

## Celebrating the Starfighter

A/C 731 will be placed in  
CFB Comox Air Park

30 Years of the CF-104  
...center pages



# TOTEM TIMES

Canadian Forces Base Comox B.C.

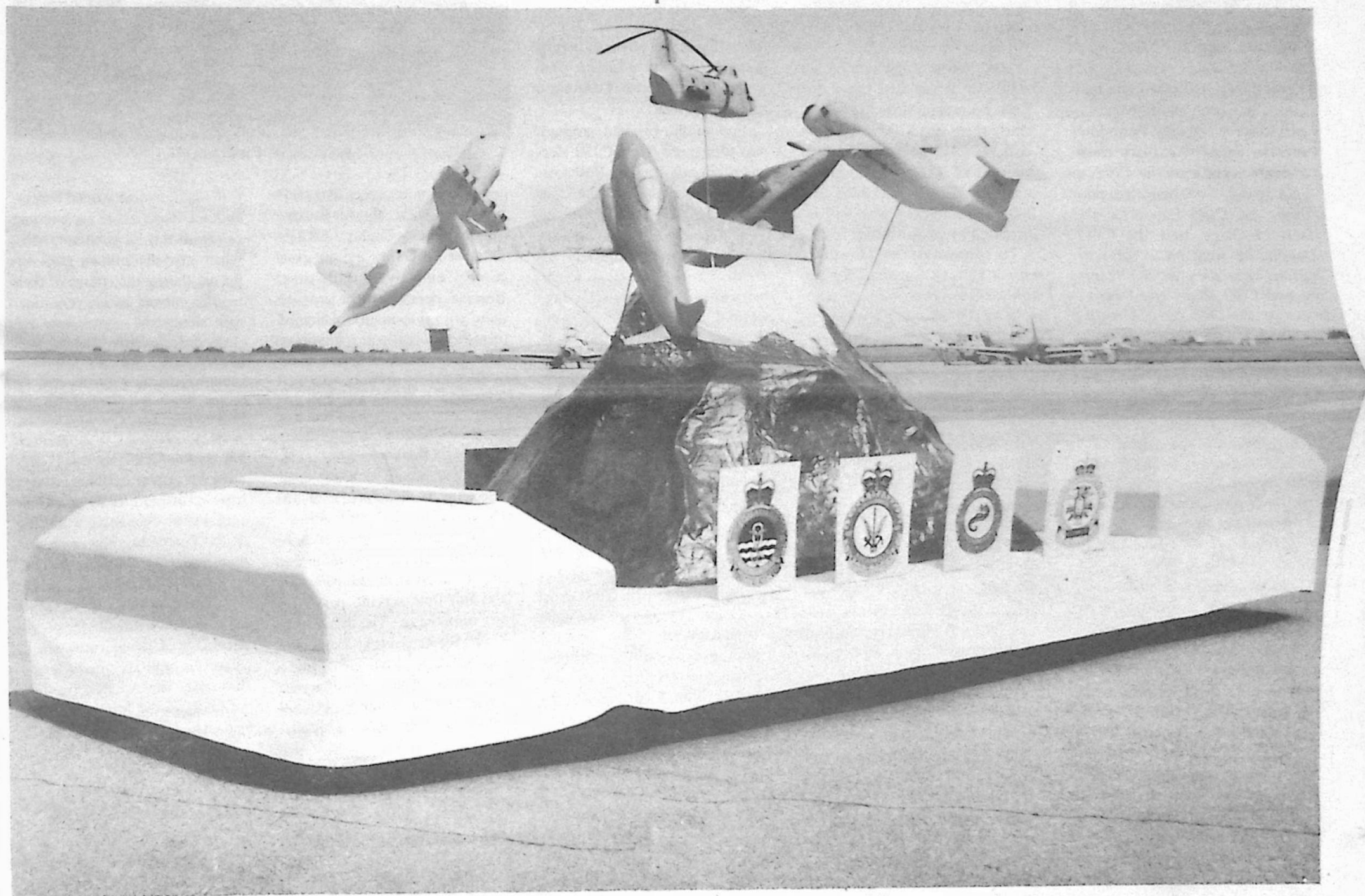


VOL 33 NO 15 15 AUGUST 1991

NEXT DEADLINE 26 AUGUST 1991

COST: PRICELESS

## Champions



## AERE Students' Float Wins in Nautical Days

*This was not to be a parade like all the others...*

Recently CFB Comox was offered the opportunity to participate in the Comox Nautical Days Parade. As the Base promotes community involvement, it was an offer quickly grasped.

The Base Chief, CWO Doherty and 442 Sqn SRO Lt Carrier (also Base AERE practical Phase Training Coordinator) agreed that the AERE summer students would successfully fulfill this challenge. Lt Carrier and 2Lt Hurtubise, were made responsible to produce a result before the Nautical Days Parade, on Aug 5; they had 6 weeks to prove their 'stuff'.

It was soon realized that making a float was such a huge enterprise, that it had to incorporate the services of a great many individuals and sections. The 12 AERE students met one evening and agreed on a design, the float would be a representation of Comox glacier surrounded by models of the different types of aircraft flown at CFB Comox.

So the preparations began. Supplies were needed: styrofoam; wood; nails and paint; fibreglass; brushes; knives and face masks. It took a full week of running around for 2Lt Hurtubise and 2Lt Shattuck to gather all the

items needed. Once all these were packed neatly in a corner of 7 Hangar, work started. Two afternoons and two evenings a week, the 12 AERE students, Philippe Bourdages, Garth Loslo, Harry Pak, Murray McPhee, Kai Schmidt, Sylvain Pellerin, Eva Martinez, Eric Tremblay, Shawn Langley, John Ronning, Ty Shattuck and Jean Hurtubise, met to work on what was to be one of the best floats this Base had ever seen.

Finally, the day of the parade arrived. Three days earlier, the float was finished, thanks to the skilled help of Workshops, Refinishing and Labs. Everybody

had found himself/herself a representative uniform to wear, flightsuits, SAR Tech uniforms, mess kits, DEUs, PT staff uniforms, etc... Almost all Base personnel were represented. The final touch here and there, the military music loaded in the tape deck, each other's dress scrutinized for imperfection and our volunteer driver, Cpl D. Turta from 442 Sqn, could finally hook up the float to the disguised mule, and off they went to proudly represent the Base.

The parade was a success: the float won the prize for the best organization float and the crowd

seemed very pleased with this product from the Base. Our task was carried out.

Finally, a word of thanks to all who helped make this float possible. It would probably be too long to name everybody or every section that volunteered help or advice to the group, but they are the men and women who lent us their uniforms, the sections from CE, BAMSO, VU33, 407 and 442 who, in one way or another, made our job easier and the people from supply who got us all we needed. It truly was a team effort and the result was fantastic. Thank you all.



# On and off base



Face to face with Brigadier-General Linden -  
Commander Air Reserve Group

## The Canadian Air Force -- Running on Reserves?

by Lt K. Vedova

With the thawing of east-west relations and the tightening of government purse strings, how can the Canadian Armed Forces survive and still maintain its national security and international roles? Brigadier-General E.W. Linden, C.D., Commander of the Air Reserve Group, believes the answer lies within the integration of both the Regular and the Reserve Forces, a solution known as the Total Force Concept.

On a recent visit to Comox, I had the good fortune to interview this most impressive man. BGen Linden's military record is even more impressive when one realizes it has been attained entirely in the Reserve capacity. From joining the RCAF Auxiliary as an aircraft technician in 1962 to gaining over 4700 hours as a pilot flying the C-45 Expeditor, the DHC-3 Otter, and the C-47 Dakota, he went on to serve in various capacities as SSO Training and CSO Plans and Operations at Air Reserve Group Headquarters. Eventually BGen Linden was appointed SSO Air to the Chief of Reserves in 1988 and then assumed his current position as Commander Air Reserve Group in 1990.

Aside from his many credentials and important accomplishments with the Reserve Force, he has distinguished himself in civilian life as an educator, a consultant, an author and a family man.

As an educator, he is currently a Professor of Sociology at the University of Manitoba, where he also serves as the Director of the Criminology Research Centre. He is a frequent lecturer at the Canadian Police College in Ottawa and has performed various consulting roles for different government agencies. BGen Linden also has extensive credits as an author. He has written two books and contributed many articles in the field of criminology. BGen Linden is currently the editor of the Canadian Journal of Criminology. With his busy schedule and awesome list of credentials, it is a wonder that BGen Linden has found the time to help raise six children with his wife, Olive Linden.

During the interview, BGen Linden expressed his views and clarified many current issues which concern both Regular and Reserve personnel today, whether they are active or not in the CAF. The following issues were discussed in this interview:

**What do you perceive to be the Reserve role of CFB Comox?**

The Reserve role at this Base is the same as the basic role of the Reserves is across the country, that is, to fill differences between the Base's peace and wartime establishments. This is practically

accomplished by Reservists assisting the Base Commander in achieving the many more tasks which arise, especially during emergency situations on a 24/7 schedule.

**What kind of impact did the 1989 White Paper have on the Reserves, and how has it affected the Reserves today?**

The White Paper led to the expansion of the Reserves, however, the original target figure has since been reduced, especially the Air Reserve component.

The White Paper called for 5000 Air Reservists, but it has since been capped at 3251. Currently there are 1700 Air Reservists, however, because the rate of increase of 122/year would not achieve this ceiling until the year 2003, the rate next year will be increased by 28 to 150/yr.

This growth rate has little to do with a lack of interest. For instance, this year's recruiting quota was achieved by May, only two months from the commencement of the fiscal year. Unfortunately, we are hindered by the ceiling limits. Every year we go through a detailed analysis of where to put the next year's quotas. This analysis is based largely on war establishment shortfalls and on the need to form set priorities. Each year, we draw up a plan in consultation with each group. As a result of the consultation, we put together a package that is sent out to each of the groups for their comments. This then goes to Air Command for final approval. This approval is effected by Commander Air Command to ensure that all priorities are in fact attended to.

**What is the Total Force Concept?**

Originally, two separate Air Forces existed, Regular Forces and Reserve Forces. The Total Force concept means that these two entities have now been integrated. It's a concerted effort. No segregation exists between the Forces today. A good example of this integration involves 402 Squadron based in Winnipeg which flies Dash-8 aircraft. Regular and Reserve Forces serve together as a totally integrated squadron, mainly transporting VIPs such as the Prime Minister and the Governor-General of Canada. In flying with this squadron, one would not be able to determine if the technicians or pilots on board were Regular or Reserves.

It is obvious that the Air Reserves are becoming more a part of the Air Force. In the last ten years, the Reserve participation/integration at each Air Force base in Canada (including Germany) has increased. The Total Force Concept is a concept that means integration of full time and part

time people and this has been very successful.

**With the coming of 414 Squadron from CFB North Bay to CFB Comox, what are the prospects of the formation of a Reserve Flight as part of this squadron?**

The eventual composition of 414 Sqn is still in the planning stages, therefore, the extent of the Reserve participation within 414 Sqn is yet unknown.

**How has the original Reserve modernization program for 418 Sqn in Edmonton been modified?**

Part of the original program was to acquire five CC130 Hercules aircraft for the Reserves. That program changed in late fall, early winter 1990 as a result of the Gulf War. The CC130s were required to improve the general air transport capabilities due to the shortfall in the forces refuelling capabilities. The Reserves identification of their aircraft then changed somewhat. What we will definitely not have is a pool of five airplanes that say 418 on them. What we will have in the future is a pool of aircraft on the base which will be shared by 435 Sqn, 418 Sqn and eventually 440 Sqn. The aircraft will not be identifiable Reserve aircraft.

**Do you endorse the Air Reserve magazine?**

Due to the fact that the Reserves encompass 26 different units which are fairly small (ie CFB Comox employs 69 Reserve personnel), it is very difficult to communicate with that many different centres. The Air Reserve newsletter

## Commander Air Reserve Group



BGen E.W. Linden, C.D.

is given to every Reservist employed within the Air Reserve Augmentation Flights (ARAFs) as most Reservists are not commonly employed with other Reserve personnel - it provides them with information which affects them directly. It is important not only for the Reservists, but for every military person as most Regular Force people will ultimately be serving with Reserve personnel in some capacity at any point in their career.

**What is the future of the Reserves?**

Obviously it is great because the Reserves are expanding and relationships between part time and full time serving personnel are improving. The benefit to Reservists is two-fold. First, they enjoy the operational advantages with a career in the military to whatever extent they desire and can manage experiencing life as it

is in the Canadian Armed Forces. Second, they assist in building ties with the local communities which give the military great exposure during the course of their regular careers as lawyers, doctors, nurses, etc.

In order to help shape a new role for the Reserves in the Canadian Armed Forces as we progress toward a renewed Air Force and a new century, advancement toward the integration of our Regular and Reserve Forces must be attained. BGen Linden believes that the Total Force Concept will be even more solidified as the Forces become more and more integrated. I believe the Forces could not have chosen a better, more qualified man to fulfill the duties of Commander of the Air Reserve Group - a man whose career exemplifies that of a true Reservist. The Air Reserves are definitely in the forefront of the Canadian Air Force today.

ANNOUNCING 1991

# GREEN GRANTS

Grants from \$100 to \$15,000 are available for non-profit groups who wish to undertake a project that promotes forestry awareness in British Columbia.

For more information or an application, please contact any B.C. Ministry of Forests, Forestry Canada or government agents' office or write: Green Gold Grants Program, 910 Government St., P.O. Box 40047, Victoria, B.C. V8W 3N3. Applications must be received no later than September 30, 1991.

Canada

Canada - British Columbia  
Partnership Agreement on  
Forest Resource Development FRDA II

BC

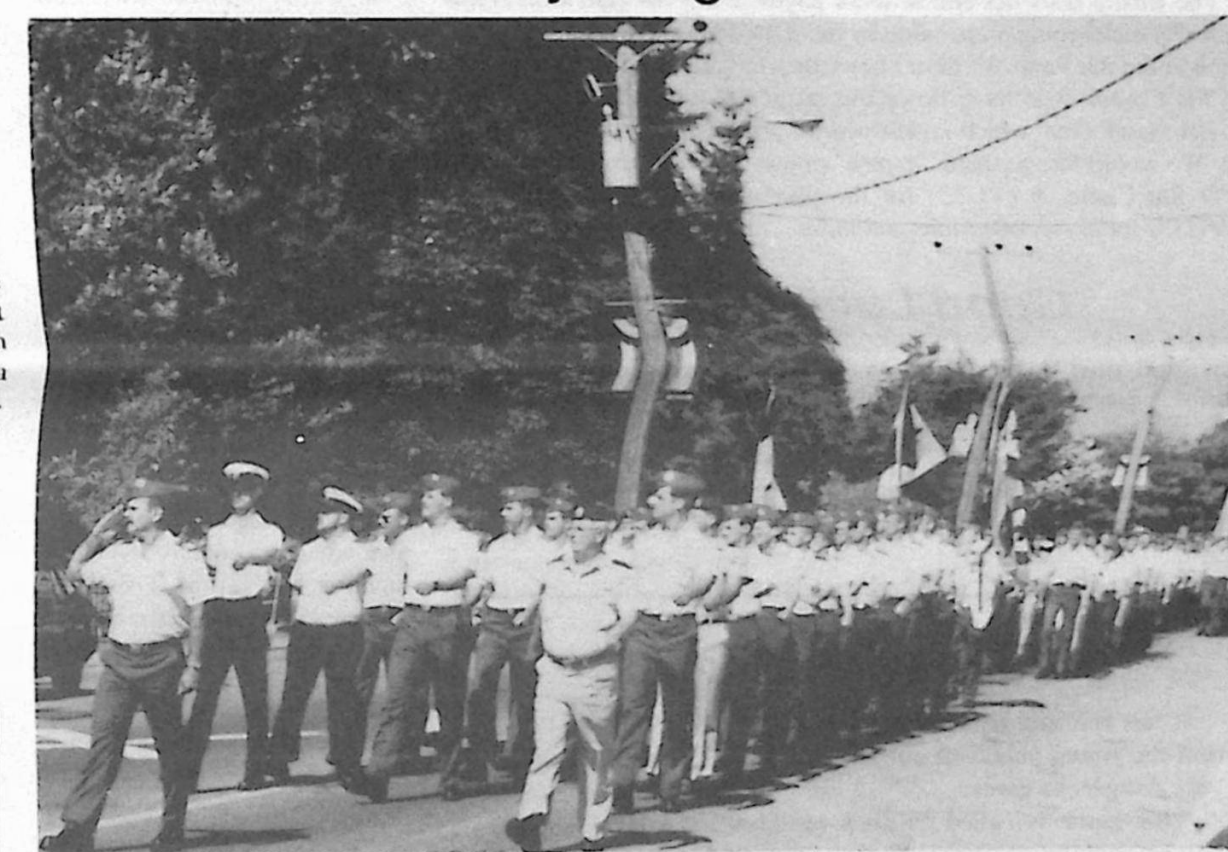
# On the Base

## Comox Freedom Parade



Comox dignitaries take salute at Branch 160, Comox Legion.

## Eyes Right!



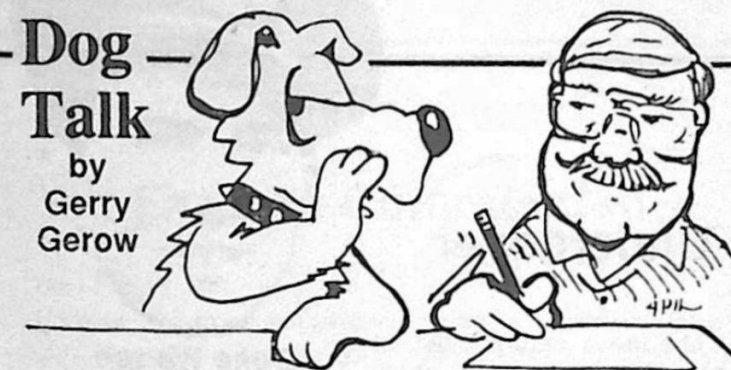
CFB Comox paraded in full strength for Comox "Freedom of the City" parade on July 30. Photographs courtesy Ron Collette, Comox Legion Branch 160.

## Float Champs



AERE students built Nautical Days winning parade float.

## Dog Talk by Gerry Gerow



## German Short-Haired Pointer

It was while hunting in Germany around 1970 that I met and fell in love with the German short-haired pointer. Hard to believe that it was over twenty years ago. I decided then and there, that when the time came for me to get a dog, it would be a German short-haired pointer. It was to take another seven years before I could finally realize my dream.

