



**First
Tracy
Cartoon**

... page 9

**Lockheed Link
to
Canada**

.... page 15



TOTEM TIMES

Canadian Forces Base Comox B.C.



VOL 34 NO 01 JANUARY 09 1992

NEXT DEADLINE JANUARY 20 1992

COST: PRICELESS

Homing In



Photo by MCpl Rod Cando, Base Photo

Coming in over the saltchuck, Air Force Beach and the ASR tower, an Aurora of 407 Squadron returns from a Pacific patrol.

Tragic end to search.

SAR Povelovski

*by Lt Rudy T. Holm
United States Coast Guard*

On 28 Dec, an Aeronea Champ with a 41 year old pilot and his 11 year old son departed Raven Lake, 50km NW of Williams Lake after ice fishing and never returned to Springhouse Airpark, a small airstrip south of Williams Lake. Buffalo 458 was launched Sunday, the following day after RCC received the overdue report, but could only search a few hours due to low level cloud, dense fog and darkness. On Monday, Labrador 311 and 310 were

launched and the decision to go 'Full Scale' search was made. Capt MacDonnell was designated Searchmaster, Capt Dowler, Asst Searchmaster, and Bruce Goodman, CASARA Liason Officer in Williams Lake was notified to prepare a search headquarters for the deployment of 442 Sqn. A Twin Otter from Edmonton, and several CASARA aircraft and spotters would eventually join the search. WO Rainey, Base finance clerk and OS Scholte were

deployed to handle the numerous travel claims, pay advances, vehicle rentals, hotel accommodations, and other various logistics. Speaking of logistics, Buffalo 456 was configured for transport and began the process of ferrying servicing personnel, aircraft parts, search-master kit, etc. to Williams Lake Airport where the CASARA folks had already prepared a search headquarters.

WO Trask and his servicing crew deserve a lot of credit in

keeping the aircraft flying, working in temperatures below freezing without the benefit of a hangar, supply shack, or usual ground support equipment. A quick rotor brake change for Lab 311, numerous avionics fixes to Lab 310, and inspections, turn-arounds, and fueling of all the aircraft is not a lot of fun when your hands are frozen.

The search area was relatively small, by normal full-scale search standards. An area roughly 30

miles by 30 miles, or close to 900 square miles was decided as the area of concentration, and aircraft were assigned specific search areas. A 1500/3 initial survivor search (1500 feet altitude, 3 mile visibility or 6 mile track spacing), was conducted to cover the area quickly in hope of spotting a signal. Maybe a fire, flare, smoke, mirror flash, radio call, ELT beacon, or some other method, but nothing was seen or heard.

continued on Page 10

On & Off the Base

Korean Korner

by Bob Orrick, C.D.

"Fortune Favours the Brave."

Christmas 1991 saw Canadian Armed Forces personnel away from their loved ones. Some guarding a shaky peace far from Canada, others closer to home, on duty, on a ship, or a base. In each instance theirs is a duty of necessity. In all cases that duty will be performed with the highest degree of professionalism possible. A Canadian tradition of excellence will be continued.

In late 1950, the RCN and RCAF were active in Korea. The Navy with three destroyers doing their utmost to stem the communist advance. The flyers ferrying troops and materiel from Canada and the United States, and returning with wounded.

In October an advance party of 250 Canadian Army personnel arrived in Korea and was housed near Pusan, Korea. They were to prepare for the remainder of the Second Battalion Princess Patricia's Canadian Light Infantry scheduled to arrive mid-December. The Pats were to undergo further training prior to engaging the enemy. They would see their first action in mid-February.

For Canadian servicemen serving in Korea during the 1950-53 war, each Christmas Day was one of mixed emotions. Where possible the Army provided its personnel with the traditional Canadian roast turkey complete

with all the trimmings. For others, up on the line living in wet, cold and miserable slit trenches, Christmas Day was very much like any other, watching and waiting for the enemy, listening and wondering when the attack would come. All knew an attack would come, sooner or later. To non-Christians such as the communists, December 25th was little different from December 24 or December 26.

For Canada's sailors the joy of Christmas Day was perhaps a better experience than for their khaki-clad brethren ashore in the hills and rice paddies of Korea. As long as action stations were not called, ships' personnel could enjoy, in relative comfort, Christmas dinner. At least the sailors didn't have to exist in lice and flea infested wet trenches.

Although Canada had three destroyers on station at all times throughout the Korean War, rarely did any two sail together, more rare was spending Christmas Day in port together. Therefore, Christmas, 1952 was a departure from the norm. On that date, HMC ships Athabaskan, Crusader and Haida were secured alongside in Kure, Japan. The only time throughout the 37-month war that Canada's destroyers were together at Christmas.

Christmas for the Athabaskan
Fifty Years Ago

was short-lived as she sailed early on December 26 for the west coast of Korea, and Chodo. Crusader sailed within a day or two and, like her Esquimalt-based companion, saw action off the Korean west coast. Only Haida was able to remain in port until after New Year's Day.

This country has been well served by its military. Down through the pages of time Canadians have demonstrated time and time again that they are second to none when it comes to carrying out their duties. With a relatively small number of its citizens under arms, Canada has shown the world that 'big is not always best'. With fewer numbers, better training and preparation, and despite, at times, outmoded equipment, this country's service personnel have done much with small numbers. In this case 'small is smart'.

This Korner offers a tip of the chapeau to Canada's Armed Forces personnel on duty on Christmas Day, and everyday. Standing tall and proud, with the Canadian flag at the fore for all the world to see, is a duty you have inherited from those brave Canadians who have gone before. They look to you to carry on a proud tradition of excellence.

AUDACES FORTUNA
JUVAT. (Latin: Fortune favours the brave.)

Be a Quitter

The B.C. Lung Association (BCLA) wants every smoker in the province to be a quitter -- to resolve to be smoke-free in 1992.

To help with that New Year's resolution, BCLA offers a free 'Quit Tips' booklet that gives smokers advice on kicking the habit and breathing free for good.

"Quitting smoking improves your odds against lung cancer, emphysema and other crippling lung diseases," says Kelly Ablog-Morant, BCLA director of health education and program services. "There are substantial benefits to quitting smoking, and this year is the perfect time to reap those rewards and turn over a new leaf."

The 'Quit Tips' booklet makes it easier for smokers to

quit. It contains information on coping with nicotine withdrawal and handling social situations without smoking, and it encourages perseverance and will power.

A voluntary health agency with some 130,000 regular supporters, BCLA funds medical research into lung disease and conducts health education and community service programs across the province. It relies almost entirely on contributions to fundraising events like the annual Christmas Seal Campaign.

For your free 'Quit Tips', contact the B.C. Lung Association at 906 West Broadway, Vancouver, BC, V5Z 1K7 or call 731-4961. Outside the Lower Mainland, call toll-free, 1-800-665-LUNG.

Have a change of heart

Reduce if overweight.

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When someone starts selling, someone starts making;
When someone starts making, someone starts working;
When someone starts working, someone starts earning;
When someone starts earning, someone starts buying.

National Editorial Association

Smitty's COMOX FAMILY RESTAURANT

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Oysters Florentine
Curried Chicken
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All dinners include caesar salad or homemade soup, vegetables, your choice of baked, mashed, croquette potatoes or rice pilaf and our special house dessert. **\$7.95 - \$9.95**

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NEXT DEADLINE 20 JAN 92

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Editorial



Norm Blondel

A Year of Promise

As history goes, 1991 was a hummer. We defeated Iraq, sort of, Mikhail Gorbachev defeated his enemies, sort of, and then went on to become the first president in history to have a nation taken from under him, Serbs killed Croats and vice versa -- nothing new there -- Israelites spoke to Palestinians, and vice versa -- that's new -- Ukraine claimed half the Soviet Navy, former Soviet republics adopted a free market -- without much of a transportation system to support it -- Latvia, Estonia and Lithuania achieved their freedom, after fifty years of Soviet rule, Imelda Marcos came back to claim her shoes, and Wife wrote a poem for the Totem Times. That's scary: I'm supposed to be the writer in the family.

1992 will be a significant year for this world of ours, and a testing time for the Canadian Forces, with reductions in personnel and bases to come. Sadly, it's also posting year for Colonel Jack and Donna McGee -- but we'll save that farewell for another time. Meanwhile, be of good heart, apply the can-do CF spirit to all the challenges you face, and this will probably turn out to be a good year. All the best for 1992.

Hello Out There!

1992 is off to a faltering start where our contributors are concerned. Extension of our deadline and sustained pleading on the telephone dredged up a little copy, but, for the most part, your pens and typewriters were silent. This will explain the presence of some old pictures in 1992's first Fishwrapper. Base Photo informs us that much of their work never makes it to these pages -- good photos, going begging, buried forever in some section or squadron scrapbook.

Lend them to us first. Unlike other CF newspapers, we LIKE grip-n-grips. We don't care what the "experts" say.

The Totem Times is your community newspaper. We need your news and your pictures. Don't bury your triumphs -- large or small -- in a scrapbook. Share the news with your neighbours. That's why we're here.

