



SAREX '91

....centre pages



Pat McElroy's

Abbotsford

....pages 10 & 11



TOTEM TIMES

Canadian Forces Base Comox B.C.



VOL 33 NO 16 29 AUGUST 1991

NEXT DEADLINE 9 SEPTEMBER 1991

COST: PRICELESS

Stealth Technology



The Stealth F117A at Abbotsford

Photograph by Pat McElroy, Courtenay

Comox Supports Abbotsford

Despite the rain during the first two days of the Abbotsford International Air Show, 9-11 August, CFB Comox's ground support detachment provided first class support under the command of Maj McKenzie, SAMO, 407 Squadron.

Few people are aware of the extent to which CFB Comox provided support to the Abbotsford International Air Show, (one of the best in the world). Along with two servicing crews, often working full 12 hour shifts, were the Military Police, who provided 24 hour security and security expertise, and fire fighters who provided their abilities with regard to military aircraft and emergency egress

procedures. The work week started early for Vehicle Tech Cpl Sirard, when he pulled over a car towing a smoking tent trailer and singed his hair while attempting to remove the vacationing family's valuables from the fire. The MSE operators provided their loading expertise as well as all other driving experience that was deemed essential during the air show. The Communications personnel provided the radio network, without which little could be accomplished.

The first two days of the air show provided the ground crew, as well as the audience, with a very wet performance. Due to the weather, last minute changes had the ground crew scrambling to get

aircraft airborne. Without breaks from their work, most of the crew were soaked right through their rain gear. Frequently, they were disappointed in the cancelled acts. All the effort was not in vain as the low flying acts were able to perform on Sunday under a shallow cloud cover, and then later that day, as the weather began to break, the high flying acts performed.

The most difficult days of the detachment were the Thursday before the show and the Sunday night and Monday morning immediately after the show. The ground crew was responsible for receiving all aircraft on the Thursday before the show. All the technicians had performed ad-

mirably in receiving, parking, and the general servicing of all aircraft. After the show, long hours were once again necessary to service the aircraft for departure Sunday and Monday. The ground crew greatly appreciated visits by the Base Commander, the CO of 407 Sqn, and the CO of VU33.

Many long and hard hours went into the planning and preparation for the air show starting back as early as March of this year. At the last moment, an advance party was required to aid the Air Show Society with the servicing needs of the Russians, as they arrived earlier in the week.

Some of the more notable events occurred when dealing

with the Russians. It was usually a long and tedious communicating process as the Russians will not want anything done to their aircraft unless everyone in their party was well aware of what was going to happen. A simple procedure such as towing an aircraft to an alternate position sometimes took up to an hours worth of communicating as was the case when the ground crew wanted to move a SU 27.

One of the highlights of the show was that of the American Stealth Fighter, the F117A. In order for the Stealth Fighter to land at Abbotsford, a Mobile Arrestor Gear (MAG) Unit was brought in from CFB Edmonton.

continued on page 2

On and off base

Salmon Thieves



Caught in the act: driftnet fishing boat hauls in the killer net. Note the pile of stolen salmon on the forward deck.

The Driftnet Patrol

It was an interesting change to fly in the Arctic again last week. For further than the Aurora could fly, stretched a wilderness at once astonishing in its beauty and yet appalling in its emptiness. In its splendid desolation, in its vast expanses of nothingness, the north maintains a resolute hostility toward man, as if Nature herself had withdrawn there for one last desperate struggle against avarice and excess.

It was an interesting change, because in the last six weeks, 407 Squadron has twice had to patrol the Pacific against the driftnet fishery fleet. For those of us who had never done this before the Pacific had seemed like the north; vast, infinite and seemingly unconquerable. Although but a fraction of the estimated 1500 driftnet boats which recklessly plunder the ocean were discovered, however, it became evident that men were indeed taming it. Taming it not with courage though, like the courage of Franklin, Parry or McClure, but instead with 30,000 km

of monofilament plastic gillnets a night.

That is the United Nations latest estimate of the total amount of driftnets set each evening by the Japanese, Taiwanese and South Korean Driftnet Fleet in the North Pacific. Each year they account for more than one million dolphins, porpoises, whales and seabirds -- all in an absurdly inefficient attempt to catch squid and steal salmon.

Below latitude 42° north these fleets can, unfortunately, legally driftnet for squid. Above that line, however, run the valuable salmon stocks of Canada, the U.S. and the USSR, claimed beyond each country's economic zone throughout the salmon's migratory range. It is routine for Asian fishermen to cross that line and poach in what they doubtless believe to be ungaurded waters. The economic impact on coastal fisheries all along the west coast of North America is now so severe, however, that Canada and the U.S. are working together to

extend their jurisdiction into the high seas.

As a result, 407 Squadron, the American Coast Guard and both Canadian and American Fishery and Oceans ministries are now cooperating to locate, document and report such violations to External Affairs and the State Department for subsequent submission to the nations concerned. The excitement of the initial detection by the Aurora, at 200 feet roaring in over a surprised and panicking group of fishing boats, is in marked contrast to this lengthy bureaucratic process. Even when confronted with undeniable proof, accused nations sometimes vociferously deny involvement. Japan is a signatory to one of many bilateral agreements to stop the theft of salmon. A year ago, however, a North Korean boat was seized by the Soviets. The vessel's hold was found full of salmon and its crew was discovered to be entirely Japanese. The highly lucrative market in Asia and in Europe, where much

of the fish is sold, appears to be simply too much of a temptation.

The United Nations has imposed a moratorium on driftnet fishing, set for June 30th, 1992. All of the nations concerned are expected to officially participate. Whether or not world-wide condemnation, of not only the unlicensed taking of salmon but of this impending ecological disaster will be enough to halt it, remains to be seen. That 407 will continue to fly these valuable patrols is much more probable. For the crews involved, a week of ten to eleven hour flights usually takes them from Comox to Adak, an island in the Aleutians, and then on to Barbers Point in Hawaii. The flights can be arduous, and the time in the sun much too short, but the eagerness to be doing something so tremendously important is impressive.

For the patrol flown by Crew 6 in July, it brought something especially meaningful. A reporter from the Vancouver Sun accompanied them; the trip being the basis for two articles to be published the following week. Unsure of what to pay 407 Squadron for permitting this special request, \$1,000 was promised to a charity of the crew's selection. In memory of Maj Jim Glover, former crew commander, the money was donated to the Canadian Cancer Society. A better end to an already important trip could not have been asked for.

The memory of a man who faced death with such quiet courage, went a long way to elevating those spirits disgusted by the week of greed and pointless waste the driftnet patrol had shown them.

More Abbotsford

This would have enabled the F117A to stop by engaging the MAG cable in the event that it could not stop on its own. The all black Stealth arrived the day before the air show giving a low fly by and popping its all black shoot upon landing. This aircraft required that the ground crew tow it out every morning from the guarded hangar using a special adapter fitted to the universal tow bar. Special considerations had to be given to the Stealth as far as security was concerned. CFB Comox's Military Police detachment worked in conjunction with

the detachment from the US to provide 24 hour a day security coverage of the Stealth.

The following personnel from CFB Comox were detached to Abbotsford: Maj McKenzie, Sgt Hand, MCpl Cochrane, MCpl Corrigan, Cpl Williams, Cpl Lavigne, Lt Kettenacker, Sgt Tooker, MCpl Johnston, MCpl Aroz, Cpl Beresford, Pte Alexander, WO Limoges, Sgt Staples, MCpl Hooper, Cpl MacNeill, Cpl Gosling, Pte Matter, Sgt Smith, MCpl Kennedy, MCpl Didsbury, Cpl Sirard, Cpl Lamontagne, and Pte

Portz.

Additional support was given by 410 Sqn, Mobile Arrestor Gear personnel from CFB Edmonton, and MPs from Cold Lake, Moose Jaw and Portage.

A special thanks goes to the following units/sections for their contributions before and during the show:

442 Sqn, VU33, 407 Sqn, 441 Det, B Supply, B Trans, B Ops, Administration, NDT, AMSE, AMS, Claims, SPV, B Sec, B Firehall, B Tel, BEME, Safety Systems, CMTT, IE Battery Shop.

HUGE SALE ON TREES & SHRUBS

OPEN FRI. TO MON. 9-5
Closed Tues., Wed. & Thurs.

CFB COMOX
BLUE SIGN
JENSEN NURSERIES
Idiens Way, One Mile North of Comox off Anderson

NEXT DEADLINE 9 SEPT

On the Base

Air Command: Change at the Top

Passing the Colours



LGen F.R. Sutherland passes the colours to new Air Command Commander, LGen D. Huddleston.

WINNIPEG -- On 2 August 91 LGen D. Huddleston assumed command of Air Command from LGen F.R. Sutherland. The occasion was marked by a parade, attended by the Lt. Governor of Manitoba, Hon. George Johnston, the Chief of the Defence Staff, Gen J. De Chastelaine and local dignitaries.

The Official signing of the Change of Command certificate by LGen Huddleston and LGen Sutherland was witnessed by the CDS and was followed by the symbolic passing of the colours from the outgoing Commander to the new.

LGen D. Huddleston

Lieutenant-General Huddleston was born in Glasgow, Scotland, on 9 July 1938. He attended the University of Glasgow and received his Bachelor of Law degree in 1959. He received pilot training in the Royal Air Force Voluntary Reserve (RAFVR) during this time and, upon his arrival in Canada in 1960, joined the Royal Canadian Air Force (RCAF).

After completion of flying training, and subsequent operational training, he flew the CF-104 on 439(R/A) Squadron at 1 Fighter Wing, Marville, France, and, from March 1967 to 1969, he served with 1 Air Division Headquarters, in 1970 he was promoted to Major and, after operational training in the United States, returned to the Federal Republic of Germany as an exchange officer with the 17th Tactical Reconnaissance Squadron at Zweibrücken, flying the RF-4C Phantom.

On completion of Canadian Forces Staff College in 1974, he was promoted to Lieutenant-

Colonel and served as Senior Staff Officer Operations and Training at Headquarters 10 Tactical Air Group, St. Hubert, Quebec. In 1977, he was appointed Commanding Officer, 434 Tactical Fighter Squadron, Cold Lake, Alberta, flying CF-5 aircraft.

Promoted to Colonel in 1979, he returned to Europe as Deputy Canadian Military Representative to the NATO Military Committee and Canadian Forces Attaché Brussels. In 1982, he joined the newly-formed Fighter Group Headquarters at North Bay, Ontario, as Deputy Chief of Staff Air.

In 1983, he was promoted to Brigadier-General and was ap-

pointed Commander 1 Canadian Air Group in Lahr. In 1986, he was promoted to Major-General and appointed Associate Assistant Deputy Minister (Policy) at National Defence Headquarters in Ottawa.

In June 1989, Lieutenant-General Huddleston was promoted to his present rank and became Deputy Chief of the Defence Staff at National Defence Headquarters.

On 2 August 1991, Lieutenant-General Huddleston was appointed Commander Air Command in Winnipeg, Manitoba.

He and his wife, Beverly, have three sons.

A.N.G. band plays Victoria



Recent Comox visitors, the Air National Guard Band of California, played in Centennial Square, Victoria, in combination with the Naval Reserve National Band of Halifax, on August 8.



Guide Dogs

Not long ago I had the opportunity to attend a professional retreat where one of the participants came accompanied by his wife who is totally blind. With her was her guide dog 'Fanny' who was just fantastic.

I had casually observed this dog guiding his mistress around the Chateau Laurier in Ottawa, two years ago and in the Hotel Vancouver last year. However, this retreat gave me the opportunity to observe the dog working for two days. To say I was impressed would be an understatement.

Fanny was constantly at the side of her mistress, guiding her into and out of elevators, up and down stairways, and even to the door of the ladies room, where she would lay down outside the door obediently and await her mistress' return. Even in the restaurant in the evening, where one would expect a dog to kind of expect a favour or two, she lay quietly at the side of her mistress' chair until it was time to leave.

"Is she always so obedient?" I asked the lady's husband. "No," he answered, "when we take the harness off she becomes a dog romping and playing like any other dog, but when the harness is on she is all business."

Fanny is a German Shepherd, which is the most commonly used breed for guide dogs. Generally speaking, the dogs most suited for this type of work seem to be the herding dogs and the retrievers; they appear to be more obedient. Also, the large majority of dogs used for this work are females. This is normally because they are not so easily distracted by other dogs than the males.

Where do they come from? Generally they are specifically bred by guide dog training centres. Both the brood bitches and the stud dogs are very carefully selected for fine temperament and working ability. Then they are raised, under supervision in carefully selected homes until they are ready to begin their training. The final step is when the blind person is brought to the training centre to learn how to work with their new dog.

Personally I feel that the loss of one's sight is the worst possible affliction one could suffer. I feel I could live with most other problems such as loss of limbs, loss of hearing, loss of speech, and so on. However, to be blind scares the heck out of me. Fortunately for those among us who do suffer from this terrible fate, there are guide dogs to make their life easier, and permit them to lead some semblance of a normal life.

Drive Carefully:

School Starts Sep 3.

Smitty's COMOX FAMILY RESTAURANT

BACK TO SCHOOL
DINNER SPECIAL
AUG. 30-SEPT. 5

Chicken Cordon Bleu
Roast Pork
Veal Chop Teriyaki
Halibut Steak Neptune
Steak & Mushroom Pie
Includes soup or salad,
your choice of potato or
rice and our special
house dessert.

\$7.65-\$9.55

Smitty's
339-3911

Editorial

Norm Blondel



I, Gorbachev

"Let all the poisons that lurk in the mud, hatch out."
Claudius Caesar

Having viewed the final episode of "I, Claudius," (PBS, Sunday night), I am struck by the similarities of plot between what happened in the Robert Graves version of first century Rome and recent events in the Soviet Union.

Claudius Caesar, Emperor of Rome, didn't want the job. In fact, he wanted Rome to be a republic. The excesses of Tiberius and Caligula, his predecessors, sickened him. But the Romans liked bumbling old Claudius, who was a lot smarter than he looked. He had, after all, survived a lifetime of the poisonings, assassinations and judicial murders engaged in by members of his family as they quested for power. Sounds familiar? Stalin and some of his successors maintained their position in similar fashion.

Except for Mikhail Gorbachev; a reformer, bedeviled by old Stalinists at every turn, frustrated by their bureaucratic inertia and outright obstruction, desperate to put his programmes in place before the country collapsed.

Claudius achieved his republic posthumously -- by naming as his successor, Nero. "Let all the poisons that lurk in the mud, hatch out," he said, knowing Nero would, with his cruel and repulsive ways, finally test the Romans beyond tolerance and be eliminated. After a few more emperors, Rome eventually became a republic. This portrayal of Roman history does have a parallel in recent events, if Claudius is equated with Gorbachev. I can just imagine his thinking: "How do I get rid of these clowns? They head all of my major departments.... I know, I'll go on vacation and leave them in charge. They won't be able to resist the temptation. But they won't get past good old noisy, obstreperous, elected-by-popular-vote, Boris Yeltsin. Yeltsin is the people; the people are Yeltsin."

The gang that couldn't coup straight did run up against the people and Boris Yeltsin, and they failed. In failing, they exposed themselves to the inevitable process of Soviet justice. The poisons that lurked in the mud, hatched out.

Did Gorbachev himself hatch the plot? Did he deliberately give his collection of Neros the opportunity to bring back Stalinism? Until we read the definitive history of the Soviet system, which ended last week, we may never know. We do know that he has also run up against Boris Yeltsin.

The second Soviet Revolution would make a heck of a plot for a novel. Robert Graves, where are you?

Deadline Draggers

Our Monday noon deadline is important to us: The last mail collection is made at 11:30, and by then our typesetter is halfway through a pile of print, we are well into the layout process, and we have allotted space for all of our material. Late-comers disrupt this orderly process.

Make sure your material reaches C.R. early Monday morning - better still, prepare your material well in advance, and put it through our mail slot. Don't end up as a Disappointed Deadline Dragger.

Exercise "Clean Sweep"

Exercise 'Clean Sweep' was a joint effort between CFB Comox Crash Guard and Salvage (CG&S) team and the Ministry of Lands and Parks. The objective was to clear the trail leading to Della Falls from a thick overgrowth of vegetation which rendered the path almost impassable at certain places. Della Falls, the highest interrupted falls in North America with its 1560 ft, is another growing attraction of Vancouver Island which sees over 400 hikers every year. The site is accessible via Great Central Lake, a 33 km boat journey leading to a riverside foot path of 16 km toward the foot of the falls.

The idea of this exercise was brought forward by WO Wayne Hay, a member of CFB Comox CG&S team whose unequalled sense of adventure had him and his son Chad on the Della Falls trail in early July of this year. They found the trail covered in overgrown vegetation and had to backtrack several times in order to remain on it. Upon return to CFB Comox, WO Hay contacted Mr. Ron Quilter, Zone Manager in Strathcona Park, to inquire about the maintenance of Della Falls trail. He was informed by Mr. Quilter that the clearing of this particular trail had not been budgeted for and that B.C. Parks' manpower and resources had been allocated to higher priority projects. WO Hay then proposed to volunteer CFB Comox's CG&S team to clear the trail under the guidance of Park Rangers, an idea which was quickly given a green light by both CFB Comox's Base Commander and B.C. Parks. The team

was comprised of WO Wayne Hay, WO Jim Rest, Cpl Pierre Boivin and Cpl Germain Savard. B.C. Parks provided two Park Rangers to head the team: Mr. Niko Weis and Mr. Frank Holatko.

On the morning of July 24th, the team was flown in by helicopter to a base camp located right on the Della Falls trail. Within one hour of arrival they were up hacking and whacking the greens using cutters and machetes with such vigour that by 4 p.m., nearly one km of the trail had been cleared. The second day was warm and clear. The team worked frantically during seven hours in direction of the falls, and by late afternoon made its way back to its starting point -- in 20 minutes! Things got more complicated by day three as Mother Nature decided to take her revenge on the crew of moss murderers. On that particular day, the word 'wet' took a new dimension in their vocabulary, and the only thing to do was to try to stay warm by working. Many times, the thought of quitting came to mind, but each time, Niko or Frank would say the right thing to keep them going and, despite the weather, they reached their objective -- the foot of Della Falls. That same evening, as they got back to the campsite, a hiker who had crossed the mountains coming from Buttle Lake, entered the camp stating that one of his partners had fallen and injured himself in an attempt to climb down Della Falls. In no time, Niko and Frank were on their way to the site, carrying a first aid kit and some food. CFB

Comox's 442 Squadron was called in and the casualty was evacuated within two hours. On the fourth day, the crew cleared the portion of the trail ahead of the base camp, completing their assignment with much enthusiasm. Day five was spent packing up the camp and travelling back to a much deserved hot shower in the comfort of a real home.