The German short-haired pointer or Kurzhaar, as it is known in Germany, is a member of a group of dogs known as the Continental gun dogs. I could be wrong, but I believe that the short-hair was the first of the bunch.

When hunting in Europe became the sport of the common man instead of just royalty, the need arose for a general purpose hunting dog and that was why these dogs were developed. They do everything that a bird hunter could ask of his dog and do it well.

As well as the German short-hair we find German long-hairs, German wire-hairs, Vislas, Weimaraners, and Brittany's. They are all members of the Continental gun dog group, or versatile dogs as they are sometimes called.

These are hunting dogs. They find the game, they point the

game, and after it is shot they retrieve it for the hunter. They are pretty to watch in the field, and a good one can literally make your mouth water. I know, because I own a good one and when on a social hunt with my gun club, it gives me no small amount of pleasure to watch the looks on the faces of the other hunters when she does her thing.

About nine weeks ago I took leave of my sanity and bred her to another G.S.P. Now, after a very difficult whelping I am the proud owner of five more little German short-haired pointers. One female will remain in my home to join her mother and grandmother, and become, I hope, a standout in the show ring, obedience trials and the hunting field.

Hopefully, as I belong to a hunting club which permits us to hunt birds right through the fall and winter, this pup will get the chance to point her first pheasant around Christmas time. Between now and then we will be doing a lot of training and learning. Before it's over, I will probably add a few more white hairs to my head. But I know that the feeling I will experience when she goes on that first point is something that can't be explained in words and simply must be experienced.

## Wood Hobby Shop

There will be a general meeting for all members on Tuesday, 3 Sep '91 at 1900 hrs at the Wood Hobby Shop. Attendance is required.

For more information contact Brian Clancy, local 8573, home 334-9690 or Kelly Smith, local 8552, home 339-6029.

## NEXT DEADLINE 26 AUG

**Smitty's COMOX FAMILY RESTAURANT**

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Includes soup or salad, potatoes or rice & our special house dessert.

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339-3911



# Editorial

Norm Blondel



at Nanton, Alberta

## 407 Lancaster goes Undercover

We know 407 Sqn does not operate Lances anymore. So how can one go undercover?

But the one we are referring to is a former Lancaster of 407 Sqn that is now in the Nanton Lancaster Museum in Alberta. This same Lanc is the one dedicated to the memory of Squadron Leader Bazalgette, VC at a ceremony on 27 July 1990. LCol Chester represented 407 Sqn at the service.

The Lanc now bears the identification letters FM-159 on the fuselage, and has been moved into a small hangar type building near by its former outdoor location.

from the Commander, Air Command

## A Message of Appreciation

As I prepare to relinquish command, it is only appropriate that my final official act be to convey to the men and women, who so proudly serve Canada, as part of our Air Force, my sincere and most profound appreciation for the truly wonderful support you have afforded me during the two years I have been privileged to be your commander.

To say that those two years have been challenging ones for our Air Force would be an understatement, you are as eminently aware of the myriad of challenges we have faced as I. Therefore, I will not attempt to delineate them in this message. Suffice to say that when our country has called upon us, both in time of peace and in time of war, we have responded with singular success. In each

case your performance has been characterized by dedication, loyalty, professionalism, and in many cases, courage at the highest order. Through your selfless efforts, you have brought great credit on yourselves, the Air Force, and on our great country.

I note with particular pride that our Air Force, which comprises men and women of diverse cultural, ethnic and linguistic backgrounds, all working together toward the accomplishment of shared goals, provide an example of mutual tolerance, respect and an ability to work together that all Canadians would do well to emulate in these particularly challenging times for Canada.

As I leave command, I am very pleased that in my successor, LGen Huddleston, an officer for

## Korea Veterans

one of a very few RCAF types who were in the Korean War. The nature of the business was that the Army carried the bulk of the personnel, at about 23,000, the Navy with just under 4,000, and the Air Force the remainder.

It is interesting to note that of the 12 North Stars which ferried troops and materiel to Korea and carried wounded personnel on the return jaunt, not one was lost due to misadventure or for mechanical reasons. That, I feel, is a tribute to the professionalism of



Duke Warren  
circa 1942

many lost their lives in so doing, that it is significant to all Canadians.

As so often with these sort of projects, (our own Air Museum for example), there is always a shortage of funds. Anyone who wishes to donate to this most worthy project may do so by sending money to the Nanton Lancaster Society, PO Box 1051, Nanton, Alberta, T0L 1R0. Receipts will be promptly returned.

Thirty years ago, in August 1961, the CF-104 Starfighter entered service with the RCAF. For twenty-five years, its stiletto nose pointed at the heart of an expansionist communist threat in eastern Europe, and, with all of the other units in NATO, held the menace of a huge Warsaw Pact army at its own borders.

The CF-104 never fired a shot in anger, never bombed a 'real' target, and sustained all its losses in accidents, in which 37 Canadian pilots gave their lives. Over a 25 year operational period, CF-104 losses were much lower than those of our NATO allies, a tribute to good training, good flying and good maintenance.

In our center pages we pay our respects to the air and ground crews who operated the CF-104 during those crucial and dangerous years. That we now have greater confidence in attaining a peaceful world can be attributed in good part to those who patrolled the skies of Europe from the end of World War Two, to the present day.

The tribute does not end in these pages; a CF-104 (tail No.731), is presently undergoing preparation by the BAMSO organization for installation in the Air Park. We have knowledge, to date, of five serving pilots at CFB Comox who have flown this particular aircraft. It will replace CF-101 Hawk One, which is destined for a place of honour at the main gate. We would like to thank "esprit" magazine for an excellent article, MWO Stu Cameron (VU33) for the photographs, and Gerry Gerow (EX-VU33) for his recollections and input.

## Good Luck Ray

In the short time he was with us, Ray Miles proved to be a real contributor. Like his sister Teresa before him, he quickly mastered the camera, and, when it blew a lamp during this edition's production time, he suggested a method by which we could still do our pics and graphics, using the remaining light. That kind of effort deserves praise, and we give it freely. Thanks for all your time and work Ray, and good luck in Fort Nelson.

## Notice to all Parents

It has recently come to the attention of the Military Police that the young people of our community are participating in a very dangerous game.

This game is called "Knock-Me-Out". It consists of one person choking another until the victim passes out. This person then lays or falls on the ground, until such time as he/she revives.

So far, this pastime has only been reported in the mid-teen age group. However, this dangerous practice must be stopped before it spreads to the younger children.

The Base Hospital was consulted and stated that medically speaking, depriving the brain of oxygen for even short periods of time may cause varying degrees of brain damage. The injuries that may result from a person falling could be as simple as a small bruise but on the other hand could be severe enough to cause permanent disabilities. This game is very dangerous and may very well be lethal.

Dear Norm:

With reference to my Korean Corner column. (Page 21)

In consideration that CFB Comox is primarily an Air Force Base, I opted to lead into the column with two references which I feel are germane to the Base: it being a military establishment, therefore, a reference to past wars, and, two, being Air Force, I selected one of our local KVA members who is ex-RCAF.

Art, the fellow mentioned, is

# TOTEM TIMES

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# Comment

## Letters

## Fireman Commended

Dear Editor:

I would like to commend a young, 32 year old fireman on your base for his kindness and professionalism.

On July 18 my husband and I were travelling between Field and Golden when we became involved in a six car crash. I was wedged between the bucket seats with my head back struggling to get loose from an agonizingly tight seat belt. The first person to reach me was "Lance" who immediately recognized that my head and neck had to be immobilized. He held my head steady for a long time and kept me calm until the rest figured out how to get us out of the car. I was eventually

flown by air ambulance to Kamloops where I underwent surgery on my neck. I am now home and on the road to recovery. I feel so lucky that "Lance" had the knowledge to help me at the accident site. Some other well-meaning person might have tried to pull me out of the wreck and I might not be walking today.

I remember Lance telling me they were beginning their holidays to I hope their car was undamaged and that he had a good vacation.

I will never forget his kindness.

Sincerely,  
Joan Keller

## Thanks from CFMETR

Sir:

Armed Forces Day at CFMETR on 22 June 1991 was very successful. Despite the threatening weather, over 800 people toured the facilities and displays, and an extremely positive impression was made on the local populace with the presence of visiting units. All comments from the public were very favourable toward the CAF.

I would like to extend my appreciation for the contribution your unit made that day. In particular, I would ask that you pass

on our thanks to Maj Greenaway, Capt Ringette, MCpl Pinnault, MCpl Sheppard, MCpl Pierson, and MCpl Lee for being so cooperative and congenial with the endless crowd of interested guests, and for conducting themselves in a most professional and military manner.

DP McVicar  
Commander  
Commanding Officer  
CF Maritime Experimental  
and Test Ranges  
Nanose Bay, B.C.

## It's an Atlas

The bi-plane depicted in Air Force Trivia of July 25th is an Armstrong Whitworth Atlas. Armstrong Whitworth, a British engineering company produced many types of aircraft, both military and civilian, during its tenure in the sphere of aviation. These included fighters, bombers, trainers, air liners, and even rigid and non-rigid airships, (blimps). A.W.'s first aircraft were to be two very successful reconnaissance types in WWI, the FK3 and the FK8. In 1921 they introduced the Siskin III fighter, the first RAF aircraft to have an all metal airframe, and capable of reaching 130 mph.

This was followed in 1926 by the Atlas which was intended to serve as an Army cooperation aircraft. Being two seaters, some were modified as advanced trainers. A unique innovation was employed on the Army Cooperation models. It was a retractable

message pick-up hook. When the Army were out on field maneuvers, and required to contact the field commander by fastest means possible with full security, they would hang the message on a line suspended between two poles. The Atlas would make a low pass with a hook extended, snatch up the message and deliver it to field H.Q. Also utilized as a recon bomber, the Atlas was armed with three Vickers machine guns, and four 112 pound bombs.

In 1927, 16 Atlas planes were ordered for the RCAF and served with #2 Squadron (Regular Force), #111 and #118 Auxiliary Squadrons. #2 Squadron's first operation in WWII was a recon patrol with two Atlas aircraft out of Halifax, N.S., on September 7th, 1939. The Atlas aircraft were replaced by Westland Lysanders in late 1939.



COMOX AIR FORCE MUSEUM  
CFB COMOX  
LAZO B.C.

PHONE (604) 339-8635

1 JUNE THRU SEPT. 10-4 p.m.  
WED THRU SUN & HOLIDAYS

Featuring a Gulf War Display

## Family Support Centre

## Next Open House Sep 20

Our Open House held July 17 was well attended. Our next open house will be Sept 20 from 10-2. We will have a free plant for newcomers Club and Welcome Wagon. Coffee and sandwiches will be served, August 23 from 1-3 we will have a drop-in with coffee and cookies. Everyone welcome including our single personnel on the Base. Monday, September 23 at 7 p.m. the La Leche League will hold its first monthly meeting at the Family Support Centre. Services are to promote breast feeding with informal monthly meetings. Twenty-four hour phone advice before and after delivery. One-to-one home and hospital visits and support as needed. Range of written information about many aspects of breast feeding and parenting. Cost none.

## Cobble Hill Kittyhawk

Dear Dad:

About your recent P-40 article, the Cobble Hill Kittyhawk was owned and displayed by Cobble Hill Antiques & Collectables for about ten years. A rather eccentric man from southern Manitoba bought the P-40 about six years ago. This fellow was featured on CBC television and in the Times-Colonist newspaper. He is an inventor and somewhat of a mechanical genius who, for the past twenty years or so, has been buying aircraft parts, basket cases and whole aircraft, and rebuilding them to airworthy condition.

Most of his purchases were from prairie farmers (remember all those Oxfords, Bolingbros, etc. parked on farm properties?). At a later date he started searching B.C. for aircraft. When he found his 'rig', a vehicle with a

trailer to load aircraft on to, didn't have enough power to cross the Rockies, he dropped a V-8 engine into the trailer portion so that when required, he could start the second engine up and have a push-pull power availability.

If memory serves me right, he is from Carmen, Manitoba. When he bought the Cobble Hill P-40, many parts were missing and even had pieces of corrugated metal cut and shaped to resemble original panels, etc. Although it was far from airworthy, this fellow bought the P-40 and hauled it back to Manitoba, vowing to rebuild and fly it. Whether or not he succeeded I haven't heard, but based on his past successes many people believe he had the genius, expertise and access to parts to do so.

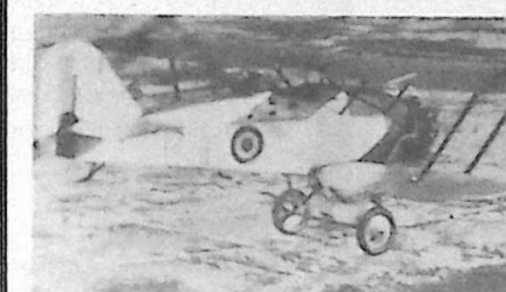
Incidentally, there is a P-40 in flying condition sitting in a hangar at Pat Bay airport: the last time I saw it, it was devoid of any paint, except for the red spinner hub. I believe it was the P-40 bought by a resident of Salt Spring Island as war surplus. He owned it for years and, although he never flew it, he fired it up once a week just to listen to it.

Just a little 'trivia' for you ... Cheers.

Andy Novak,  
Olivier, B.C.

Editors's comment: Andy shares his Dad's talent for writing. I hope we hear more stories from Olivier, B.C., which is a venue for the heritage aircraft of Western Warbirds. Write on, Andy.

## Air Force Trivia



Trivia  
Answer

See John Novak's  
letter on this page for  
the complete and  
correct answer.



# Section News

## CANEX



R.S. Limin being presented with his bike by Asst. Canex Manager PO Morris.

### Canex Clean Sweep Sale Bike Winners

Canex is very happy to announce that the winners of the bikes were: R.S. Limin and Teri Steiger. Canex congratulates both winners and also thanks all of our customers for participating in this event.

### Ethiopian Airlift

OTTAWA -- The Minister of National Defence, the Honourable Marcel Masse, announced today that two CC130 Hercules aircraft will deploy to Djibouti in mid-August to airlift food to war-stricken refugees in Ethiopia.

The aircraft and personnel will operate from neighbouring Djibouti, shipping relief supplies into Ethiopia. The provisions have been gathered by United Nations relief agencies.

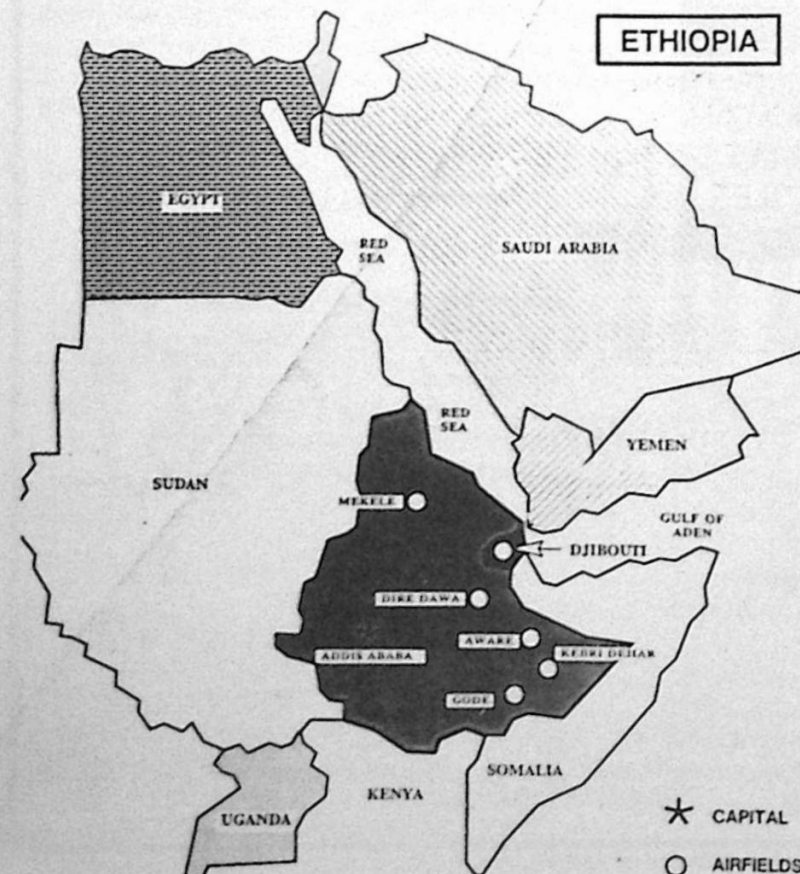
In addition to the two Air Transport Group aircraft, approximately 60 Canadian Forces personnel from bases across Canada will participate in the United Nations-sponsored operation over the next few months.

"Our reconnaissance team has confirmed both the urgent need and the viability of this operation in Ethiopia," stated Mr. Masse. "Our participation demonstrates Canada's readiness and the ability of the Canadian Forces to respond to international calls for humanitarian assistance."

The Canadian Forces operation is in support of the Canadian International Development Agency (CIDA), which has contributed more than \$38 million in food aid and humanitarian assistance to Ethiopia this year.

United Nations agencies in the region say that some 600,000 Ethiopian people are at risk from famine in the area where Canadian Forces personnel and aircraft will be operating.

CANADIAN FORCES ETHIOPIAN AIRLIFT  
12 AUGUST - 12 NOVEMBER 1991



## 407 Squadron

### The First Ticket



Col J.E. McGee, Base Commander, buying the first ticket from LCol T.E. Chester, CO 407 Squadron, on a stained glass picture being raffled to raise funds for the 407 Squadron Reunion on 27-29 Sep 91.

## NEXT DEADLINE 26 AUG

**PUBLIC HEARINGS**



### BRITISH COLUMBIA LEGISLATIVE ASSEMBLY

Select Standing Committee on Constitutional Matters and Intergovernmental Relations

## BRITISH COLUMBIA and the CANADIAN FEDERATION

# We want to hear from you!

What kind of Canada do you want to see?  
What changes could be made?

The Select Standing Committee on Constitutional Matters and Intergovernmental Relations has been asked to consider the state of the Canadian Federation and to consult broadly with British Columbians to determine their views on:

- the social and economic interests and aspirations of British Columbians and other Canadians within the federation; and
- the form of federation that can most effectively meet the social and economic aspirations of British Columbians and all Canadians.

The Committee is to produce a preliminary report and recommendations to the Legislative Assembly this summer following this first round of public hearings.