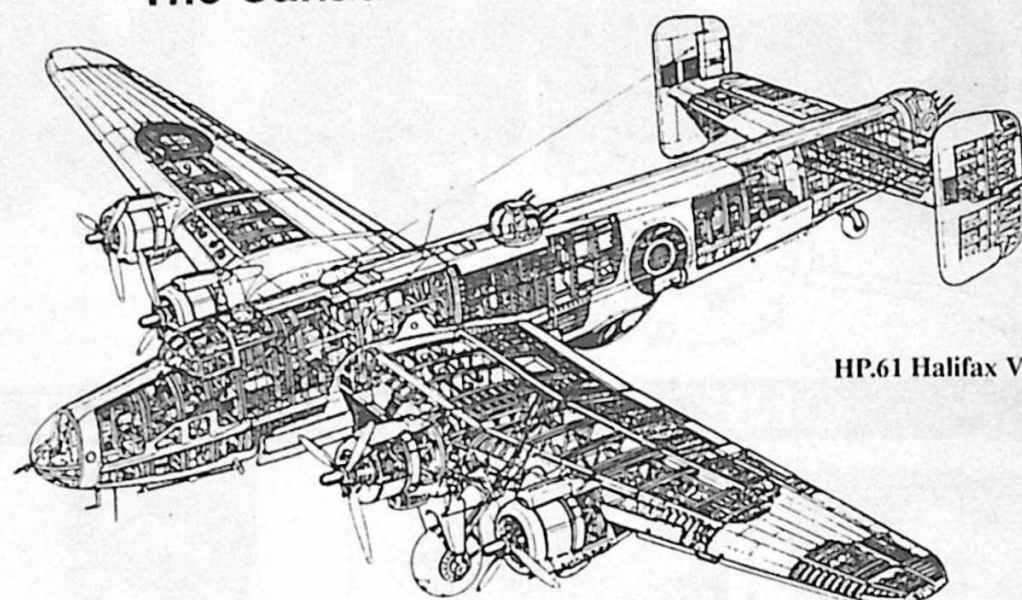
Sergeant Shatterproof

We begin in this edition, a reprise of some cartoons familiar only to the grey-hairs among us, but they are still as timely as today. WO Ray Tracy began his cartoons, many featuring crusty, trusty old Sergeant Shatterproof, when King George VI was still alive. By kind permission of the Royal Canadian Air Force Association, we will be featuring cartoons from Folio 2, in upcoming editions. Would someone care to lend us Folio 1?

Posted Out

Our subscription rate takes a hike for 1992. Thanks to Canada Post, it now costs more than \$20.00 per year to mail out the Totem Times. Soon, if CP gets its way, the annual subscription may go even higher. We realize the subscription list may shrink as a result, but the loss can not be sustained. Perhaps our readers will do what we do -- save up Fishwrappers for our friends.

The Canadian Memorial Hangar Fund



HP.61 Halifax VI

The Allied Air Forces Memorial and The Yorkshire Air Museum were founded in 1982 to preserve part of a typical wartime airfield as a memorial to Allied Air and Ground Crews who served in World War II. The museum and memorial are located at the former RAF Elvington airfield in North York. The site was chosen as it was one of the few remaining World War II stations with original buildings still standing. Yorkshire was also the home of 6 (RCAF) Group Bomber Command.

Restoration of selected buildings began immediately, and continues to this day; however, the museum lacked a bomber aircraft display to serve as the focal point of its exhibits. An early decision was made to attempt to rebuild a Handley Page Halifax. One huge obstacle lay in the way of the groups plans -- of the 6178 Halifax bombers produced the only one remaining was W1084, a MKII. Recovered from a fiord in Norway W1084 rests in an unrestored state at the RAF museum Hendon. Undaunted, the members of the museum refused to abandon their plans. What followed next was worthy of the plot of a detective novel.

"The Halifax Fire" published by Air - Britain and the British Aviation Archaeological Council contained the following entry - Halifax "HR 792 58 Sqn. Raised undercarriage too soon after take off. Belly-landed Stornoway 13/1/45". The aircraft was struck off charge and sold for scrap. Nearly forty years later Mr. Alan Poole and Mr. Mark Lewis of the Yorkshire Aircraft Recovery Group informed the museum that the centre section of the fuselage still existed on the island of Lewis in the Outer Hebrides. The fuselage had been purchased by Mr. Robert McKenzie for use as a home for his chickens! Mr. McKenzie donated his unusual chick coop to the museum. An RAF Chinook slung the fuselage to the mainland from where it was trucked to Elvington. The core of the restoration project was now present, yet much work remained to be done.

Help was on its way. The Twickenham branch of the RAFA raised the money for the purchase of a set of Hastings wings (the civilian version of the Halifax). The French Air Force donated four Bristol Hercules engines. Bristol Aerospace restored the fuselage and a mid-upper turret.

The RAF donated the undercarriage, wheels and tires. Mr. Bernard Jefferson spent 1,000 hours restoring a rear gunners' turret.

Many hundreds of hours of work remains to be done before this, the most widely used bomber to serve in the RCAF, is completely restored. Nose and tail assemblies have to be located or scratch build (perhaps the rusting of the Iron Curtain will allow these parts to

be recovered from the Soviet Union -- the remains of a Hampden were recently repatriated). Regardless, the most pressing need remains, that of sheltering the aircraft. To this end the Canadian Memorial Hangar Fund was formed to construct a home for the Halifax aircraft.

Canadian servicemen can help to honour those who served, fought and died so far from home by giving generously to the Canadian Memorial Hangar Fund. The Fund is a registered Canadian charity and will promptly issue an income tax receipt. Should you require further information please write to the address on the donation form or phone Captain Jay Medves at 833-5938.

SUPPORT THE CANADIAN MEMORIAL HANGAR FUND

To: Allied Air Forces Memorial - The Yorkshire Air Museum Canada Branch
470 Petit Street, Saint-Laurent, Quebec H4N 2H6 Phone: (514) 744-6309.

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A message from the Chief of Defence Staff

The Constitutional Debate

The Constitutional Debate over the future of Canada has led a number of members of the Armed Forces to question what the future holds for them. Their questions have been exacerbated by the recent public debate led by academics and constitutional theorists over the possible use of armed force in the resolution of constitutional conflict here.

The point I have made to individual members of the CF and to journalists in response to these questions is as follows. The Armed Forces of Canada is a body totally responsive to the direction of the constitutionally elected Government of Canada, and, under certain circumstances pertaining to the maintenance of law and order, to the direction of constitutionally elected governments of the provinces of Canada. Further, I have stated that I consider it inconceivable that any duly elected government of this country would use armed force in any domestic dispute other than in the maintenance of law and order.

Thus it is my contention that in any constitutional debate, and in any action that results from that debate, the role of the Armed Forces will be a silent one, and that our only involvement will be to assist the police and associated agencies in the maintenance of law and order, should that be necessary.

I know that members of the forces are concerned about the future and about the individual decisions they fear they may have to make should the current con-

stitutional debate result in drastic changes to the structure of Canada as a nation. These concerns are understandable, but in my opinion they are not timely nor do they in themselves assist in any way the reasoned debate about our future.

The Canadian Forces constitute the most quintessentially national of organizations in our country. Men and women from each of the provinces and the Territories -- incorporating original Canadians, the two founding nations and the richness of our immigrant heritage -- serve all over this country and overseas. Their enforced mobility gives them a comprehensive understanding of the regional diversity of Canada, of the compromise necessary to work in harmony with Canadians from different backgrounds and in our two official languages, and of the very real capability to solve our differences if we put our minds to it. Their service in many war-torn parts of this world, where Canadians are seen as the fortunate heritors of a society greatly envied by others, gives them a first hand opportunity to see the damage and misery, and the ultimate futility of destruction, that is caused by the use of armed force in the resolution of internal disputes.

For all these reasons I view the Canadian Forces as a primary basis of stability in the ongoing constitutional debate and in any decisions that result from it. If Canadians can be made to realise that armed intervention is not to play a part in whatever decisions

our elected representatives reach, except in the maintenance of law and order, then constitutional debate can take place in an atmosphere of reason unaffected by unnecessary fear.

It may be that when the debate is over some changes may have to be made to the make-up of this country. The world itself is changing and there is no reason to believe that institutions and structures that were appropriate in the past cannot be adjusted usefully to meet new or changing conditions. But neither is there any reason to fear that whatever change may occur will inevitably be Draconian or not in the best interests of most Canadians.

If there is to be change we will meet it when the time comes and will look after the interest of the individual members of the Canadian Forces in whatever way is most appropriate. Until then we can serve the interests of the country and of ourselves best by standing firm, by continuing to demonstrate to others our own ability to serve together in harmony, and by understanding that if difficult times come, our sole role will be to support our elected representatives in the maintenance of law and order. The sense of stability we can give to worried Canadians is our most important responsibility at the moment and it is our greatest strength. Other than for law and order situations, this country has not used armed forces in the resolution of domestic issues during the past hundred years. We must resolve to keep it that way.

VU33 Thanked

Dear Sir:
We would like to express our sincere appreciation to all members of VU33 Sqn. who were kind enough to donate to the Comox Valley Food Bank. Although the donation box was only in the Squadron for a week, a total of over \$300.00 in food and cash

was raised. It will be much appreciated by the needy families of the Comox Valley, especially at this time of year.

Thanks again guys!

Sincerely,

Mike and Joelle Jameson

AIR FORCE TRIVIA



Trivia Answer

As detailed in letters from Harold Holmes and John Novak in our Dec 19 edition, this is a Short Singapore III.

Looking for VS880

I am writing to enlist your support in helping me get in contact with former members of VS880 Squadron. Their support is needed if the amateur video project that I am initiating is to be a success. But first, perhaps a little history is in order...