It is indeed very rewarding for one to see the results of his/her efforts. Unfortunately in our bureaucratic world, a person often has to wait too long to savour the rewards associated with hard work, such that we tend to forget the efforts we put to the task. During this exercise, the members were able to look back and see their accomplishments every day, hour and minute, which undoubtedly contributed to the high morale of the team. It is hoped that other exercises of this nature will be planned and supported in the future for their value, however sometimes difficult to estimate, is often tremendous.

In closing, I would like to thank our Base Commander, Col McGee, as well as the Base Technical Services Officer, LCol King, for supporting this particular exercise. Also to mention is the contribution of B.C. Parks, who made this venture possible and especially the efforts of Mr. Weis and Mr. Holatko, who ensured the success of the team. Finally, a 'Bravo Zulu' to WO Hay and to the members of the CG&S team who participated in this exercise. Per ardua ad astra!

False Advertising

Individuals who ordered the medallions. The matter is in the hands of the RCMP. Although we can, and do, reject obviously dubious messages, our practice with respect to out-of-province or out-of-Canada advertising is to require payment up front, or through a recognised agency.

We rent out advertising space.

The decision whether or not to buy the product advertised, is up to the individual. Having stated this, we are, however, sympathetic to those who may have been affected in this case. We will continue to monitor outside advertising closely in an effort to prevent recurrence of this kind of false message.

Trivia is pre-empted for this edition, and will return Sep 9.

Before & After



Trail before clearing



Same trail after clearing

Noisy North Stars

Dear Sir:

Regarding Mr. Orrick's Korean Veterans column in the last issue of Totem Times, the RCAF operated a total of 24 North Stars rather than the 12 mentioned. Their serial numbers ranged from 17501 to 17523 and then 17525. 17524 was not a North Star but a one off C-5 (a near DC-6) that was later renumbered 10000 and was, for many years, the Canadian's No.1 VIP aircraft.

Unfortunately, we did lose North stars on the Korean Airlift; one during an emergency landing at Vancouver and the other was blown, literally, sideways off the runway at Shemya in the Aleutian Islands.

In all, 10 RCAF North stars were lost in accidents of one kind or another. However, no lives were ever lost. One of the

machines was lost in a landing accident while being operated by Trans-Canada Airlines. In one of Mr. C.D. Howe's 'deals' the first six RCAF machines built were 'lent' to TCA, free of charge, until their own machines came off the assembly line.

I would be surprised to learn that any Canadian Red Cross nurses ever flew medical evacuation flights, although the Stars did carry both USAF and RCAF flight nurses on such flights. The first of the RCAF nurses were trained by the USAF at Hickam AFB, Hawaii.

The North Star was an easy machine to fly and maintain -- a real gentleman's aircraft -- they earned their keep. But as Mr. Orrick points out -- the NOISE!!

Yours sincerely,
H. Maxwell

from Commander Air Command

An Air Force Update

I am well aware of the uncertainty which prevails among our personnel concerning the future structure and priorities of our Air Force, and I request your support and leadership in ensuring that our military and civilian members have an accurate understanding of the status of our force development planning. As you are aware DND has developed comprehensive future force proposals which have been presented to government. Definition of the future force structure must await government decision on funding levels and defence priorities.

While many of the analyses and projections by informed media commentators contain ele-

ments of the proposals made by the department, they are essentially speculative and contain many misconceptions and inaccuracies. In these circumstances the virtue of patience has never been more valuable.

We must, however, lose no opportunity to reassure our personnel that, in addressing necessary and typically disruptive change, personnel are of fundamental importance to our Minister and our senior commanders. The CDS has stressed this during his visits to Bases and Stations and I will do likewise. Your senior military leadership has developed the force structuring options and will control the implementation

process with the fullest attention to our obligations to our military and civilian staffs.

With specific reference to the future of our Air Forces, I have no doubt that we will continue to be engaged in the current broad range of roles and that our personnel will continue to enjoy challenging and rewarding careers. Our Air Force has a well deserved reputation for excellence based on the quality and performance of our people. I intend to look after their interests. I solicit your aggressive leadership in support of our personnel and in getting the message to them that we care.

LGen D. Huddleston

409 Nighthawks Retire Colours

Dear Editor:

We are seeking former Nighthawks (409 Squadron members), to attend the ceremonies during the weekend of 14-15 September during which the 409 Squadron Colours will be retired at CFB Comox.

409 Squadron was initially formed in Digby, Lincolnshire, England on 7 June 1941 as the RCAF's second Nightfighter Squadron flying Boulton Paul Defiants but quickly changed to Beaufighters and then Mosquitoes. Its Battle Honours include Defence of Britain 1941-44, Fortress Europe 1942-44, Normandy 1944, France and Germany 1944-45 and the Rhine 1945. 409 Squadron was disbanded at Twente, in the Netherlands 1 July 1945. The Squadron was reactivated as an All Weather (Fighter) Squadron in Comox 1 November 1954 flying T-33 Silver Star jet trainers (T-Birds) in addition to the CF-100s (Canucks) and CF-101s (Voodoos) on North American Air Defence duties. On 29 June

1984, 409 Squadron closed out its CF-101 operation in Comox moving to Cold Lake to become a CF-18 Squadron and trained to assume the Quick Response Alert tasking from Comox. They held "Q" Alert in Comox for a period of about four months and while still in Cold Lake also held "Q" at CFB Bagotville prior to being the first CF-18 Squadron to fly to CFB Baden in June of 1985. Having been the first operational ready CF-18 Squadron in NORAD, they had the similar distinction in NATO and the Persian Gulf. Following the Squadrons return from duties in the Gulf, 409 Squadron was disbanded 25 June 1991 at CFB Baden, Germany.

To mark this historic occasion the following events have been planned:

Saturday, 14 September
1930 hrs

409 Sqn Meet & Greet at
Glacier Greens Social Centre
Sunday 15 September
0930 hrs

Battle of Britain Commemorative service at Protestant Chapel (on Little River Road)

Sunday 15 September
1000 hrs

Mass in RC Chapel
(on Base)

Sunday 15 September
1100 hrs

Battle of Britain Parade held at CFB Comox Heritage Aircraft Park across from the Protestant Chapel

1200-1600 hrs
Comox Air Museum open to viewing including a new display of 409 Sqn memorabilia

If you will be able to attend the weekend events we ask that you let us know by telephoning 339-8273.

If you would like any further information please contact our Public Information Officer, Maj A.N. Bottomley at 339-8111.

J.E. McGee
Colonel
Base Commander

Banff NACC needs Pics

Dear Editor:

The Banff National Army Cadet Camp is in need of photographs from 1948 to 1979. We have two rare 1948 photos. They're the only photos from that time period to 1979.

We would like to put together a pictorial history of this cadet camp. These albums would stay here at the cadet camp.

Photocopies or laser prints of photos would be appreciated if anyone wanted to keep the original photos.

Please forward to:

LCol Rankin
Commanding Officer
Banff National Army Cadet Camp
c/o CFB Calgary
Calgary, Alta.
T2P 2C4

Thank you. Acer Acerpori.

Womens Division Book

Dear Sir:

Sara Johnson, a former WD with the RCAF, has written a book about her experiences as a photographer during World War II, called *To Spread Their Wings*.

It is an interesting and historic account of the Women's Division of the Air Force. She has sent Air Command Public Affairs over two hundred copies, with the express wish that we distribute as many copies as possible to the women presently serving in the Canadian Air Force.

To this end, copies have been forwarded to each Base library and photo section, however, in order to reach even more female personnel, it is requested that you publish this letter in your Base paper, explaining that any such personnel interested in a com-

plimentary copy of the book may write to me at the address below, and I will send them one directly.

Anyone else interested in a copy of the book can write to Sara Johnson personally, c/o Box 5016, Spruce Grove, Alta., T7X 3A2. The cost is \$11.25 (tax included) per book. Thank you for your cooperation in ensuring that Mrs. Johnson's thoughtful and generous offer is well received. If you have any questions or concerns, please contact me at AV 257-5524.

Tom Pollard
Command Information
Officer for Commander
Air Command Headquarters
Westwin, Man.
R3J 0T0

TOTEM TIMES

EDITOR - BUSINESS MANAGER.....Norm Blondel
ASSISTANT EDITOR.....Karen Vedova
OFFICE MANAGER/TYPESETTER.....Dawna Dozzi
WRITERS.....Jim Kirk, John Novak, Gerry Gerow, Bob Orrick,
Christine Mayer, Duke Warren, Norm Whitley
PRODUCTION STAFF.....Julie Blondel, Liz Basham
Barb Newman, Ron Fisher
CIRCULATION.....Stephanie Boutillier 339-0624
COMPUTER CONSULTANTS.....Mike Loader, Gerry Peppard

PHONE NOS: 339-2541 (Office) 338-0259 (Res.) FAX 339-8673
Address correspondence to: Subscription rate \$10.00 per year.
The Editor, CFB Comox, \$20.00 per year outside Canada.
Lazo, BC, V0R 2K0

The TOTEM TIMES is an unofficial publication of CFB Comox. The Editor reserves the right to edit copy and reject advertisements to suit the needs of the publication. Views expressed are those of the contributor unless expressly attributed to DND, DF, or other agencies. In case of typographical errors, no goods may be sold and difference charged to this newspaper whose liability is limited to a refund of the space charge for the erroneous item.

Published every second Thursday, with the permission of the Base Commander, CFB Comox. Second Class mail registration 4098.

Section News



ASO

407 Squadron

Hello from ASO 1 Crew Servicing, or should I say 'The Number 1' Crew in Servicing?

The summer months are finally here (I think) and many crew members have taken advantage of their annual leave to seek the elusive sun in other areas of the country. We wish them luck and, if successful, we hope they will return with some sunshine for those of us back in Comox.

Many new members to welcome, this print, and the usual accompanying farewells. Gone, but not forgotten, are MCpl Mark Neumann - Greenwood; MCpl Keith Tanner - Cold Lake; MCpl Bob Geub - Germany; MCpl Gord Morrison - Cold Lake; Cpl Neil Lauder - Cold Lake; and, MCpl Uwe Asche - across the

field to 442 Sqn. Internally transferred are Sgt John Ellis - AMCRO; Cpl Jim Maher - upstairs; Cpl Lee Williams - Maintenance; and, MCpl Dave Graham to 3 Crew. Cpl Bernie Hebert has voluntarily chosen a civilian lifestyle and has gone globetrotting to seek his fortune (or spend it). Thanks to all these fine people for their help while with us and best of luck in the future.

A hearty welcome to Sgt Oblenis (CRST), MCpl Dan Malette (Photo), MCpl Mark Pickering (JET), MCpl Gary Johnson (AET), Cpl Ian McIvor (AET), Cpl Steve Richard (RST), Cpl John Johnson (IST), Cpl Steve Quinn (AFT), and Cpl Terry Hietanen (SST).

The congrats column is a lengthy one this week, and it goes as follows:

- to Sgt Brian 'Firewalker' Gowen on his well deserved promotion to that rank, effective 1 Jul 91;

- to Sgt Willy Rivett and his fellow demons on their successful quest for the O'Brien Cup in Greenwood;

- to Cpl Pierre Gravel on his receipt of a letter from the CDS, containing a positive response to his long awaited redress. (I guess the squeaky wheel does eventually get the grease!);

- to Cpl George Krueger and family on the birth of their new baby girl; and,

- to Cpl John Haight and family, who are expecting a new addition.

Operation JMC/Ocean Safari - RAF St Mawgan - Jun 91 - A Crew



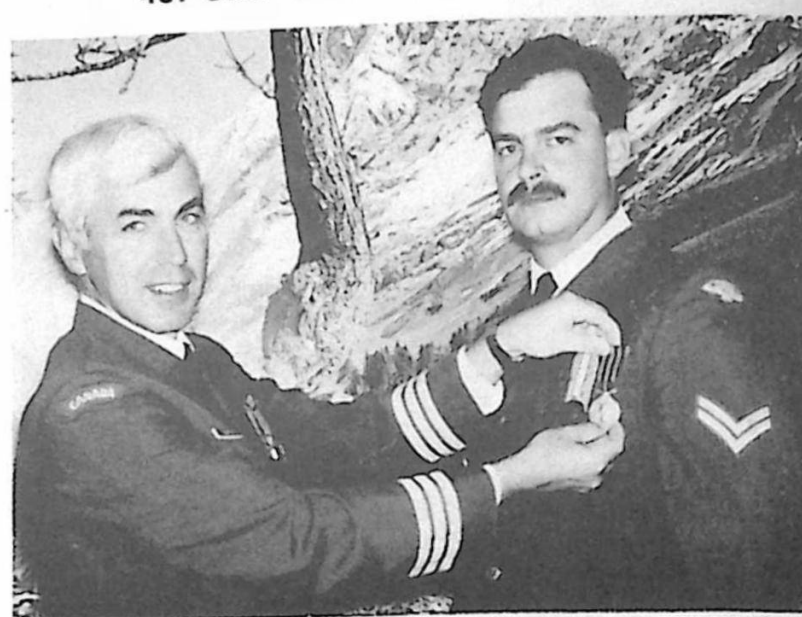
(L to R) MCpl Skip Murray, Cpl Rob Nielsen, Cpl Tim Steele, Cpl Bernie Gagnon, Cpl Pauling Laroche, Cpl Angie Hermanns, Cpl Kevin Oickle, MCpl Joe Culp, Cpl Mike Thibeault. (Kneeling) WO Doug Warriner, Cpl Ray Tessier.

Operation JMC/Ocean Safari - RAF St Mawgan - Jun 91 - B Crew

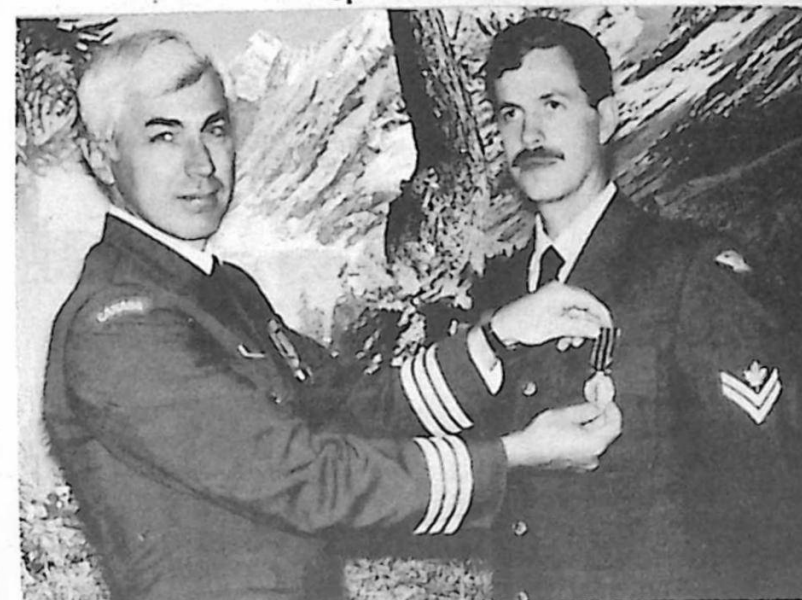


(L-R) Cpl Bruce MacEachern, Cpl Rob Dumelle, MCpl Gary Johnson, Cpl Les Andrew, Cpl Mike Lafitte, Sgt Steve Watts, Cpl Alain Cyr, MCpl Sylvain Cadieux. (Seated) WO Pete McAllister.

407 CDs - LCol Chester Presenting



Cpl Mark Keane



MCpl Rod Spurr



MCpl Chris Arnaud



MCpl Steve Redgwell

tion. Apparently that fresh mountain air produces prolific tendencies. Triplets to keep the twins company, John?

Numerous graduates have returned from the infamous educational institute in Greenwood. Included are: MCpl Chris Arnaud and Cpl Mike Dymond - First Line Comm; Cpl Frank Dubreuil - First Line IE; MCpl Dave Graham - JY; and, Cpl Brad Marriott - Runup Course. Cpl

Bobbie Wosowich is presently in ZX on her First Line Radar Course.

Many away trips on the go recently, some of the more notable being Hawaii, San Diego, Scotland and a long detachment to England. When they say join the military and see the world, they mean it!

The crew has many functions planned in the upcoming months,

continued on page 7

Section News

More 407

continued from page 6

some of which are our annual welcoming BBQ at the beach in September, a trip to see the Canucks in Vancouver, and the Big Christmas Party on the 13th of December.

Enough for now. Hope everyone enjoys their holidays and we are all keeping our fingers crossed that the long awaited for sun will stay and give us some rays throughout the fall.

Happy trails!

Between 26 May - 24 Jun 91, 23 Servicing personnel from all crews were deployed to SW England in support of Operation JMC and Ocean Safari. The crews worked out of RAF St Mawgan, but were housed in the Mordors

Hotel in Newquay, Cornwall. While the working hours were often long, enough time off was available to allow extensive touring of this very interesting part of the world. Stonehenge, Plymouth, Penzance, St Ives and even London were visited. Of particular interest, was the church at RAF St Eval where 407 Sqn was stationed during WWII.

The accompanying pictures of most of the detachment ground crew were taken at Land's End. The discrepancy in the mileages was due to different 'guesstimates' between Comox and England. Regardless of the work, we managed to spend all our money on souvenirs of one sort or another and a good time was had by all.

It has been a hectic summer for many people at 407 Squadron. The orderly room staff are busy processing in and out clearances. The Deputy Dog is busy trying to find bodies to fill vacancies on his board, and Capt Fred Reed is busy trying to decide which hat to wear at any given time of the day. To all the newcomers at 407 Sqn, welcome.