Honourable Bruce Strachan, MLA  
Chairman  
Mr. Colin Gabelmann, MLA  
Deputy Chairman

**CRANBROOK**  
AUGUST 1, 1991 - 2:00 P.M.  
Inn of the South,  
Club Room  
803 Cranbrook Street North,  
Cranbrook

**NANAIMO**  
AUGUST 6, 1991 - 1:00 P.M.  
Coast Bastion Inn,  
Ladysmith Room  
11 Bastion Street,  
Nanaimo

If you wish to appear at any of the initial public hearings listed above, or would like to provide a written submission please contact:

**VANCOUVER**  
AUGUST 7, 1991 - 2:30 P.M.  
Westin Bayshore,  
Park Room  
1601 West Georgia Street,  
Vancouver

**KAMLOOPS**  
AUGUST 8, 1991 - 10:00 A.M.  
Coast Canadian Inn,  
Colonnade Room  
339 St. Paul Street,  
Kamloops

Mr. Craig James  
Clerk of Committees  
Room 224,  
Parliament Buildings  
Victoria, British Columbia,  
V8V 1X4  
Telephone: 356-2933 (collect)  
Facsimile: 356-8172

# Section News



## VU33

Sorry we missed the last issue, but with leave, etc., it slipped by. Here goes ... Darren Herle has finally given up on his moustache growing efforts. He said it was enough to curl your hair and judging by the look of his head he's right!

The ASO just wants to be left alone so we'll respect his wishes (for now). Mark Keller is off to Red Lake on leave for a couple of weeks. Someone is bound to ask where that is SD. When you get to Kenora... turn left. Our former straw boss Sgt Oscar Grubwieser is back off leave and all moved into his new house. How do you spell relief? I was in Toronto, Sudbury and North Bay for two weeks and this you won't believe ... I never saw a mosquito or a black fly the whole time, and that's the truth. The latest news out of TD trips comes from the Kamloops Air Show. Apparently it's a load of bull (a mechanical one that is). The CO won the first round. The second round everyone came in third, except Darren, who was last. Maybe that's what happened to his facial hair? The same crew had to check out the water slides before coming home. All in all a rough trip.

The Comm Cup was won by Shack and Cookie (Bill that is). Jim Beresford is in Abbotsford with Marty Lavigne, so we should have some new stuff for next issue. Tony 'SLI' and Paul Briand are into their pre JLC mode so we'll be looking at 'white wall' haircuts and spit shined shoes for a while.

The Sqn fastball team won "All the Bananas", unquote, by waxing 442 Sqn in the finals two out of three. The trophy is in our canteen for all to see and pay homage to. The first game was 33's, the second game 442's, and then the grand finale - game three. A totally awesome team effort with thrills and chills galore. The final out was made by Mike Jameson. Tony Hernandez helped out by staying in Mexico on leave. Thanks Tony. An open invitation to Mr. Parker to stop by and admire the hardware at any time.

Welcome Johnny Gregoire to Maint and he wants to thank 'Mikey' for being his sponsor.

The other crew is not here right now and I don't have the time to wait for them as the SWO wants this item in - an hour ago. So I'll just close for now.

### Bungee Pilot



VU's 2Lt Joe Mahoney is doing his pre-aircrew training at the bungee jump in Nanaimo. Great take-off Joe.

### L'Association Francophone

L'Association Francophone de la Vallée de Comox souhaite la bienvenue aux Francophones et aux Francophiles qui viennent passer du temps dans un des plus beaux coins du Canada. Vous nous trouverez dans le Centre Communautaire (Bâtiment 199) à côté du Canex. (CP 295, Lazo, BC, VOR 2K0). T1301 339-3990, télécopieur 339-3992.

Nos heures de bureau (été) sont: le mercredi de 12:00 à 16:00. N'hésitez pas à téléphoner avec vos questions ou suggestions, et surtout ne manquez pas la journée de balle-molle le 27 juillet. Nous attendons votre appel.



**PITCH-IN AND RECYCLE**



## Base Telecom

Welcome to the world of Base Telecom - a world of sound and vision, high voltage and gun tape. Join us as we meet with our newest arrivals and say goodbye to some old friends.

This APS the BTelO section must bid adieu to 30+ years of technical experience in the form of MWO Jim Wilkes. Next month our Tel WO will make his permanent home in the Valley as a civilian. Jim joined the RCAF in 1961 in London, Ont., and soon was off to St. Jean, PQ for basic training then on to Clinton to become a Radio Technician. Next saw tours with Comm Sqs in Vancouver and St. Johns until he hit the jackpot with a transfer to Ramstein (the posting which by all accounts remains nearest and dearest to Jim's memory - he still won't say why). After Ramstein came Sioux Lookout, Lahr, Masset and Cold Lake, before he and wife Bente set foot in the Comox Valley in 1986 (where he packed the sunscreen and left for 6 months of Alert). During the farewell luncheon given by the BTelO, with LCol King and BTel personnel in attendance, the NCM had a chance to experience what 30 years of service can involve by taking turns to read the

many messages sent by well wishers from across Canada and Europe. Here's to you Jim. Best of luck in your newest adventure and thank you for all the hard work (and taking care of us underdogs). Go get 'em!

The BTelO also waves goodbye to Sgt Mike Parks who is off to Holberg after spending 2 years here at Telecom Ground and the Airfield. MCpl Jim Bentley will retire in Courtenay after coming to us from Moose Jaw in 1989 as a Navids Tech. Following his lead, Radio Tech MCpl Steve Lalonde, has chosen to take up permanent residence in the Valley as a computer specialist. Best wishes to all of you in your new 'assignments'.

There's a few new faces around Telecom Ground these days. Our newest and most unusual arrival, PO1 George Dierk, (that's no typo). Our new Comm WO comprises 50% of the existing Naval Comm Techs in today's Armed Forces. PO1 Dierk joins us from CFSCE in Kingston. Sgt Dave Bolster, most recently with AWACS in Elmendorf, takes over as Comm Workshops Supervisor. By the way, our new Tel WO will be none other than MWO 'Sandy' Anderson. I won't mention the

new Radar fellows because they're still posted elsewhere or are enroute to Comox and I need things to write about next time.

A big handshake to MCpl Mike Pierce on the occasion of his suggestion award. That's number two. Keep 'em coming!

Welcome home Cpl Brenda Beaton, back from a whirlwind tour of Microwave Site maintenance, 2 months of DEW line and Alert weather, along with a closet full of memories. Cpl Linda Martin is back from her 6 month tour of Alert to join hubby Burke and dog Sam and enjoy their home again. Cpl Charlene Burnham is now Charlene Rowlandson. Congratulations and good luck! Pte Pat Abran is in Kingston on his TQ5 course. He's probably thrilling the girls with that wild yellow car of his. Cpl Blair Peirson still has that "You're what?" glaze in his eyes and Cpl Kelly Gough hasn't cut herself in over 2 weeks now.

Hope everyone is having a great summer despite the less than idyllic weather - at least our grass is green (and my lawn mower is broken). Until next time...

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# Section News



## 442 Squadron

Welcome, to all new Snakes who have been fortunate to bless the best Sqn at CFB Comox.

The Sqn football team have completed a very successful season. The team played outstanding during the Intersection Tournament. Fine performances by all team members produced a 1st place finish. The boys ended their league play on top and continued right thru to the championship round against VU33. Game 1 of the 3 game finals found the Snakes a little slow, as they dropped that match to the spunky VU crew. Game 2, 442 blew VU's doors off with an 11-0 trouncing. Wednesday's game, the team started off a few runs down but rallied back (once JC left) and came within one run, only to suffer the final blow on a controversial call made at home plate which would have been the tying run. Excellent effort 442. Consider yourselves winners.

Congratulations to the members of Scorpio's slow pitch team. Comprised mainly of CFB personnel, the Haircutters won their league wind up tournament after only placing 5th thru the season. 442 members are Will Laybolt, Guy Godin, Moe Leger and June Curtis.

A belated congrats to Nathalie Comeau and Doug Goddin on their recent and secret wedding. All the happiness in the world to both of you. Guess who's going to be a daddy? Well, you probably won't have to guess, as Paul Kowatch is telling everyone. Best of luck Paul and Debbie. Is there something in the air? Seems the CRS Techs are doing their part to increase the population. Paul and Deb, and now Glen and Charlene Rolanson have announced their nearing parenthood. Who's next? I'm sure all these folks are going to make wonderful parents. Congratulations. Rotary Wing has

had a pleasant and well-deserving break. A/C 310 is just in and the boys are hard at it again. Here's hoping that life will be anything but 'Nose to Tail' in the future. R/W would also like to welcome René Aubertin to the trenches and say farewell and job well done to Shane Roenspies, who's off to the rigors of AMCRO/MSRO.

Buff Maint has popped A/C 456 out and a SAMEO 'Bravo Zulu' to all the guys. News from 3 Crew says Steve Hamilton and Dwayne Turta share birthdates. Rumor has it that the twosome are twins. Why then did Steve get the brains and the looks? Just kidding Dwayne, Steve hasn't any brains, he's a sergeant. Congratulations to Dan Baker and Bill McHarg on their recent promotions to MCpl.

Jim and Terry Hopkins have just welcomed in their first child Kyle, to this lovely world. At 9 lbs 5 oz Kyle is off to a strong start.

Thank you Joe Kristianson and Paul Kowatch for supplying us with a few fine moments of comedy. During Nautical Days, Joe and Paul joined in on the activities with the canoe jousting.

Dressed as Vikings, the two managed to have a great time and shout real loud and fall in the water really fast. For hours of entertainment, check your local video store for the award winning duo's moments in glory, available soon. Maybe the \$50 you won for best costume, should go toward balance and strength training? You certainly won't require any acting classes. Here's to next year Joe and Paul. We'll all be waiting eagerly to laugh with you again.

Well that's it for this time.

Hope whatever keeps you hopping, keeps you happy.

### SAR summary

First thing on the agenda of happenings in our little domain of fun filled excitement is our appreciation of all the Fire Fighters on the Base for a truly professional job extinguishing the blaze that had the potential to destroy not only our new shop, but the whole hangar.

Thanks for a job well done!!

While we wait for our new Section to be built in 442 Sqn, we are enduring a rather comfortable existence on the hangar floor awaiting the arrival of the new SAR Tech Section where, I'm told, daily press coverages will be done on SAR events in John Kelly's office. Coffee and donuts will be served by our meager team members, hanging on to our every whim and thought on SAR stories. Sometimes I wish they would just issue us one and be done with it.

It seems every year we say goodbye to some of our personnel in the shop and this year is no different. It seems Cpl Ron Condly thought he was posted again to 442 Sqn and bought himself another house in the Valley, after selling his former one. The career manager once again stressed the importance of his reporting in date, for Edmonton was rapidly approaching and could he see to it that he be on his way. Ron, having stressed the importance of his staying right here in the Valley respectively declined, thank you very much. So in the meantime, Ron extended for another month so he could move his family to his new residence in Comox. The career manager was extremely happy to see that Cpl Condly was indeed going to Edmonton and

continued on page 9

### Training Rescue



Training can hurt: these injured 442 members were rescued by a 442 Labrador after sustaining accidents during a mountain training exercise.

### Rescue Witnessed by SRO

This summer I was appointed Base OPI for the training of 12 Ocdt and 2Lt getting acquainted with the AERE classification. During the weekend of 26-28 July, this group of students went on a hiking expedition conducted by Lt P. Landry (BAMSO) on the Comox glacier. A few ATC reps, some Base staff and I were also part of this 18 people large group.

The first day of this journey was completed when the group successfully made its way up to Frog Pond (base camp), 3000 ft higher than the trail base, despite the long, chaotic and exhausting 9 hour drive through Port Alberni that was necessary to find the road that would bring us around and past the condemned Crook Shank bridge to the bottom of the glacier trail.

The second day of the trip was dedicated to the final hike on top of the glacier. At 1200 hrs the group had reached the southern cairn of the glacier but because of low level clouds over the snow field, the decision was made not to cross over the northern cairn. The team had lunch and waited nearly two hours to see if the clouds would burn out, but at 1400 hrs descent from the glacier was initiated.

As the team was approaching Line Tree Pass (around 1500 hrs), Ocdt Pellerin lost footing on a wet rock while descending in a steep area of the trail and fell several feet down, injuring his left wrist and forehead in the fall. Team member 2Lt Hurtubise attempted to rush in to help Ocdt Pellerin, but sustained injuries to his left ankle as he in turn fell a few feet. Both casualties were treated immediately and helped down to a safer area from where CFB Comox control tower was notified using a portable radio.

As the Servicing and Repair Officer (SRO) for 442 Sqn, the experience was the ultimate. It is always exciting to hear about a rescue. Your pride is definitely

boosted. However, to be the one on the ground depending on the arrival of the rescuers makes you realize even more how critical the squadron role is. Every minute counts. Just the thought that the aircraft might not make it to the site, either because of bad weather or unserviceabilities, frightens you. It could mean spending the night in the cold with minimum food and with a casualty that might not live through such conditions.

Fortunately, nothing went wrong and very shortly after the tower had been notified, the sound of the flapping helicopter blades was reflected on the mountain side. Needless to say, the casualties were relieved; the rest of the group also. In order to assist the pilots finding our location, coordinates were given to the tower on the initial call. Also, when I had the aircraft in sight I used the radio to talk with one of the pilots, Capt McMullen, and directed them toward us. At that time Lt Landry fired a flare making our identification even easier. Then, coming along the side of the mountain, the shiny yellow and red helicopter from 442 Sqn reached the site, blowing its stirring down draft and looking really impressive and in full control of the situation.

After a few operational manoeuvres, the helicopter was repositioned and the two SAR Techs, WO P. Beattie and Cpl A. Daigle, were hoisted down by Flight Engineer Sgt P. Caughy. The SAR Techs then looked after the casualties and when they were ready to hoist them up, the helicopter which left the site to facilitate the ground operations, was recalled.

While the helicopter was kept incredibly steady by Capt P. Kruis, the casualties and the SAR Techs were, in turn, hoisted up. The whole operation took minimum time and was impressively well conducted, precise, profes-

sional and spectacular. While the helicopter returned to base where an ambulance requested by Capt McMullen was waiting, we continued our unforgettable journey with only three things in mind: the accident; the rescue operation; and, how fortunate we have been to be helped by 442 Sqn for both the rapidity of the response and the opportunity we had to observe a live rescue with all the emotion spectrum attached to it.

This rescue operation, even if not the most difficult 442 has been through, made me feel very proud to be part of the organization, part of the Canadian Forces. Also, it emphasized the importance of the cohesiveness that already exists among the sections of the Squadron. No task, even the most simple, can be taken lightly. The quality of the job of every technician is as critical as the quality of a pilot's hover near a mountain during a hoist operation.

Every technician can be as proud as an aircrew member for a successful rescue because they directly contribute to the success by ensuring, by timely and professional fix and maintenance actions, that an aircraft is ready to go when someone's minutes were counted.

On behalf of Ocdt Pellerin, 2Lt Hurtubise and myself, I would like to thank the following aircrew members for allowing, by their fast response, the continuation of the expedition with minimum delay and, mostly, for the evacuation of the casualties that would have been otherwise impossible.

Capt Paul Kruis; Capt Shannon McMullen; WO Paul Beattie; Cpl André Daigle; Sgt Paul Caughy; and, MCpl Greg Lewis.

Also, I would like to take the occasion to extend my sincere appreciation to all the SRO personnel who contribute on a daily basis, to make these kind of rescue operations possible.



## As the Wheel Turns

I would like to start this article off by saying that this is the first time I have ever written a column for a military paper, so bear with me fellow truckers.

As you all know we sent our finest truckers to CFB Chilliwack to represent CFB Comox in the annual Regional Transport Rodeo. I was not present but from the results, the competitors did CFB Comox proud. Let's start with the 3 ton competition.

Mr. Jeff Arseneault, who recently came to us from CFB Summerside placed 1st, congratulations young fella, hope you didn't lie to Lillian about placing in this one 'Irving'. In her first rodeo ever, Pte Terri Steiger placed 7th, an accomplishment to be proud of Terri. In the bus competition Cpl Tom Peynburg placed 3rd. Way to go Tom!! Cpl Rich Marcotte finished 6th and Cpl Marsha Koran finished in 5th spot. Marsha ensured me she had

a great time and that I am not allowed to reveal how many competitors there were.

In the tractor trailer competition, Cpl Doug Cusson placed 3rd. Atta boy Doug! Cpl Mike Heigl finished in 6th spot and Cpl Mike Gallichan finished 4th. Mike is leaving us in a couple of weeks to do a 6 month tour in the Golan Heights, so I guess this is a good time to say good bye to Mike. Good bye Trout and don't have too much fun without me.

Our gruesome twosome infamous road rally team which consisted of two party animals, Pte Steve Cabana and Pte Dave Russell finished 3rd. Not bad for their first time competing in a rodeo.

And finally, with the greatest of ease, our BTNO, Maj Couture, drove a pick-up truck through the 3 ton course to capture 2nd in the BTNO' challenge.

### More SAR Tech

quickly fired off another message promoting Ron to MCpl. Congrats Ron and I don't know what to say - hello or goodbye.

Meanwhile, back at the ranch, another member of our clan was so excited to hear of his posting to 413 Sqn in Greenwood that during a final check ride in a distant land, took a rather hefty taxi ride around town looking for the

hotel room. Unable to locate the correct address he proceeded to grace the halls of the airport all night trying to remember the exact location. The crew let him off the hook the following day when they arrived at the airport to find a happy but weary individual wanting to go home. Good luck Mark Reeves. Hope you find out where you're staying.

Congratulations to all competitors and good luck to Mr. Arseneault, Cpl Cusson and Cpl Peynburg in Trenton, where they will compete in the Nationals Sept 16-18.

I would like to take the time on behalf of Maj Couture, Lt Vedova, MWO MacNair and all of Transport Section to welcome our newest members to CFB Comox: Sgt Wade Greeley and wife Deborah; Cpl Robert Vachon and wife Kim; MCpl Jim Hilliard and wife Janice; and, Cpl Larry Grant and wife Nancy.