In 1957, VS880 began flying the CP-121 Tracker, Carrier operations (off the 'Bonnie'), began in 1959. By 1973, the 'Bonnie' was gone, and the Squadron had assumed a role of maritime surveillance. In 1977, fisheries patrols became their prime mission. The Tracker continued in this role until it was retired on March 31, 1990.

As for the details of my project, I am attempting to put together a video tape detailing squadron life during the 'Tracker' years. As a former Tracker pilot (1969-73), I know that many squadron mates shot 8mm and Super 8 film of our adventures. It is these people, plus those that both preceded and followed us, who are the object of my quest. I am asking that they search through their memoirs and round up those long-forgotten reels of

film. I would like to get a video tape copy of whatever film they shot. I'm pretty sure that video tape footage exists for the later years -- this is also needed. I will edit these images, plus footage from DND archives into a video essay. I'll return a copy of the final video tape to whomever submits raw footage. I expect that there might be 'Becats' out there who would like a copy of the final tape despite not having film to contribute to the project. In this eventuality, I will charge a fee, deduct my costs, and donate the balance to the Shearwater Aviation Museum Foundation in Dartmouth, N.S.

I would appreciate it if you could spread the word on my behalf. Please direct any inquiries to me at the address shown below. Thanks for your support.

Sincerely,

A.T. (Alf) Bristow,

Capt (Ret'd)

#44-100 Burrows Hall Blvd

Scarborough, Ont.

M1B 1M7

(416) 299-8016 Home

(416) 946-4664 Work

Comment

Nice Compliment



The CCNA sends out a poster at this time, telling its members to get ready for the annual "Better Newspapers Competition". So, look who they chose to head up their poster! There are 1174 members in the Canadian Community Newspapers Association.

Realty 1991-1992

A very sincere seasons greeting to you all for 1992.

This 91/92 newsletter is significantly different from preceding years and covers briefly the points which I consider important to you the buyers, and sellers of land and houses. Undoubtedly 1991 has been a boom year in the Comox Valley, the average price of a single family residence on November 30, 1991 was \$104,945.00 up 14% from \$91,667.00 in November 1990. Lot prices November 30, 1991 were averaging \$31,035.00 up significantly from \$24,505.00 at November 30, 1990, a percentage increase of 26%. These statistics are as reported by the Vancouver Island Real Estate Board for the period January 1, 1991 to November 30, 1991. Total dollars spent for the period

January 1, 1991 to December 31, 1991 (my forecast), is approximately \$200,000,000.00. This includes about 150 million handled by MLS companies, 30 million by other companies and about 20 million by private transactions.

Looking ahead to 1992/93, I believe we are going to have a couple of years of stability with very little price increase.

1990 and 1991 have seen the realty industry expand significantly. We now have 11 companies in the Valley with approximately 140 to 150 sales personnel all well trained and very competent, so your realty requirements will be very well served.

Best wishes and good luck!

Your realtor friend,
J.H. (Tom) Procter

Happy New Year!

Section News

Who He?



He is Editor Emeritus Gord Kruger, hard at work putting the old broadsheet Fishwrapper together in the early 80s. Gord is retired now, making music with his C & W band, Westwind.



STRESSED OUT AND FILLED UP AFTER ALL THE CHRISTMAS COMMOTION? LET'S GET BACK INTO MOTION!

1 hour No Bounce Aerobic Classes Begin

* 6 January '92 *

MON • TUES • WED • THURS • FRI
9:30 6:45 9:30 6:45 9:30

In the studio at the Base Rec Centre

* Base Personnel • Spouses & Dependents Welcome

\$2.50 drop-in / \$22.50 10 class pass

* More info? Call Wendy 339-5620 *

B.C. Bestsellers (HARDCOVER)

Week Ending: December 22
Produced: December 24
(Brackets) represent last week's position

FICTION

- | | |
|--------------------------------------|----------|
| 1 (1) Scarlett..... | Ripley |
| 2 (2) Needful Things..... | King |
| 3 (7) Box Socials..... | Kinsella |
| 4 (5) Wilderness Tips..... | Atwood |
| 5 (4) Murther & Walking Spirits..... | Davies |
| 6 (6) Sapphire Rose..... | Eddings |
| 7 (3) No Greater Love..... | Steel |
| 8 (8) Such a Long Journey..... | Mistry |
| 9 (9) Night Over Water..... | Follett |
| 10 (-) Griffin and Sabine..... | Bantock |

NON-FICTION

- | | |
|---|-------------------|
| 1 (1) The Betrayal of Canada..... | Hurtig |
| 2 (2) Capital Scandal..... | Fife & Warren |
| 3 (7) Merchant Princes..... | Newman |
| 4 (3) Mulroney: The Politics of Ambition..... | Sawatsky |
| 5 (5) Fourth Morningside Papers..... | Gzowski |
| 6 (8) A Year in Provence..... | Mayle |
| 7 (-) The Dunsmuir Saga..... | Reksten |
| 8 (4) Never Under the Table..... | Garner |
| 9 (-) Take Back the Nation..... | Barlow & Campbell |
| 10 (-) 5 Twisted Years..... | Raeside |

CFB Comox Family Support Centre

Christmas Caroling. Meet 6 p.m. Sat 21 December at Spruce and Little River Rd. by Wallace Gardens sign. Carol sheets provided.

Hours of Operation:
7:30 - 3:30 Mon to Fri

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Mailing address:
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Happy New Year!

Rate restructuring proposal intended to encourage electricity conservation

B.C.Hydro's current residential and general electricity rates decrease as usage increases. This is inconsistent with encouraging energy conservation.

As a result of a B.C. Utilities Commission direction to file a rate design application, Hydro has proposed a rate structure for each customer category which corrects this situation over time. The restructuring proposal now before the BCUC is the first step to making the change. Subsequent steps will lead to eliminating the declining rate structure.

The restructuring proposal does not provide any additional revenue to B.C.Hydro, and it is proposed that the restructured rates be effective only if and when future revenue increases are approved.

The proposal involves choices as to how to amend the declining rate structure to encourage the efficient use of electricity. Hydro remains committed to consultative processes with the public so that the decisions taken are in the best interests of its customers.

The rate design public hearing begins at 8:30 a.m. on January 13, 1992, in the BCUC Hearing Room, 900 Howe Street, Vancouver.

BC Hydro

Be Energy Wise - Be Power Smart



Supply Signals

Greetings from the world of Supply. We would like to extend very best wishes for a happy, healthy 1992 to all our customers and their families.

In our own supply family, we wish to welcome babies Stephanie Husercau, Danielle Lemire and Eric (Poudrier) Hardy.

As long as the congratulations are being passed around, let's not overlook the following. Our Lt McKay can no longer be affectionately called L.T. since his

promotion to Captain was 1 Jan 92. Janet Giroldi was presented her promotion to Able Seaman or Sea Person, Cpl P.J. Giese earned the CDS Commendation for her exceptional performance as IOR clerk during the Gulf War MCpl Raymonde Fortin was honoured for her participation in the United Way campaign.

Welcome back to Cpl Mary Locke who has recently returned from a 6 month tour in Cyprus. Hot off the press -- Capt Yves Auger, upset that there would not

be two captains in Supply and no potato salad, has opted for a 6-month attached posting to 444 Tax Hel Sqn, CFB Lahr. Good luck, Sir!

Word to our customers -- our new SCO, 2Lt Alleslev has discovered that moving into that big office all by herself is very lonely. She's expecting lots of phone calls and visits.

We're all ready to tackle 1992 with renewed ambition and spirit. (When's the next stat holiday ...?)

CHANGES TO AUTOPLAN 1992

PREMIUMS

Who pays more? We all do. Claims experience and projections for the number and cost of claims in 1992 do not look good.

The premiums ICBC receives each year must cover the cost of claims and 19 per cent more premium income will be required in 1992 to ensure that funds are there when they're needed.

If your premium increase is more than the average, it is because of the various factors which affect insurance rating: the value, age and use of your vehicle, where you live, what coverage you choose and where you are on the Claim-Rated Scale.

► Why?

Each year, ICBC examines coverages, territories and vehicle use to determine which have increased or decreased in relative claims cost. In addition to increases in the total number and cost of claims, there have been startling increases in the kind of claims which occur when you're not even in your vehicle, claims paid by Comprehensive coverage. These indicate that a significant increase is needed in Comprehensive premiums.

► Basic Coverage

The largest part of your basic Autoplan insurance is coverage to protect you if claims are brought against you by others (liability coverage) and No-Fault Accident benefits. These premiums help pay for medical care, legal costs

and rehabilitation for accident victims. The cost of providing the basic coverage has increased year after year. Increases in the basic premium reflect this continued rise.

► Comprehensive

We are all paying for shocking increases in windshield claims, vandalism, theft of and theft from vehicles which have pushed the costs of Comprehensive coverage to record highs. Comprehensive coverage premiums are adjusted to reflect claims experience, vehicle value, use and territory. These sharp increases have led ICBC to increase premiums for Comprehensive coverage, significantly, province-wide. While ICBC is involved in many programs to address these problems, individual vehicle owners need to be aware of the risks to their vehicle -- even when they're not behind the wheel.

► Collision

A third of all vehicle models have had their rate group reduced to reflect decreased value. Collision & Comprehensive premiums may be modified as a result.

GOOD NEWS?

Yes. Underinsured Motorist Protection (UMP) has been added to basic Autoplan coverage.