Crew One recently travelled to Greenland on a Norpat. To exercise the crew's navigators, it was decided that a trip to the north pole would be carried out, using a bizarre form of navigation practised by a select group of Hawaiian natives. It seems this method involves the sensing of aircraft vibrations and buffeting action to determine one's

Demon doin's

proximity to the pole. By standing in the tactical compartment facing forward, closing ones eyes and letting the buffeting action and vibration of the aircraft guide your thoughts, your body's skin acts as a receptor, an inertial navigation device if you will. If the aircraft buffets in a particular direction, you are heading toward the pole. If it buffets in the opposite direction, you are heading away from the pole. This method proved unsuccessful, however. Apparently it works better when seated in an outrigger canoe, dressed in a very loose loincloth. For those of you who are interested in navigating in such a manner, please see squadron standards.

After a few pictures of the in-

ertial display at 0000.ON/0000.0E, a quick search of the North Pole failed to yield either a barber pole or Santa's workshop. Capt Palmer was visibly upset at the realization that Santa had moved to Miami.

Capt Ed 'Moses' Goski was the source of much amusement on the Norpat. Ed joined Maj Jaggi and Capt Reed in climbing Mt. Dundas, adjacent to the airforce base in Thule. On the descent, Maj Jaggi commented on the similarity in appearance between Ed and Moses himself - except Ed was carrying a camera bag instead of the Ten Commandments.

Ed's appearance was not the only source of 'laughter fodder'. Capt Goski, pilot, has rather firm ideas about how in flight checks should be initiated on the Aurora. He is violently opposed to the use of codes for setting conditions of flight. "After all, we didn't need those damn codes in the Argus."

Eager to appease Ed, Capt Palmer opted for a somewhat ancient, more verbose method of initiating post take off checks suggesting that rather than set condition four, that a couple of crew members equipped with flashlights, check the aircraft over really well to see if everything is working properly.

The Sqn held a lobster and corn boil at Air Force Beach several weeks ago. It was a smashing success, and many lobsters and ears of corn were consumed. Thanks to the reunion committee for organizing it. Capt Ernie (Norm) Romans displayed his considerable prowess in volleyball, as well as a blue twisted steel physique.

The Flight Commander is using a novel method of determining who is next in line for an airshow. Any crew whose personnel do not yet sport the latest in sunburns, have obviously not yet participated in an airshow, and will accordingly be first in line. What is it about aircrew and sunburns anyway? Crew 7, fortunately, attended the Abbotsford Airshow where the only sunshine received was of the liquid variety.

Capt Dave 'The Wave' Robinson, Acoustic God, model of dress and deportment has been seen goose stepping around the Icemen's crew room of late. His fellow crew members can't decide if it is due to the recent theft of his automobile, or his recent appointment as the crew's tallest navigator.

Capt Simon Bell has contracted chicken pox. Hey Simon, aren't children supposed to get chicken pox?

Congratulations to Capt Bill Seymour and his wife, Paula. They are the proud parents of the squadron's newest demon, William Neville. Mother and baby are doing well.

NEXT DEADLINE 9 SEPT 91

40 STORES TO SERVE YOU

BACK-TO-SCHOOL

with the comical, cool and gentle troupe of Teddy Bears,

The Teds

brought to life in a colourful display of choreography, costuming and original music

"THE TEDS" SHOWTIMES under the Skylite

SAT., AUGUST 31st... 11:30 am • 1 pm • 3 pm

Fall Fashion Extravaganza
for the whole Family

Friday, August 23 7:00 pm
&
Saturday, August 24 1:30 pm

Kid's Back-To-School Fashion Show
Saturday, August 31
Immediately following THE TEDS' 1:00 p.m. performance

• Bring Your Cushions
...and your Teddy Bears as the children and their families will delight in a trip to BEARVILLE

• MUSIC, MIME and CHOREOGRAPHY
...4 Dancing Bears, 1 Narrator and Muppet take you on a wonderfully exciting, high-energy performance to Bearville, where all the children attend MAPLE BUSH SCHOOL with JIMMY BEAR

• You Look Swell Baby (Kids Fashion Show)
...Immediately following THE TEDS 1:00pm PERFORMANCE, an adorable lineup of the Comox Valley's young models will stage a fashion show designed for Day Care, Back-To-School and more

Back • To • School Entertainment Like Never Before at Comox Valley's 'Action' Shopping Mall

Mon-Wed 9:30 to 6:00
Thurs & Fri 9:30 to 9:00
Saturday 9:30 to 6:00
Sunday 12:00 to 5:00

2751 Cliffe Ave., Courtenay

The Driftwood Mall

338-1071

Make your move.

PARTICIPATION

Section News



On 12 Jul 91 the eight youngest members of Base Supply and their older chaperon driver left CFB Comox in the wee hours (0745 hrs) enroute for Port Alberni and on to Sprout Lake, Mars Water Bomber Base, for a guided tour of the massive flying boats. After minor seating problems, we were off in our mini van with Pte Boudreau in the Rock Mobile in tow.

After a short stop in Cathedral Grove for a leg stretch, a few photos and a lesson in the more integral body parts of the giant BC slug for Pte Laforge, it was over the hump and down into Port Alberni to the Westwin Pub for a nice light lunch (recommended to everyone).

At roughly 1300 hrs, we arrived at Sprout Lake and were greeted by the BOpsO, retired LCpl Tom Irving, who treated us royally to a one hour slide show on the acquisition and history of these 50 year old flying wonders. Shortly thereafter, we boated

Supply Signals

out for a first hand look inside and on top of the last two remaining airplanes. It's really something else to walk on the 200 ft wing span and see just how huge they really are.

After a long, quiet drive home, due to the fact that all these energetic privates were snoozing, we arrived at the Base around 1600 hrs and went our separate ways.

Just a friendly reminder to Pte Laforge that she still owes me a 'van cleanup' due to the fact that she forgot to show up at MSE to do it.

A huge thanks to the now departed BSUpO for letting us go and to the SAO for all the arrangements to make it possible.

On 19 Jul 91 we had a successful beach party with the weather cooperating for once. The food was delicious and the games entertaining. The Miss Most Least Tanned prize was won by Lisa Mills and her male counterpart was Neil Hooze. The water balloon toss, with towels being

the appropriate prize, were taken by Mike Kewell and a visitor to Comox, Auntie Mimi's sister-in-law, Isabelle.

Operation Barnyard was an animal show, so to speak, with Mona Rogers and Bob McMahon 'pair-ating' their way to each other and victory winning car shades.

Just a reminder, 4 ball, best ball, golf will take place on 4 Sep 91. Please bring your change of clothes, etc. to work as everyone will have to be at the golf course at 1145 hrs sharp! First tee off will be at noon.

Other news -- The awesome foursome dart team from MPO still retains the Base Supply, MPO Dart Challenge Trophy. The extremely skilled foursome being: Mr. Dave Boudreau, Mr. Ivan Ally, Mr. Mervyn Lewis and WO Cal Jefford.

This trophy will be up for competition monthly provided there are any challengers to be found (IF THEY DARE).



442 Squadron

442 Sqn was kept busy for the period of Aug 21 until late night Aug 23. A trimaran was reported overdue by family members on Aug 19 with two men and a dog on board. The trimaran was scheduled to depart the Queen Charlotte Islands on Aug 6 for Nanaimo.

The rescue coordination centre launched two 442 Buffalos and Labrador Helos on the 21st, covering a wide area encompassing the Queen Charlotte Islands and the west coast of Vancouver Island up the east of the island to Nanaimo. Hopes were high on the 22nd when reports were flooding into RCC about a trimaran with the proper colors and the name 'Windspeed' on the craft being reported near Victoria. When the craft was located, it was expected the search to was over but with further investigation the vessel found was identical to the search object, name included, but was from San Francisco. Hence the search continued for the Canadian registered 30 ft trimaran.

With search aircraft covering

vast areas from daybreak to sunset, it was soon reported that the trimaran was located by a Filipino freighter in an area not yet covered by the search aircraft on the eve of the 24th.

The two men and the dog were in good condition and transported to Winter Harbor by a Dept. of Fisheries vessel and later flown to Nanaimo by Labrador Helo where friends and family were eagerly awaiting their arrival.

On Aug 7 the vessel flipped over in a storm near Triangle Island at the north-west tip of Vancouver Island. With their dinghy smashed in rough seas and their rescue flares not working, the pair floated with the help of the pontoons and watched eight freighters pass in the distance. The pair were able to rig a shelf above waist deep water in order to sleep at night, and had access to 45 litres of drinking water.

After spending 18 days afloat approximately 35 miles off Brooks Peninsula, they still had food for another five days before being rescued.



BAMSO

Here is the latest news from the far left corner of Hangar #7. We would like to welcome a few new arrivals to our fair section.

The IE side says hello to a new section head, Sgt Aitchison as well as MCpl Boulanger and Cpl Gebauer who have been assigned to the Battery Shops. The IS Techs would like to welcome Cpl Annette Hurtubise, posted in from CFB Ottawa. They would also like to bid a fond farewell to Pte Val Gemme who has been with us the last few months on her ATAT rotation. As well, they would like to announce the return of the all knowledgeable Carl Dufour from his driving stint at CFB Chilliwack.

Now that the formalities have been completed, we would like to say that our section hike up the Comox Glacier went well without mishap, save for Yvan Breton's slide down one section with a very large rock. The hikers included Keenan Smit, Rod Russell, Alain Turgeon, Yvan Breton, Marc Fricker and our intrepid Sherpa Gord Grawbarger. On behalf of all the hikers I would like to formally thank Gord Grawbarger for the unselfish destruc-

tion of his vehicle in order to return us all safely.

On the topic of returning safely we were all glad to see the safe return of Steve Wain who daringly journeyed to the interior of BC on his faithful Norton motorcycle. We were informed it was an exciting adventure.

News Flash!

After waiting some three years, the IE/IS Lab received light switches to replace the pull strings we were using.

The IS Techs find themselves heavily burdened with the awesome task of cleaning every instrument removed from the Argus. We here at the Lab are sure any other shop given this astonishing assignment would have found themselves struggling to keep up, we however, find ourselves well ahead of schedule.

DIAC Maint & Trg

Everyone can thank Sgt Dave Mofford for the arrival of summer. Once he stopped taking leave to go sailing the sun actually came out -- and stayed. No way Dave, put that leave pass away!

We would like to officially

welcome our new head honcho, Capt Dave Grimshire. Capt Grimshire has spent the summer in the Valley without his family but is going to remedy that next week. Welcome to the section and have a safe trip back.

Recently members of DIAC could be seen out on the ball diamond with other members of BAMSO participating in a rousing game of slow pitch. Although the weather was terrible the turnout was great and we all had fun. We are also proud of the fact that the foul ball king belongs to our very own section.

During the California Air National Guard visit WO Scott Teasdale and Sgt Jim Symons spent time out in the strait with members of the band, concocting stories about 'the one that got away'. Seems the fish are taking as long to get here as the summer did. Better luck next time guys.

The rest of the summer for us will be spent gearing up for our next course which starts 10 Sep 91. We're looking forward to seeing those friendly faces back from Greenwood and Halifax. To everyone, have a great summer! (What's left of it...Ed.)

Section News

Good Luck Lorna



Col King presents a retirement certificate to Mrs. Lorna Kirker.

Lorna Kirker Retires

Recently a retirement luncheon was held for Mrs. Lorna Kirker, retiring after 29 years service with DND. Over 80 of Lorna's friends turned up to say farewell, a testimony to her friendliness and ability to get along with all personnel.

The B Comd, BTSO and Section Heads of the BTSO Branch passed on anecdotes and well wishes, as well as many congratulatory messages (some very humorous) from out of town personnel who were unable to attend.

Lorna was presented with a beautiful Bill Maximick print of Comox Bay, from all attending.

To Lorna, best wishes from all and you will be missed at CFB Comox by all your friends.

Best wishes from all of us at the Totem Times too ... Norm.

BAMSO Promotion



MWO O'Cain of BAMSO Safety Systems being congratulated by BTSO LCpl King on his recent promotion.

Nuptials McMullen - Reilly

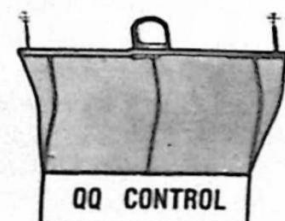


Jim McMullen (MSE) and Kay Reilly (BCPO) exchanged vows on July 13, 1991 at the Filberg Gardens in Comox. The couple will reside in Comox.

NEXT DEADLINE

9 SEPT - NOON

As the Beacon Turns



The 1991 APS has run its course for us with everyone having completed their moves. Our final Comox welcome for this year goes out to Capt Rob Dimmer, joining us from Cold Lake, and Lt Len Finnmore who made it all the way across the country from the Goose.

Operationally, the airfield is getting quite a bit of use these days. 416 Sqn has taken up residence in the 'Q' and are punching holes in the sky with their usual assortment of flights. 407, 442, and VU33 have certainly kept up their end of the flying schedule and along with the American C130s here on exercise Patriot Paladin have managed to make things rather busy for those of us in the tower.

Back on the home front, congratulations to Doug and Nathalie Godden, who recently said their 'I dos' after years of anticipation. The Godden's house warming party was held on the 16th, and from all accounts was

Chuckie

Remembering the Receptacle

Victor Smith of Burnaby, BC, recounts that at the RCAF manning depot in Edmonton during WWII, airmen were issued, besides the standard wedge cap, a round cap with ear flaps for winter use. The latter were called 'peepots' and worn reluctantly; out of sight of the guardhouse, they were usually switched for the wedges.

Returning by bus one winter night after a beery evening, Smith said to his pal, "Got your peepot ready?"

An elderly woman in the seat behind snapped, "That vulgar talk disgraces our Majesty's uniform, and if you boys drank less beer you wouldn't need to carry your own receptacle."

...from Legion Magazine

Drive Carefully: School Starts Sep 3

DID YOU KNOW YOU CAN HAVE THE CONVENIENCE OF BOTH AUTO AND PROPERTY INSURANCE WITH ONE COMPANY?

Try our new *Premium Saver* policy!

Special rates for those living in DND Controlled Quarters.

INSURANCE FOR:
HOME • TENANT • CONDOMINIUM
DND CONTROLLED QUARTERS • AUTOMOBILE
& VALUABLES (jewellery, furs, cameras etc.)

Personal Insurance Means Convenience:

- Low monthly premium payments — by either pay allotment or pre-authorized chequing with absolutely no interest or service charges
- Nationwide Toll-Free 1-800 numbers for immediate service
- Local personal claims service to serve you better
- If you're posted to a new base, your policy can be transferred!

Check out your Group Plan now!

B.C., YUKON, N.W.T.

Toll free 1-800-661-1279

CANEX

The Personal
INSURANCE COMPANY OF CANADA

THE PERSONAL DOES NOT OFFER AUTO INSURANCE IN BRITISH COLUMBIA, SASKATCHEWAN OR MANITOBA DUE TO GOVERNMENT RUN PLANS

NEXT DEADLINE 9 SEPT NOON

Courtenay Chrysler and Chrysler Canada Ltd.

Introduce Our

SPECIAL APPRECIATION ALLOWANCE

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



\$750.00 D.N.D. REBATE

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

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

7/15 WARRANTY

7/15 WARRANTY

7/15 WARRANTY

month Sales,

ler #5682

338-5451

Feature

Pat McElroy's
Photographs courtesy of Pat McElroy, Courtenay photographer. For further

Old Victor



RAF Handley Page Victor ("Lucky Lady")

New CF Chopper?



EH-101 on display at Air Show Canada. BGen S. McGowan, with Denny McLaughlin, Director Airborne Programs, Paramax Electronics, Ottawa.

Comox was there



CFB Comox ground support detachment provides power to the Russian MIG 31 at the Abbotsford International Air Show.

Czech this out!



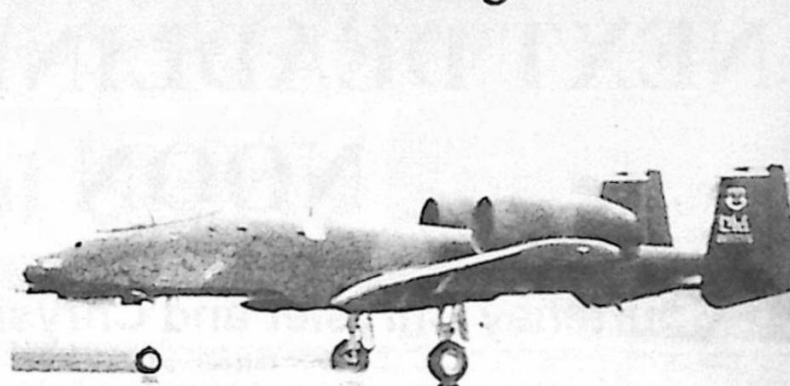
L39 Czech Albatross Omnipol

A Quiet Moment



The Base Commander Col J.E. McGee and Mrs. Donna McGee paused by the Great Wall of China Industries Long March-2E Satellite Launching Rocket at Abbotsford.

Warthog

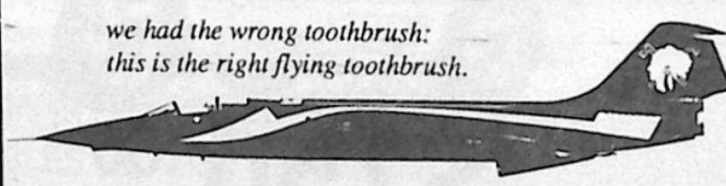


An A-10 Thunderbolt "Warthog" ploughs through the rain.

We Erred....

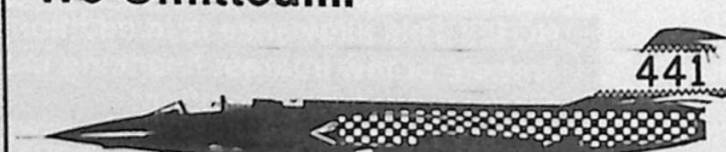
In Celebrating the Starfighter, Aug 15....

*we had the wrong toothbrush:
this is the right flying toothbrush.*



104 805 in its dramatic red and white finish for the 1985 Base festivities, at Baden-Söllingen. Fondly referred to as "The Toothbrush", this aircraft is presently used for ABDR at Baden-Söllingen.