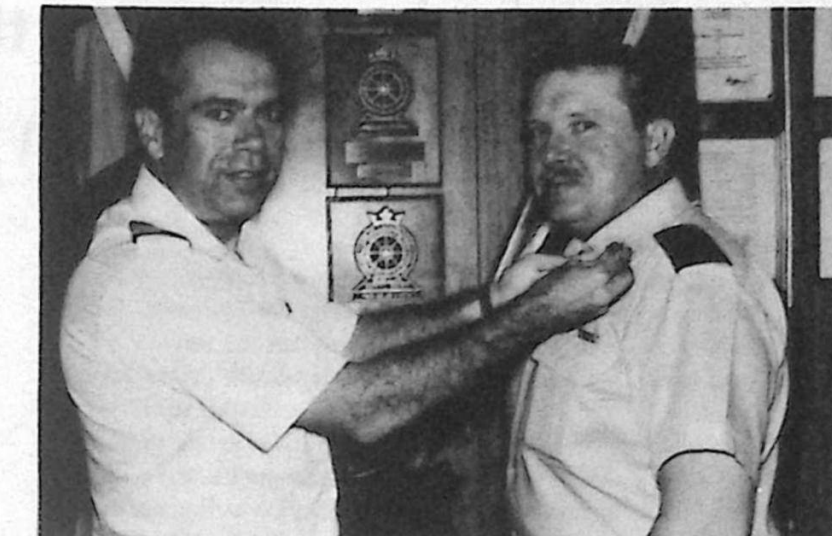
Much success to you and your families here in Comox.

Before I close, I would like to congratulate Sgt Gary Casey and MCpl Linda Burton on their promotions. Also, thanks to Tea Bags for giving me a hand.

Keep on truckin'.

...continued from page 8

## BTNO Promotions



MCpl Gary Casey receiving his promotion to Sgt by the BTNO, Major M.R. Couture.



Cpl Linda Burton receiving her promotion to MCpl by the BTNO, Major M.R. Couture.

Thanks Gav, You're great. Cpl André 'Oh Fearless One' Daigle, in an attempt to impress the boys of his prowess and tales of woe, spent his holidays back in Quebec trying to convince his fiancée to fly back to beautiful BC to meet the boys of 442. André arrived last week empty handed, as he couldn't afford two seats.

The boys in parachute maintenance, or the '5 Fingers' as they wish to be called, are busy and up

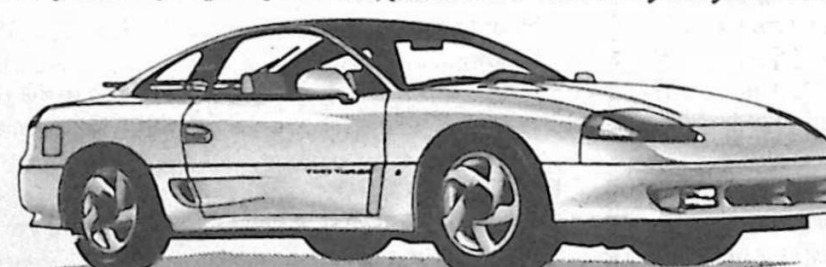
to speed with all maintenance and operational gear up to snuff. MCpl Fred 'Hollywood' Denninger, respectively known as the middle one who runs a tight section with an iron fist. Fred, known for his knowledge of the trade, is ready to sniff out any problems which might arrive and comb the area looking for results.

Until next time, may your next BLUE day be Labatts.

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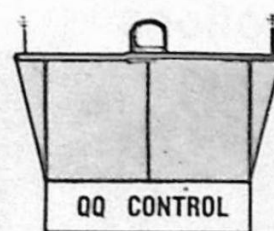
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# Section News



## As the Beacon Turns

To our dedicated readers, it is time once again for our seaside chat. There have been some interesting tidbits occur since our last chat, so sit back, get comfortable and read on.

A hearty Comox welcome back goes out to Major Lothan Hopp and Private Doug Leblanc. Maj Hopp returns after spending the last 3 years in NDHQ to take over as BATCO when Maj John Starha retires later this summer. Pte Leblanc recently returned from his TQ3 'B-STAND' course in Cornwall, Ont. Doug can be heard most mornings during the base PA/Crash Alarm test as he undergoes his checkout as a tower assistant.

Congratulations to Capt Lee Burnham as he prepares to become a first time grandfather early in the new year. Does anyone know where we can find a good rocking chair for him?

Operationally speaking, we have some good news and some bad news for all you aviators. The

good news is that after almost 3 months of closure, our main runway is back in operation. The bad news is that the runway will be closed again the end of September for the contractor to groove the runway. Once the grooving is done, the contractor will have finished a job well done.

That does it for the serious side of this article, now it is time for our question period. You readers must really enjoy this part of the article because I get more feedback from this portion than any other. Question number one is, if our interim birdman is such a great white hunter, then how come he had so much trouble trying to bag one little bird? Trust me, the bird eventually got away. Question number two asks which trainee was pre-empted by a certain tower controller just so she could talk to a specific T33 from Cold Lake? Dave eventually got to talk on the radio, but by then the aircraft was taxiing in. Question number three asks us which

2Lt on OJT recently took a brand new motorcycle for a test drive but ended up buying a slightly used model. We hope that you are recovering nicely Mary. Our final question is our piece de resistance. It asks us which blond terminal controller was severely suckered into believing he would be going to the McChord airshow this weekend? Rumor has it he even arranged to get the days off and a flight suit for the trip. Gotcha Paul.

As I sign off, I have to wonder how it is that ATC gets asked a lot of the questions that other people have a hard time finding the answers to? Recently the tower was used to settle an argument for 407 Sqn. Using our superior knowledge we deduced that Peterborough, Australia, is indeed U.T.C. plus 9.5 hours. Is it any wonder why nobody challenges us to a game of Trivia Pursuit anymore? Until next time, take care and enjoy the odd day of sunshine.



## Ripples from the beaver pond

I must apologize to all my faithful followers (are you reading this Mom and Dad?) for my absence in the Totem Times the last few months. APS has taken its share of my time.

We have had a flurry of activity for postings and courses so I will try to bring everyone up to date. Cpl Flynn has joined our flock from Det Holberg; Sgt Murray has come to us from ICEU; Capt Cameron, our new EngO, from Ottawa; Sgt Laird in Electrical Estimating from ICEU; MCpl Grondin has joined forces at CFB Bagotville; MCpl Bouchard has gone north to Det Holberg; Cpl Lachapelle will soon be off to BFC Valtier and Capt Clisby will soon be off to Ottawa. Cpl Benjamin has just come back from Bostop; Cpl Aubertin also has returned from a stint in our 'True North Strong and Free';

WO Hofman returned in one piece from his SLC; Cpl Lachapelle returned from his six month sunbathing tour of the Middle East; Sgt Kovacs returned trimmer and darker from his gruelling six month QL6 Course and Cpls Landry, Leist and Potter are off to Chilliwack for their QL5s.

CFB Chilliwack will be hosting the 50th anniversary of the arrival of A6 Canadian Training Centre 3-12 April 1992. The anniversary committee is attempting to contact all members of A6 CETC who arrived in Chilliwack in April, 1942. Please forward information to CFSME, attention Adj. (telephone 858-1264). A copy of the planned activities are held in CEOR.

Until next time, Chimo!



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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.

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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.

Ottawa. It must be hard having to put hospital corners on the beds in the hotel. MCpl Brenot, having returned from the Gulf, wants to go back again. There must be something made of gold that he didn't buy on his last trip, or maybe he just wants to finish off the tan he started.

Pte Monteyne is now in Borden on her QL5A and will be able to tell her classmates what it is like to deploy with the field hospital 'for real', after her experience in the Gulf this spring. Pte Thibodeau, Referral Clerk in the HOR, and the departing Cpl MacIntosh, round out the Army personnel in the hospital.

Of course all dental personnel are Army. But we won't count them in this. Total Army, seven. Who didn't get counted? There is Capt Gour, but she is on release and will be finished at the end of July, and there is Capt/Mr. Doyle, whom we're not quite sure what he is because no one has ever seen him in uniform. Capt Doyle is the social worker who has just been posted in last month (we think).

So it is a toss up which element has more personnel. I guess we will have to leave the name as Medical Inspection Room (MIR), CFB Comox.

P.S. We do pickup and delivery.

## Base Hospital

Have you been to the Base Hospital lately? If you have, you may have noticed that a name change might be in order. Sgt Whitesell has suggested HMCS Goodship Lollipop. Why, you ask? It appears that the Navy has taken over!

Starting with Lt(N) Graf-Blaine, Flight Surgeon and Diving Medical Officer; Lt(N) Dunkin, Flight Nurse; and, PO(1) Steele, Hospital Warrant Officer. PO(1) Steele does not fly, but if you were wondering what the funny looking thing above his left breast pocket is, it's a submariner's crest. NOT easily acquired. The PO(1) has been educating the hospital staff on how wonderful space is after spending four years on subs. Being thrown into the Air Force life style must be a hard adjustment. Also arriving this summer, from Lahr, Germany, is PO(2) Hunter, our new P-Med Tech, who will be looking after the problems 'bugging' us.

PO(2) Renaud, our Lab Tech, is still away on his Senior Leadership Course and rumours have it, doing well.

In the Jr NCO area are, LS Gravel, the bearded one, and LS Keiffer, Flight Med-A, the clean shaven one (mainly because his wife won't let him grow a beard). If you've been keeping score, that's seven Navy types.

As for Air Force personnel, let's start at the top. Maj Jacques, BSurg, Flight Surgeon, is the boss. Capt George, Flight Surgeon, really wanted to be Navy! Progress has been slow, but he has a good start with his beard, at least.

Capt Cymbala, Flight Nurse and Senior Nursing Officer, is Air Force, but if she stays down in HMCS Quadra long enough she will convert from her civil ways and see the light.

Sgt Whitesell is Air Force, and there 'ain't no changing that, and that's a fact Jack'. In the NCO category are Cpl Dumont, soon to be leaving us for North Bay, Cpl Parker, C Flight Med-A, (is really Army at heart as you can tell by his jump wings), and Cpl LeVigne, rounding out the Air Force total at seven.

Last, but not least, is the Army. Capt Graves, Standards Officer and Flight Nurse, is the brave leader of the Flight group. We know he is Army with his background as a Med-A, prior to becoming a nurse. If a nurse of the female gender is a 'nursing sister', is a male nurse a 'twisted sister'?

We have three Army MCpls! MCpl Jones-Spurr, the X-ray Tech, is 'Rod's wife'. MCpl Czank, Flight Med-A, is still on his 'adventure of a lifetime' in

# On and off base

from the Fire Chief

## MSE Safety



## The Deadly Duo - Motorcycles & Alcohol

Motorcycles are more than mere transportation - ask any true biker. Among other things they represent freedom and independence. But the characteristics that make motorcycles more exciting than cars are also the characteristics that make them more dangerous. The unprotected nature of motorcycles and the skill it takes to ride them safely make it very important that riders take special care. This is particularly significant when considering the effect of alcohol on performance.

Motorcyclists who have been drinking have an even higher relative risk of fatal collision than automobile drivers. Riding requires a high degree of operational skill, balance, and judgement. Alcohol consumption, as is well known, causes these skills to deteriorate significantly.

Knowing this, who would take the chance to drink and drive a motorcycle? Unfortunately, even a decade of heightened concern about drinking and driving, many motor cycle riders still haven't received the message. Many more are getting it the hard way - by experience. Alcohol use remains an overwhelming factor

in motorcyclist fatalities and injuries.

The traffic injury research foundation has been examining the incidence of alcohol use among fatally injured motorcycle riders and automobile drivers over the past five years in Canada. Almost six out of every 10 (58%) motorcyclist fatalities tested positive for alcohol compared to about half (49%) of fatally injured automobile drivers. Moreover, fatally injured motorcyclists tend to have lower blood alcohol concentrations (BACS) than automobile drivers, suggesting that even small amounts of alcohol can adversely affect the safe operation of a motorcycle.

Men comprise 98% of all motorcycle rider fatalities; 74% of automobile driver fatalities are male. More than 60% of fatally injured motorcyclists are 25 years of age or under, compared to only 36% of male automobile drivers who die in crashes.

Among the fatalities who tested positive for alcohol, 60% of motorcyclists were age 25 or under; 44% of male automobile drivers were this age.

Numbers like these clearly il-

lustrate the risk involved in riding after consuming any amount of alcohol. In fact, riding while impaired by other substances such as prescription and over-the-counter medication (e.g. some antihistamines), as well as other illegal drugs, presents a very real danger as well.

Fortunately, we each have the power to do something about it. No matter whether you're driving two wheels, four or more, alcohol and driving is a deadly combination.

### QUESTION

How close must your vehicle be to the curb when parking?

- A. Within 600 millimeters
- B. Within 30 centimeters
- C. Within 50 centimeters
- D. Within 800 millimeters

### ANSWER "B"

### Driver's Statement of the Month

I had been learning to drive with power steering. I turned the wheel to what I thought was enough and found myself in a different direction going the opposite way.



## Fires in the Kitchen

Fires in the kitchen may be avoided by following these basic rules.

Don't let grease accumulate on the stove. Remove pans of cooking fats and oils from the stove when not in use. It is easy to turn on the wrong burner.

Do not use water to extinguish a grease fire. Turn off the heat. If a fire extinguisher is not available, use a lid or cover to smother the flames. Watch your clothing. Salt can be thrown on pan fires. Don't carry a burning pan.

Unplug kettles, frying pans and other appliances when not in use. Always inspect the stove before leaving the house. Do not hang wearing apparel above the stove to dry - they may fall on a burner.

Arrange your kitchen so that curtains, towel racks, paper towel dispensers, and waste paper containers are a safe distance from

the stove.

Guard against spontaneous ignition fires by keeping oily rags, or cloths saturated with furniture polish, paints or wax, in closed metal containers, preferable not in a hot, closed closet or cupboard. Keep waxes and floor mops in cool open spots.

Be sure electric circuits can carry toasters and other appliances safely. Electrical outlets and worn or frayed extension cords can lead to serious burns and electrical shocks. Unused outlets should be protected with safety plugs.

A pot or pan on the stove is a temptation to a child. They may reach up and pull the pot of burning liquid or the pan of cooking food on themselves. Always make sure that all pot and pan handles are turned inward on the stove.



## Officers Ladies Bridge

We wish to extend a very warm welcome to all our new arrivals here to Comox. OMLC Bridge will be starting on 11 Sep 91 at 7:00 p.m. with a Wine and Cheese get together followed by an evening of bridge. Thereafter we will be meeting every second and fourth Wednesday of the month at 8:00 p.m. in the Officers' Mess.

Within our membership we have all skill levels from beginner to advanced. Our evenings are always full of fun as we play in a very relaxed atmosphere. The common tie that binds us all is a love of the game. Bridge is endlessly fascinating and we encourage you to come out and join us for a fun evening.

If you have never played bridge and would like to learn, or perhaps you wish to renew your

association with the game, we are considering offering lessons if there is enough interest. More information on this subject will appear in this column at a later date.

So for now enjoy your summer and mark 11 Sep 91 on your calendar. We'll see you then.

Meanwhile, think about poor Mr. John Bennett from Kansas City. In the summer of 1929, Mr. Bennett, while partnering his wife in bridge, opened the bidding with 1 1/2 honour tricks in his hand. His wife was so aggravated after they lost the contract that she took a gun and shot him to death. Later she was acquitted by an understanding jury and she even collected on the insurance policy!! Anyone ready for mixed bridge? Happy bidding.



2751 Cliffe  
338-1071

## Driftwood Mall

FALL EXTRAVAGANZA

STEP INTO FALL

WITH FINE FASHIONS

FROM

DRIFTWOOD

DON'T MISS OUR

FALL FASHION SHOW

FRIDAY, AUGUST 23 - 7:00 P.M.

SATURDAY, AUGUST 24 - 1:30 P.M.



VALUE • SERVICE • SATISFACTION

**CANEX**

New Hours of Operation  
Expressmart

Monday	08:30 - 21:00
Tuesday	08:30 - 21:00
Wednesday	08:30 - 21:00
Thursday	08:30 - 21:00
Friday	08:30 - 21:00
Saturday	08:30 - 21:00
Sunday	08:30 - 21:00
Holidays	10:00 - 21:00

NEXT DEADLINE 26 AUG



# Celebrating the Starfighter

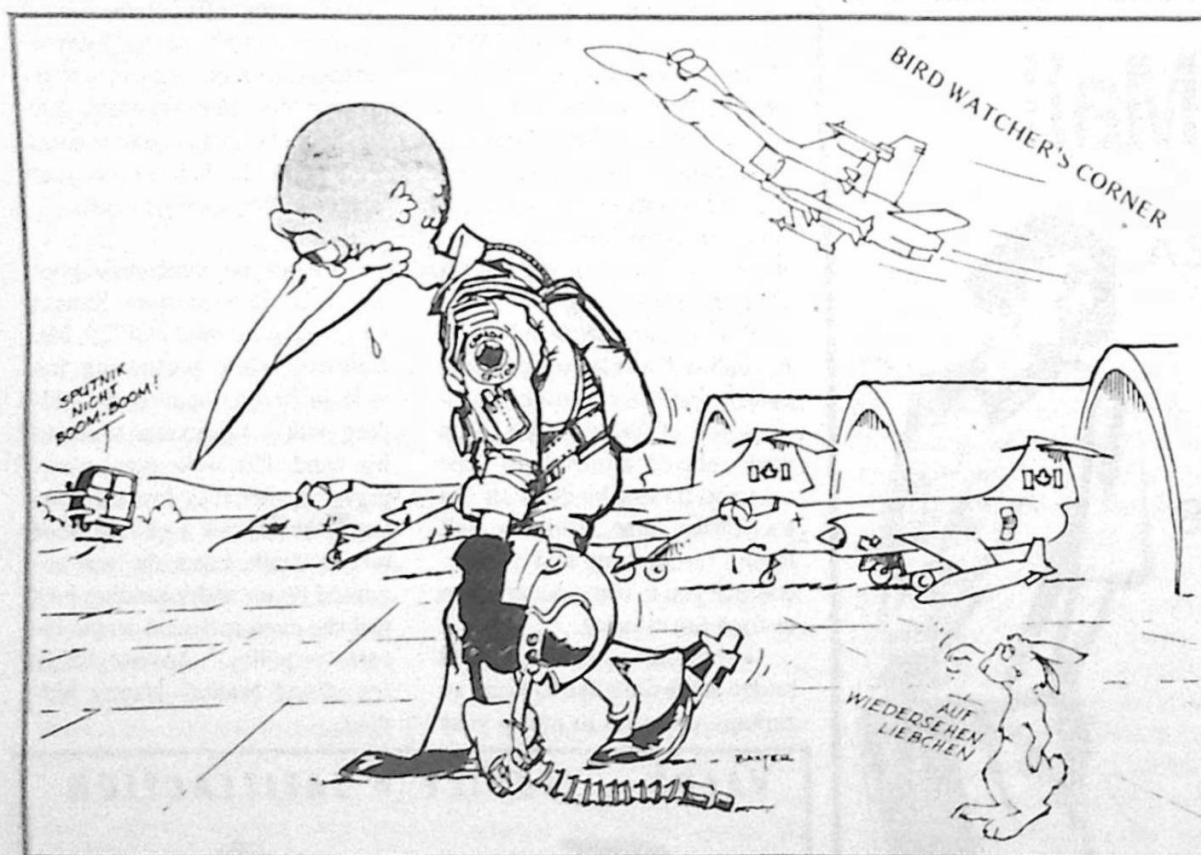
## Squadron Mascot



"Miss Piggy" (name painted in unauthorized fluorescent pink), was the first camouflaged aircraft delivered to 417 Sqn, and was Sqn mascot.

