seating so buy tickets early. The group brought a full house to its first Wednesday night in Victoria as the star performers of this year's Victoria Jazz Festival.

In addition, the group also took the Vancouver Jazz Festival by storm. For 45 years, the Blind Boys have been touring North America, singing in festivals, stadiums, cabarets and churches. Their recent show in Los Angeles brought the crowd to its feet, cheering and clapping for a full five minutes after the final encore.

Gospel/blues, the forerunner of contemporary jazz, soul music and rhythm and blues, has become more and more popular in the past year than ever before. The powerful voices and heavenly harmonies bring to mind the talents of Aretha Franklin, also a

gospel/soul singer.

Don't miss this exciting concert from the depths of the deep south - unforgettable music that will "blow your socks off" according to a Calgary critic. The sustained notes that make church singers green with envy or blue with breath control problems bring louder and louder applause from the crowd. When Blind Boy Jimmy Carter made his way down the aisle singing "I think I can, think I can ... see-ee", he held his note for a full minute, and brought the house down.

Concerts from the CYMC Summer Festival of Music run from July 15 to Aug. 4, ending with a full orchestra and voice performance of Beethoven's Ninth Symphony. Over two dozen top performances include jazz, classical, musical theatre and drama ranging from the Blind Boys of Alabama to renowned pianist Robert Silverman.

Paper Recycling is Here!!

Since January 15th, CFB Comox has been participating in a valley wide effort to reduce paper waste. So far, on the Base alone, eleven tons have been diverted from the landfill and recycled. This amounts to twenty-five trees saved every month!

The fine paper recycling program has been a great success. To all those who are taking the few extra seconds to separate their office paper - Bravo Zulu!! After all, we've got to start somewhere.

Corrugated Cardboard

There is finally a way to recycle all those corrugated boxes that are used so often for shipping, etc. The Base has obtained a specially marked dumpster, and is positioned at the Combined Mess. All we do is flatten the boxes!

Recycling Dos and Don'ts

- Do - check your wastebasket. Is there office paper in there?
- Do - put a recycling container at the 'output' end of the photo copier.
- Do - empty your desk side box every night to avoid a big 'pile up'.
- Do - put correspondence on 'circ' when practicable, instead of making copies.
- Do - separate paper when emptying it into central boxes.

Don't - contaminate recycling boxes with tape, plastic, etc.



Acting BComd LCol Anderson feeds the bond paper into a recycling box. Capt Brad White, BRecycle O, approves.

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