As part of your coverage, UMP provides automatic protection up to a maximum \$2 million for each insured person injured or killed by a motorist who doesn't carry

sufficient insurance to pay a claim or claims. Last year, 90 per cent of eligible BC motorists purchased UMP as an optional coverage. As of February 1, 1992 every

vehicle with Autoplan basic coverage will also have UMP except taxis, limos and buses. Check with your Autoplan agent for details about UMP.

► More Short Term Options

To help motorists deal with the unfortunate, but necessary, increase in the cost of vehicle insurance, ICBC

is giving motorists the option of buying their vehicle licence and insurance for as little as 3 months at a time as of February 1. Until now, only 6 month to 12 month options have been available. The surcharge for shorter terms still applies but has been reduced from

WHAT ELSE?

As an option for commuters, ICBC has created two new vehicle use categories.

In addition to pleasure use, to and from work, business use and others, there is now a category for those who drive to or from work or school a distance less than 15 km, and one for those who drive to or from work or school with public transportation used for part of the journey (for example, "park and ride"). Starting February 1, if your vehicle is rated for to and from work use, you may be eligible for one of these new rate classes and your premium increase may be modified as a result of re-rating. Be sure your vehicle is rated correctly.

ICBC

Please note: These changes to Autoplan are effective Feb. 1, 1992

4 per cent to 3 per cent of the annual premium.

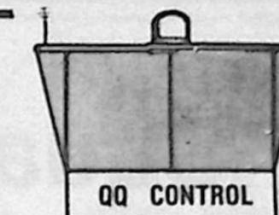
Broken windshield, vandalism, theft from vehicles, a record number of Comprehensive claims - these and other factors have all contributed to rising Autoplan costs.

► Extra Equipment

Also, to keep up with the increased costs of extra equipment, ICBC has increased the value of automatic coverage for such equipment as of February 1, 1992. If you have Collision and Comprehensive coverage you are automatically covered (with no dollar limit) for equipment supplied by or available from the vehicle manufacturer. For non-manufacturer equipment which is permanently attached to your vehicle, coverage limits have been increased from \$500 to \$1000 for sound and communication equipment and from \$1000 to \$5000 for other equipment. Check with your Autoplan agent, or look in your 1992 Autoplan Motorist Kit for details.

1992. If you have Collision and Comprehensive coverage you are automatically covered (with no dollar limit) for equipment supplied by or available from the vehicle manufacturer. For non-manufacturer equipment which is permanently attached to your vehicle, coverage limits have been increased from \$500 to \$1000 for sound and communication equipment and from \$1000 to \$5000 for other equipment. Check with your Autoplan agent, or look in your 1992 Autoplan Motorist Kit for details.

Section News



As the Beacon Turns

Happy New Year 'Beacon' Readers. With 1992 arriving on the wings of a storm, was anyone prompted to make one of those resolutions that will prove to be next to impossible to keep? For those of us by the beach, we did our part by making a resolution to resist the temptation to reel Peter in. Of course, with Peter leaving us for his tour of the Sinai sometime in February, it may prove to be a relatively easy resolution to keep.

With the Christmas season over, I hope that Santa or S.N.L.'s Hanukkah Harry was able to come through with what you needed or wanted. As for our intersection hockey team, we have been given some new life. The second half of the season is about to begin and we just might be able to win 2 or 3 games.

Our '91 Christmas party ap-

pears to have been fairly successful. Stories about the Dec 13th event are slowly but surely coming to light, with our top story being about 'Boots' Masnyk. It seems that 'Boots' demonstrated his money saving idea by using western footwear rather than a glass to save on the total cost of the catering. One question that arose from the festivities occurred a few days after the fact. D.G., do you have any idea where your doorprize ended up? My guess would be to ask T.S. about the precise whereabouts. Of course, after the sticky mess that Tom found himself in earlier in December might cloud his memory.

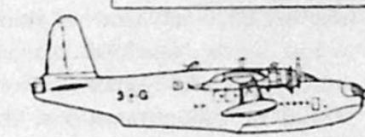
That does it for this edition, but before I sign off, "Rolie how did you like Alison's escort service?"

Attention All Eagles

1942 1992

423 Eagle Squadron
50th Anniversary
15-18 May 1992

From the shores of Scotland to the sands of the Persian Gulf, 423 Squadron has enjoyed 50 years of operational excellence. All former 423 Eagle members are cordially invited to attend our reunion.



For more information or to advise of your intention to attend contact:

Major Dave Martin
AVN 473-1425 or (302) 466-1425

or write:

423 Squadron Reunion
HS423 Squadron
CFB Shearwater, Nova Scotia
B3J 3A0

Kinsmen Mother's March Jan 15-31

VANCOUVER -- The Kinsmen Rehabilitation Foundation of British Columbia (KRF) has set a campaign goal for the 39th Kinsmen Mothers' March of \$1.75 million and now needs 30,000 volunteers to help them meet that goal.

"We are asking people in B.C. to either canvass door-to-door in their communities or to provide office assistance at a Kinsmen office during the campaign," said Georgiana Evans, KRF's director of fundraising.

Held for the first time in 1952 by B.C. Kinsmen Clubs in response to the polio epidemic,

the Kinsmen Mothers' March today has the largest volunteer program in B.C. and works to provide children and adults with physical disabilities lead more independent lives.

"The Kinsmen Mothers' March is our main fundraising event and is vital in the continuation of programs that include Library and Information Services, Public Education Services, Technical Services Program, and the Rehab Assistance/Equipment Loan program," Evans said.

To become a volunteer, call 244-7190 in Vancouver.

NEXT DEADLINE 20 JAN 92

Section News



407 Squadron

Seasons Greetings from 1 Crew

What a wonderful season. A time for parties and laughter. 1 Crew had a most successful Christmas party at the Washington Inn. Thank you to John Haight and Brad Marriott who organized a wonderful evening of dinner and dancing. A great time was had by all. The Washington Inn ducks and geese would like to thank Chris McD. for leaving them a little something for breakfast in the parking lot. Thank you to Cash Currie for providing everyone a safe drive home.

This Christmas there were a few new people enjoying the holidays. The new arrivals were Thomas, son of Mike and Annette Dymond and Warren, son of Wilf and Anne Laybolt. Congratulations! Expecting are John and Caroline Haight, only this time they're pretty sure it's not twins. The arrival of career managers had many people on edge. Looks like Willie Rivett will be heading for 'Cool Pool'.

The big news saw the boys of 1 Crew in Vancouver on the 12th and 13th of Nov watching the Canucks destroy the Kings. We also went down in the trivia books as being the Crew from 407 to witness Pavel Bure's first two NHL goals. Upon our arrival in Vancouver, we discovered John had booked us in choice accommodations on Granville and Davies, which made excitement easy to find after the game, including Brad (Sorry I'm not wearing a suit) Marriott.

Todd Wallace really enjoyed the first period but Terry the hit man showed up. Poor Todd (Sit down or I'll knock you down) Wallace missed the highlights of the second and third period. Thanks to Sylvain (Should have been a cowboy) Cadieux for

rounding up the lost souls after the game. Poor Martin Landry spent the night on the floor when Chris Arnaud's unconscious body claimed his bed. Jim Bratrud wasn't complaining when Chris didn't show up to claim his half of the bed.

No mechanical problems were experienced either there or back thanks to the constant checking of the radiator and a big thanks to our driver, Bill Rickard, for not rear ending that woman in the Fanny Bay. What are you doing next year Bill?

Speaking of cars, poor Ian McIvor hasn't even seen his Ford truck lately except to visit it at the truck hospital. Steve Bennett would have a few words about your problem Ian.

We would like to take this time to welcome Leona Colebank to 1 Crew. Just when we thought there would never be a replacement for Frank Jahrig.

Happy New Year and Drive Safely.

ARMPO

Hello from the ARMPO Section. It has been a while since our last article as the only Armourer that can read and write, yours truly, has been on leave.

The Career Manager was here in Dec and now that the tears and laughter have subsided we stand to lose a few "essential" personnel. When asked whether there would be any promotions, the Career Manager checked the temperature to see if it was cold enough to freeze.

Christmas saw most everyone get what they wanted or deserved. Don Dunne is still here so Jim Cook is telling everyone that there is no Santa.

Fitness Award for Kelly



Cpl Kelly Christensen, an Air Weapons Systems Technician with 407 Sqn, is presented with the Level II blue scale of the Physical Fitness Award for Aerobic Excellence. Presented by Lt Price.



407 CD Awards



LCol Chester recently presented four members of 407 Sqn with the Canadian Forces Decoration. The recipients are: (L-R) Sgt J.A.K. Cox, MCpl L.C. Jensen, Cpl T.I. Maclaren, and Cpl R.J. Neilsen.

The Section went through an AWSS (Air Weapons Safety Survey), carried out by Command and passed with flying colours. The ArmPO was worried when he saw the signs declaring the Section closed and condemned for failing the AWSS. Good joke. The ArmPO smoked a pack that day.

Capt John Cooper, aka, ArmPO has just recently returned from another course that was supposed to increase his knowledge of the Armament trade. I wonder how long it will take him to realize that Bill Fisher, aka,

D/ArmPO has a list of courses with which to make ArmPOs disappear.

We have recently been sending people to Deutschland to augment the Armourers there and to enrich the economy. Most on their return, will probably have the BMI rangers after them.

For reasons that few people understand the Armourers did not make the list of overborne trades, therefore, we did not know whether to feel relieved or insulted, but life goes on.