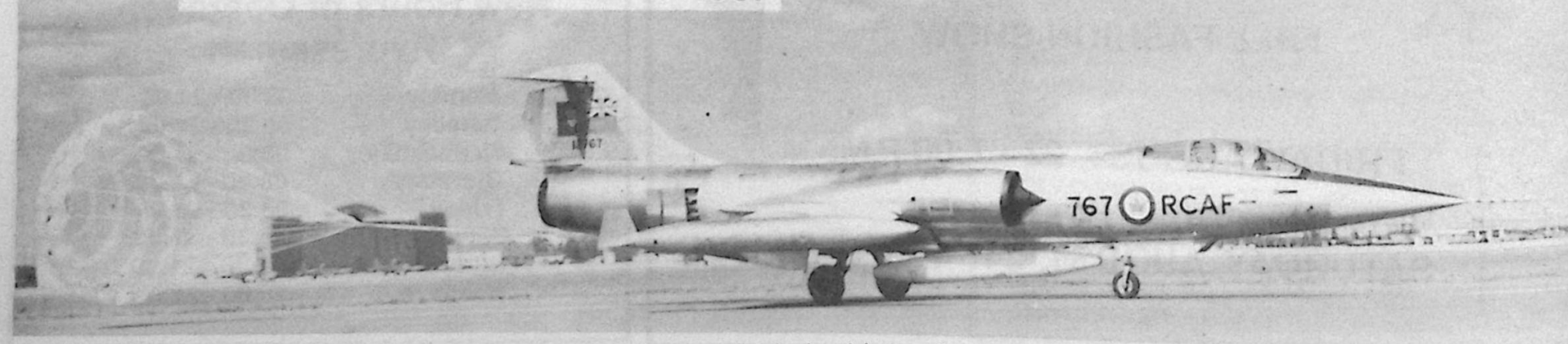


Capt Kevin (Prince) Valliant suiting up to lead 4 ATAF on the first launch of TAM '82.



From the pages of 'Flight Comment': Sputnik was a well-known German vehicle operator. The rabbits are still at Baden-Söllingen.

## Home to Roost at the Cool Pool



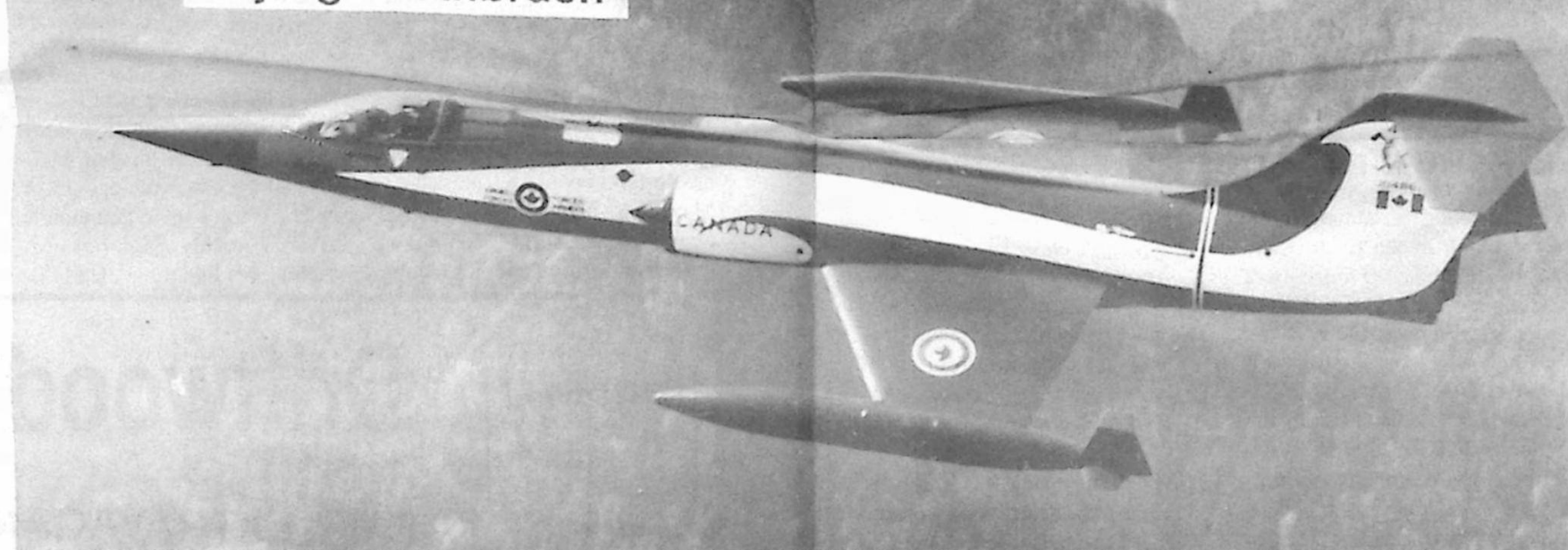
More work for the drag 'chute packer.

## Per Ardua ad Astra



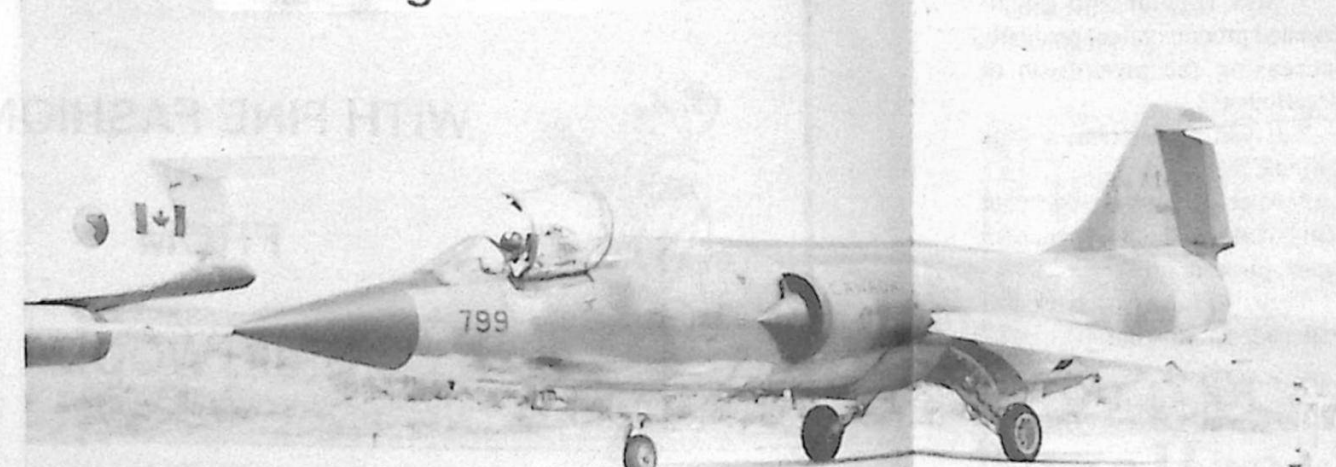
A flight of 104s from Marville heads for the clouds.

## Flying Toothbrush



"Flying Toothbrush" was a 421 Sqn 104, circa 1980.

## Passing a Hawk



417's 799 passes a familiar tailplane

# "The Most Enduring of Canadian Fighter Aircraft"

The CF-104 Starfighter - 30 years on.

One of the greatest, and certainly the most enduring of Canadian fighter aircraft, traces its origins to the Korean War. Returning combat pilots from that conflict were interviewed extensively as to what they thought constituted the ideal interceptor. Marrying their ideas with what, at that time, constituted the leading edge of technology, Lockheed designing legend Clarence 'Kelly' Johnson conceived the F-104 Starfighter, (reputedly on a cocktail napkin, which might explain the near-absence of wings). As an interceptor, the little jet enjoyed something less than enduring popularity with the United States Air Force. However, the short, stubby, razor-shaped wings that doomed the aircraft to relatively poor combat turning capability assured it of rock solid stability at high speed and 'in the weeds'. Thus, the CF-104, and the F-104G as flown by the NATO consortium of nations,

truly found its niche in the Strike/Reconnaissance low level single penetrator roles, and later in the Conventional Attack role. In August 1959, the Canadian Government announced its intention to procure 200 CF-104 single seaters, licence built by Canadair at Cartierville, Quebec, and a further 38 CF-104 D two seat variants, built by Lockheed in Burbank California.

European basing at four separate Wings was envisaged; Grostenquin and Marville in France, and Zweibrücken and Baden-Söllingen in West Germany. The Central European front line would be ably supported and supplemented by the Operational Training Unit at CFB Cold Lake in Northern Alberta; and 'schoolhouse' for all CF-104 pilots.

However, the Grostenquin Wing would be disbanded almost as soon as it had converted to the Starfighter, and irreconcilable

differences with the French regarding the custodian-ship of nuclear weapons on their soil resulted in the move of #1 Wing from Marville to Lahr, about 30 miles south of Baden-Söllingen, in 1967. Initially, the Reconnaissance assets were concentrated at Lahr, with Baden-Söllingen and Zweibrücken retaining all the Strike resources. When further downsizing of the Air Division occurred in 1969 with the closure of Zweibrücken as a Canadian base, Baden and Lahr each acquired a third CF-104 squadron and Lahr, at least temporarily, got into the Nuclear Strike business.

The winds of change continued to blow for the Air Division during 1969 and in September, the government dropped the bombshell that three of the remaining six CF-104 squadrons would be disbanded in July 1970. Lahr would cease functioning as an operational fighter Wing, and all Strike/Reconnaissance CF-

104 assets would be consolidated at Baden-Söllingen. Shortly thereafter, Canada announced its decision to terminate the Nuclear Strike role in January, 1972, and accordingly, after a brief lingering with the Reconnaissance role, all three remaining squadrons (421, 439 and 441) had converted to Conventional Attack by the end of the calendar year. Through incorporation of several technological upgrades and the evolution of innovative Conventional Attack tactics by Canadian CF-104 pilots, the Starfighter provided yeoman service to the NATO Alliance until its eventual replacement with the CF-18 Hornet in 1986.

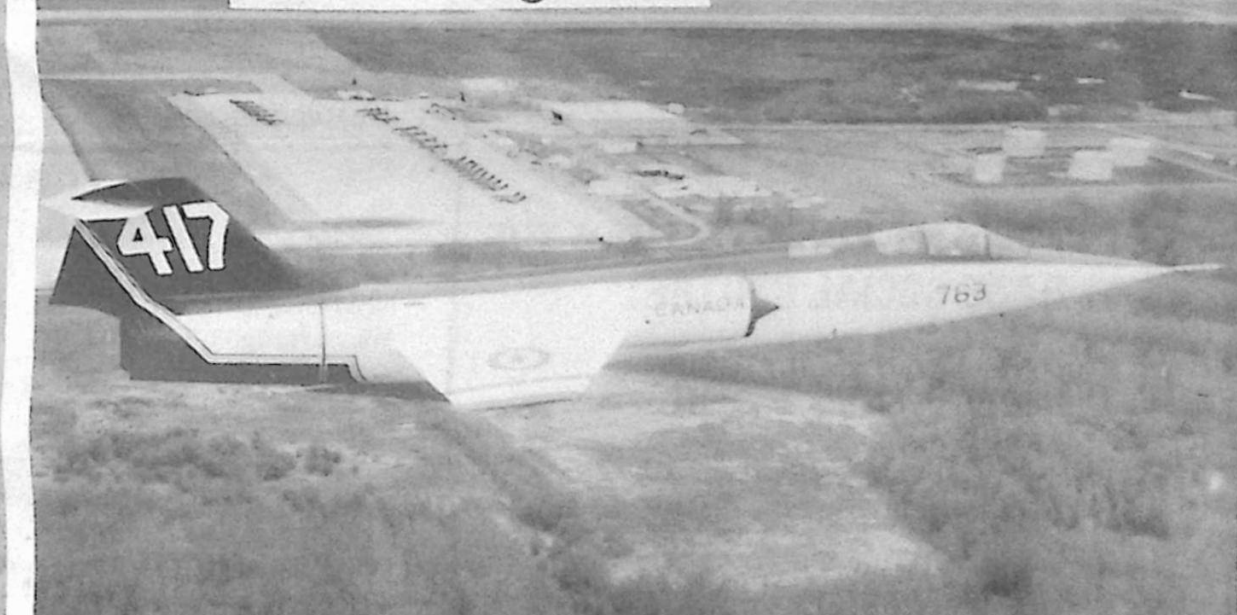
Throughout its service career, the media saddled the CF-104 with the most unfortunate moniker of 'Widowmaker'. While it is true that 37 Canadian pilots forfeited their lives in the aircraft, it must be remembered that the loss record spans 25 years

of operations in a hazardous, highly demanding environment.

The Starfighter was an extremely honest and predictable aircraft, as long as it was flown within its well-defined limits. The Canadian losses, which were relatively modest when compared with the earlier Sabre era and those of Canada's NATO allies equipped with the aircraft, can largely be blamed on the complexity of the 104's successive roles, environmental factors, and aircrew inattention, rather than the aircraft itself. The CF-104 Starfighter soldiered with great distinction in Canadian service with the NATO Alliance for nearly a quarter of a century. She was a real lady, and was much loved by all those associated with her.

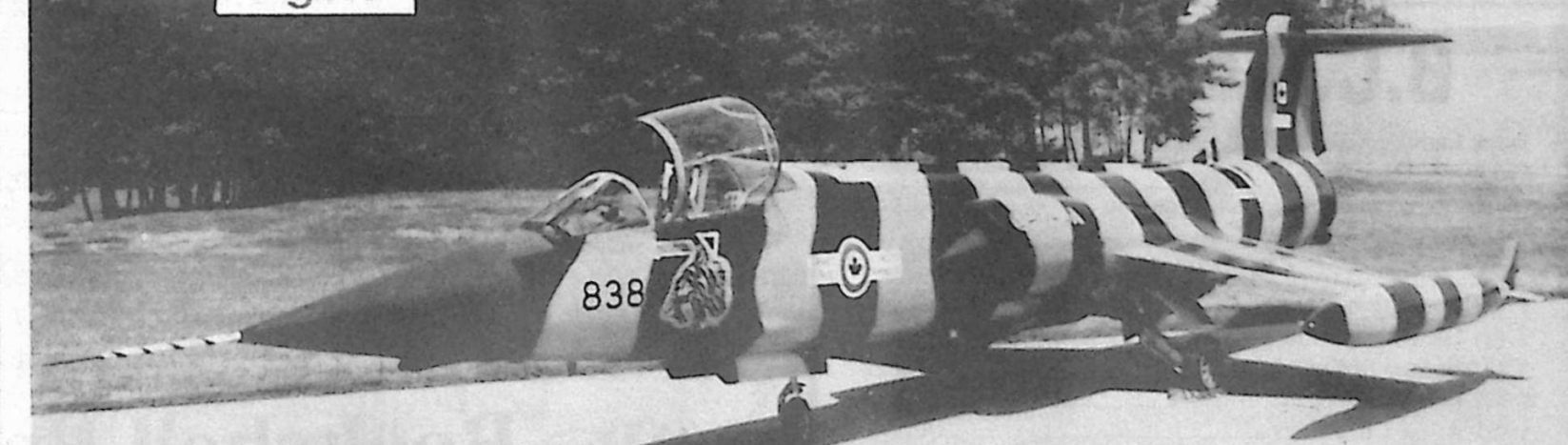
...reprinted courtesy esprit de corps magazine, Vol 1, No. 1, May, 1991.

## Over the Pig Farm



This 417 aircraft, in Sqn colours, (red, white and blue), flies over the "Pig Farm" at CFB Cold Lake.

## Tiger!



439 Sqn represented CF at European Tiger meets.

## In the early days



On the flight line at CFB (or RCAF) Cold Lake, mid-60s.



# Leisure



**888 (KOMOX) WING  
RCAFA**

## CALENDAR OF EVENTS JULY 1991

SAT 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:

### Female Band

Friday 28 July at 1900 hrs  
BBQ from 1730 hrs  
Steaks, salads, etc. \$4.50  
Everyone welcome

Come out and enjoy the summer!

So drop by and see us or book your party now!

INFO 8720

## B.C. Bestsellers

Week Ending: July 28, 1991  
Produced: July 30, 1991  
(Brackets) represent last week's position

### FICTION

- 1 (1) Possession.....Byatt
- 2 (4) The Kitchen God's Wife.....Tan
- 3 (2) Seccess of Kell.....Eddings
- 4 (3) Elephant Song.....Smith
- 5 (5) As the Crow Flies.....Archer
- 6 (6) Lives of the Saints.....Ricci
- 7 (8) Mamista.....Deighton
- 8 (-) Immortality.....Kundera
- 9 (-) 'H' is for Homicide.....Grafton
- 10(10)Disappearing Moon Cafe.....Lee

### NON-FICTION

- 1 (2) Lighthearted Everyday Cooking.....Lindsay
- 2 (1) Iron John: A Book About Men.....Bly
- 3 (6) You Just Don't Understand.....Tannen
- 4 (3) Rituals of Dinner.....Visser
- 5 (-) Fire in the Belly.....Keen
- 6 (-) Bad Trips.....Fraser (editor)
- 7 (4) Three's a Crew.....Pinkerton
- 8 (5) Breach of Promise.....Leslie
- 9 (7) Writing in the Rain.....White
- 10 (8) Homecoming.....Bradshaw



**Christine Mayer**

Thanks again to Shirley Stewart for donating these recipes. She is a super cook and it's good of her to share some of her favourites.

### Zucchini Pineapple

48 oz pineapple juice  
1/2 cup lemon juice  
1 1/2 cups sugar  
16 cups cubed zucchini (peeled and cubed)  
2 pkgs pineapple jello powder

#### Method:

Boil the first four ingredients 10 mins or until liquid is clear. Add the 2 pkgs pineapple jello and boil another 3 mins. Put in sealers.