We Omitted....



104 880 in the striking second iteration of an overall "Checkerboard" scheme. Presently used as an Aircraft Battle Damage Repair (ABDR) instructional airframe at Baden-Söllingen.

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

Abbotsford

information about these, and other photographs, please call Pat at 338-8367.

Historic Lockheed



The first Trans-Canada Airlines airliner, a Lockheed twin.

Well didn't it Rain....



For two days it rained. KC10 tail is in the background.

Like a Hound Dawg



B-52 (nose) checks out the tail of a Soviet Il-76.

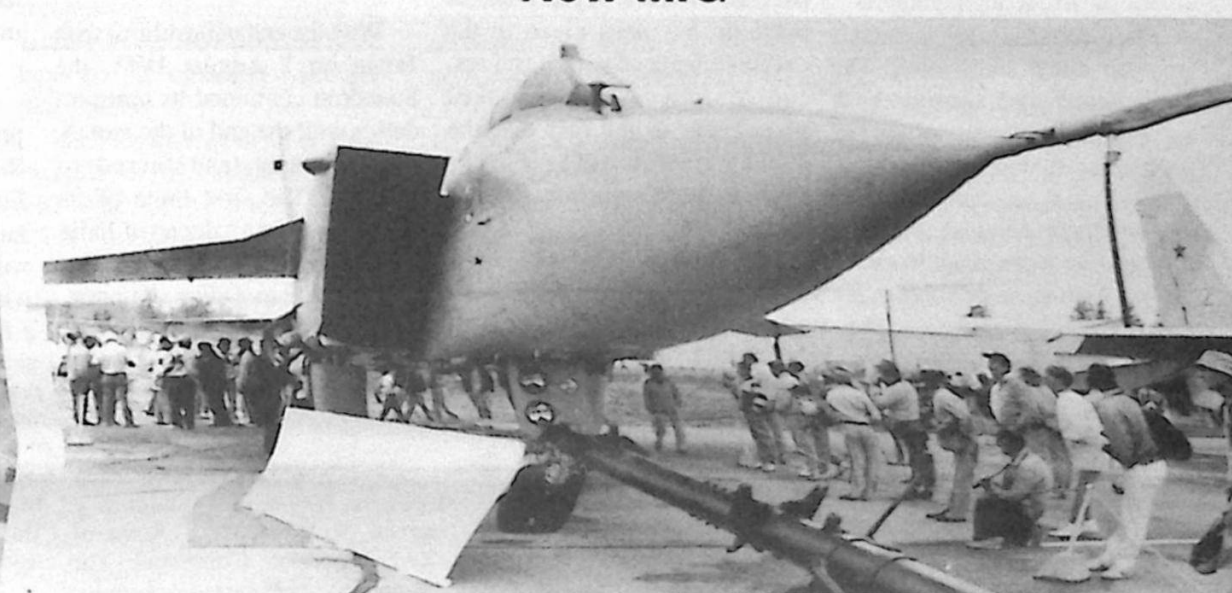
Feature

Contra-Prop



KA-32 (Kamov Design Bureau) USSR heavy-lift helicopter

New MIG



MIG 31

Flying Flat Thingy



Stealth F117A

Flanker and Yak



SU 27 Flanker (Sukhoi Design Bureau) with Yak 55-M under nose. (Yakovlev Design Bureau)

Search and Rescue

History of Survival Training

The idea for a survival training school came about as a result of Second World War aircrew losses. Many aircrew perished after forced landings or bailouts as a direct result of not being prepared for or not knowing what to do in a survival situation.

During the early post-war years, aircrew training costs started to escalate alarmingly. So in a two-pronged effort to help save aircrew lives and to cut down aircrew training costs, the decision was made to establish a survival school.

In 1948 the school went into operation at Edmonton as the RCAF Survival School. Over the years more than 30,000 men and women have passed through its doors, learning how to hunt for food, build lean-tos, wriggle out of parachute harnesses in water and how not to freeze their azaleas in Arctic temperatures.

The course syllabus hasn't changed much since 1948. The basic winter and summer bush survival course many current CF aircrew fondly remember, is now referred to as the land survival course. Those original aircrews who lost five to ten pounds while learning how to snare rabbits in the woods and build igloos in the north would not find much difference in today's survival course content. The biggest changes and improvements have involved training techniques and concepts.

In 1956 the Survival School established a permanent bush camp at Jarvis Lake, 320 kilometres west of Edmonton near Hinton, Alta. in the foothills of the Rockies. Land Survival students spent eight days of their two weeks training there.

If pilots and other aircrew are selected to take a combined land/sea survival course they proceed to CFB Comox after the land training at Jarvis Lake and receive one week of sea survival training. Sea survival facilities were established at the west coast base in 1960, when sea survival training was introduced.

Those fortunate enough to be selected for Arctic training proceed to a semi-permanent detachment at Resolute Bay,

N.W.T. Students spend three days in the classroom at Edmonton and eight days at 'Crystal City' building igloos, snow trenches and figuring out how to get to stay in the instructors' ATCO trailer.

A few more features have been added to the school training syllabus recently. In 1976 parasail training became part of the sea survival course, providing trainees with an actual parachute descent into water. In 1978 the Canadian Airborne Centre began instruction in parachute landing training, which is now part of the land survival syllabus for undergraduate aircrew.

In addition to conducting survival training, CFSTS also runs ground search courses and Search and Rescue Technician (SAR Tech) Courses. In fact the school has been training rescue specialist personnel, now SAR Techs, for the past 33 years. A great deal of publicity has been given to the excellent work of search and rescue squadrons. CFSTS takes silent pride in the fact that the rescue specialists and SAR Techs on these SAR squadrons are all trained here.

The seven month Basic SAR Tech course conducted by CFSTS staff includes training in land survival, parachute jumping, medical training, diving, ground search training, mountain rescue, glacier rescue, fixed and rotary wing SAR techniques; as well as maritime SAR operational training.

After graduation and at least two years of operational SAR duties, selected SAR Techs return to CFSTS to take various trade advancement courses including the QLSA, QL6A, QL6B and the Medical Recertification Courses.

All told, the CF Survival Training School annually processes about 800 students, mostly undergraduate aircrew but also including other aircrew trades, through its many courses.

The Command and staff of CFSTS are proud of their achievements and of their contribution toward improved survival and rescue techniques for all CF air and ground crews over the past 43 years.

History of 440 Squadron

The history of the 440th Rescue Squadron can be tracked back to 1932 when it began as Number 11 Army Cooperation squadron, flying the deHavilland DH-60 Moth Aircraft out of Vancouver, B.C. It was later redesignated the 11th Coastal Artillery Cooperation Squadron in 1937 and in October 1939, was ordered to establish a detachment in Patricia Bay, Vancouver Island to provide and RCAF presence on the island and to cooperate with the defences of Victoria and the Esquimalt Naval Base.

The Squadron was disbanded in February of 1941, but surfaced again nine months later equipped with Curtiss Kittyhawk P40E Aircraft. By Jun 1942, the 11th Fighter Squadron found themselves enroute to Anchorage, Alaska

in support of the Aleutian Campaign against the Japanese in the North Pacific.

Three years later the Squadron was moved to the European theatre and was renumbered the 440th Fighter Bomber Squadron. Flying the Hawker-Typhoon Aircraft, the Squadron flew many gallant missions in northern Europe until the end of World War II.

With the advent of the Jet Age, the 440th Rescue Squadron was again reactivated at Bagotville, PQ, in 1953 and became the third RCAF Sqn to receive the new AVRO Canada CF100 Canuck Fighter Aircraft. It was during this time the Squadron developed its official badge, comprising a bat flying amongst clouds to represent the all weather capability of

435 Transport Squadron was formed at Gujrat, Punjab, India, on 1 November 1944 as the second of two medium transport squadrons formed in the Far East. The other is 436 Squadron, now in Trenton, Ontario. These formations lay in an agreement between the Air Ministry and the Department of National Defence for Air, whereby the RCAF would supply medium range transport squadrons for the far eastern theatre of operations. After a period of training in glider towing, air resupply and casualty evacuation, the Squadron moved to Tulihal, in the Imphal Valley in India. 435 (T) Squadron's task was to supply and support the British 14th Army during their advance from the Imphal Valley through Northern Burma to the eventual capture of Rangoon near the war's end.

With the end of hostilities with Japan on 7 August 1945, the Squadron continued its transport duties until the end of the month, when it was transferred to England. The first three of its aircraft and crews departed India on 27 August 1945, and the last three arrived at Down Ampney, Gloucestershire on 19 September 1945, to find a new 435 (T) Squadron in the final phase of reorganization.

The reorganized 435 (T) Squadron served in England as a unit of No.120 (RCAF) Wing of RAF Transport Command. The Squadron operated transportation runs to the Continent until its disbandment on 31 March 1946, when its Dakota aircraft and crews were ferried back to Canada.

435 (T) Squadron was reformed at Edmonton, Alberta, 1 August 1946, upon the reorganization and renumbering of the Edmonton and Winnipeg detachments of 164 (T) Squadron. The Squadron was equipped with Dakota aircraft and employed on transport duties in Western Canada and paratroop training at Rivers, Manitoba.

The 440th Rescue Squadron, now in its sixteenth year as a search and rescue squadron, continues to maintain a high standard of skill and readiness. Although a small squadron, the 440th owes its success to the cooperation and dedication of all its personnel: pilots, flight engineers, search and rescue technicians and the support of the servicing and maintenance people.

In 1947, the 440 AWF was

In 1952, the Squadron was re-equipped with the C119-G 'Flying Boxcars'. The greater range and payload enabled the Squadron to assume a more diversified role in Army support and Arctic flying than could be attained by the faithful Dakota aircraft.

In 1960, the first four C-130B 'Hercules' aircraft were acquired by the Squadron. In addition to carrying out its regular supply flights to the northern outposts, the Squadron employed its Hercules to ferry 137 CF-104 Starfighters to Canada's NATO Air Division in Europe. In 1966, the Squadron completely re-equipped with the improved "E" version of the Hercules. The four "B" models went to 408 Squadron at Rivers, Manitoba. These four "B" models eventually returned to Lockheed Aircraft Corporation as part of the C-130E re-equipment agreement.

At present the Squadron provides the primary Search and Rescue (SAR) response for the Edmonton SAR region, one of the largest areas of coverage in the world. A SAR dedicated aircraft will respond to emergencies from a lost canoeist to a major airline accident anywhere in the three prairie provinces, part of Ontario, the two northern territories, part of Hudson Bay, throughout the high Arctic up to the North Pole. In 1988 the aircraft was launched on over 30 searches involving over 140 flying hours.

The Squadron maintains a distinct leadership in land forces support with its Tactical Air Lift School (TALS). The school trains transport crews from all Hercules squadrons in equipment and paratroop drops, and flying skills such as low level flight and terrain masking required in hostile areas of operation.

At present the Squadron maintains a large operational flight commitment ranging from maintaining supply lines to our Arctic stations, our NATO forces in Europe, peace keeping forces and embassies throughout the world, and any other tasking required by the government or Armed Forces.

moved to Zweibrücken, West Germany, to become part of the 3rd Wing, in the NATO forces of Europe. The Squadron maintained combat readiness at Zweibrücken until the end of 1962, they were disbanded.

After being decommissioned for 5 years, the name 440th Rescue Squadron replaced that of KU-111 Composite Unit in Winnipeg. It was a dramatic functional change for the Squadron as it served a new role: flying Dakotas and H21 Vertol helicopters in the search and rescue organization of the CAF. The Squadron was eventually moved to Edmonton and subsequently received the deHavilland Twin Otters in 1971 (which form the Squadron configuration today).

History of 435 Squadron

Exercise SAREX '91

History of 413 Squadron

413 Sqn was originally formed as a Maritime Reconnaissance Squadron in July 1941, flying the Catalina Flying Boat. The Squadron initially operated from Scotland and the Shetland Islands helping to protect the North Atlantic convoys which sustained Great Britain during World War II. After Japan began hostilities, 413 Sqn was deployed to Ceylon, now Sri Lanka, an Island Nation in the Indian Ocean, and was to remain there for the duration of the war. The Squadron history of the period records many acts of valour under patrol work and detached duty throughout the SE Asian theatre.

As with many Canadian squadrons, 413 was disbanded when hostilities ceased in 1945 and like many other Canadian squadrons 413 was to be re-formed and disbanded a number of times during the post war years. Its first peacetime incarnation was as a photographic squadron in Rockcliffe, Ontario and flying Dakota, Norseman and Canso Aircraft. After a period of inactivity, the Squadron was re-formed as a fighter squadron in 1951. Initially flying the deHavilland Vampire from Bagotville, PQ, the Squadron was re-equipped with the F-86 Sabre and moved to Zweibrücken, West Germany, then back to Bagotville flying the CF100 Canuck until it was disbanded during the early 60s.

413 Transport and Rescue Squadron began its present role of search and rescue on 8 July 1968,

when the Squadron was formed from 103 Rescue Unit stationed at CFB Summerside. In the rescue role the Squadron is responsible to the Commander of Maritime Command (Halifax) for the provision of Search and Rescue assistance within the three Maritime Provinces, Newfoundland, Eastern Quebec, Labrador, the southern half of Baffin Island and the Atlantic Ocean area to a point approximately 600 miles out to sea. This total SAR area comprised approximately two million square miles.

In recognition of the Squadron's valuable contribution to Search and Rescue, 413 was awarded the Mynarski Trophy for 1980 and 1982, emblematic of Search and Rescue excellence. Boeing Vertol presented 413 Sqn with a plaque on 12 June 1981 recognizing the achievement of accumulating 10,000 hours flying time on the squadron Labrador helicopters.

With the closure of CFB Summerside, in the summer of 1991, 413 Sqn has been relocated at CFB Greenwood as of 1 July 1991. Included in the move was the change of aircraft the unit will be operating. The unit maintains operations with the Boeing Labrador helicopter and replaced the Buffalo fixed wing aircraft with the C-130 Hercules. With the C-130, the unit can operate with greater range and endurance while on missions and lead other SAR units who will soon follow with the aircraft change.

History of 103 Squadron

The Unit badge, which wasn't adopted until 1964, depicts a Saint Bernard dog carrying the traditional keg of brandy for medical use by lost persons. The RU's choice of the Saint Bernard was prompted by the desire to spell out its role wherever it may be. The motto 'Seek and Save' identifies and exemplifies the role of the Unit.

The 103D RU was initially equipped with fixed wing multi-engine aircraft which has proved there versatility during World War II. A wide variety of aircraft was flown by the Unit throughout its history, such as: Lockheed Ventura (47-49), Canso (47-54), Dakota (47-67), Expediter (47-63), Lancaster (47-54), Albatross (60-68) and Otter (54-62). Rotary wing aircraft flown by the Unit include: H-5 (47-54), H-21 (55-61), H-44 (60-65) and the CH113 (65-68). The Tandem rotor CH113/113A Labrador helicopter has also been at the Unit since its early days.

In 1968, the 103D RU moved from CFB Greenwood, NS, to CFB Summerside, PE, and there became the 413th Transport and Rescue Squadron (TRS).

In 1976, it was decided to place a search and rescue (SAR) unit in Newfoundland. Detachments from 424 (TRS) Trenton, ON, and 413 (TRS) Summerside, PE, moved to Torbay Airport (St

Johns) in the last autumn of that year.

In 1947, as the result of an international agreement, the Royal Canadian Air Force (RCAF) was tasked with the responsibility for air search and rescue. The 103D Rescue Unit (RU) was formed at RCAF Station Greenwood in the Annapolis Valley of Nova Scotia to carry out the task in eastern Canada. Operations saw 103D RU aircraft ranging from Winnipeg to Ellsmere Island to St Johns and covering the vast expanse in between.

On 13 Jan 1977, this detachment moved to Gander and 2 May 77, this nomadic group was renamed the 103D Rescue Unit. The 103D RU is now an integral unit at CFB Gander and is responsible to the Air Transport Group. 'Home' is now a permanent hangar on the south west edge of Gander International Airport. From there the three CH113/113A aircraft (painted in SAR colours of yellow with a red stripe range throughout Newfoundland, Labrador, Eastern Quebec, Baffin Island and all adjacent waters. The Unit works in close cooperation with the Canadian Coast Guard, with taskings coming from the Search and Rescue Emergency Centre in St Johns and the Rescue Coordination Centre in Halifax.

The Squadron fought World War II from Topcliffe, Yorkshire, England equipped with Wellington MK-111 aircraft, and Tunisia, North Africa, with many successful sorties against targets in Italy during the Mediterranean campaign. In 1945 the Squadron converted to Lancasters, and was then disbanded in October of the



Hosted by
442 T & R
Squadron

History of 442 Squadron

Widely known throughout British Columbia and the Yukon for its role in search and rescue and mercy missions, 442 Squadron traces its origins back some forty years to the middle of World War II.

The Squadron was formed as No.14 (Fighter) Squadron, at Rockcliffe, Ontario on January 2nd, 1942, and equipped with Harvards and Kittyhawk fighters. Based initially at RCAF Station Sea Island, B.C., present site of Vancouver Airport, the Squadron later deployed to Adak Island in the Aleutians, from which it flew many dive-bombing and strafing sorties against Japanese positions on Kiska and other islands.

In 1944 the Squadron sailed for England, where it was redesignated 442 Squadron and equipped with Spitfire IX fighters. As part of 144 Wing, 442 Squadron flew missions against the retreating Nazis, operating from bases in England, and later from deployment sites on the European continent. Re-equipped in 1945 with Mustang fighters, the Squadron flew long range escort for daylight bombing raids on Germany. 442 Squadron's last mission of the war was to escort Lancasters which bombed Hitler's chalet at Berchtesgaden on April 25th, 1945.

Following a short disbandment, 442 Squadron was reactivated in 1946 as an RCAF Auxiliary Fighter Squadron, once again based at Sea Island, B.C. Over the next twelve years, 442 Squadron flew Harvards, then Vampire jets, and finally T-33 Silver Stars and F-86 Sabres, in continuation of its fighter role. In 1958 the Squadron was redesignated an Auxiliary Transport Squadron and re-equipped with Expeditors and Single Otters until disbandment in 1964.