On the Air Photo side of the house, there have been several comings and goings worthy of note. MCpl Bud Davidson retired after 23 years of dedicated service on 3 Nov. Cpl Leona Colebank has just returned from her 6 1/2 month super POET course in Kingston and is now on one crew in servicing. Cpl Frank Jahrig has completed JLC in Penhold.

Congratulations to Cpl Gary Blinn and his wife Kathy on the birth of their daughter Jessica Anne on 30 Jul.

ANNOUNCING 1992

GREEN GRANTS

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

For more information or an application, please contact any B.C. Ministry of Forests, Forestry Canada or government agents' office or write: Green Gold Grants Program, 910 Government St., P.O. Box 40047, Victoria, B.C. V8W 3N3. Applications must be received no later than February 28, 1992.

Canada

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

BC

Section News

From The BFSO



Major Kippel

It's been a good year from a statistic viewpoint at CFB Comox. Through excellent hard work on everyone's part we did not experience a single accident in 1991 -- a well done to all. That is not to say that there is no room for improvement; we continue to have incidents which are personnel related, most of which could be attributed to lack of experience in one form or another. We must continue to be ever vigilant, through effective supervision at all levels, for those cues that alert us to potential accidents.

At this time of year, we all complain and hear others complain of colds, flu and other seasonal ailments. Most of us shrug it off with an aspirin or two and get some bed rest. However, be careful about self medication. An astonishing case was reported

in which a pilot attempted to treat himself for a cold with an over-the-counter 'cold' capsule prior to flying. The pilot was killed in an accident and the autopsy showed he had an advanced case of tuberculosis of the lungs, liver and spleen. There's a lesson to be learned from this very unusual case -- don't mask the symptoms by self medication. If you have a 'cold', go see the Base Surgeon.

Finally, I wish to thank all the Base personnel for the support that I have received throughout the year in carrying out our Flight Safety Program. Happy Landings!

MSE Safety



Safety Belts Make Sense!

The majority of traffic-related deaths and injuries in Canada are preventable. It has been estimated that if the present accident rates continue, one out of every two Canadians will be involved in a fatal or injury-producing accident in their lifetime.

Staying out of accidents may be a result of good fortune rather than good habits. Monitor your driving habits constantly. Here are some checkpoints from the Canada Safety Council: be courteous to all road users, including pedestrians; obey traffic laws;

keep a safe distance behind the vehicle ahead; keep your vehicle in sound mechanical condition; use seat belts all the time and avoid speeding. Safe driving is the responsibility of all road users.

Every year, nearly 6,000 Canadians die from traffic accidents. The two major causes of such deaths are occupant ejection and collision of the occupant with the vehicle's interior.

Yet half of these lives could have been saved if the occupants had worn seat belts. The restraint

system, more commonly named seat belts, helps to reduce injuries in two ways. By keeping the occupant securely within the vehicle and by reducing the severity of the body's collision.

All cars made after January 1, 1974 must be equipped with three-point seat belts. While most people know the benefits of buckling up, many haven't formed the habit. Worse, they feel that accidents only happen to other people.

In an accident there are two collisions. One occurs when the vehicle hits a solid object and stops. The other when the occupants strike the vehicle's interior, resulting in injuries or death. (Remember, even though the vehicle has stopped, the occupants continue to travel forward. Wearing seat belts controls and restrains this body movement, thus minimizing injuries.)

The three-point seat belt works in two ways. In a collision the lap belt prevents the wearer from being ejected. Thus the driver, staying behind the wheel has better control of the vehicle. The shoulder belt prevents the head and chest from hitting the steering wheel and dashboard. Injuries to these two parts of the body are the most frequent cause of death in collisions.

Unrestrained passengers can turn into human projectiles and collide with each other. Rear seat

passengers may cause severe neck and spinal injuries to front seat passengers. Furthermore, occupants wearing seat belts tend to remain conscious and be more able to leave the vehicle quickly.

Statistics and research by the Canada Safety Council show conclusively that wearing seat belts reduces significantly, injuries from vehicular accidents. The odds of surviving a crash are many times better inside the vehicle than being ejected.

Pregnant women should wear seat belts as the safety of the unborn child depends on the safety of the mother. It is most important that the lap belt be secured directly across the pelvic region below the abdomen.

A common belief is that seat belts are useful for highway driving, but are unnecessary to wear when driving around town. Another fallacy. Half of all traffic accidents occur within 40kms of the victim's home -- and at speeds of 60 km/h or less.

Some people believe that the wearing of seat belts should be a private, not a public, matter. It is not a valid argument. Accident victims require police and medical help. The public shares the burden of repair costs, medical and insurance costs. Rehabilitation and unemployment costs must be paid for, as well. One way or another, road accidents affect everyone.

The protection of child passengers is of great importance. It

is the responsibility of the driver to ensure the safety of child passengers. What happens to unrestrained children in a 50 km/hr car crash? The consequences are similar to their having been dropped from a third-storey window.

Whether using child restraints or regular lap/shoulder belts, children should always ride in the rear seat. Children often resist using a restraint system and want to ride in front. Firm adult guidance can show them that they have a new riding responsibility.

We are all creatures of habit. One of the best habits to acquire is that of wearing seat belts. A driver should never start the vehicle before ensuring that all its occupants are buckled up. Otherwise, what's holding you back?

Drivers Statement of the Month

If the other driver had stopped a few yards behind himself, the accident would not have happened.

Safety Quiz

The factor which contributes most to automobile accidents is:

- Defects in the highway.
- Half-hearted law enforcement.
- Attitude of the driver.
- Mechanical imperfections in the automobile.

ANSWER

'C'. Attitude of the driver.



AND AFTER YOU SAID "GRACIOUS, I DO BELIEVE THE POWER PLANT IS FAILING!", WHAT WERE YOUR NEXT REMARKS TO THE CONTROL TOWER?

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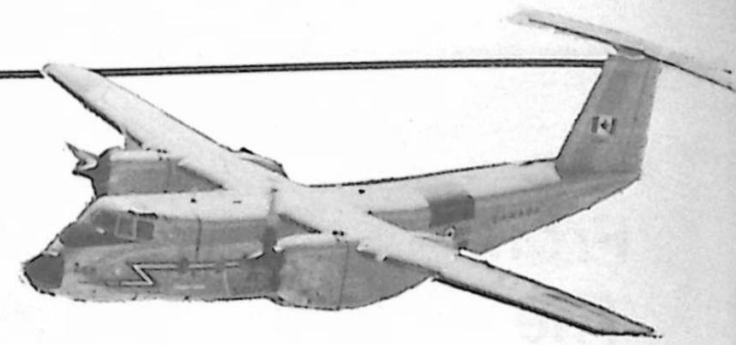
RECYCLE THIS NEWSPAPER TOTEM TIMES

NEXT DEADLINE 20 JAN
NOON

Feature



442 Squadron



by WO Paul Beattie
SAR Tech Leader
442 Sqn Comox

When I first arrived at CFB Comox some 15 years ago on my basic SAR Tech course, our course had the potential to boost the SAR Tech Section strength from approximately 8 to a whopping 12 men. Since that time there have been a lot of changes! We have developed the capability to dive to overturned boats and submerged wrecks in order to recover trapped people or for identification purposes. We have the equipment and resources to handle major air disasters, major sea disaster, and the fully trained personnel ready to react to any emergency.

We presently have a section of 25 SAR Techs assisted by one Supply Tech who manages an inventory of approximately one million dollars worth of rescue and support equipment. In the past 15 years our MOC has increased from approximately 45 SAR Techs to today's strength of 131.

This growth came about without any substantial amount of space increase. As a result, the SAR Tech Section became fragmented with sub-sections spread out between two hangars and two different floor levels. As of the 13 Dec 91, all this has changed. We now have what was needed for a long time; a well lighted, modern facility with all the space and amenities required to do our job. It is truly a section that will permit proper management, supervision, and a work place to be proud of.

It has been a long time coming and if not for the influence and determination of the past few

Base Commanders and Squadron COs, we would undoubtedly still be waiting. But the first person to identify the requirement, plan and design the section, (with the able assistance of his staff), and to provide the initial push was the SAR Tech Leader of 1981 and today's Base Ops CWO, CWO Bill Krier.

It is therefore more than fitting that as the senior SAR Tech, and reputed "Godfather" of the SAR Tech mafia, he be the one to open the new SAR Tech Section. Following a ceremony in which our Base Commander officially opened all the new additions to 442 Sqn, CWO Krier and the SAR Techs of 442 Sqn held a little ribbon cutting ceremony of their own, during which CWO Krier had his first look at the new section and saw the fruition of his dreams of more than 10 years ago.

Major SAR Tech Accomplishments - 1991

- Two Commander Air Commands' Commendations.
- Three Commander ATG Commendations.
- One CDS Submission.
- Two Medal of Bravery Submissions.
- ATG Operational Evaluation. Excellent in all areas.
- Comox Valley Snow to Surf. Third overall out of 160 teams, first place out of 22 military teams.
- Airman of the Quarter Award, Air Command.
- National SAREX 91 Competition. A decisive win, winning 7 of the 9 events.
- Plus numerous successful rescue missions.

Scenes from the Crash



Father and son died in this crash of a light plane near Williams Lake. 442 chopper stands by.

New SAR Tech Section



CWO Krier congratulates WO Beattie and the other SAR Techs on the opening of their new section.

More SAR

The next step was to cover the same area again, only this time at 500 ft and 1/2 mile vis looking now for the actual search object, an orange airplane possibly masked by the white snow or green forests, a tedious and difficult job.