### Polish Dills

Put sliced onions and dill in jar. Fill with sliced cukes. Top with dill and garlic cloves.

#### Brine

4 cups vinegar  
4 cups sugar (Shirley uses 1/2 the amount of sugar)  
1 cup water  
1/2 cup coarse salt

## Country Kitchen

### Specials from Shirley

#### Method:

Bring to boil and pour over cukes in jar. Makes 4 qts.

### Apple Juice

Wash 3 qts of apples and cut in quarters. Boil 5 qts of water. Sprinkle 8 tsp cream of tartar in and pour over apples. Let steep over apples. Let steep for 24 to 30 hours. Strain through cheese cloth. Put in pot and add 2 cups sugar and boil for 1 min. Pour into sterilized jars and seal. Store in dark cool place. Makes 1 gal.

Good!

### Muffins

#### Mix:

1/2 cup bran  
1 cup sour milk  
1/2 cup wheat germ  
3 tbsps orange juice  
1/2 tbsps orange rind

#### Beat together:

2 eggs  
1/2 cup oil  
1 cup brown sugar  
Add to above mixture, mixing well.

#### Then add:

1 1/2 cups flour  
1 1/2 tsp baking powder  
1 1/2 tsp baking soda  
1/2 cup chopped dates  
1/2 cup walnuts

Bake 350° for 25 mins.

### Chocolate Chip

#### Cookies

1 cup margarine  
3/4 cup brown sugar  
1/2 cup boiling water  
2 cups rolled oats  
1 cup chocolate chips  
1/4 cup white sugar  
2 tps vanilla  
1 tsp baking soda  
1 1/2 cups flour

#### Method:

Cream margarine. Add sugar then vanilla, creaming well. Dissolve baking soda in boiling water and pour over margarine, sugar mixture. Add remaining ingredients. Bake at 350°.

## The Caffeine Challenge

What is 99% absorbed within a few minutes and rises to peak blood levels in 15 to 45 minutes? You guessed it - 1, 3, 7 - trimethylxanthine. Any way you say it, caffeine is a fact of life in most of our diets. The Chinese were feeling its effects as early as 2700 B.C., and dateline 1000 A.D., Arabians drank coffee (then called Kah-weh) as a stimulatory beverage.

The good news is a cup of coffee can increase alertness during periods of fatigue. The bad news is much longer. Caffeine increases the frequency of headache, insomnia, palpitation, and tremor, especially if you drink 6 cups of coffee per day or if you're not used to large intakes of caffeine. And if you're used to a high caffeine intake, you might have withdrawal symptoms like headache, irritability, muscle tension and nervousness after several hours without a 'caffeine fix'.

Canada's new Guidelines for

Healthy Eating recommend limiting caffeine intake to no more than the equivalent of four cups of coffee per day. The reason for this recommendation is the evidence linking coffee consumption with heart disease. (The relationship between caffeine and cancer has not been clearly established.) Assuming approximately 80 milligrams of caffeine per cup of coffee or tea, this means 320 milligrams of caffeine per day. To complicate matters, caffeine is not only found in coffee or tea. It is estimated that in Canada 60% of caffeine intake is from coffee, 30% from tea, and 10% from cola drinks, chocolate and drugs.

How does your caffeine habit shape up?

**Average Caffeine Content in Foods (Milligrams)**  
Weight control aids\*.....160  
6 oz. dripped coffee.....145  
6 oz. perked coffee.....110  
6 oz. instant coffee.....75  
Some Diuretics\*.....70

6 oz. tea.....65  
2 oz. dark chocolate bar.....45  
10 oz. cola beverage.....35  
Some headache relievers\*.30  
Cold remedies\*  
6 oz. hot chocolate from mix.....18  
2 oz. milk chocolate bar.....10

If you're taking in too much caffeine, take heart. You can take the caffeine challenge to lower your intake. How?

\*Try alternating regular and decaffeinated coffee.

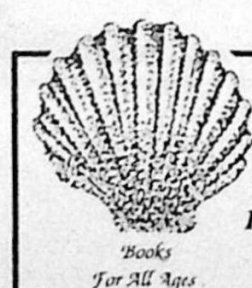
\*Mix regular and decaffeinated ground coffee, gradually increasing the proportion of decaffeinated.

\*If you drink colas, try the caffeine free variety.

\*After you've taken in your daily caffeine quota, switch to water, juice, or milk.

Then, you can sit back and make a toast - to your

H.E.A.L.T.H.



## Bookshell Bestsellers

**Pat Bolen**  
Proprietor

2751 Cliffe Ave.,  
Driftwood Mall,  
Courtenay, B.C. V9P 2L8  
604-338-5943

**Debi Williams**  
Manager

get your Totem Times here

10% off for mil pers - show ID

10 Top Paperbacks Week ending: Aug 10

### 1. Second Child

Saul

### 2. Sullivan's Sting

Sanders

### 3. Scroll of Saqqara

Gedge

### 4. Sniper's Moon

Stroud

### 5. Malibu

Booth

### 6. Twins

Pullitzer

### 7. Shaman

Shea

### 8. Phantom

Kay

### 9. Blue Lightning

Stella

### 10. Love Songs

Stone

# On and off base



## Glacier Greens

It was ideal golfing weather when 44 golfers teed off on Saturday morning at G.G. to participate in the 22nd Annual General Lett Golf Tournament. The winner of the General Lett Trophy for Serving and Retired Personnel was Nick Mykitiuk.

1st L.N. Bill Ballance, 61  
1st L.G. Doug McArthur 67  
2nd L.N. Kyle Jones, 63  
3rd L.N. Cal Pearson, 64  
4th L.N. Russ Wreggiut, 65  
5th L.N. Jack Hawkins, 67  
6th L.N. John Webber, 67  
7th L.N. Wally Berger, 67

8th L.N. Jack Johnson, 68  
9th L.N. Pierre Garant, 68

It gives me great pleasure to report that the team of Lori Cameron of the Glacier Greens Golf Club and Karen Salminen of the Storey Creek Golf Club were the District 6 winning team when they played golf at the Rossland/Trail Golf Course last week. The Rossland/Trail Golf Club hosted the 1991 provincial N.H.A. golf tournament, sponsored by the Canadian Ladies Golf Association. After the two day, 36 hole stroke play event,

Lori and Karen posted a total net score of 293, to win the tournament.

Participants enjoyed a banquet on the 7 August. Individual and district team net prizes were presented on 8 August.

Our sincere congratulations to Lori and Karen.

Glacier Greens Mens/Ladies Club Championship 24 and 25 August. Sign up at the pro shop.

Narrow wheeled golf carts will be banned from the Glacier Greens Golf Course effective 1 Oct 91.

## presentation



Tournament Chairman Don Middleton presents "The General Lett Trophy" to Nick Mykitiuk.

## Pac Region Championship Golf

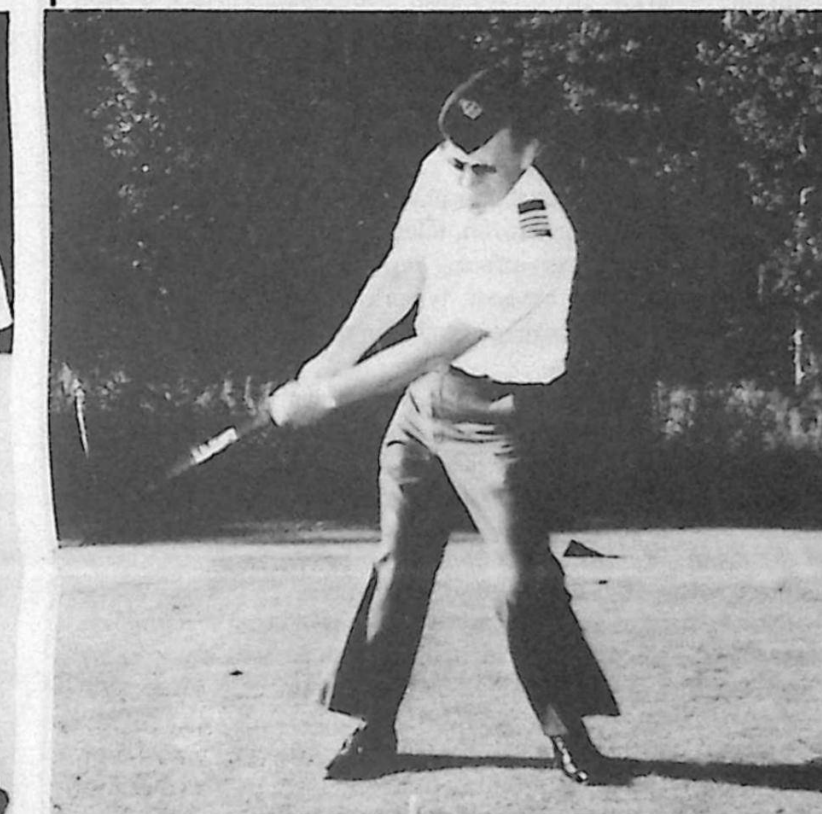


Sgt Morrow, Cpl Fleet, MCpl Oliveri, Sgt Peters, Capt Mykitiuk, MWO Bews.

## Pacific Region Golf Championship

The Pac Region Golf Championship was held at CFB Comox 02-05 Jul 91. Seven Units and two independents participated. CFB Chilliwack was declared Large Base Champs and CFB Masset was declared Small Base Champs.

CFB Comox placed second and had one member, Sgt Morrow selected to represent the Pac Region at the CF Nationals.



Opening Ceremonies - LCol Anderson shows his form as he officially opens the 1991 Pac Region Golf Championship.

## NEXT DEADLINE 26 AUG

## CFB COMOX OFFICERS' MESS

### AUGUST 1991 CALENDAR

Fridays: August 16, 23, 30  
REGULAR TGIF. Food as indicated 1700-1800 hrs. Free taxi. Ask at Bar.

Wednesdays August 21, 28  
OFFICERS' COFFEE HOUR. Coffee will be served in the lounge at 1000 hrs. All Officers are invited to attend. Dress of the day.

Saturday August 17  
INTER-MESS FAMILY PICNIC. See Calendar.

Wednesday August 21  
OFFICERS' MESS GOLF TOURNAMENT. See Calendar.

Upcoming Event - Sept 13 - Officers' Mess Meet & Greet

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!!!

## WATERFRONT/PATIO SUNDAY BRUNCH BUFFET

10 a.m. to 2 p.m.

WHOLE BAKED HAM, EGGS BENEDICT, CREPES, SEA-FOOD, PANCAKES, BACON, SAUSAGES, FRESH FRUIT, JUICES, SCONES, DANISHES, MUFFINS, CROISSANTS, SALAD BAR, DESSERTS AND MORE...

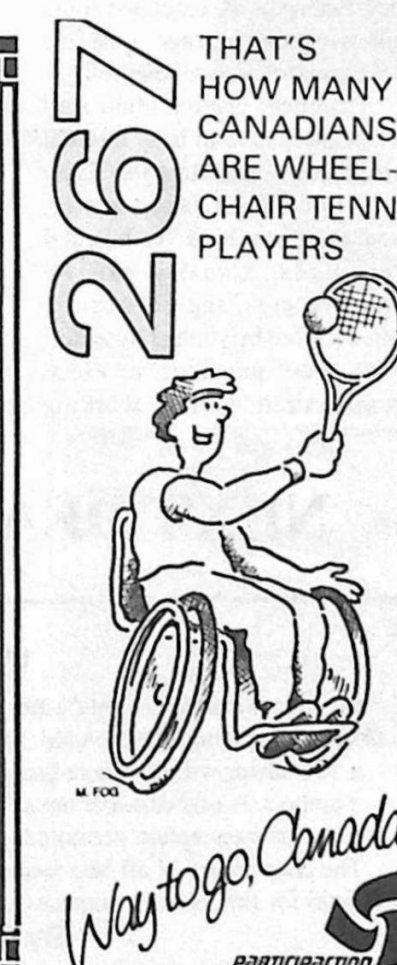
ADULTS \$9.95 CHILDREN 75¢ PER YEAR, 12 & UNDER  
SENIORS 10% OFF

**KAREOKE - SING-A-LONG**  
Every Saturday 9 p.m. in our pub

**GERMAN BBQ August 17**  
Sausages, Mix-Grill, Schnitzel & More

**KINGFISHER  
BEACH RESORT**

New Owners: Lucas & Anne Marie Stiefvater  
ROYSTON, B.C. Reserve Now 338-1323





# Health & fitness

## To Your Health

Health information from the Registered Nurses Association of British Columbia

### A Gift of Sight

Nurses face one of their most difficult tasks approaching a family about organ or tissue donation at the time of death. The question is not easy and there is never a perfect moment, but it is important to ask. Some families have had previous discussions and know that the patient's wish was to be a donor. But, at the time of the death, the family will not remember to mention it to health care professionals.

Nurses do not approach all families about organ or tissue donation. Sometimes, patients have an infection or a condition that excludes them from the donor program. At other times, a family is approached but unable to decide until shortly afterward, when they call back to make their wishes known. When nurses ask about organ or tissue donation, it is a caring question intended to ensure that those wishing to donate will have the opportunity.

Corneal transplant is by far the most common procedure that depends on a donor program. More corneal transplants are done than all other organ transplants combined, restoring sight to men, women and children aged nine days to 103 years.

Over 36,900 corneal transplants are performed in North America in any one year. However, 5,000 people still go without transplants due to a lack of donors. In B.C. alone, there are currently over 350 people on the waiting list.

Patients receive corneal transplants because of damage to their own cornea from degeneration, infection or injury. Normally, the cornea appears as a clear surface at the front of the eye and functions as the main focusing element. When it is damaged, it becomes cloudy and this reduces the transmission of light to the retina. The result is a loss of vision.

One patient who received a corneal transplant reported a tremendous sense of gratitude to the donor whom she would never meet. She had lost the vision in one of her eyes as a result of a severe viral infection and had been on a waiting list for one and a half years. During transplant surgery, doctors removed a disc-shaped segment of the damaged cornea under general anaesthetic and replaced a similarly-shaped piece of healthy donor cornea.

Nurses suggest people consider donor programs as an opportunity. Some people are already familiar with the idea, but have not made any arrangements for their own circumstances. Donations are usually consistent with religious beliefs and viewed as a gift of life.

If you wish to be a donor, you should complete a consent form and carry a card in your wallet. Be sure to share your wishes with your family doctor and others who are close to you, so they can carry them out.

In the event of donation to the eye bank, arrangements must be completed within six hours of the patient's death. Eye removal leaves no outward signs and need not interfere with any funeral arrangements a family may choose to make. Contact the Eye Bank of British Columbia for a consent form and updated information on the donor program. Tel: 875-4567.

### Eating Disorders -- Part II

In follow up to the previous article on Eating Disorders, here are some signs that may lead one to suspect a person who may be suffering.

**Specific to Anorexic Patients**

- severe dieting
- food rituals
- intense fear of becoming fat regardless of low weight
- fear of food
- rigid exercise regime
- dressing in layers
- complaints of being cold, paleness, dizziness
- severe weight loss

Anorexics tend to have mood shifts and are insecure about their capabilities. Feelings of self worth are characterized by what is or what is not eaten. This disorder is often accompanied by withdrawal from people and social situations.

**Specific to Bulimic Patients**

- bingeing, secretive eating, evidence of missing food
- preoccupation with and constant talk about food and or weight

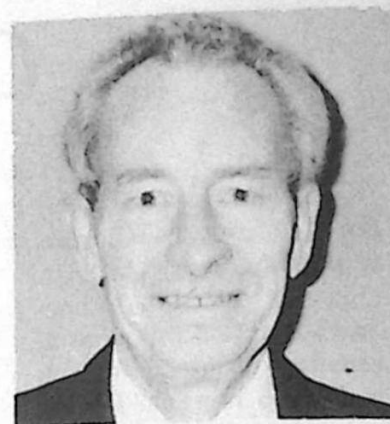
- obsession with caloric or nutritional value of food
- avoidance of restaurants or food related areas
- bathroom visits after meals
- vomiting, use of diet pills, laxative use
- rigid or harsh exercise regimes
- fear of becoming fat regardless of weight

Bulimics also have many mood shifts which include depression, sadness, guilt and self hate. They are very critical of themselves and have a need for approval. They determine their self worth by weight.

As one could imagine, both Anorexia Nervosa and Bulimia are very serious diseases. The mental effects are disastrous but even more so are the physical effects. The next article will discuss the medical complications and will also present some interesting statistics which help to explain why our society is obsessed with appearance and weight.

## info health

Dr. Bob Young



### Not Alone

Sick and hurting people are not alone in being frustrated by long waits for surgery and other medical services. Patients are understandably upset by having, in many cases, to put their lives on hold while they wait weeks or months to reach the head of the line. The plight of many of them frequently reaches the newspaper.

Forgotten, it seems, is the anguish felt by many physicians when they are unable to apply their skills when they are needed. Not too many years ago some doctors would stir up a ruckus in order to get their patient a needed bed. Most have given up, recognizing the futility of this approach.

In many locations general practitioners have stopped intervening on behalf of their patients, recognizing that arranging queue-jumping is a two-edged

sword - it may be their patient that gets bumped next time. Besides, the success rate of attempting to pull strings is low.

Increasingly, doctors are abandoning the fight. Collectively they have shortened hospital stays for patients to the minimum, increased the number of procedures that are done on a day care (no overnight admission) basis, and increased efficiency to the limit. They are, in reward, asked to trim even more.

Let me report one doctor's reaction. Each office day this highly-trained and respected neurosurgeon examined several patients that he knew he could help. His surgical waiting list, however, contained 150 names - and he was allowed less than four hours operating time per week.

Why see new patients when his surgical backlog extended three years ahead? This doctor is

now practicing in the USA, and his new patients have no wait at all.

The long delays might be acceptable if the larger problem was being addressed - increasing the capacity of the system so the needs could be handled. This is not the case, at least in any meaningful way. Indeed, cost restraints sometimes force hospitals to close wards and reduce services.

Governments, of course, find it fiscally advantageous to restrict access (or ration) medical care. Obviously the less provided, the lower the cost.

But this is measuring in money, and ignores pain and suffering. Sure, occasionally a patient will get better while waiting; most, however, get worse. Some die.

And how does the doctor feel then?

### Treatment Centres & Housecalls

Treatment centres and house call services are now available in many parts of the country. They tend to be concentrated in large cities, but are showing up in smaller towns too. Traditional access to primary medical care is changing.