History of 424 Squadron

424 Tiger Squadron was formed on 15 May 1935, as No.19 and later No.119 'City of Hamilton Squadron'. As such, it is the oldest regular force flying squadron in the Canadian Forces. In June of 1985, the Governor General of Canada, The Right Honourable Madame Jeanne Sauve, presented 424 Sqn with its new squadron standard on the occasion of its 50th anniversary.

The Squadron fought World War II from Topcliffe, Yorkshire, England equipped with Wellington MK-111 aircraft, and Tunisia, North Africa, with many successful sorties against targets in Italy during the Mediterranean campaign. In 1945 the Squadron converted to Lancasters, and was then disbanded in October of the

Concurrent with 442 Squadron's postwar fighter role, 123 Rescue Flight operated from Sea Island, flying two lifeboat-carrying Hudsons in the air/sea rescue role. In 1953, 123 Rescue Flight was merged with 121 Communications Flight to become 121 Composite Unit. In 1955, 121 Composite Unit was re-equipped with C-47 Dakotas and amphibious Canso aircraft, to perform the dual role of light transport and rescue. Two years later, the fixed-wing aircraft were augmented by the addition of the Vertol H-21 helicopter, and in 1961 the Grumman Albatross flying boat replaced the Cansos.

In 1964, 121 Composite Unit relocated to RCAF Station Comox, on Vancouver Island, and shortly thereafter the H-21 helicopter was replaced with newer, Vertol CH-113 Labradors. On July 8th, 1966, 121 Composite Unit was redesignated 442 Transport and Rescue Squadron. The CH-113 Labrador helicopter remains in service with the Squadron today, however, the Albatross and Dakota aircraft were replaced with the deHavilland Buffalo in 1970. Currently, 442 Squadron operates four Labrador helicopters and four Buffalo aircraft.

The Victoria Search and Rescue Region throughout which 442 Squadron operates, is the second smallest of the four Search and Rescue Regions in Canada, yet by 1977 it was the busiest, handling over half of all incidents in the country each year. The Victoria Region includes all of British Columbia and that portion of the Pacific Ocean extending two hundred miles off shore. Of the nearly eight hundred thousand square miles included, ninety-five percent is either mountainous or rocky coastline.

In April 1946, the 424 Sqn was reformed in Hamilton and assigned an air defense role equipped with P-51 Mustangs and, later the T-33 Silver Star. In 1957 the Squadron was re-equipped with the Expeditors and Single Otters, assuming a light transport and emergency rescue role.

In 1968, the Squadron was designated as the 424 Light Transport and Rescue Squadron. Its primary role is search and rescue in the approximately 880,000 square miles of Ontario and Quebec that make up the Trenton Search and Rescue region. This is accomplished using the CC-115 deHavilland Buffalo and the CH-113A Labrador from Boeig.

Schedule of Events

Fri 6 Sep	1200-1600 hrs	Arrival of participating SAREX aircraft and crews. Meet & Greet for all participants, Washington Inn.
	1830 hrs	Mass briefing for all official members and SAREX coordinators.
Sat 7 Sep	0830-0930 hrs	Bell Ringer (over 40) competition.
	1400 hrs	Daily flying activities
Sun 8 Sep	0830-1530 hrs	Daily flying activities. SAR Technology display.
Mon 9 Sep	0830-1530 hrs	Daily flying activities. Media day, interviews, flight, tours.
Tues 10 Sep	0830-1530 hrs	SAR Technology display.
	0845-1700 hrs	Weather day - Events as required.
Wed 11 Sep	0845-1530 hrs	Awards banquet, Washington Inn.
	1900 hrs	Individual departures
Thu 12 Sep		

Leisure

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.

PARKSIDE

Home and Office Furniture

Overcrowded?
We buy furniture.

• 7000 sq. ft. • Fresh stock twice weekly
• Free Saturday delivery

Courtenay's Best Used & New

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

SO YOU WANT TO PLAY THE REAL ESTATE GAME!

START HERE You Win! Collect \$\$\$ Clear & Expedient Negotiations Go Ahead 1	Aggressive, Unqualified Bargain Hunters Go Back 1	Tied Down To Answer Calls and Give Tours Go Back 2	Paperwork, Negotiations, Legals You get Big HEADACHE!! You Lose \$\$\$
COURTENAY REALTY LTD. Century 21 Bus: 338-2222 Res: 338-9827 Toll Free Pager 1-978-5682			
Jeani Working 120% For You Paperwork Disappears Go Ahead 2	Canada Wide Networking Go Ahead 3	Effective Advertising, Successful Open House Go Ahead 3	Multiple Listing Service Go Ahead 3

Family Support Centre

Our next open house will be held Wednesday, 18 Sep from 10-2. We hope to see our newcomers on the Base. You will receive a free plant, and there will be coffee and sandwiches. Reps from the Welcome Wagon and Newcomers Club will be present. Everyone is welcome.

The LaLeche League will hold its first monthly meeting at the Family Support Centre of Monday 23 Sep at 7:45 p.m.

Our PMS Support group will have its first monthly meeting in September. If you are interested in getting back into the work force or doing a proper resumé, we will have a seminar sometime in the fall. In November we will have cake decorating and chocolate making. A Red Cross babysitting course will be held. Phone for registration. We need between 9-12 students for a course. Our discussion group will be held Tuesdays from 10-11:30 a.m. We hope to have one week with the children and the next arrange for babysitting so we can have guest speakers, go out for brunch, walks or just have coffee together, whatever you would like.

If you are interested in any of these activities please phone and let us know or give us your suggestions of what you would like to have.

Don't forget our babysitting and cleaners list, rental board, or if you are interested in house sitting.

If you are interested in volunteering for emergency babysitting or homecare please let us know. It would mainly be if mothers or fathers need a days break and the spouse is away.

We are also looking for a volunteer to give a ride from Courtenay to the Airport School for two children; one with special needs.

We are located at 119 Little River Road (Kinnikinnik). Our hours are from 7:30 to 3:30. Phone 339-8654.



Christine Mayer

Sweet Pickled Crabapples

4 qts crabapples
2 cups vinegar
5 cups brown sugar
1 tblsp whole cloves
2 sticks cinnamon
1 tblsp whole allspice

Method:

Wash crabapples and remove blossom end but leave stem on. Combine the 3 spices and tie in cheesecloth. In pot put sugar, vinegar and spices and simmer together for 20 mins.

After 20 mins, add apples a few at a time and cook until tender. It's important not to add too many. When tender, place in jar and continue until all apples are done, cooking only a few at a time. It only takes a few minutes as apples cook quickly. Cover apples in jars with the syrup and seal.

These are delicious.

Fresh Salsa

5 med tomatoes, peeled, seeded and finely chopped
1 small or medium onion



BONUS

Country Kitchen

Pickling for Winter

finely chopped
2 fresh Jalapeno peppers cored and minced
1/2 cup loosely packed fresh Cilantro leaves minced
Salt to taste

This makes about 2 cups

This sauce is hot, so when you combine the ingredients you should perhaps add the peppers a little at a time to your own taste.

Beet Relish

8 cups chopped cooked beets
1/2 cup horseradish grated
1 tsp salt
1/2 tsp pepper
2 cups sugar
1 cup vinegar
1 cup water

Method:

Combine beets, horseradish, salt, pepper, and sugar. Heat water and vinegar to the boiling point. Add to first mixture and mix well. Pack in sterilized jars and seal.

Mixed Relish

3 sticks celery
4 apples cored but unpeeled

1/2 med cabbage
3 green peppers
7 or 8 med sized cucumbers
2 large onions

Spices

1 1/4 tblsp mustard seed
1 1/2 tblsp tumeric
1 1/2 tblsp celery seed
4 cups vinegar
2 1/2 cups sugar
2 tblsp corn starch

Method:

Chop vegetables and apples or use a food processor and mix together. Add 1/2 cup pickling salt and mix through ingredients. Leave over night in fridge.

Drain in colander and rinse water through. Drain again. Combine all ingredients together and bring to a boil and cook about 5 mins or until vegetables are tender. Pour into hot sterilized jars.

This is a very good relish. You may change some of the vegetables if you wish, but this combination is super and the spice combination is excellent.

Officers Mess

Ladies Bridge

The first evening of bridge will be 11 Sep 91, beginning at 7:00 p.m. in the lounge of the Officers' Mess. We will be commencing our evening with a wine and cheese to welcome our members both old and new.

If you are newly arrived in Comox and would like to join us for a fun evening of playing casual bridge, we'd be delighted to meet you. Our club has all levels of players and a relaxed atmosphere to play in. We have already had enquiries about bridge lessons and will be starting

informal evenings of learning in October. So here is your opportunity to learn this most fascinating card game.

Our ladies play bridge every second and fourth Wednesday of the month and normally start playing at 8:00 p.m. Our fees will be \$2.50 per evening. Prizes are provided for the evening's high and low scores in addition to a 'two prize' and a draw.

So mark your calendar and be sure to come to our first bridge evening. If you have any questions about our meetings or les-

sons please call any of the following ladies:

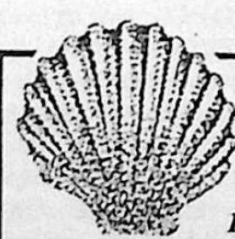
Dorothy 339-6905
Trish 339-3262
Audrey 339-6009
Joanne 339-2007

Bridge Tip

If you sort your cards red-black, red-black don't shift your cards from one side to the other when you are out of a suit. Other keen eyed players will pick up on this as a sure sign that you are void which can be valuable information to your opponent.

Happy Bidding!

NEXT DEADLINE 9 SEPT



Bookshelf Bestsellers

Pat Bolen
Proprietor

2751 Cliffe Ave.,
Driftwood Mall,
Courtenay, B.C. V9N 2L8
604-338-5943

Debi Williams
Manager

get your Totem Times here

10 Top Paperbacks Week ending: Aug 24

1. Four Past Midnight

.....King

2. Sniper's Moon

.....Stroud

3. The Corps

.....Griffin

4. Dance With The Devil

.....Douglas

5. Golden Fox

.....Smith

6. The First Roman

.....McCullough

7. The Rowan

.....McCaffrey

8. Dragon

.....Cressler

9. Innocent Cities

.....Hodgins

10. Under the Fang

.....McCammon

On and off base



Glacier Greens

Miles, Shearer and Savard 1991 Club Champions

The weather conditions were ideal and the course was in perfect condition, when the members of Glacier Greens played golf in the annual club championships at the week end.

Frankie McCaffery and Steve Bailey were out to defend their 1990 titles, along with 121 other members.

Newly appointed president CWO Bill Krier was on hand to present the awards. Bill also thanked everyone for their participation and commented on the superb conditions of the course and the tremendous success of the tournament. He then expressed his appreciation and thanked

Tyee Moving & Storage for their continued support in sponsoring the field low gross prize, the *Jim Nolan Pro Shop, Gord Roy*, for sponsoring the K.P.s.

Sharon Miles has another big win to her credit after firing a low gross score of 161 for the two day event, to capture the big prize of the year. Other wins for Sharon this past season were the field low gross trophy at Eaglecrest Golf Club as well as the field low gross trophy at the G.G. Ladies Invitational in June. Not far behind was

Shirley Shearer, the runner up to the field low gross, with a two day score of 172. Field low net with a 128 was Anna Sutton.

1991 Ladies Club Champion - Sharon Miles.

"A" Flight Winners:

1st L.G. Lorraine Courtemanche - 174; 1st L.N. Rose McClesh - 131; 2nd L.G. Millie Hudson - 179; 2nd L.N. Louise Bustard - 133.

"B" Flight Winners:

1st L.G. Verle Lafferty - 200; 1st L.N. Dolly Pearson - 137; 2nd L.N. Edie Roy - 201; 2nd L.N. Elsie Downey - 139.

On the mens side, the competition was keen and some very good scores were posted. Bing Shearer, Arnie Mathus, Greg McNeivits and Doug McArthur were all in the running to take the top honor. However, Bing Shearer admits to steady play and a bit of luck to win him the tournament.

The field low gross winner with a score of 149 for the two day event and the 1991 Club Champion is Bing Shearer.

The field low net winner with a two day score of 128 is Pierre Garrant.

"A" Flight

1st L.G. Greg McNeivits (C.B.); 2nd L.G. Doug McArthur

(C.B.); 1st L.N. Arnie Mathus; 2nd L.N. Dave Lloyd.

"B" Flight

1st L.G. Max Thorne; 2nd L.G. Tom Lepage; 1st L.N. Larry Berry; 2nd L.N. Rick Verbeek.

"C" Flight

1st L.G. Don Ayotte; 2nd L.G. Ernie Wray; 1st L.N. Dave Frost; 2nd L.N. Larry Holland.

The juniors representative Cpl Greg Fleet organized a Juniors Club Championship which was also held at the week end and wishes to thank the following sponsors for their support:

Goods Groceria
Nevada Bob's
Terry's Meats
Comox Valley Custom Clubs
Jim Nolan Pro Shop

1st L.G. winner on the Junior side was Eric Savard, 1st L.N. Paul Porter.

Watch for more information on the G.G. Seniors closing tournament on 18 Sept at the pro shop.

Members of Glacier Greens will be pleased to hear that a loan has been approved and that exploratory work will begin in the fall on the expansion of the GGGC from 9 to 18 holes.

Glacier Greens Golf Presents



G.G. Ladies Club Captain Frankie McCaffery, presents the 1991 Club Championship trophy to Sharon Miles. Our congratulations to Sharon and to all the winners.



President Bill Krier presents Bing Shearer with the 1991 Club Championship trophy.



Jrs. rep Greg Fleet presents Eric Savard with his prize for Field Low Gross.

Drive Carefully:

School Starts Sep 3.

CFB COMOX OFFICERS' MESS

AUGUST/SEPTEMBER 1991 CALENDAR

Fridays August 30, September 6, 13, 20, 27
REGULAR TGIF. Food as indicated 1700-1800 hrs. Free taxi. Ask at Bar.

Wednesdays September 4, 11, 18, 25
OFFICERS' COFFEE HOUR. Coffee will be served in the lounge at 1000 hrs. All Officers are invited to attend. Dress of the day.

Friday September 6
INTERMESS SOFTBALL/VOLLEYBALL TOURNAMENT - See Calendar

Wednesday September 11, 25
O.L.C. BRIDGE CLUB - See Calendar

Wednesday September 18
OMLC WINE & CHEESE MEET & GREET - See Calendar

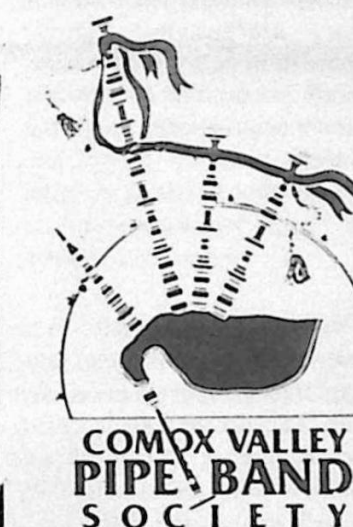
Saturday September 14
MEET & GREET - See Calendar

Thursday September 26
GOLF AFTERNOON - See Calendar

Upcoming Event - Oct 12 - OKTOBERFEST

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!!!



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.

NEW

CROWSNEST MAGAZINE

Published Monthly

Packed with Information and News

Naval Operations, Engineering, and Air Operations

Book Club, Naval Prints, Naval Calendar and much more

CANADA'S NAVAL MAGAZINE

Send: ☐ \$ 4 (Payable to Crowsnest Magazine) for Next Issue

☐ \$50 (Payable to Crowsnest Magazine) for 1-Year Subscription

Name _____ Postal Code _____

Address _____ City _____ Prov _____

Mail Cheq or Money Order to: CROWSNEST MAGAZINE, 192 GLEBE AVE., SUITE #3, OTTAWA, ONTARIO, K1S 2C7

Health & fitness

To Your Health

Health information from the Registered Nurses Association of British Columbia

Striking A Balance For Emotional Well-Being

Emotional well-being is a vital part of health, just as much as eating good food, resting well, and exercising effectively. Emotional well-being helps you feel fully alive and involved with the people and natural environment around you.

Currently, registered nurses are stressing the value of good mental health. They point out that healthy lives include a sense of joy and belonging as well as chances to work, learn and love. But, coping with the darker moments is equally important to your emotional health. Nurses say feeling inadequate or unable to cope with emotions is unhealthy, especially if left unattended. The feeling can be costly, eroding your sense of well-being, your productivity and your potential.

Tension, anxiety, loss, hopelessness and guilt are experienced by people in all walks of life. Often sharing these feelings with a trusted family member or friend helps you through a temporary period of emotional turmoil. At other times, despite your best efforts, it seems you cannot solve personal problems or concerns. If you are worried about how you are coping, nurses recommend you make the effort to get a professional opinion.

The first step is usually the hardest in seeking help for a personal problem. Once you become involved, it is easier to keep going. Many people start with their family doctor because he or she is familiar. This provides an excellent opportunity to have an examination and to ensure there is no physical cause underlying the emotional turmoil you are experiencing.

If you want a referral within the medical system, ask for a list of two or three names. The medical approach treats the symptoms of a problem and may include the use of drugs or hospitalization. Only medical doctors can prescribe these treatments and they are most commonly used for serious psychotic disorders such as schizophrenia, dementia and clinical depression. Once you reach these people there is often a waiting period. Do not allow that to deter you from getting help. You are closer to getting attention by getting on a waiting list than by remaining unknown.

Rather than this route, some people start by asking trusted friends or relatives if they know of someone who might be helpful. Personal networks help identify community resources and self-help groups. Nurses or members of the clergy often have experience in helping with personal problems and can also refer you to other community resources. Or your employer may be one of a growing number of employers who sponsor an Employee Assistance Program (EAP). If so, you can probably get prompt access to confidential counselling services through your EAP. Another strategy is to check the yellow pages in the phone book for counsellors and go through the related subsections. Both individual and agency services are listed.

Inquiries can also be directed to the appropriate professional association for referrals to doctors, psychologists, nurses or social workers. All of these professionals handle mental health issues, but come from different backgrounds.