While all this was going on, Capt MacDonnell was busy coordinating the efforts of two squadrons, CASARA volunteers, RCMP support, etc. A crucial decision early on to request ground search teams proved to be climatic, when two local volunteers on skidoos discovered the aircraft on Tue., 31 Dec, in an area previously covered by fog. A Lab and Buff were quickly dispatched to the area, and the Sartechns confirmed what everyone feared; two dead.

The next phase was routine but unpleasant, notifying the next of kin, picking up local RCMP to secure the site, delivering a

continued from page 1

coroner, and returning the victims to Williams Lake. The Transportation Safety Board Air (formerly CASB), was advised and arrived to conduct the investigation into the cause of the crash. Buff 456 began returning personnel and equipment to Comox, and the next day (and new year), the Squadron returned home.

Although the outcome was tragic, that is a common reality in the business of Search and Rescue. The search was successful however, which helps the family overcome the loss quicker, without wondering what happened for the rest of their lives. It also proved that 442 Sqn continues to be ready. Despite being the first full-scale search for a few, it "shook out the cobwebs" for most of us, and has the Squadron pumped and eager for the next mission, whatever it may be.

Recollections

After 34 years



Greenwood Bound



During a recent visit of Air Command CWO Pat Sarty, who spoke at the annual SNCOs course at AFIS, he also presented a traditional posting plaque to MWO Brian O'Caín, who is on his way to Greenwood, and a burl clock to WO Guy Moreau, retiring after 34 years of service. Good luck gentlemen!

BTSO Presentations



On the 12th of December the BTSO, LCol King, presented the following personnel with an early Christmas present: (Rear L-R) Sgt Adams of Base Supply with his Officer Cadet epaulettes, Mr. Chatterton of Base Supply with his retirement certificate honouring 38 years service, MCpl Koran of Base Transportation, Cpl Fairbairn of BAMSO and Cpl Patterson of BCE with their Canadian Forces Decoration, Mr. Clark of Base Supply with his retirement certificate honouring 31 years of service and Cpl Manning of BCE and MCpl Beauchamp of BAMSO with their Canadian Forces Decoration. (Front - extreme left) MCpl Limoges received her Canadian Forces Decoration. (Front - extreme right) Capt Mercer received a certificate for competition with distinction, the Officer's Professional Development Programme. LCol King and CWO Doherty, BCWO, congratulated the recipients and extended wishes for a Merry Christmas and Happy and Safe New Year.

SAR Tech Ops



SAR Techs often handle up to eight incoming calls simultaneously.

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PAC/Region Fall/Winter Sports Calendar

SPORT	REGIONAL HOST	DATE	NATIONAL HOST	DATE
Broomball (m)	Chilliwack	1-4 Mar 92	Edmonton	21-28 Mar 92
Broomball (F)	Det Nanaimo	Mar TBA	Ottawa	23-30 Mar 92
OT Hockey	Comox	10-14 Feb 92	Greenwood	29 Feb - 09 Mar 92
Hockey	Esquimalt (SB)	27-31 Jan 92	Calgary	14-21 Mar 92
	Comox (LB)	13-17 Jan 92		
Bowling	Chilliwack	08-12 Jan 92	Kingston	25 Apr - 02 May 92
Volleyball (M/L) (SB/LB)	Chilliwack	09-13 Mar 92	Shilo (M)	04-11 Apr 92
			Halifax (F)	31 Mar - 06 Apr 92
Badminton/Squash	Chilliwack	22-25 Mar 92	Winnipeg Badminton	07-15 Apr 92
			Toronto Squash	20-25 Apr 92
			No National	
Curling (SB/LB)	Chilliwack	11-15 Mar 92	CFB Lahr	10-20 Mar 92
Basketball	Esquimalt	08-11 Feb 92	Borden	29 Aug - 05 Sep 92
Golf	TBA	TBA	Trenton	15-19 Sep 92
Running	TBA	TBA	Edmonton	25 Sep - 03 Oct 92
Soccer	TBA	TBA	Saint Jean	27 Aug - 04 Sep 92
Softball (M/F)	TBA	TBA	No National	
Ball Hockey	Comox	May TBA		

Recollections

Voyage on the Mohawk Park

Part 8 - On ... to the Netherlands West Indies.



Mohawk Park in Curacao

The Mohawk Park sailed with determination through the green calmness of the Caribbean Sea. She sailed with a purpose, almost a persistence to get where she was going. She seemed almost to know her destiny. The main bow wave cast a near perfect pattern on the mirror smooth surface. A lone seaman stood on the outboard side of the main upper bridge watching the water and all the fascinating things it displayed. Flying fish jumped endlessly from wave crest to wave crest, displaying their uncanny abilities. Porpoises frolicked happily in the green and white bow foam. Occasionally, a giant turtle would surface and glance curiously at the huge steel intruder. These strange beasts, the seaman was told, had minute particles of iron oxide in their brains, thus allowing them to travel unerringly to their appointed destination, being guided by magnetic north. Also, they could dive to crushing depths and catch cold currents to speed them on their voyage. They could stay submerged for an hour. Fascinat-

ing, these ungainly beasts, and huge, too. Some appeared as large as a deckplate, and that was six feet! The seaman made a silent vow that he would never eat turtle soup if he could help it. And the snakes, the unbelievable snakes. Here they were, out of sight of land, ploughing at 12 knots, and snakes appeared from out of nowhere. These weren't sea snakes, the kind that live in the ocean and die in the ocean, these were land snakes, perhaps two to three feet long, swimming as if they were on a green freshly mowed lawn. Their colours were indescribable, but each snake had one thing in common - bright colours. One snake would be diamond patterned in yellow and blue, the next swimmer would be striped horizontally in black and white, the next striped vertically in reds, blues and yellows. And the occasional one checkerboard. The seaman was casting his eyes overhead now. Frigate birds with two great long trailing tail feathers, soaring so effortlessly, and on the foredeck, a gooney bird had just crash landed and

waddling forward, bumped into a stanchion. Amusing birds.

"Enjoying yourself, lad?" It was the Master. The young seaman was surprised, but after all, it was the Master's bridge.

"Aye, sir, enjoying the sights to tell my folks back home."

"Well, you'll have lots to tell them in a few days. We're bound for Curacao to bunker up. A word of caution, though. Stay away from the women. We'll be there 6 or 8 hours. I'd suggest sightseeing only. The women around the jetty have bugs, they tell me."

The seaman's mind raced back a couple of years previously, and a medical officer lecturing on unheard of pitfalls such as Cla-ppp, and the other one, Gon-Rece-Ah.

"I know all about that stuff, sir," he lied. "I'm too young to rot to death."

The Captain laughed, and the seaman headed to his beloved engine room. The weather was too hot on the bridge for comfort anyway.

Once on shift, I found that the Chief Engineer had decreed the hull should be painted a light grey. I guess he reasoned this colour would contrast nicely with the greasy brown of the main engine housing. In any event, the painting parties had been organized and small scaffoldings had been constructed that leaned against the main skin. I didn't mind painting, as long as it wasn't in some hell hole somewhere, and actually relished the idea of a clean paint job to fill in my working hours. I quickly slipped into my three piece uniform (boots and js), and began painting as directed. Clean and satisfying, no problems. Except. Except the temperature. If it was uncomfortable on deck, on the breezy bridge, think how warm it would

be down below. I emptied my boots constantly. I don't know for sure, but I recall the thermometer above 130°. But true ingenuity will out! I found that by abandoning my paint brush and roller occasionally and moving ahead a few paces, I could spreadeagle nicely against the hull of the ship.

Logical! The cool Caribbean was only one short inch away and the hull plates were of the same lowered temperature. Like a pancake, I flipped myself over and cooled the other side. Ah, the pleasure! To my chest, legs and checks this was better than air conditioning. But not for long.

Stiffness and aching set in practically at once. My body was telling me that it was used to tropical warmth, not instant cooling. I stayed away from that practice for the rest of the hot voyage. And as it turned out, the paint job was very successful. We had the cleanest engine room in the whole vast ocean.

I went up on deck and breathed the fresh air. My shipmate, Bud Wallins, was standing by the companionway and when he spotted me, asked, "Smell anything?"

"Just oil from the engine room, Bud."

"That's not from the engine room. That's from Venezuela. And we'll be there in no time. Got the channels yet?"

"As a matter of fact, I'm getting a little anxious to go ashore. And so are some of the others." On shift one of the more ingenious of the crew rigged up a washing machine beside the engine. Somehow or other he attached a rope to the end of a



by Norm Whitley

rocker arm and a weight, a plunger sort of a thing to the other end. The rope and plunger go up and down with every movement of the rocker and it all plummets into a 90 gallon barrel half filled with hot water and of all things, lye soap. You never saw cleaner laundry in your life.

"That's a sure sign of the channels. When the crew go ashore, they want to go ashore in clean clothes. That's an old trick to get clothes clean, and let me tell you, it works."

Two mornings later, I woke to the sound of silence. Six a.m. I jumped out of my bunk and peered out the porthole. Warehouses, strange buildings, foreign printing. One word stood out from all the rest: Willemstad.