A few definitions. Treatment centres are generally located in malls, near shopping centres, or in other high-traffic areas. House call services are provided by doctors who may do nothing else - they do not have an office practice. Both provide extended hours and weekend coverage. As a rule no appointments are required.

Treatment centres often start as an alternative to busy hospital emergency departments. They may offer much faster service, and ease the load on hospital resources. Usually run by entrepreneurs, the centres are often staffed by young physicians with small practices, or older, semi-retired doctors working

shifts. Some clinics have full-time staff.

House call services are similar. Doctors with cellular phones receive calls from a dispatcher, and visit patients at home. The overhead is minimal.

Evenings and weekends are busy times for both these services. Patients may be attracted to clinics as they don't want to bother their own physician during off hours. Other times the family doctor may not have an open appointment for a few days - and patients want instant service in 1991, (and not only in medical care).

Convenience is the selling point. Care is limited to routine problems that can be quickly solved. Ongoing care, serious illness, or disease requiring prolonged visits are avoided if possible. These patients are referred to their own doctor or to a hospital emergency department.

There is a down-side, particularly for the private doctor running a traditional practice. He or she is stuck with the more difficult and time-consuming cases - and since the fee for diagnosing cancer is usually the same as for applying a bandaid, income goes down. The balance between easy and difficult cases is lost.

Medical costs may go up. The house call specialists respond to every call, no matter how trivial - no telephone advice from them. And patients attending treatment centres often visit their own doctor within a day or two to confirm that the treatment they received at the clinic has been appropriate. This is often a needless duplication of service.

But what the heck - it's all "free" - and it is what many patients want. Nursed on fast food, they are now teething on instant medicine.

### NEXT DEADLINE 26 AUG - NOON

#### 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.

a. 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

b. 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

# On and off base

by Norm Whitley

## Frozen Hands, Frozen Feet & Anoxia

Norm Whitley's Navigation Final

ness, engines one and two both roared to life. What now? We're not moving, even at top revs. The Skip jumps out and examines the exterior of the aircraft.

"Sorry guys, all three wheels are frozen to the ground. We'll have to use another aircraft."

By this time, I'm cold, impatient and building up an anger. We repack, deplane and try 12246. This time, things are somewhat better, both engines spring to life and the wheels turn at first try. I button down my chart and start the plot plan. Previously I had chosen my stars for the first leg. Good old Polaris for the lateral line, either Castor or Pollux for the nose-tail line, and either Deneb or Vega for the quarter. We thundered into the night, climbing and climbing. I looked out the bubble dome to check the vision. A sight to behold. Every star in the sky burned as brightly as a flashlight. There was no trouble whatsoever identifying the constellations. The Big Dipper, Orion, the Square of Pegasus, Cassiopeia. I took a few sights and returned to my desk to plot them to paper. I thought it a bit peculiar when trying to introduce a bubble into the sextant I couldn't move the dials. But as I returned to my desk I found I couldn't pick up the dividers, let alone anything else. My plot plan started out OK but even drawing a straight line was difficult. I checked my Magnesyn repeater compass and struggled forward to compare it with Skip's compass. All OK. I checked the altitude, 13,000 feet. A little high, I figured, but I'm not flying this bucket!

Back at the desk I examined my fingers. I couldn't move the darn things. Gloves off, they looked like they were frozen in the fetal position. I tried to straighten them on the edge of the desk, but too painful. I checked the Skip's altimeter again. 16,000 feet. "What the heck's he up to?" I wondered. Still the engines roared at full throttle, climbing, climbing.

By this time my feet were blocks of ice. I couldn't move my fingers at all and I was starting to feel giddy. I went forward to talk to the Skipper. 18,000 feet. "Skipper, I'm so cold," I shouted into his ear, "that I can't navigate. Fingers frozen..." I peeled off my three pairs of gloves and showed him my hands. He looked at my fingertips and choked, but just wouldn't come to life. Finally, the bad word - change aircraft. By this time I was so cold I could hardly flex my fingers. So out we go and maps, charts and equipment badly crammed into the flight bag, we climb into 12313. Again, unpack and prepare for the exercise and settle in. This time, thank good-

the same thing - the whole crew - 'raptures of the heights'.

"Need oxygen, Skipper. Gotta go down!" We both laughed silly laughs, giggled and I staggered back to my position. We were drunk as mudskippers and I stupidly tossed my instruments off the desk, laughing and snickering at my nice new colour, wondering if it matched my hair. I didn't even care how cold I was anymore. The outside temperature registered 60 below but that was through the eyes of an incapacitated teenager. It could have been anything for all I knew at that time.

Somehow we returned to earth. How, I'll really never know. One thing I know for sure is, I had absolutely nothing to do with the finding of our favourite runway. The wireless operator with his little radio did the trick, no doubt about it.

In the de-briefing room, my chart was a shambles. Starting out okay, but working into stupid lines and unintelligible squiggles. All the Mercators had to be replaced and the dividers never did show up. The bubble was not

removed from the bubble chamber and I was surprised the precision instrument wasn't damaged.

When I was alone for a moment I gritted my teeth and banged my throbbing frozen fist on the table and said to myself, "That's it. You've done it now. You've blown the biscuit. You've just succeeded in washing yourself out!"

It was a sorry young airman that entered the mess for a 5 o'clock breakfast of bacon and real eggs (sunny side up) and toast and glorious strawberry jam, all washed down with a cup of unbelievably delicious mouth puckering tart grapefruit juice. I lived for that delicious nectar every morning. I still love it. But all was not doom and gloom. I turned in about 6 and slept all day. On waking up in the afternoon, I learned I had not as yet been washed out by the Chief Navigation Officer. So far, so good. In fact, the night flights continued, but not for long. The cold Manitoba nights were too much for even the best of our equipment.

A few short days later I stood rigidly to attention in the main hangar with the entire station in attendance. The band played the stirring Air Force March and we in the graduating flight marched toward the podium. One by one, we, the survivors of Course 109B, marched forward, saluted the Commanding Officer and stood to attention, nine feet tall. I thought to myself, is he really going to do it and give me my wing, or maybe he doesn't know about the botched flight.

"Congratulations, Sergeant. It's my pleasure to now award you your Navigator's brevet. Wear it with pride..." and many other platitudes, such as, "proud to have you represent us" and "continuing career in the force." And he pinned the N wing on my tunic. I swear to this day, no one let out a bigger sigh of relief than the young L.A.C. navigator just made Sergeant. My shiny brass tunic buttons had to be sewn on again around the chest because I was so puffed up and proud. I couldn't get to the tailor shop fast enough to have my new stripes

Continued on page 24

21-31 AUG. 1991

## BACK TO SCHOOL BARGAINS

<p><b>Packard Bell PB 286</b></p> <p>• 1 MB RAM • EXPANDABLE TO 3 MB • 40 MB HARD DRIVE • MOUSE PS/2 - 2 BUTTONS</p> <p><b>1049.97</b></p> <p>(MONITOR EXTRA)</p>	<p><b>Packard Bell PB 386 SX</b></p> <p>• 2 MB RAM • EXPANDABLE TO 4 MB • 40 MB HARD DRIVE • FAX CARD PS/2 2500 • 1024 WORDS INCLUDED</p> <p><b>1299.97</b></p> <p>(MONITOR EXTRA)</p>	<p><b>O'SULLIVAN STUDENT CHAIR</b></p> <p>• GREY</p> <p><b>49.97</b></p>
<p><b>O'SULLIVAN COMPUTER WORK-CENTRE</b></p> <p>• ACCESSORIES NOT INCLUDED</p> <p><b>129.97</b></p>	<p><b>O'SULLIVAN CONFERENCE COMPUTER DESK</b></p> <p>• ACCESSORIES NOT INCLUDED</p> <p><b>199.97</b></p>	

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OPEN HOURS	
MON	10:00-17:00
TUE	10:00-17:00
WED	10:00-17:00
THU	10:00-17:00
FRI	10:00-17:00
SAT	10:00-17:00
SUN	12:00-16:00

AUTHORIZED INSTALLATIONS ONLY  
CLEAN, CUSTOMER'S REQUIREMENT



# Public announcements

## Terry Fox Run

This Base will host subject event on 13 Sep 91. Anyone wanting to get involved with organizing the Terry Fox Run is urged to contact the Rec Centre, loc 8315.

## 11th Annual Terry Fox Marathon of Hope



The Base will conduct its run at 1300 hrs on the 13 Sep 91. All participants (runners, walkers, cyclists, skate boarders, etc.), will traverse a well marked route from the Rec Centre out to the tower and return (approx. 8 km). Refreshments will be available at the tower and Rec Centre. Section heads are encouraged to support this worthwhile event in order to surpass last years total pledge of \$1,451.25.

The OPI for this event is Lt(N) Bradley, BPERO, at loc 8781.

The itinerary is as follows:

- 1100 hrs - mark course
- set up registration
- tables/refreshments
- 1200 hrs - registration Rec Centre
- 1300 hrs - official start
- 1500 hrs - barbeque
- 1600 hrs - clean up and secure

Present dependant passes will no longer be valid after 30 Nov 91.

BSecurO

## Base Hockey

All personnel interested in playing on, coaching or managing a CFB Comox Base hockey team, are requested to contact the Rec Centre, loc 8315.

## Removal of Diving Board

To prevent further accidents from occurring and in order to comply with the Royal Life Saving Society of Canada and the British Columbia Health Act, the diving board was removed. The minimum depth of a pool for a one metre diving board must be 10 ft 6 in, from the top of the water line to the bottom of the pool, measured at the end of the diving board. Our pool depth is 9 ft 5 in, which is unacceptable according to regulations.



**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**

## 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.

## TOPS

Take Off Pounds Sensibly meets every Wednesday night at the Base Rec Centre at 6:30 p.m. For more information call Sandi 339-6548 or Elaine 339-3213.

## Lost Sports Equipment

Personnel not returning NPF Sports Equipment without a legitimate reason, will be liable for reimbursement. A predetermined value will be set based on the age and condition of the item. An administrative deduction will be ordered against individuals who fail to comply.

## Accident/Injury Reports Sports Related

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

## 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.

**WANTED** ... Volunteers to help me in forming a steering committee for a Healthy Communities project. We will be gathering opinions on ways that we as a community can make the Comox Valley a healthier place to live. Whatever time you can spare would be greatly appreciated. I especially need help with the following:

- phoning
- making and distributing posters
- addressing envelopes
- collating surveys
- planning a public forum
- designing handouts
- generating ideas

Phone: Heather Marinaccio at 338-9374.

## Arena Employment

Individuals interested in working at the arena as scorekeepers/rink attendants or crew chiefs, are to submit their resumes to the BPERO prior to 13 Sep 91.

## 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.

## 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.

## Interested in working with kids 8 years and over?

The local St. John Ambulance Brigade is looking for an interested individual to teach officers and cadets drill techniques.

Contact Renee Tait ASAP at 339-0999.

## New Dependant Passes CFB Comox, BC

The Military Police Identification Section is presently in the process of issuing new dependant passes. The new dependant passes are light blue in colour and are serial numbered with a four digit red number on back.

In order to facilitate the onrush of requests, present dependant pass holders are requested to adhere to the recall date in alphabetical order as much as possible hereunder:

- Jul 29 - A-D
- Aug 1 - E-H
- Aug 15 - I-L
- Aug 26 - M-N
- Aug 29 - O-Z

It should be noted that a military parent must be present for signature of sponsor on the dependant passes if dependant over six and under 16. Appointments only will be served first, local 8621.

## 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.

# NEXT DEADLINE 26 AUG 91

## 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.

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

BCYCNA  
BRITISH COLUMBIA  
AND YUKON  
COMMUNITY  
NEWSPAPERS  
ASSOCIATION

### 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

**COLOURFUL BUSINESS.** Do you have a flair for colour and design? Decorating Den, Canada's fastest growing Interior Decorating Franchise is expanding in B.C. Training provided. Lower Mainland 525 - 8722, Provincial 1 - 800 - 565 - 8722.

**SINGLES TODAY** Introduction Service. Eleventh Anniversary Special. Membership, franchise and employment information. Magazine sample \$4. #2-1246 Fort Street, Victoria, B.C., V8V 3L2. (604)380-9020, FAX: (604)478 - 9975.

**Ambulance Service For Sale** in Saskatchewan. Approximately 600 calls annually. Municipal contract, government subsidy, good rates. Base and residence included in sale. Built in 1984 on half acre lot. Service has two ambulances (1991 Sprint & 1989 Low Top), plus eight full-time staff members. Total volume of sales approximately \$500,000 annually and assets to be sold approximately \$250,000. Residence valued at over \$100,000. Sale price is \$650,000. Serious enquiries only please. Write to Nipawin Ambulance Service, P.O. Box 2350, Nipawin, Sask., S0E 1E0.

**LOG HAULING** Company for sale. 1981 850 Kenworth off hwy. truck. Tidy tank, parts, etc. Good contact available. Over 1,200 people placed throughout B.C. For details call (604)81-5456.

### BUSINESS OPPORTUNITIES

**DISTRIBUTORS/AGENTS** wanted calling on Grocery/Drug/Retail Stores to distribute plastic shopping bags, consumer products, novelty items, etc. Phone (604)731-5986.

### \$ SPORTS CARD \$ VENDING

Cash in on the hottest vending opportunity of the 90's. Vending Valuable Vintage Sports Cards. Locations provided - exclusive territories available. Call toll-free 1-800-661-1832 for details and a free brochure.

### EXCELLENT OPPORTUNITY

Successful family restaurant looking to locate in your community. Excellent business opportunity for the right individual with a 25%-100% owner/manager position. Existing restaurant owners and those wishing to get into a successful family restaurant franchise may apply. B.C. Franchise Opportunity, 34633 Vye Road, RR2, Abbotsford, B.C., V2S 4N2 or call (604)854-6776.

### BE RICH AND FAMOUS

Market Canada's Hottest Music, Video, Vacation Program Booklet. Call now for this exciting opportunity. (604)420-6833, (604)944-6828. Federal Music & Video Club.

### BUSINESS PERSONALS

The Government owes you money! on welfare, no tax return filed since 1988. Lee Houtman, 281 East Windsor Road, North Vancouver, B.C. V7N 1K2.

### EDUCATION

Laid off, out of work? Learn to manage an Apartment, Condominium Building. Many jobs available. Over 1,200 people placed throughout B.C. For details call (604)81-5456.

### EQUIPMENT

**COMPLETE DONUT & MUFFIN RESTAURANT EQUIPMENT** (Booths, Baking Equipment & Display Cases, etc.). Sell all or part. For details call Tom, Rocky, Lynn 398-7118 or Tom 398-6656 eves.

### FOR SALE MISC

**CAN BIZARRE ACES AND PAIRS 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.

### SURPLUS EQUIPMENT

**FOR SALE:** Dump trucks, cat loaders, lowbeds, pavers and rollers, service trucks, welding trucks, W300 Miller welder, D6D and D8K cats, excavators, crushers and jaws, 310 J.D. backhoe, JCB backhoe, case 580K backhoe, 740 Champion grader, chow snow wing, 670A J.D. grader plow and snow wing, cat 951 window elevator, 100 barrel water tank and log grapples. Call Vic Kampe 1-493-6791 days, 1-493-7742 evenings.

Light fixtures, electric motors, generators, phase converters, transformers, fans, welders, wiring supplies, free literature. Friesen Electric, 32032 S.F. Way, Clearbrook, B.C. V2T 1V8. Tel: 859-7101. Fax: 853-2503.

### NORITAKE SALE!

Terrific discounts on current patterns! Delivered well-packed, insured. For price list on your Noritake pattern - Alexander's - "The Noritake Experts", Toronto. Toll-free 1-800-263-5896.

### FOR SALE MISC

**MOBILE HOMES - \$205/MONTH.** 14's, 16's, doublewides. Many to choose from. 100% financing O.A.C. (403)472-9090.

### HELP WANTED

**TRAIN TO MANAGE** an Apartment/Condominium building. Many jobs available. Government licensed home study certification course. Call for details: (604)681-5456 or 1-800-665-8339.

**NEED EXTRA \$\$\$.** C & M Gifts needs Demonstrators to sell toys and gifts at Home Parties. No investment or experience required. Established company. Call today (519)258-7905.

### \* 6-FIGURE INCOME \*

International music and Video Company expanding into Canada. Need highly motivated commissioned sales people and distributors part-time or full-time. (519)944-2800.

### EXPERIENCED QUALIFIED

E.C.E. TEACHER required for a daycare centre in Walnut Grove area, Langley. Challenging position, wages negotiable on experience. Please phone 1-888-4346 or 1-530-4260.

### REGIS HAIR STYLIST

looking for full and part-time hair stylists for days and evenings. Full benefits, advanced training provided. Phone 384-4588 Victoria, ask for Manager. Also wanted full-time manager for Tillicum Salon.

### DOUG MARSHALL Motor

City, 11044 - 100 St., Grande Prairie, AB, T8V 2N1 requires Parts Manager, GM dealership. ADP computer experience preferred. Complete benefit package. Contact G. Hunt (403)532-9333.

### HELP WANTED

**GYMNASTICS COACH** required for Sept. 1/91. \$1,500/month, depending on qualifications. Reply with resume to: Box 653, Brooks, AB, T0J 0J0 or call Terri Martin (403)362-8443.

### PERSONALS

**BIRTH MOTHER** searching for SON born May 31/63. Birth name Warren Prescott Gagne, Saint Joseph's Hospital, Victoria, B.C. Anyone with information please write: Deanna Bastien, Box 221, 3610-43rd Avenue, Edmonton, Alberta. T6L 5T2.

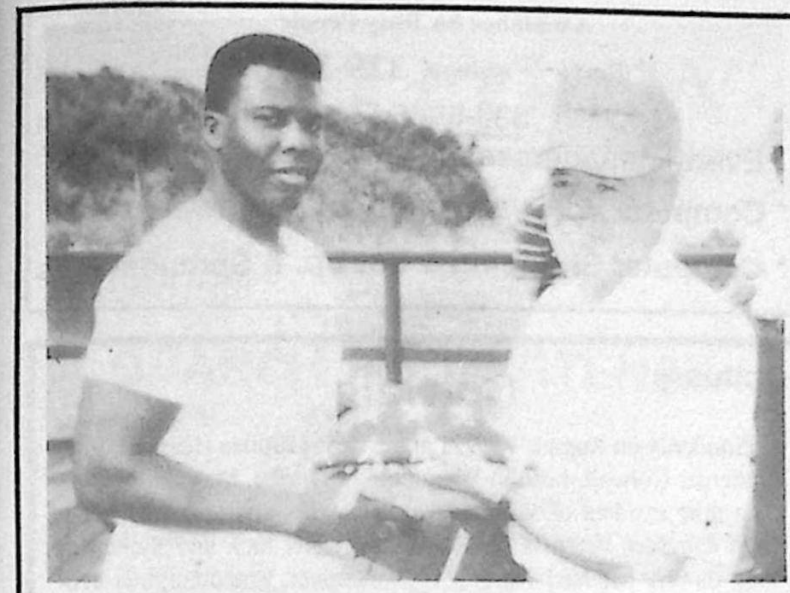
Body, Mind, Spirit, find out who you really are. Call 1-800-F.O.R.-T.R.U.T.H. 1-800-367-8788.