Nurses know learning to cope with emotional stress is a positive process that means coming to grips with disturbing situations and finding more effective ways of handling them. When you recognize your emotional needs as well as your physical needs, you can take action that helps you understand and change those things that affect your general health and well-being now and in the future.

info health

Dr. Bob Young



Stomach Acid

Stomach acid. Two little words that conjure up images of heartburn, peptic ulcers, and esophagitis. And rightly so, as these illnesses, and others, are associated with low pH (high acidity) in the stomach. 'Associated with' does not necessarily mean 'caused by'.

Nonetheless, management of stomach acid is an integral part of treatment for several conditions affecting the upper intestinal tract. Effectiveness of medical intervention has increased tremendously in recent years, largely due to the availability of specific drugs.

They work in various ways, at different sites in the body.

Most familiar are the traditional antacids. These include Tums, Roloids, Amphogel, Maalox and a host of similar over-the-counter products. All, including kitchen-cupboard baking soda (an unwise choice), are mild alkalis which buffer or neutralize the acid in the stomach.

Then there is a variety of anticholinergic agents, of which Pro-Banthine and Darbid are examples. Still used to reduce spasm, they have a weak effect in reducing acid secretion. Gastrozepin, the newest in this group, is a more potent inhibitor of acid.

A major step forward was the development of cimetidine and ranitidine - Tagamet and Zantac - drugs that are histamine H2 receptor antagonists. This means that they block the effects of histamine on the parietal, or acid producing, cells of the stomach lining. Acid production may be reduced by 50 percent to 90 percent depending on drug and dosage. There are a number of others in this group.

Losec, relatively new, potent, and expensive, also temporarily disables the parietal cells.

Some drugs, notably aspirin and especially non-steroidal anti-inflammatory medications, cause stomach upset in many people,

and ulcers in some. Cytotec counters this in a chemical manner; Sulcrate provides barrier type protection by coating the inner surface of the stomach.

They permit additional patients to treat their arthritis. Pregnant women must not take Cytotec.

My point is that control of stomach acid is far easier and much more dependable than even a few years ago. The drugs named above are examples only, and specific endorsement of any or all should not be implied. Some are available in generic form.

All acid disease is not the same, and heartburn or stomach pain lasting more than a few days should be brought to your doctor's attention. He or she will be able to exclude serious disease, and is also most able to determine which acid suppressant is appropriate for you.

Gallbladders

Gallbladders often have to be removed. They are prone to stone development and infection, and each can cause the patient considerable distress. A solidly impacted or stuck stone causes bile to back up, causing jaundice, or yellowing of the skin. And an infected gallbladder may rupture, with serious consequences.

Gallbladder surgery has been a painful procedure because a long incision across muscle was needed to reach the organ. Most other abdominal incisions are made between muscle groups, or the cut is along, rather than across the fibers.

A new technique for removing gallbladders is rapidly becoming available in many hospitals. Utilizing the laparoscope, the operation requires only five small puncture wounds in the abdominal wall - and one of these is a mere needle prick.

The patient is 'prepped' as for

any operation, skin cleansed, draped, and anaesthetized. A needle is pushed through near the navel, and carbon dioxide gas is pumped in to distend the abdomen, providing room to work.

Then a half-inch puncture is made to provide a port for the laparoscope - a rigid fiberoptic tube with a small television camera at its outer end. When it has been inserted and adjusted it provides a crisp and clear picture of the patient's insides in truly living color on monitors on each side of the table.

The surgeon and the assistant operate by looking at these, not at the patient - an eerie experience for the uninitiated.

With visualization established, a long thin grasper is inserted through another hole, and the gallbladder is stabilized so it does not flop around. The remaining two ports are used to dissect free (using an electric current)

and clamp blood vessels and the ducts that drain the gallbladder.

When this has been done the bladder is freed from its bed in the liver, with a current that both cuts tissue and cauterizes any blood vessels. The area is rinsed with salt solution, the excess sucked away, and the collapsed gallbladder pulled out through one of the ports. A dissolving stitch or two to close each of the holes and the job is done.

In most cases, if the operation is done in the morning, the patient can go home in the afternoon. Morphine or other narcotics are not needed - a little acetaminophen with codeine suffices. And the patient can go about his or her business the following day.

The equipment is expensive, but saving five to seven post-operative days for each case soon pays for it.

Drive Carefully: School Starts Sep 3

On and off base



Helmet Campaigns

Rexdale (Toronto) at (416)747-4171.

The CSA standard applies to helmets for cyclists aged five years and older. Requirements for a helmet's impact-absorbing qualities, chin strap strength and the minimum area of the head to be covered by the helmet are specified in the standard. Manufacturers' compliance with the standard is voluntary.

"The CSA standard is a stricter standard than either of the American cycling helmet standards," commented Bill Coffman, chairman of CSA's Technical Committee on Cycling Helmets. "If a helmet meets the Canadian (CSA) standard, it's a better helmet as far as protection goes."

Most properly designed and manufactured cycling helmets consist of four primary elements:

an outer shell, an energy-absorbing liner, a layer of soft foam and fabric pads and a retention system. CSA has certified the three types of helmets that are currently made for cyclists. Cyclists can choose from CSA-certified foam helmets with or without a lycra cover; 'thinshell' helmets that are covered with a thin plastic shell over the foam or 'hardshell' helmets that are covered with a relatively thick plastic outer shell.

Consumers can obtain a free list of CSA-certified cycling helmets by calling the CSA office in

Mr. Coffman, who represents the Canadian Cycling Association in his CSA work, said the

CSA mark and fit are the most important features for consumers to consider when shopping for a helmet. Qualified salespeople can help cyclists find a helmet that fits them snugly without being too tight or loose. Helmets that have adjustable straps and a quick-release buckle are recommended.

While cyclists of all ages need to wear helmets to reduce their risk of injury during an accident, Mr. Coffman noted that helmets are especially important for children. "There's more potential for risk among children because their skill levels are less advanced than those of older cyclists."

Awareness campaigns, such as the Canadian Medical Association (CMA) effort launched in May, have been timed to reach youngsters before the summer vacation, a peak bike-riding period for young cyclists.

Groups like the Edmonton-based Grey Nuns Hospital Bicycle Helmet Coalition and the Metro Toronto Children's Bike Helmet Coalition took their message to elementary school children and their parents in the spring. The Grey Nuns Coalition used rap dancers and puppet shows and the Metro Toronto Coalition used lip sync contests and bicycle rodeos to catch the attention of their young audience at Edmonton and East York schools respectively.

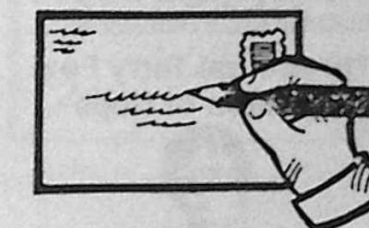
Both coalitions have suc-

ceeded in winning support or participation from a variety of community organizations. Bicycling groups, health professionals, the media, the police, school boards, sports medicine organizations and helmet retailers have all become involved in efforts to increase helmet use among children.

The CMA campaign, the first phase of the association's Canadian Injuries Prevention Program, is being waged through the offices and waiting rooms of more than 22,000 family physicians, pediatricians and emergency medicine specialists across Canada.

The CMA, Grey Nuns and Metro Toronto campaigns each give consumers a break on children's cycling helmets -- which can cost from \$30 to \$80 -- by providing discount coupons.

With the CMA coupon, one type of CSA-certified cycling helmet can be purchased in various sizes for half the retail cost. The Metro Toronto Coalition has joined forces with a department store to reduce the price of two CSA-certified cycling helmets by \$10 each when they are purchased at the participating store with a coalition coupon. Several Edmonton retailers are offering 25 percent discounts on various helmets in cooperation with the Grey Nuns Hospital Coalition.



Bicycle Helmet Campaign Contacts

The following list of addresses and phone numbers is provided as a resource for consumers who want to obtain more information about the cycling helmet awareness campaigns mentioned elsewhere in this issue.

Canadian Injuries Prevention Program,
c/o Lucian Blair,
The Canadian Medical Association
P.O. Box/CP 8650
1867 Alta Vista
Ottawa, Ont
K1G 0G8
Phone: (613)731-9331
Grey Nuns Hospital Bicycle Helmet Coalition,
c/o Erina Kieme
The General (Grey Nuns)
Hospital of Edmonton
Health Resources Centre
3015 62nd Street
Edmonton, Alta
T6L 5X8
Phone: (403)450-7312
Metro Toronto Children's Bike Helmet Coalition
c/o Laura J. Spence
Hospital for Sick Children
HSC + Kiwanis Injury Prevention & Research Program
555 University Avenue
Toronto, Ont
M5G 1X8
Phone: (416)598-6740

CHAPEL CHIMES

OUR LADY OF THE SACRED HEART CHAPEL(RC)

BASE CHAPLAIN (RC) - Maj J.G.A. Veilleux
CHAPEL - Our Lady of the Sacred Heart (on Base)
OFFICE - Headquarters, Bldg 45, Rm 48, Telephone 8274
MASS SCHEDULE:

Saturday.....1900 hrs
Sunday.....1000 hrs
Daily Masses.....As announced in the Bulletin,
usually at 0900 hrs, except during
Lent & Advent at 1900 hrs.

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

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

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

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

ST MICHAEL & ALL ANGELS PROTESTANT CHAPEL

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

"Let the Games Begin."



Base Commander Col McGee officially opens the first annual intermess family day picnic. Joining Col McGee are two performers of Beyond the Looking Glass.

Reunion

The Workshop's Annual Reunion will be held the 19th and 20th of September, 1991 at AMDU Trenton for all serving and former 561s, 562s and 563s.

Activities get under way at 1600 on the 19th with a meet and greet at the North Side WOs and Sgts Mess followed by a golf tournament and barbecue the next day at the Base golf course.

Cost packages are \$40 with golf and \$23 without golf. Prepayment will be appreciated. Please send cheque or money order payable to "Workshop Reunion Fund" to WO Donovan at AMDU Trenton.

For further information please contact MWO Mackeigan at (613)965-3166 or WO Donovan at (613)965-3180.

Aerospace Maintenance
Development Unit
Project Support Branch
CFB Trenton
Astra, Ontario
K0K 1B0

IT'S A MATTER OF
LIFE AND BREATH
DON'T SMOKE
British Columbia Lung Association

Totem Inn Junior Ranks Mess Upcoming Events

Friday September 6 -
Intermess Sports Challenge
Slowpitch/Volleyball

Friday September 13 - Entertainment Night
MESMER and band SHABOOM
Doors open at 1800, show at 1900
No charge to mess members
\$2.00 cover charge for non-members

Friday September 20 - First TGIF of the season, Euchre

WANTED

THE JUNIOR RANKS MESS IS LOOKING FOR A SNACK BAR OPERATOR FOR THE TOTEM LOUNGE SNACK BAR. THE POSITION WOULD BE OPEN EARLY SEPTEMBER. IF INTERESTED, CONTACT THE MESS OFFICE AT LOCAL 8 130.

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 - barbecue
- 1600 hrs - clean up and secure

Cancellation of Fitness Consultation

Due to lack of attendance, personal consultations on exercise fitness Thurs 1530-1600 hrs are cancelled. Members desiring info on personal fitness may contact Cpl Savard loc 8315 at the Rec Centre during working hours.

Programme Cycling

To maximize your long-term progress it's to vary the intensity of your workouts from time to time. Week after week of demanding sessions, without a break, can lead to overtraining, injury and boredom. Programme cycling, in laymans terms means incorporating short periods of 'active rest' into longer stretches of intense training. This active rest can come in the form of lighter loads with more reps, or fewer reps for a couple of workouts before resuming a full programme, or a one week period with fewer training sessions.

There are numerous sophisticated ways to cycle a programme to avoid over training, but the principle of all of them is the same: avoid endless 'hard workouts' by following a hard-easy sequence on a regular basis.

It is particularly important if you've been working for some time on what is essentially a maintenance programme.

Good luck!

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.

Base Hockey Team Meeting

There will be a Base hockey team meeting on 29 Aug 91 at 1100 hrs in the Rec Centre conference room. Members interested in playing for the Base team are urged to attend. For more info contact the Rec Centre at loc 8315.

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.

Bowling

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

Second Annual Atlantic Region CF Invitational Bodybuilding competition

CFB Greenwood in conjunction with the Greenwood Weight Training Club will be hosting subject event 16-17 Nov 91. The competition will be open to all Canadian Military, dependants and civilian DND employees. Travelling arrangements must be made by member. Deadline for entry is 01 Oct 91. For more info contact Rec Centre 8315.

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.

Bodybuilding/Weightlifting Club

There will be a meeting to discuss the formation of subject club at the Rec Centre Conference Room on Tues, 1 Oct 91 at 1400 hrs. Members interested in joining are urged to attend.

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.

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.

On the Base

Good News, Bad News



There's good news and bad news. Which do people want first? Given the choice, a new study shows, most people would rather have them at roughly the same time.

Two psychologists at Duke University examined 107 subjects in order to determine whether people would rather experience two emotionally positive (or negative) events on the same day or on separate days, and what mental mechanisms are used to make such judgments.

The study, reported in the January Journal of Personality and Social Psychology, found that subjects generally preferred to separate two good events ('gain savoring'), and to separate two bad events ('multiple-loss avoidance'), but to combine positive and negative events ('loss-buffering'). The preferences were the same whether the good-bad news was financial, social or academic.

These results, the authors say, indicate that people regard themselves as having limited but 'renewable' mental resources that are consumed in coping with either positive or negative events, but which can be replenished over time.

Too much bad or good news at once may deplete scarce resources and over-stress the individual, the reasoning goes so people

prefer to combine negative and positive events, "because the gain will generate loss-buffering resources to counteract the loss."

12 positive signs

Here are author Alan McGinnis's "12 characteristics of tough-minded optimists."

Optimists:

- * Are seldom surprised by trouble.
- * Look for partial solutions.
- * Believe they have control over their future.
- * Allow for regular renewal.
- * Interrupt their negative trains of thought.
- * Heighten their powers of appreciation.
- * Use their imaginations to rehearse success.
- * Are cheerful even when they can't be happy.
- * Think they have an almost unlimited capacity for stretching.
- * Build lots of love into their lives.
- * Like to swap good news.
- * Accept what cannot be changed.

Call one of us:
Carol Anderson 8319
Russ Burns 8625
Bev Chaderton 8320
Gordon Sherrin 8368

Association Francophone de la Vallée de Comox

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, V0R 2K0). Tél 339-3990, télécopieur 339-3992.

Nos heures d'ouverture sont: le mardi, le mercredi et le jeudi, de 13:00 à 16:00.

N'hésitez pas à téléphoner avec vos questions ou suggestions, et surtout ne manquez pas notre fameuse

Épluchette de blé d'inde qui aura lieu le samedi 7 septembre au Pavillon 'Airforce Beach' à partir de 19:00. Enfants, membres et non-membres sont les bienvenus. On vous attend-

The 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.

Our offices are in the Community Centre (Building 199) next to the Canex. (Box 295, Lazo, BC, V0R 2K0). Phone 339-3990, FAX 339-3992.

The office is open Tuesday, Wednesday and Thursday from 1:00 to 4:00 p.m.

Don't hesitate to call if you have any questions or suggestions and above all, don't miss our annual

Corn Roast on Sunday, 7 Sep starting at 7:00 p.m. at the Air Force Beach Pavilion. Children, members and non-members are welcome to attend. Come on and join the fun!

Comox Valley Figure Skaters

Comox Valley Figure Skaters travelled to Campbell River for a five week summer school. Skaters had a very busy schedule, enjoying off-ice training classes taught by Heather Gordon, and a full day at the Heather Fraser Figure and Free Skate Seminar.

Danika Parks, Alison Woods, and Nicky Jones took part in a Pop Concert. A fun time was had by all. Coach Mrs. Dawn Spelay (Rachuk) was very pleased with her skaters attitude, progress, and achievement.

Test Day Results:
Novice II Badge Annie Laurie Preliminary Free Skate Lukas Laurie
Jr Bronze Free Skate: Alison Woods, Danika Parks, Nicky Jones.

Concertgoers



(L to R) Alison Woods, Nicky Jones, Danika Parks were in the Pop Concert at Campbell River on August 17.

Jr Bronze Dance Willow Waltz: Alison Woods, Danika Parks.
Sr Bronze Dance 14th Step: Annalisa Cook.

We would like to thank Patrick O'Brien for dance partnering and Mrs. Lynda Baechler president of CRFSC.

Comox Valley Skating Club Registration Aug. 31 - Driftwood Mall 1-4 p.m. Registration Sep. 7 - C.V. Sports Centre 10-12 a.m. Figure Skating starts Sep. 4. CanFigure and CanSkate starts Sep. 16. For further information call Debbie Parks 339-2854.

The Vacuum "Shophe"

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

Dyno-Vac - Canadian Made
No bags to buy or filters to clean
10 year Warranty

Large supply of janitorial cleaners, supplies & equipment

Merve & Nancy Harder
Tel 334-2994

Next to McSwiggins Café
2270 Cliffe Ave., Courtenay B.C. V9N 2L4

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

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.

CLEAR THE AIR

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

B.C. Lung Association
Box 3409, Station D
Vancouver, B.C. V6J 4M2

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

Also... 3 Free Gifts to choose from with every film developed and printed

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
685 CLIFFE AVE.
334-3333
COURTENAY
LOCALLY OWNED AND OPERATED

COMOX AIR FORCE MUSEUM
CFB COMOX LAZO B.C.

PHONE (604) 339-8935

1 JUNE THRU SEPT. 10 AM - 4 PM
WED THRU SUN 9 AM - 4 PM

Featuring a Gulf War exhibit

BCYCN
BRITISH COLUMBIA AND YUKON COMMUNITY NEWSPAPERS ASSOCIATION

BLANKET CLASSIFIEDS

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

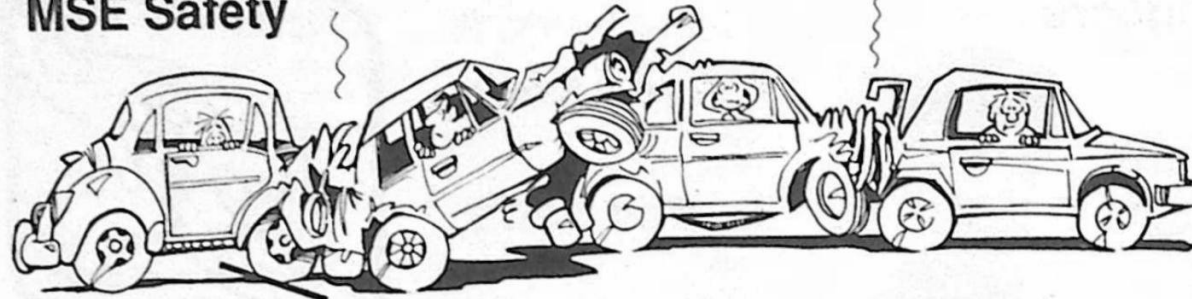
TO PLACE AN AD CALL THIS PAPER OR BCYCN AT (604) 669-9222.