We had finally made port, Willemstad, Curacao, Netherlands West Indies. I couldn't get dressed fast enough. I raced on deck to get my first view of this small island off the coast of Venezuela. The first view was mildly disappointing, but I didn't show it. Ramshackle warehouses, decrepit shacks, surly dock workers in worn out clothing. Not even a proper dock, just a small floating raft called a jetty to tie up to. I was even told to run ashore and tie up the stern line to the beach. No problem, except I found the beach, solid land, was tossing and turning just as bad as the Mohawk on the high seas.

But first, clean up, breakfast, get into presentable clothes and go ashore. Let's see what the town of Willemstad looks like away from the dock area.

Continued on Jan 23



Jim Kirk

During the past winter the company had negotiated in taking over the operation of a small free trader at Stewart River and thus began operating their third post in the Yukon. Stewart River was located on an island at the mouth of the Stewart River, about 110 miles down river from Fort Selkirk, and about 85 miles up stream from Dawson city. At the end of June, I received word from the district office that the manager of the Stewart River post was needing a hand with the arrival of their first freight and I was directed to go there to help out for a while. As I thought it would be for only a short stay, I packed a small bag, said, "See you later," to a few who were on hand and went on board the next boat heading down river.

As it turned out I remained at Stewart River for the next five months and I had to send for the rest of my belongings, particularly my winter clothing. It all arrived on the last boat heading north. I never did get back to Fort Selkirk. I left all the folks there without getting a chance to say a proper goodbye.

Stewart River was used by the steamboat company as a transfer point for the larger Yukon river boats and the smaller Stewart River boat and barges. Besides taking freight up the Stewart River to the mining town of

Mayo, barge loads of high grade silver ore were transported down to Stewart and left there for the larger boats to push up river to Whitehorse. The sacks of ore were off loaded onto the rail cars and carried across to Skagway and then off loaded onto freight boats bound for Seattle.

There were no Indians living at Stewart River, just a few white trappers and prospectors with their families plus a small crew of dock workers during the summer season. The H.B. Co. had just completed having a new dwelling built; a frame style structure and quite an improvement over the log cabin up at Selkirk. A new store was being built to replace the small log building which had been the store, living quarters and post office. The store was not due for completion until the fall when we would be able to move in all the merchandise, and was the main reason for my being kept on there after the summer. The old log building would then be used as a warehouse.

The company had inherited an old model 'T' Ford truck which was somewhat difficult getting started. It took two people. One went to the back end and placed a pole over a log of wood to raise the rear end while the other person went around to the front to crank and get the motor running. He then got in behind the wheel

about a mile or more below our settlement, using the island as a stepping stone on their way across the Yukon River. It snowed during the following night and the next morning we saw hundreds of caribou tracks in the snow crossing right through the settlement. When they noticed activity in our area they moved back down to the lower end of the island, but continued their steady migration. Twenty four hours later the river had frozen over and the caribou were now walking across on the ice. A couple of the locals went out to shoot a few of the bucks as a meat supply for their dogs. The caribou weren't suitable for table meat while they were migrating. However, some of the organs such as heart, liver, and tongue were kept by some as well as the hides, if they were not too badly pock-marked by ticks. The steady migration lasted for a full three days.

Around the middle of November we received word that the mail contractor and his dog team were heading in our direction with mail that had accumulated in Dawson since September. We hurriedly got an outgoing mail ready and looked forward to receiving our first mail in about two months. The day before the mail team reached us, we

Apprentice to the Yukon

Part 8 - Trading ... with Gold Dust.

by Hamish

and when he signalled he was ready the spinning wheels were slowly lowered to the ground. The old vehicle took off with a jolt and threw up some dirt, however, I greatly appreciated having the use of that old truck. It carried quite a bit of freight from the dock, much easier than I could manage on my back. There was an old pack horse, that belonged to one of the prospectors, which roamed at large and occasionally, when the truck balked at starting we hitched the horse up to pull the truck while I steered!

During the summer and early fall, there were some prospectors who traded with us using gold dust. They carried the flakes of gold in small leather pouches or little bottles. The contents were poured out onto our gold scales, weighed and credited to their account at the rate of \$25.00 per troy ounce at that time. A final balance up to \$32.00 per ounce was credited later on when the assay results came back from Victoria, B.C. One day an old prospector came in quite upset with himself. He had carried a small bottle of gold in his trouser pocket and while walking along the trail from his camp, the cork in the bottle came loose. As he walked along the trail he absentmindedly threw out what he thought was dirt from the corners

of his pocket. By the time he realized what he had been doing he found he had thrown away about half an ounce of gold!

Many of the prospectors were as much characters and story tellers as were the trappers. One old timer told us a story concerning a large gold nugget he had discovered in one corner of his claim. Before digging out the nugget he decided to check the boundary line of his claim and to his dismay found two thirds of that nugget lay over on another miner's claim. "Well," he said, "I couldn't rightly take the whole nugget so I carefully marked where the claim boundary crossed the nugget and I lopped off the one third that was on my claim. Then I covered over the rest of the nugget and I ain't going to tell old Joe where it is. No sir, he's going to have to find it for himself!"

The post manager was also a married man, but they had a baby daughter. Shortly after my arrival at my new post I was given to understand my help was needed around the house as well as at the store. I was given the impression that I was not only an apprentice to the company, but also to a baby! Or, as it was stated, "It will be good training for you later on when you get married and have a

family of your own." I spent quite a bit of time hauling water for the laundry, washing diapers and hanging them out a fairly long clothes line. This latter job I tried to do as inconspicuously as possible so that other members of the community wouldn't notice me.

By late October we had finally moved into the new store. It was quite a treat to have all the extra room after the cramped space of the old log building. However, the heating 'engineers' hadn't done their homework. As the days got colder we noticed the floors getting colder. We took temperature readings and found it to be around 90° F at the ceiling and around 32° at the floor! From the furnace room at the back of the store the heat was directed into the store at ceiling height where the heat remained. As a result, whenever we had to work in the office we had to sit with our feet up off the floor. A requisition was quickly sent off to head office for the necessary equipment to install a cold air return duct back to the furnace to try to get the heat circulating down toward the floor. I was transferred from there before the new equipment came in, but often wondered whether it worked. There was no electricity there and therefore no electric fan units to force the cold air back to the furnace.

Part 9 - Finding a Dead Man

by Hamish

received a telegram from District Office requesting me to proceed to Whitehorse Post by way of the first transportation available. I was needed there to help out with the Christmas rush. It was decided I would return with the mail courier to Dawson and catch a southbound plane to Whitehorse. I at once gathered my things together for a quick departure.

The mail team arrived at Stewart River late the following afternoon with about three hundred pounds of mail so the residents took the rest of the day off to sort through their mail and exchange any news items with one another. I quickly glanced at my mail and stuffed it in with my gear to read more leisurely after reaching Dawson City.

The following morning we were up at 5:30 and after a quick breakfast I went out to help the mail courier, Walter DeLynn, get the sleigh packed. It was decided there was little room for most of my gear and I ended up taking one pack sack of my most essential belongings along with my sleeping bag. The remainder would be sent up to Whitehorse when some other form of transportation was available at a later date. After we had the freight and mail securely packed into the 'carryall', (a

heavy canvas that completely enclosed the load then laced over with light rope, in case the sled might tip over), we then turned our attention to getting the dogs into harness and placed into their team positions. Walter usually travelled with six dogs in harness plus one dog running free behind the sleigh for a spare.

We finally got under way about 7:00 a.m. although it was still dark and the temperature was around 38 below zero. The leader of the dog team more or less followed the tracks they had made the previous day on their way up from Dawson, following along on the smoother snow covered ice a short distance out from shore. The sleigh was made up of a 16 ft toboggan with a pair of steel-tipped runners fastened onto 4" blocks underneath. This provided less surface contact with the snow, making it easier for the dogs to pull the heavy load. Most drivers used one dog for each hundred pounds of load plus one dog, so with loads ranging up to 500 pounds it required having six dogs in harness. The seventh dog, running free, was Walter's idea of insurance: by changing a dog over two or three times per day, or when a dog showed signs of tiring, would help to keep them fresher. The leader was not re-

quired to pull her full share of the load and was not usually changed over as there was, as a rule, only one trained leader in a team. At the back end of the sled were a pair of securely fastened handlebars with which the driver could help keep the load from tipping over on rough stretches, or to push on while climbing steep parts of the trail. For going down hill there was a spring-loaded metal brake fastened onto the rear platform which the driver stood on, forcing the metal teeth onto the ice or packed snow. This was necessary to prevent the load overriding the team. It was strenuous work running behind a sled, or running ahead to break trail. The driver seldom rode on the sled, except in favourable conditions with a light load, or going downhill in order to 'ride the brake'. With the two of us I was able to spell Walter off once in a while, sort of 'working my passage', otherwise I just ran along behind with the spare dog.

From the high curved bow at the front end, ropes were stretched back on each side to the handlebars. The 'carryall' was fastened to these ropes. Under the bow area was a separate compartment in which the food for the dogs was kept. This consisted

continued on page 23

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Leisure



Garry Sweeney
music reviews and
syndicated columnist

Fjellgaard & Travis -- Two of the Best.

Gary Fjellgaard (pronounced Fell-Gard) has proven time after time that he is one of Canada's premier singer/songwriters. Through such albums as 'Ballads & Beer', 'Time & Innocence' and 'Heart Of A Dream' Gary has honed his craft and, now with the release of 'Winds Of October' (Savannah/Warner) he has penned the ultimate country album. Chock to the brim with songs that evoke pictures of better times (Drifting Cowboys), lost love (Fire and Lace) a duet with Linda Kidder; a reflective look at love via 'Remember When' and the beautiful 'Moment of Glory'.