### 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.

# On the Base

## A Gift for Dave



WO Dave Breese (ARAF), received a cherished gift Aug. 9 from Sgt Benjamin Staley (L), a member of the visiting Air National Guard Band of California, in appreciation for his work as main organizer of the visit. The U.S. flag has been in Sgt Staley's possession for a number of years.

## NEXT DEADLINE 26 AUG NOON

**The Vacuum "Shope"**

- New & used vacuums
- All makes & models
- Built-in vacuum systems •

**Dyno-Vac - Canadian Made**  
No bags to buy or filters to clean  
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Large supply of janitorial cleaners, supplies & equipment

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in growing quality  
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Closed Tues.,  
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**JENSEN NURSERIES**  
Idiens Way, One Mile North of Comox off Anderson

**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.

## VU33 Claims Gold



## VU33 -- 1991 Softball Champs

The intersection softball season came to a close with VU33 Sqn squeezing by 442 Sqn by one run to claim the gold. The highlight of the game occurred during the bottom of the seventh. With two out, the pitcher for VU33 (known to team members and sports fans alike as 'Michael J'), caught a hard hit line just above his head, finishing the game in VU33's favour with a final score of 10-9. Needless to say, many VU fans showed their appreciation as they pounced on him in jubilation. A spectacular way to finish the season and a job well done by all participants. Congratulations are extended to all

teams for their fine entertainment and sportsmanship.

Accolades must also be extended to the individuals who ensured the league operated within rules and guidelines. Hats off to: Cpl Brown, VU33, President; MCpl McCabe, 407 Sqn, Statistician; MCpl Rothermund, BPER,

Chief Umpire; Sgt Plante BPER, Umpire; MCpl Beauchamp, BAMSQ, Umpire; MCpl LeBlanc, VU33, Umpire; MCpl Grandmont, BAMSQ, Umpire; Cpl Rickard, 442, Umpire; Cpl Roy, VU33, Umpire; Cpl McNeil, BTEL, Umpire; and, Cpl Savard, BPER, Umpire.  
Bravo Zulu and Thanks!

## Top of the Line! from the TACO

Major Dave Brown presents Ptes Simon Hutchins and Terry Ledrew with Honours certificates for outstanding achievement during the last Air Trade Advancement Exams. Both have achieved the highest marks across Canada for their respective trade and qualification level. Simon, an IE Tech, has done this before by earning the highest IE mark in Canada on his QL4 exam last year, and now topping the list with his QL5 exam results. Terry, an Air Weapons Technician just posted here from Shearwater is off to an excellent beginning with this QL4 achievement.

Nice going guys.



Pte Terry Ledrew - top mark (AWS) in Canada for QL4. No pressure here Terry!



Pte Simon Hutchins - top mark (IE) in Canada for both QL4 and QL5 exams.

**Free upgrade**  
at Sooter's

**24 EXPOSURE FILM**  
DEVELOPED AND PRINTED  
TO 3 1/2 x 5 or 4 x 6 SIZE

**ONLY \$9.98**

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choose from with  
every film developed  
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**THE CHOICE IS YOURS**  
Free replacement roll of  
Sooter Film  
(ISO 100, 15 or 24 exp.)  
or Free Double Prints  
or Free Photo Album  
FOR BEST VALUE TAKE  
ALL YOUR FILMS TO

**Sooter's**  
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COURTENAY  
LOCALLY OWNED  
AND OPERATED



# On and off base

## ArtScene

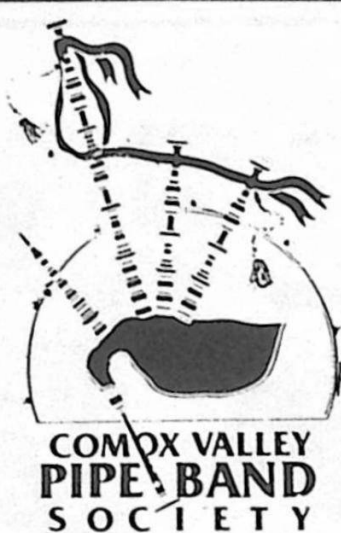
### First Anniversary For Wilsden

The art gallery at Anderton Avenue and Fifth Street in Courtenay is celebrating its first anniversary with a "Fish and Fisherman" show from August 8 to 31. Twenty-six artists have presented their works for display and sale (see list). The Wilsden Art Gallery is open Tuesday to Saturday, 10 a.m. to 5 p.m., evenings by appointment.

#### Artists:

Kathryn Amisson  
Dee Blevins  
Dan Cline  
Bruce Cryer  
Kathleen Dawson  
Donna Dickson  
Colin Foo  
Heili Garcia  
Gordon Henschel  
Neil Howell  
Gordon Hynes  
Peter Karsten  
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Comox Valley Pipe Band Society welcomes all pipers and drummers to join the band. If interested in learning either - free instructions available. Commencing Sept 9. For more information contact Pipe Major Bill Quigg, 339-6444 or Christine Wood, 338-8781.

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### Obituary

#### Colwell

Suddenly on August 9, 1991 at the Royal Jubilee Hospital, John Frederick Colwell, born in Winnipeg, Manitoba, May 26, 1926; a long time resident of Victoria. He leaves his loving family, wife, Rita, daughter Perry of Victoria; three sons Jack and Steven of Victoria and Michael Andrew of Vancouver; granddaughter Jennifer; grandson Michael Ryan; brother Walter of Vancouver and nieces and nephews. John was a business agent for Local 1-80 IWA, personnel manager for Ladysmith and Courtenay Divisions, Crown Zellerbach and before becoming a co-founder of Realspan Properties Ltd., was associated with Pemberton Holmes. He was a grateful member of Alcoholics Anonymous for 22 years and was an enthusiastic golfer and member of Uplands Golf Club. He served with P.C.L.I. and as an auxiliary constable with the R.C.M.P., Courtenay Detachment, and was a U.B.C. graduate in Urban Land Economics.

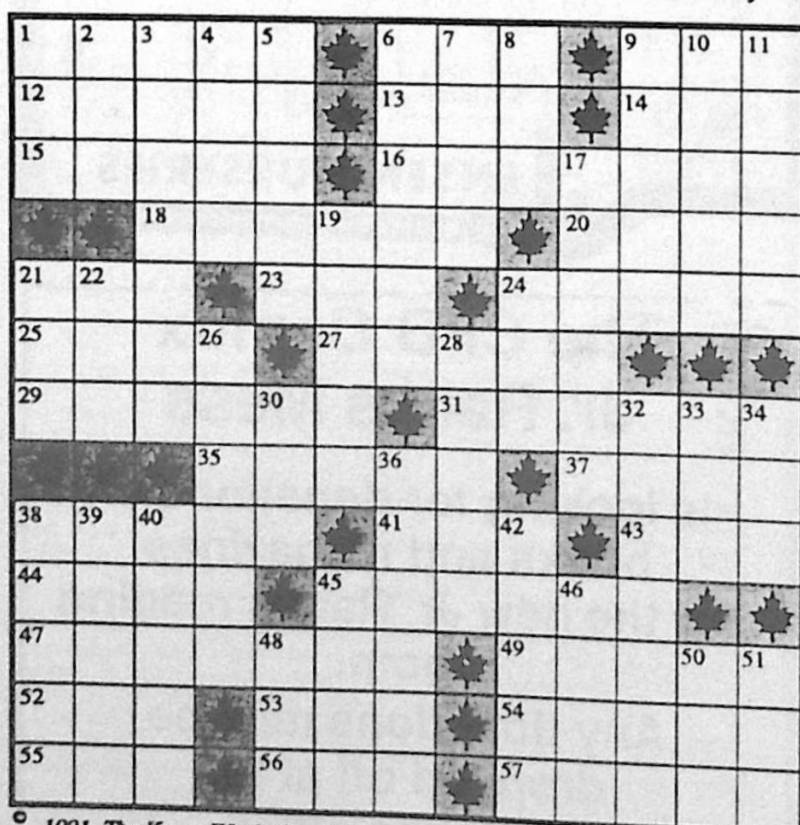
Funeral Service was held at St. Dunstan's Church, corner of San Juan and Tyndall Avenue, Tuesday, August 13, 1991 at 1:00 p.m. with the Rev. W.J. Lunny officiating. Cremation followed at Royal Oak Crematorium. Those so wishing may make a donation to the charity of their choice. Arrangements entrusted to McCall Bros.

## Canadian Crossword

By Rick McConnell

Solution on page 22

ACROSS										DOWN																																																						
1. "Theme" (Dr. Zhivago)	6. Deity	9. Cul-de-_____	12. Sluggish	13. Ostrich	14. Age	15. Midas' homeland	16. Blood Chief	18. Amateurs	20. Trick	21. _____ - mode	23. Salt in Sorel	24. Accused	25. Back-pack	27. Mean	29. Peaks	31. Difficult	35. Rib	37. Hawaiian goose	38. "Damage" Man.	41. The _____	43. Nickname for Tutu?	44. Neat as _____	45. Stopped short	47. Left-leaning	49. Freeze	52. Parrot	53. "Premier Bob"	54. Straight up	55. Gal of song	56. Finish	57. Out of the city	1. Diamond	2. Some	3. N. Ont. town	4. Diva solo	5. Remains	6. Powell	7. River field goal family	8. Ineffective	9. Blood component	10. Got up	11. Crowded	17. Wax marker	19. Genius club	21. Cotcha!	22. Edge	24. Highest degree	26. In exist-_____	28. Run	30. Moray	32. Alta. town	33. Compass pt.	34. Affirmative	36. Fixed the bitch	38. CFL slot-back Jamie	39. It has a Phantom	40. Wave or power	42. Read or	43. Podborski	45. Cereal	46. Beige	48. Mined find	50. Fiddler crab	51. Bakker's ministry



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# Off the Base

## Korean Korner

### Art Gauthier: a Canadian Warrior

by Bob Orrick, C.D.

It is reported that a sage once said, "The more things change, the more they remain the same."

A look back through the pages of Canadian military history from 1914 to today, tends to confirm those words.

A year ago, Saddam Hussein, the despot of Iraq, flung aside world opinion and trampled smaller neighbour, Kuwait. The United Nations answered and the Gulf War had its start in the desert sun, and on the hot, burning sands. Sun and sand that boils humans by day and freezes them by night.

Forty-one years ago, Communist hard-liner Kim Il Sung showed no regard for his southern neighbour when his North Korean army launched a sneak attack on Korean kin south of the 38th Parallel. And 37 months of the dirty, bloody, Korean War was begun.

Fifty-two years ago, a madman by the name of Adolf Hitler displayed utter disregard for his European friends and neighbours. For nearly six years the nations of the world trembled as World War Two raged on several fronts.

Seventy-two years ago, an assassination in the tiny Balkan town of Sarajevo set the world on fire. And the Great War, as it was then known, had its beginning. History records upwards of seven million Allied and enemy troops died during the four years of battle.

No war is a 'little war'. No war is an end in and of itself. No war leaves lives untouched. No war leaves the world a better place in which to live. No war is the only war!

Canadian warriors, the veterans of Canada's world wars, know the futility of war. They stand at the vanguard of peace in this country.

For Art Gauthier, a Canadian warrior, the 'Big One' of 1939-45 was his baptism in things mean and nasty. His lot was to fly twin-engine Wellingtons over enemy territory; in an aircraft sheathed in cloth, and carrying a greater bomb load than USAF Flying Fortresses with four engines!

As a navigator, Art Gauthier knew the importance of pin-point accuracy in ensuring his Wellington was over the selected site, and on time. Art knew that every bomb dropped on target shortened the war by just that much.

The war in Europe over, Art Gauthier returned to Canada dreaming of a quiet life with family and friends, enjoying the fruits of his labours. About the toughest thing he imagined would happen to him was that his car would run out of gas, or have a flat tire. Or, heaven help him, he would become snowed in during an Ottawa winter.

Then, in June, 1950, along came another war and Art was up and away, once again. This time he was navigating four-engine North Stars of 426 Thunderbird Squadron, flying between McChord AFB in Washington state to the Aleutians, Japan, and on to Pusan, south Korea.

In 1950 his aircraft carried Canadian soldiers, anti-tank rockets, and other military supplies instead of bombs. On the return trip the North Star ferried wounded military personnel. The westward trip took them south to

hospitals at Wake Island, Hawaii and California, before returning to McChord AFB to start the cycle again.

From flying Wellingtons with cloth skin out of England, across the few miles of English Channel to enemy territory in WWII - the short hop - to the Korean War, and the thousands of dreary miles across the vast Pacific Ocean - the long run - was a change of pace Art Gauthier found rather taxing.

But one thing he noticed that hadn't changed in the five years between the two wars was the speed of the planes: at 200 knots these were slow moving aircraft.

During the Korean War, 27,000 Canadians from the country's air force, navy and army served with distinction in one of the bloodiest, cruellest and most demanding wars this country has ever been engaged in. Of that number 516 never saw their homeland again. They remain, forever, buried in the soil of South Korea. Their sacrifice created a lasting memorial to Canada and her gallant warriors who fought the good fight to right a wrong.

Royal Canadian Air Force navigator Art Gauthier of the 426 Thunderbird Squadron, out of Dorval, Que., survived the War in Korea. Each year, as a member of the Korea Veterans Assoc. of Canada, Inc. (KVA), he pays tribute to his fallen comrades who gave their lives to stop the spread of Communism in the Far East.

Today, Art enjoys a semi-retired life with his wife and two dogs in a comfortable home overlooking the beautiful beach of White Rock, B.C.



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SATURDAY AUG 17. Beach BBQ Air Force Beach 3:00 - 10:00 PM - Salad & corn provided. Bring your own meat. \$3 per person. Children welcome.  
SUNDAY AUG 18. Steak BBQ. 3-6 PM Tickets \$6 at bar.  
SUNDAY SEP 01. Steak BBQ

#### \*\*\*SPORTS\*\*\*

SUNDAY SEPT 01. Fun Golf at Longlands 10:30 AM. Please bring donation for food bank. Tickets at bar - \$7. Steak BBQ to follow in lower lounge.

### BRANCH 160 COMOX 339-2022

#### \*\*\*ENTERTAINMENT\*\*\*

Fri Aug 16. Music by NIGHT LIFE  
Fri Aug 23. Music by SHABOOM  
Fri Aug 30. Music by NIGHT LIFE

#### \*\*\*REGULAR ACTIVITIES\*\*\*

SUNDAYS. Lounge 11 AM to 6 PM  
MONDAYS. Men's Dart League - Begins Sep 9 - 7:30 PM in Navy Room, with Registration and Team Selection L.A. Drop-In Bingo. Upper Hall. 7:30 PM  
TUESDAYS. Ladies Crib League - Begins Sep. Details TBA  
Mixed Dart League - Begins Sep 10 - 7:30 PM  
WEDNESDAYS. Navy League Drop-In Bingo Upper Hall. 7:00 PM  
Crib - Begins Sep 11 with Fun Crib, Registration, in Lounge.  
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\*\*\*

SUNDAY AUG 25. Legion Picnic Air Force Beach 1 PM

#### \*\*\*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.

### Korean Vets Place Memorial Plaque



On August 28, 1991, the Korea Veterans placed a memorial plaque on the Cumberland Legion (Branch 28) cairn, commemorating the armistice, signed at Panmunjon, 38 years ago in 1953.

Rev. Don Melanovsky (L) dedicated the plaque. Parade M.C. was Duke Warren (R).

Wreaths were also laid by Branch 17 (Courtenay Legion), Branch 28 (Cumberland Legion) and the Korea Veterans Association.



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# On and off base

## More Whitley

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"Yeah. Quite successful I think. Brass seemed satisfied."

"Successful? Satisfied? Why do you say that? And why were we flying at 16,000 feet?"

"Rumour only, Sarge. Seems

continued from page 17

some boffins have been on the station for a while, rather hush-hush stuff, but apparently they wanted to see how ice cold fliers reacted to oxygen deprivation situations. Your chart was exactly what they wanted. Can't verify that though."

"You've told me what I wanted to know. And you've put my mind at ease. Thanks Skipper!"

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he says. "It's usually a good idea for parents to charge their grown children rent. Even if it's only \$100 a month, it still represents the idea that it's a time for change."

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is a lot less than the cost of keeping.

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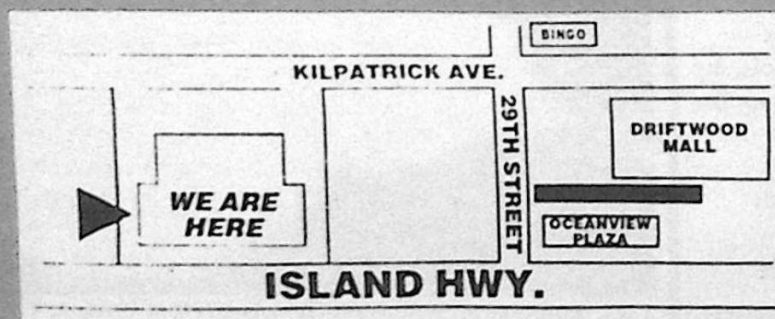
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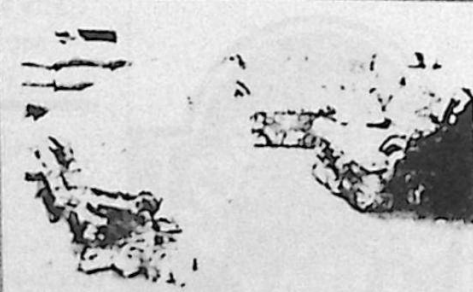
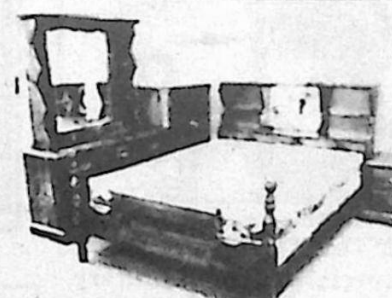


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