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

<p>AUTOMOTIVE</p> <p>NEW CARS AND TRUCKS. Start from \$149/month. Limited time offer. Lease to own. All makes/models. Plan O.A.C. Call Leslie Fox for prior credit approval and selection. 433-6803 collect. University Leasing, Burnaby.</p> <p>BUILDING SUPPLIES</p> <p>DOORS/WINDOWS! Interior and exterior wood, metal and French doors, wood windows, skylights. MCREI Call collect to WALKER DOOR and WINDOW in Vancouver at (604) 266-1101.</p> <p>BUSINESS OPPORTUNITIES</p> <p>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.</p> <p>SINGLES TODAY Introduction Service. Eleventh Anniversary Special. Membership, franchise and employment information. Magazine sample \$4. #2 - 1248 Fort Street, Victoria, B.C., V8V 3L2. (604) 380-9020, FAX: (604) 478-9975.</p> <p>Complete Equipment for manufacturing synthetic Marble, Onyx, Granite Tubs, Vanity Sinks and accessories. Comes with all molds, compressor, tables, etc. Call Jan, 248-2616, Parksville, B.C.</p> <p>ALL CASH BUSINESS! Fantastic profits/patented vending equipment. No obligation. Investment is your decision. Free brochure. PHILRICK VENDING. 3529 Savannah Ave., Victoria, B.C., V8X 1S6. (604) 382-4580.</p> <p>Well established Appliance Service Business including stock of parts for all makes. A complete workshop of necessary tools to do all refig. & appliance jobs. \$35,000. John Harrison, Box 550, Gibsons, B.C., V0N 1V0. 886-9959.</p>	<p>BUSINESS PERSONALS</p> <p>The Government owes you money if, on welfare, no tax return filed since 1988. Lee Houtman, 281 East Windsor Road, North Vancouver, B.C. V7N 1K2.</p> <p>COMING EVENTS</p> <p>NEW CALGARY Agri-Ranch Trade Show. March 4-6, 1992. Exhibits relating to agriculture, equestrian, ranching, irrigation. For more information phone (403) 469-2400 or fax (403) 469-1398.</p> <p>EDUCATION</p> <p>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) 681-5456.</p> <p>FREE career guide to home-study correspondence Diploma courses. Accounting, Airconditioning, Bookkeeping, Business, Cosmetology, Electronics, Legal/Medical Secretary, Psychology, Travel, Granting. (5A)-263 Adelaide West, Toronto, 1-800-950-1972.</p> <p>CHEF TRAINING PROGRAM. Make your future financially secure. Join Canada's #1 Industry. Cooking is a recession-proof career. Short, intense training. Financial terms. Govt funding. Continuous enrolment. DUBRILLE FRENCH CULINARY SCHOOL. 1522 W. 31st Ave., Vancouver, B.C., V7R 3V5. Toll-free 1-800-667-7288.</p> <p>EQUIPMENT</p> <p>Diesel Generators. 25 Kw Bmd/Onan by Newage. 10Kw Mercedes Benz/Kato by Simpson Maxwell. 115/230 Volt, 1ph. \$3,500 each. Box 10, Lytton, V0K 1Z0. 455-6671.</p> <p>FOR SALE MISC</p> <p>CAN BIZARRE ACES AND PAINS BE CAUSED BY THE MIND? Buy and read "Dianetics the Modern Science of Mental Health" - \$7.50. To order call: Vancouver Dianetics Center, 401 West Hastings Street, Vancouver, B.C. V6B 1L5. (604) 681-0318. M/C and Visa accepted.</p>	<p>FOR SALE MISC</p> <p>SURPLUS EQUIPMENT FOR SALE: Dump trucks, cat loaders, low beds, pavers and rollers, service trucks, welding truck, 300 Miller welder, D6D and D8K cats, excavators, crushers and jaws, 310 J.D. backhoes, JCB backhoe, case 580K backhoe, 740 Champion grader, 670A J.D. grader plow and snow wing, cat 851 windrow elevator, 100 barrel water tank and log grapples. Call Vic Kampe 1-493-6791 days, 1-493-7742 evenings.</p> <p>Light fixtures, electric motors, generators, phase converters, transformers, fans, welders, wiring supplies, free literature. Friesen Electric, 32032 S.F. Way, Clearbrook, B.C. V2T 1V6. Tel: 859-7101. Fax: 853-2503.</p> <p>MOBILE HOMES - \$205/MONTH. 14'x, doublewide. Many choices from 100% financing O.A.C. (403) 472-9090.</p> <p>HOCKEY CARDS. 1991-92 SCORE HOCKEY. Pre-order until Aug 30/91. Boxes - 1 - \$22.95 & Tx & Shipping. 10 - \$21.95 & Tx & Shipping. (Oct. delivery expected). Money orders or cashier cheques. Ph. hrs. 12:00 - 4:00 p.m., Mon - Fri. (604) 858-3365. Locker Room Cards, P.O. Box 357, Sardis, V2R 1A7.</p> <p>CHAIN SAW USERS: Carbide and regular saw chains at low prices to fit all chain saws. Send for price list, North Star Marketing, Box 35405, Station E, Vancouver, B.C., V6M 2B4.</p> <p>GARDENING</p> <p>Aluminum/Glass Greenhouses and Solariums. Single and double glazed, straight and curved eave units. Phone or write for FREE BROCHURE. B.C. Greenhouse Builders Ltd., 7425 Hedley Ave., Burnaby, B.C. V5E 2R1. 433-4220.</p>	<p>HELP WANTED</p> <p>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.</p> <p>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.</p> <p>Full time baker required. First or Second year apprentice O.K. Submit resume to Jerry Giesbrecht, c/o Westside Foods, #1-1151 10 Ave S.W., Salmon Arm, B.C., V1E 4M2. Phone 832-2278.</p> <p>Well established Plumbing, Heating, Electrical retailer requires experienced plumbing parts person. Electrical knowledge an asset. Excellent opportunity for the right applicant. Handwritten application to Bob Kjelsrud, Burgess Plumbing and Heating, 36 N. Broadway, Williams Lake, B.C., V2G 1B9.</p> <p>CHATEAU LAKE LOUISE, nestled in the Canadian Rockies, is beginning fall recruitment! Various positions are available in our Housekeeping, Stewarding, Food & Beverage and Front Office departments. Also available are qualified Chef du Partie, 1st Cook, 2nd Cook and Stillroom positions. Also available are qualified Housekeeping Floor Supervisor positions. Join us in outstanding beauty and reply with your resume and references to Human Resources, Chateau Lake Louise, Lake Louise, AB, T0L 1E0.</p> <p>Split level house, three bdrms, 1 1/2 baths, Rec. room, laundry and sewing rooms combined. Bsmt workshop, garden area. \$58,000. Clinton, B.C. Phone 459-2558.</p> <p>SERVICES</p> <p>Major ICBC and Injury claims. Joel A. Wener trial lawyer for 22 years. Call collect: (604) 736-5500. Contingency fees available. Injured in B.C. only.</p>
---	---	---	---

Section News

MSE Safety



As The Bells Toll

As schools re-open after summer vacation, hordes of youngsters will threaten your right-of-way as they go to and from their studies. It's one of the worst seasonal headaches of a driver's year.

A recent study showed that the general standard of road sense and behavior among children is poor and there is widespread failure to observe safety rules.

Many of the youngsters observed selected unsafe places to cross the street, more than half crossed without looking, and nearly half were running.

Boys, particularly younger ones, are more likely to behave unsafely than girls.

And parents aren't really aware of the risks their children are running. How else can you explain that the researchers observed approximately 17% of six year olds being allowed to cross busy streets by themselves?

Hearing impaired children are

particularly vulnerable, the study found, being 30 times more likely to be involved in a pedestrian/motor vehicle accident.

One researcher commented that "most drivers expect children, however young, to be totally responsible for their childish actions; parents leave teachers to educate their children about road safety, and road designers expect children to cope in an adult environment."

Think about it: When you were a kid, did you really keep pedestrian safety in mind as you jostled your way along the street? Of course you didn't! You were too busy planning, laughing, playing -- and today's youngsters are no different. They're invincible. They take risks. They're unpredictable.

So what are you to do?

The only safe course for drivers is to be constantly alert when children are around. Exer-

cise caution at intersections near schools, at school bus stops, near parks and playgrounds, and don't expect children to stay on the sidewalk. Just remember that their personal safety isn't necessarily on their minds ... so it's got to be on yours.

Drive Child Friendly ... Drive Defensively!

Question

When posted, a school zone speed limit is in effect:

- A. on school days between 8 a.m. and 5 p.m.;
- B. every day;
- C. Between dawn and dusk;
- D. from 0900 to 1000, 1200 to 1300, and 1500 to 1600 on school days.

Answer "A"

Drivers Statement of the Month

The guy was all over the road. I had to swerve a number of times before I hit him.



VU33

Welcome again faithful readers to another edition of what's happening at VU33. We have a lot of people on leave, most noticeably Dave Saboo and Weiner, which is the main reason I got picked to write this article. I'm the L.R.A. (last remaining author).

Back from leave are Nevin and Dan, who both did a stint in California. Also Eric Rheume, who took some time off to get married. Congratulations Eric. Bo "Bondy" also returns after a few weeks off to tour the mainland with his folks.

Now for a couple of things that make you say "hmmmmmm":

- Servicing has actually been busy for the last few days, and the trend looks like it is going to continue.

- One Crew has a Weapons Tech in their midst -- is this just temporary or -- hmmm?

- There soon will be two reg force Zoopkows...

- Tony H. would like to know if anybody has any extension cords for sale.

Speaking of Tony H., I promised him that I would make a public announcement to state that he is the new undisputed Thursday morning basketball champ. I can no longer brag about the time that I kicked his butt all over the court. Oh well, it was fun while it lasted.

On the topic of sports, Paul Nolan would like to make it common knowledge that he no longer supports the Expos, but he is now officially a Blue Jays fan.

By the way, all members of VU33's 1991 championship fastball team, and their spouses and little ones, are welcome to

come out to Dan Martin's 'Ranch' for our season wind up BBQ on 1 Sep, starting at 1400ish.

Apparently the 'Comm. Cup' is nearing its final stages as far as being ready for presentation, and as I understand it, our resident Hoser hopes to be handing it out to the first official recipient at Rock Bay 91 which, by the way, is fast approaching. I've been asked by the boss to include a little blurb here that will somehow induce a bit of competition between maintenance and the servicing crews for skits at Rock Bay this year. Of course, most of the people around here already know there is no way anyone can compete with our crew, (2 Crew Maint), but at least you guys could try for second place.

A couple of late news flashes here. Marty Lavigne wants to know when they are going to build a causeway between Vancouver Island and the mainland -- says he's sick and tired of sleeping at ferry terminals.

If you want to know what's black and sharp and spins at about 795 mph, ask J.R. Walsh -- or at least ask his index finger. Seems J.R.'s finger had an argument with his lawn mower blade and the end result was blade 1, finger 0 (at least nothing got amputated).

The SAMEO would like to know if anyone has a spare piece of string he could have. (He is looking for something to tie his house key to.) Sorry Sir, but it happens to the best of us.

While we have the SAMEO's attention, the boys in Maintenance would like to know if you were serious when you mentioned sending 581 back as a convertible.

Maida's Boutique

Naughty - but Nice

Lingerie
Fall Fashions
Arriving NOW
Maternity Wear
Layaway Plan

202-307 5th Street
Courtenay 338-1550

RECYCLE THIS
NEWSPAPER
TOTEM TIMES



Continued on page 21

LEGION LOG



BRANCH 17 COURTENAY 334-4322

ENTERTAINMENT
Fri & Sat Aug 30 & 31.....Music by WESTWIND
Fri & Sat Sep 06 & 07.....Music by HIGHWAY 19
Fri & Sep Sep 13 & 14.....Music by NASHVILLE

REGULAR ACTIVITIES
BINGOS.....Mon., Thur., Fri., Sun. at 7:00 PM

MONDAY.....FUN EUCHRE
TUESDAY.....PUB DARTS
WEDNESDAY.....LEAGUE CRIB
THURSDAY.....FUN DARTS
FRIDAY.....TGIF & MONEY DRAW AT 6:30 PM
SATURDAY.....FUN BRIDGE AT 12:30 PM

"MORE PLAYERS WELCOME"
Phone 334-4322 (days) for more information
NOW OPEN SUNDAYS.....12 - 7 PM

Dress Code in effect 8 PM Fri & Sat
(No T-SHIRTS)

EVENTS
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 30.....Music by NIGHT LIFE
Fri Sep 06.....Music by WESTWIND
Fri Sep 13.....Music by WHITEWATER

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
TBA

SPORTS
TBA

On and off base

Padre Bob

Greetings gentle reader. Here it is almost September again. I hope that you have had a good restful summer, or at least a pleasant trip if you are just moving into the beautiful Comox Valley.

Services have continued throughout the summer with a nursery and children's activity time provided during each service. Padre Art Flath conducted services during July and I understand from the golfers, made good use of his spare time. Since my return at the beginning of August we have been planning for the upcoming fall season.

Calendar of Events

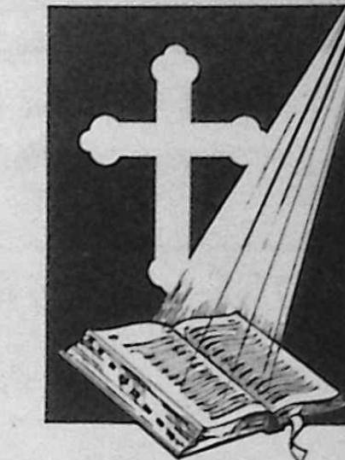
1 Sep 1100 hrs -
Our regular service with a nursery provided as we celebrate the Labour Day weekend.

7 Sep 1100 - 1500 hrs -
Wallace Gardens Community Council Family Fun Day and Carnival at Airport School. Drop by the Chapel Guild table.

8 Sep 1100 hrs -
Back to Chapel Sunday including Holy Communion. We use this Sunday to register for Chapel Guild, Choir, Sunday School, Bible studies, mens group and any other activities that people want (such as Confirmation classes, etc).

15 Sep 0930 hrs -
Battle of Britain Commemoration Service with members of 888 Wing, 386 Royal Canadian Air Cadet Squadron, and former members of 409 Squadron.

15 Sep 1100 hrs -
Battle of Britain Parade in the CFB Comox Heritage Aircraft



Park. There is an announcement elsewhere in the Totem Times concerning the retiring of 409's colours and the events for the weekend. If you are an ex-409er or know one, please spread the news.

22 Sep 1100 hrs -
Regular service and our first 'official' Sunday School class.

29 Sep 1100 hrs -
Following today's regular service we continue our monthly pot luck lunch.

Parents and tots, run by the ladies of the Chapel Guild, continues to operate Friday mornings from 1000 - 1130 hrs in the Community Centre building next to Canex. Parents and Tots is open to all military families. It is a time for Parents and Tots to meet, with a large play area for the children while the parents listen to presentations on various subjects or get involved in discussion groups. The topic of interest for the Friday is, "Did the balloons deflate in the pinatas they made last week!"
See you in Chapel....

More Red Menace

continued from page 20

day, June 25, 1950, the Communist North Koreans launched a sneak attack; they invaded in force.

The Communists advanced almost at will. By the first week of August they had pushed south and had bottled the defenders into an area around the southern seaport of Pusan, known as the Pusan Perimeter.

In Ottawa, the news was not greeted with alarm by Canada's parliamentarians. After a short question and answer period regarding the situation in Korea, and after hearing the external affairs minister assure the House "that the safety of Canadian nationals in South Korea would be looked after," the House went on to discuss the "decline in production and increase in the price of cheese."

The following day, June 27, the House did address the Korean War with more vigor. During the Defence Minister's estimates the preparedness of the Canadian forces was discussed. The Royal Canadian Navy was "singled out for praise on that score."

In perhaps a rare moment of agreement, the government and opposition agreed that the RCN was "nearer to being on an active service basis than any of our other forces."

WE'RE ALWAYS BUSY BAKING BREAD.

Our bread's baked fresh every few hours. In fact, all our ingredients are fresh -- from cold cuts to free fixins. Whichever Subway sub you choose, we make it fresh -- inside and out.



230 - 8th St.
Courtenay
Ph. 334-2782



PUB HOURS:

Monday to Thursday
11:00 a.m. to 1:00 a.m.
Friday and Saturday
11:00 a.m. to 1:30 a.m.
Sunday
11 a.m. - 12:30 a.m.

good food!
KITCHEN HOURS
11 AM - 10 PM
good times!

THE
LEEWARD
NEIGHBOURHOOD PUB

*country cooking
*rural hospitality
*reasonable prices
*clean air system

RESERVATIONS ARE
SUGGESTED FOR LARGE GROUPS
649 ANDERTON RD., COMOX 339-5400

Advertisements

SERVICE DIRECTORY

PEDAL PUSHER RENTALS

Half-Day -- Full Day



334-4845

137-5th Street, Courtenay, B.C.

RE/MAX ocean pacific
282 anderton road, comox

BUYING OR SELLING IN 1991?

Call me to discuss your plans

Above the Cloud!

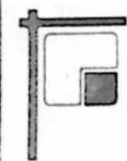
tom procter

"I care"

bus. 339-2021 res. 339-2668

COMOX VALLEY REALTY

333 FIFTH STREET, COURTENAY, B.C. V9N 1J9



R. PETER OLSEN

Realtor

Bus. (604) 338-7777
Res. (604) 339-0951
Fax. (604) 338-5410
Pager 1-978-5527

Independent member of

the Canada Trust Franchise

MARKET TRAVEL

WORLDWIDE

PROFESSIONAL TRAVEL
ARRANGEMENTS

(Area Code 604) 338-1474

FAX No. (604) 338-8377

OR B.C. TOLL FREE 1-800-232-9284

549 ENGLAND AVE., COURTENAY, B.C. V9N 2N2
ACROSS FROM THE BANK OF NOVA SCOTIA

Electro Audio / Video

V.C.R. • TELEVISION

• HOME & CAR STEREO

Installation & Repair We offer FAX services

"Where Customer Satisfaction Comes First"

Pick - Up & Delivery

1496 Ryan Rd. Tel: 339-3393

Next to Goods Groceries

FRANCIS AUTOMOTIVE

COMPLETE AUTOMOTIVE SERVICES
OWNER-OPERATOR
COMPUTERIZED & MODERN EQUIPMENT
IMPORT & DOMESTIC. 4 WHEEL DRIVE
WHEEL ALIGNMENT SERVICES.

330 ISLAND HIGHWAY NORTH, COURTENAY

B.C. V9N 3P2

Ph. (604) 338-9660

BRUCE TRAINOR

SALES ASSOCIATE

Holland and Associates
Realty Limited

Business (604) 338-1334

Residence (604) 338-0740

Facsimile (604) 338-0896

625 ENGLAND AVENUE, COURTENAY, B.C. V9N 2N5

MEMBER

ROYAL LEPAGE

Associate Broker Network

Bruce Trainor

Diamond Club
NATIONAL REAL ESTATE SERVICEKEN STEWART
bus. (604) 334-3111 dir. line 604-2931 fax 330-0315
res. (604) 338-0868

NRS BLOCK BROS. REALTY LTD.

1742 Cliffe Avenue, Courtenay, B.C. V9N 2K8



Mol Ferraby

Sales Associate

"Your Comox Connection" CF retired

REALTY WORLD - Coast Country Realty Ltd.

576 England Avenue, Courtenay, B.C. V9N 5M7

Bus. (604) 334-3124 Res. (604) 339-4692

Pager # 1-979-1469 Fax: 334-1901

Each office is independently owned and operated.



REALTY WORLD

"Your Comox Connection" CF retired

REALTY WORLD - Coast Country Realty Ltd.

576 England Avenue, Courtenay, B.C. V9N 5M7

Bus. (604) 334-3124 Res. (604) 339-4692

Pager # 1-979-1469 Fax: 334-1901

Each office is independently owned and operated.



COURTENAY REALTY LTD.

Serving Buyers Thinking of Listing?

Serving Sellers Call me:

Bus. 338-2222 Res. 338-9827

Toll Free Pager 1-978-5682

Multiple Listing Service

Free

Comparative Market Analysis



Jeani Dev Johnson

COMOX MINI WAREHOUSE

"BEST LITTLE WAREHOUSE IN THE WEST"

Store It Lock It

Keep the Key

* CLOSE TO THE BASE & TOWN

Safety

* Security

* Supervision

Knight Rd & Pritchard Rd

Comox, B.C.

338-7261

HARTMAN AUTO SUPPLY LTD.

338-7261
367 Sixth St., Courtenay, B.C.
Parts, Accessories, & Tools

Comox Valley Auction Sales Ltd.

"PICK UP SERVICE AVAILABLE"

2691 DUNSMUIR AVENUE

CUMBERLAND, B.C. V9R 1S0

Tel. 336-2700

DAVID STEVENS

AUCTIONEER AND APPRAISER

POSTED? Coming in or going out -

see me for ALL

your Real Estate needs.

Maureen Davidson

Sales Associate

REALTY WORLD - Coast Country Realty Ltd.

576 England Avenue, Courtenay, B.C. V9N 5M7

Bus. (604) 334-3124 or 339-5501

Fax: (604) 334-1901 Res. (604) 338-7842

Ph: (604) 338-7842

* DRIFTWOOD MALL
338-8318
* COMOX MALL
339-7774
* DOWNTOWN COURTENAY
334-3443

HOME OWNERS & AUTO PLAN INSURANCE

DAVE'S WOODCRAFT SHOP

QUALITY HANDCRAFTED WOOD PRODUCTS

Hardwood & Cedar • Lumber Sales

Storage Sheds

Ph: 338-0721

2421 COUSINS AVENUE,

COURTENAY, B.C.

This space available

\$14.00 per edition

Ph. 339-2541, 338-0259



Tri-City Boot Repair & Sales

(formerly COMOX SHOE REPAIR)

1836 Comox Avenue

(Across from Legion)

Tuesday to Saturday - 9:00-5:30

TOP QUALITY

SHOE AND LEATHER REPAIRS

EXPRESS

Assistance for Busy People

Garry Peppard 339-3376

339-6945 Fax

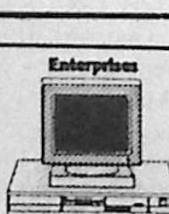
RR #1, Site 168 C11

Comox, BC V9N 5N1

* Event Management

* Computer Tutorials on popular software

* Computer Shopping & Set Up, & Spreadsheets

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

On and off base

Terry Fox Run



Terry Fox

What Cancer Cannot Do

Cancer is so limited ...
It cannot cripple love,
It cannot shatter hope,
It cannot corrode faith,
It cannot destroy peace,
It cannot kill friendship,
It cannot suppress memories,
It cannot silence courage,
It cannot invade the soul,
It cannot steal eternal life,
It cannot conquer the Spirit.
Author unknown

Cancer Facts 1991

Cancer is the number two cause of death in Canada, behind heart disease and stroke. One in four deaths from all causes is by cancer.

Excluding skin cancer, just over one in three Canadians will develop some form of cancer during their lifetime.

In 1991, 109,000 Canadians will be diagnosed with cancer, bringing the total number of people under medical care for cancer to approximately 300,000. In 1991, approximately 56,700 will die of this disease.

Survival Rate:

In the 90s, one of every two cancer patients under treatment will survive at least five years, compared to one in five during the 1940s. (This is an average and is not the case for common cancers, such as stomach, pancreas and lung.)

Lung Cancer:

Lung cancer is the number one cause of cancer deaths among males. During 1991, an estimated 12,200 cases of lung cancer will be diagnosed in men and 10,100 in women.

At least 80 percent of lung cancer diagnosed today is related to smoking.

Breast Cancer:

Among women, breast cancer is the most common form of cancer and the leading cause of cancer death. An estimated 14,400 new cases of breast cancer will be diagnosed in 1991, and there will be an estimated 5,100 deaths from breast cancer.

Although lung cancer is the second leading cause of death in women, it will soon surpass breast cancer and will stay number one among women in the future, unless women quit or do not start smoking.

Increasing Incidence:

In 10 years, the number of new cases of cancer has been increasing steadily by more than 30 percent. (Much of this increase is due to changes in the size and age structure of the population.)

When adjusted for age, the cancer mortality rate among males is increasing only slightly, by about 5 percent in 10 years.

Incidence of cancer among Canadian females is not increasing as fast as among males, and the mortality rate, excluding lung cancer, is falling more sharply for females than for males.

Mortality rates from some common forms of cancer, such as pancreas and female breast cancer, remain fairly constant. Stomach, colorectal and ovarian cancer are experiencing downward trends.

Major W.W. (Wally) MacKay Receives Flight Safety Award



Maj Wally MacKay being presented with his award by B Ops O, LCol J. H. Challenger.

Maj Wally MacKay, Deputy Base Operations Officer, CFB Comox was recently recognized by the Director of Flight Safety for his professional performance while flying a CH113 Labrador. The award, called "For Professionalism" is in the form of a citation, the text of which follows:

FOR PROFESSIONALISM

Maj W.W. MacKay

FOR A SIGNIFICANT CONTRIBUTION TO FLIGHT SAFETY.
AT A POINT OF EXTREME STRESS AND UNDER

Maj MacKay was in command of a Labrador crew which had been tasked to conduct a shoreline search. Conditions were overcast with extremely heavy rain and winds over 40 knots. After approximately one hour searching faced with further deteriorating conditions, Maj MacKay wisely elected to discontinue the search and return to CFB Comox.

On a six mile final approach, in cloud and moderate to severe turbulence, his airspeed indicator, altimeter and vertical speed indicator began to fluctuate to an extent that rendered them unusable. He quickly assessed the situation and managed to maintain aircraft control by using raw attitude and power information and, after cross-checking the co-pilot's flight instruments, Maj MacKay determined that they were similarly affected. Although faced with extreme difficulty maintaining aircraft control, he briefed the crew on the situation and had the co-pilot double check the anti-ice switches. Under continued severe conditions and flying partial panel, he successfully completed the instrument approach. Maj MacKay's superior airmanship, outstanding situational awareness and exceptional flying skills enabled him to safely complete the approach under very severe conditions, thus averting a potentially disastrous accident.

(Signed)

John David
Director
of Flight Safety

Everyone at CFB Comox and in particular his former Squadron mates at 442 T&R Squadron, join in congratulating Maj MacKay for this special recognition.

ROYAL CANADIAN AIR FORCE SEA ISLAND

This memorial erected and dedicated by the
FIRST GRADUATING CLASS - #8 E.F.T.S.

10 September 1939 *** 10 August 1945

WARTIME ESTABLISHMENTS

No.11 (AUX) Sqn. No.133 (F) Sqn. No.165 (T) Sqn.
No.14 (F) Sqn. No.147 (BR) Sqn. No.166 (Comm) Sqn.

LEST WE FORGET

A RCAF memorial plaque was unveiled at Vancouver International Airport South (Sea Island) by CFB Base Commander Colonel J.E. McGee, on July 22. (Photographs appeared in the Totem Times, July 25 edition.) Above are the inscriptions on the plaque. Present at the ceremony were: Col McGee; Piper Bill McChyne; Chaplain Rev. Hal McDonald, DFC; Nora Fyfe, President Royal Canadian Legion Richmond Branch #5; Sergeant-at-Arms Harry McEwan; James Grant DFC RCAF (ret); Robert MacRae AFC RCAF (ret); William Marr AFC RCAF (ret) and four 692 Sqn Cadets under Capt Tom Powell, Colour Party.

Bulletin Board

All insertions will be \$4 per column/line.
Payment in advance at the office.

MOVING SALE

8' Galleon fiberglass dingy
\$275. Child's 4 drawer desk \$50.
Large authentic glass ball from
Japanese fish net. 25 yrs old. B.O.
Ph.335-2009 after 4 p.m.



KEEP
CANADA
BEAUTIFUL

WE PRINT...

■ signs
■ posters
■ t-shirts
■ hats
■ team uniforms

CUSTOM ARTWORK
ORIGINAL ISLAND DESIGNS
AIRBRUSHING/EMBROIDERY
ALL WORK DONE ON PREMISES
Call...

HITEC
PRINTING
830-F Cliffe Ave., Courtenay 334-3656

FOR SALE '81 DATSUN 510
Wagon "as is" for parts. 5 good
tires, motor, auto transmission,
am/fm cassette. \$800 OBO. Call
339-4314 - leave message.

FOR SALE steel utility trailer,
15" wheels. \$300. Call Jack 339-
3454.

BUILDING MATERIALS

Lumber & Plywood
Panelling - Arborite
Doors & Windows
Builders Hardware - Tools, etc
Electrical & Plumbing Supplies
Paints & Finishes
Roofing - Siding
Cement Department
Truck Delivery
Customer Financing

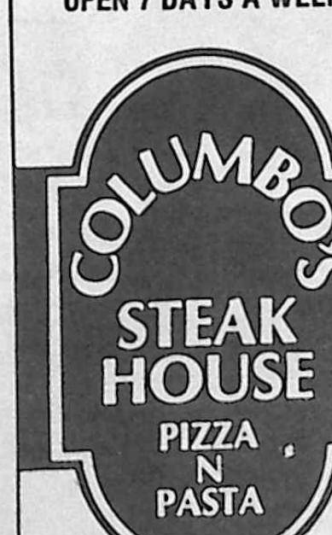
CENTRAL BUILDERS
610 Anderton Avenue
Phone: 334-4416

STAY HOME EARN
MONEY! Variety of jobs avail-
able. Earn \$400+ per week. Call
24 hr. Recorded message for
amazing free details.
(604) 443-2909 ext. A49.

WANTED:

Your personal births, engage-
ment, wedding and death an-
nouncements, including photos.
These will be published free of
charge to all DND personnel and
Civilian employees, retired DND
personnel and RCMP.

OPEN 7 DAYS A WEEK



338-1488
FREE DELIVERY

Looking for a place of your own?
Clean & cozy, 12X60, 2 bdrm
mobile for \$25,000. Ready for
immediate occupancy in adult
park, 10 min from Base. Partially
furnished w/all appliances.
Ph:339-3330.

MOVING TO GREENWOOD? GREENWOOD TR REALTY LTD

Canada Trust Representatives
P.O. Box 1422
Greenwood, N.S.
BOP 1N0
(902) 765-4243
FAX (902) 765-8550

3 will getcha 30!

5% OFF

Purchase any Inglis kitchen appliance and you get 5% off the invoice price (excluding taxes)

15% OFF

Purchase any two Inglis kitchen appliances and you get 5% off the highest invoice priced appliance and 15% off the second one (excluding taxes)

30% OFF

Purchase any three Inglis kitchen appliances and get 5% off the highest invoice priced appliance 15% off the second and 30% off the lowest invoice priced appliance (excluding taxes)

Offer valid between Aug. 19, 1991 - Oct. 12, 1991



Inglis

LARGE CAPACITY

HEAVY DUTY WASHER

No Interest

NOW ONLY \$649⁹⁹

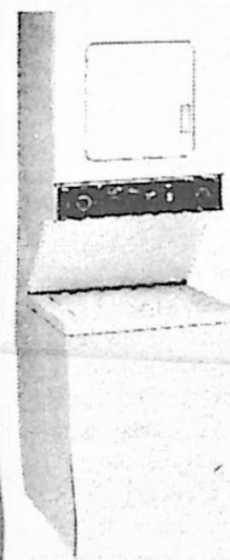
HEAVY DUTY DRYER

No Interest

NOW ONLY \$439⁹⁹

- Direct drive washer
- 5 wash cycles
- Easy-clean lint filter
- 3 temperature settings
- Self-balancing tub
- Tri-pod suspension
- Removable cabinet
- Consumer lab tested as No. 1 overall rating

- 2-timed cycles
- 3 temperature settings
- Large door opening
- Drying rack option



Inglis

Laundry System

- Fits flush to wall for maximum space efficiency
- 4 way exhaust provides more installation options
- Exclusive double action agitator to thoroughly clean your whole wash
- Tilt-out console makes servicing easier
- Self-clean lint filter

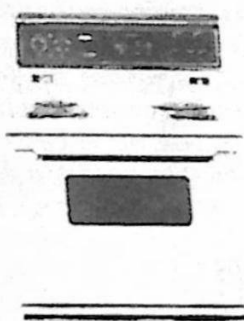
No Interest

NOW ONLY \$1249⁹⁹

6 MONTHS - NO INTEREST - NO DOWN PAYMENT

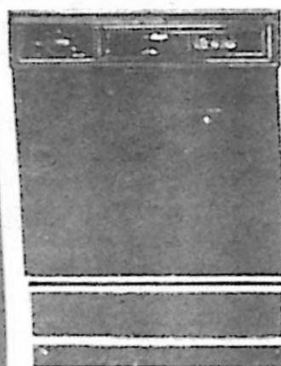
Inglis

SUPERB RANGES 30" RANGE



- Available in Easy Clean or Self Clean models
- Glass console with fluorescent light
- Analog clock and timer
- 8" Ultra-Speed element
- 6" ACCU-SIMMER element
- Sensible control layout pattern
- 1 Timed, 1 manual appliance outlet
- Broiler pan storage rack
- Easy-to-clean one-piece cooktop
- Colour co-ordinated glass oven door
- Deluxe towel bar door handle

No Interest
NOW ONLY \$999⁹⁹

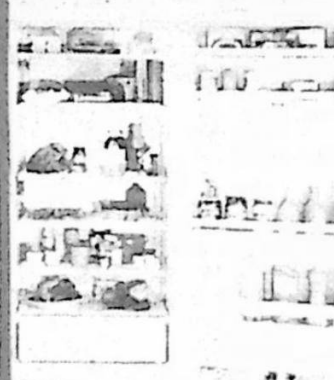


Inglis

BUILT-IN DISHWASHER

- Convection drying
- High density insulation
- Consumer lab tested as No. 1 overall rating
- Easy touch controls (no seams)
- In the door silverware
- Auto rinse dispenser
- Rinse and hold cycle

No Interest
NOW ONLY \$519⁹⁹



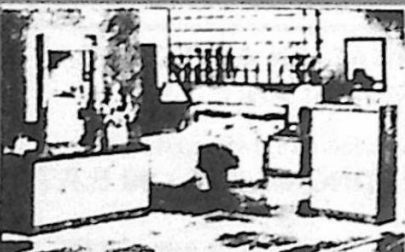
Inglis

SYSTEM 2000 REFRIGERATOR

- Practical easy rollers
- Back panel option
- Full width cantilevers
- Vinyl coated shelving
- Reversible doorswing
- 5 watt insulation

**NO INTEREST
NOW ONLY**

**18 CU. FT.
\$969⁹⁹**



5 Pce. Bedroom Suite

\$499⁹⁹

(not exactly as illustrated)



ROCKER RECLINER

ONLY \$499⁹⁹



SOFAS, LOVESEATS, CHAIRS, SECTIONALS

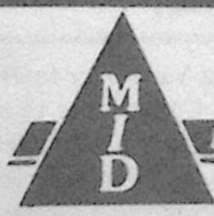
Many selections and fabrics to choose from. No Interest

Greatly Reduced

FREEZERS

AT
CASH & CARRY
PRICES

\$319⁹⁹ up



**FURNITURE
MERIT INTERIOR DESIGNS LTD.
WAREHOUSE**



Parry
(Assist. Manager)



Mark
(Manager)

334-2922

2966 KILPATRICK AVE., COURTENAY

334-2922