Set against a backdrop of pounding surf and seagull cries 'Winds Of October' gushes forth and as Gary takes the listener on one more trip from the Baja Peninsula to Alaska the beauty of this man's written word springs to life.

'Island In The Storm', 'The Way I Am' and 'Never Say Goodbye' wrap up the musical proceedings with 'Last Hurrah' and 'Heartbroken Hero' being key tracks. One listen isn't enough and as often as I listen to Gary Fjellgaard I'm left with one unanswered question -- why hasn't he taken his rightful position alongside such international celebrities as people like Garth Brooks, Clint Black and others. He is truly a national treasure.

Randy Travis

With an unbroken string of #1 hits to his credit and a list of awards that gets longer with each release, Randy Travis' 'High Lonesome' (WEA) is almost certain to take more awards and cause loads of sales excitement at rack and retail.

For the most part this set leans mainly on Randy's smooth vocalizing and sparse instrumental backing. 'Let Me Try' and 'Oh, What A Time To Be Me' open the set in a laid-back fashion but Travis kicks it in with 'Heart of Hearts'. His recent 'Point Of Light' and current love-you-always 'Forever Together' along with the bitter-sweet 'I'd Surrender All' (an obvious single), will help move this album to platinum.

Fast Facts

Woodward (Tex) Ritter starred in more than western movies and had a string of country hits. He hit the pop charts on two occasions. First time was the 1956 rendition of 'The Wayward Wife' and five years later came what has gone on to become a country classic 'I Dreamed Of A Hillbilly Heaven'. Tex is father of actor John Ritter of TV's hit series Three's Company.



GARY FJELLGAARD

Happy New Year!

1992 Resolution: Cut out and keep this column, each issue.

Off with the old, and on with the new! When Karen Holm, the previous country cook, my friend, mother of three, and our US Coast Guard exchange wife, called me and asked if I would be interested in taking over from her, I didn't hesitate. I simply couldn't let the opportunity of calling her the 'Old' country food columnist pass me by. 'New' implies young, fresh, green, etc., etc. and for someone with grey in their hair, it's just too great a temptation. Thanks Karen for those columns. You continue to amaze me with all that knowledge and energy and that comes from your 'older' friend, whom your children call Annebarb.

January is always a month that brings one thing to mind. It reminds us of how much we all spent in the previous month, and how light our pocketbooks are. So I thought it would be appropriate to make my first column about that budget-stretcher, *hamburger*! I try to use lean, but regular, medium and extra-lean can all be used. Just do yourself a favor, and drain off the fat when you can. The following recipes are all what I call 'tried and true' and they are my family's personal favorites.

Lasagna

Serving for six to eight.

- 2 lbs ground beef
- 1/4 cup oregano
- 1/4 tsp cayenne (more if you like 'hot', less if you don't)
- 2 tbsp brown sugar

Simmer until meat is cooked, draining off the fat. Meanwhile, cook your lasagna noodles in boiling water. Eight is usually enough for a 9 X 13" pan. Slice your mozzarella cheese, enough for two layers in your pan (around a 1 lb package). This recipe can be cut in half for a 8 X 8" pan serving four.

When meat is done add:
12 bay leaves or 1/2 tsp of ground Bay leaf. This is not available in all stores but Blue Ribbon spices make it, and using the ground eliminates the necessity of removing the whole bay leaf from your sauce.

- 2 cans of tomato soup
- 2 tbsp chopped onion (opt)
- 1 tin sliced mushrooms
- 1/2 cup water.

Simmer for half an hour or until sauce is no longer runny. Arrange in layers in pan, beginning with sauce, then noodles, then just a little sauce, then cheese. Repeat a second time ending with cheese. Cover pan with foil, and bake 1/2 hour at 350° F. Remove foil and bake an additional 5-10 mins until top is lightly browned. This recipe can be made ahead and frozen, but bake it a little longer if meat mixture is just thawed, or longer still if put in oven frozen. Enjoy.

Spaghetti Sauce

- 1 lb ground beef
- 1 can whole or crushed tomatoes 28 oz/796 ml
- 1 can tomato paste
- 1 can tomato soup
- 1 can tomato sauce
- 1 red pepper diced
- 1 green pepper diced
- 1 can mushrooms sliced
- 1 large onion diced
- 6 stalks celery diced
- 1 clove garlic crushed (opt)
- 6 bay leaves

Combine all ingredients except ground beef. Simmer 1 1/2 hrs in a large saucepan. Then, add raw ground beef. Yes, I said raw. Simmer an additional 1 1/2 hrs. It's delicious. Try it. I usually double or triple the recipe and freeze it in serving sized containers. Enjoy. Remember to count and remove the bay leaves from your sauce. You wouldn't want someone to choke.

Cheeseburger Pie

Serves six

- 1 lb ground beef
- 1/2 cup evaporated milk
- 1/2 cup ketchup
- 1/2 cup crushed cracker crumbs
- 1/4 cup chopped onion (opt), or 1 tbsp dehydrated onion.
- 1/2 tsp oregano
- 1 cup shredded cheddar or mozzarella cheese, or a combination of both
- 1 tbsp Worcestershire sauce
- 1/2 tsp salt
- 1/4 tsp pepper
- Pastry.

Prepare your favorite pastry recipe and line an 8" pie plate. Combine all the ingredients except cheese and Worcestershire. Place raw beef mixture in pastry and bake at 350° F for 40 mins. (You may want to carefully drain off the fat at this time.) Toss shredded cheese with Worcestershire and put on pie. Bake an additional 10 mins. Enjoy.

Poor Man's Cordon Blue

Serves six to eight.

- 2 lbs ground beef
- 2 beaten eggs
- 1/2 cup clamato or tomato juice
- 1 cup soft bread pieces (approx. 1 slice)
- 1/2 tsp oregano
- 1/4 tsp salt
- 1/4 tsp pepper
- 1 clove garlic crushed (opt)
- 1 tbsp dried parsley or 2 tbsp fresh snipped
- 6 thinly sliced pieces of ham
- 1 cup shredded mozzarella cheese

In a bowl combine: eggs, juice, bread, oregano, salt, pepper, garlic, parsley. Add raw ground beef and mix well. Using

Country Kitchen

by Barbara Vermette

a piece of wax paper, pat out beef mixture into an 8" x 10" rectangle. Arrange ham slices on top leaving a margin around the outside. Place cheese on top of ham. Starting from the short end, roll up the meat mixture, using the wax paper to lift. Seal edges and place the roll, seam side down in a 9" x 13" pan. Bake at 350° F for 1 1/4 hours. Enjoy.

Pork & Beans Casserole

Serves four.

- 1 lb hamburger
- 1 - 14 oz/398 ml can pork and beans
- 1/4 cup brown sugar
- 1 onion sliced
- 1 14 oz/398 ml can tomatoes
- 8 slices bacon

Brown hamburger in frying pan, draining off fat. Add tomatoes, beans and simmer. Put half of the mixture in a casserole dish, add a layer of onions and then remaining mixture. Put bacon slices on top of hamburger mixture and sprinkle with brown sugar. Bake uncovered at 350° for 1 hr. Enjoy.

Pineapple Meat Loaf

Serves eight.

- 1 14 oz/398 ml can crushed pineapple (drain and reserve juice)
- 2 beaten eggs
- 1 cup soft bread crumbs
- 1 tbsp finely chopped onion
- 2 tbsp soya sauce
- 1/2 tsp salt/pepper
- 1 1/2 lbs ground beef
- 2 tsp cornstarch
- 2 tsp prepared mustard
- 1/4 cup ketchup
- Enough water added to juice to make one cup.

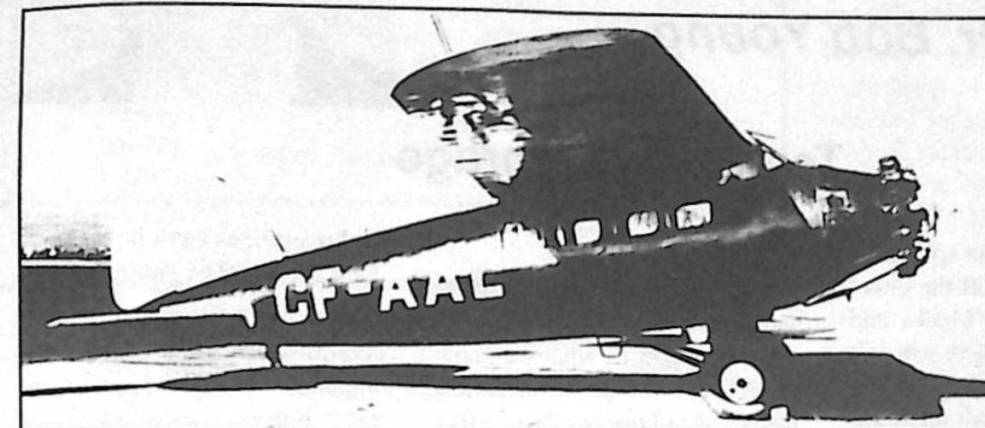
In bowl, combine eggs, bread crumbs, pineapple, onion, soya, salt and a dash of pepper, and ground beef. Mix well. Shape into a loaf and place in loaf pan and bake at 350° F for 1 1/2 hrs.

Meanwhile in a small saucepan, combine pineapple juice, ketchup, mustard and cornstarch. Cook and stir until thickened. Pass with meat loaf. Enjoy.

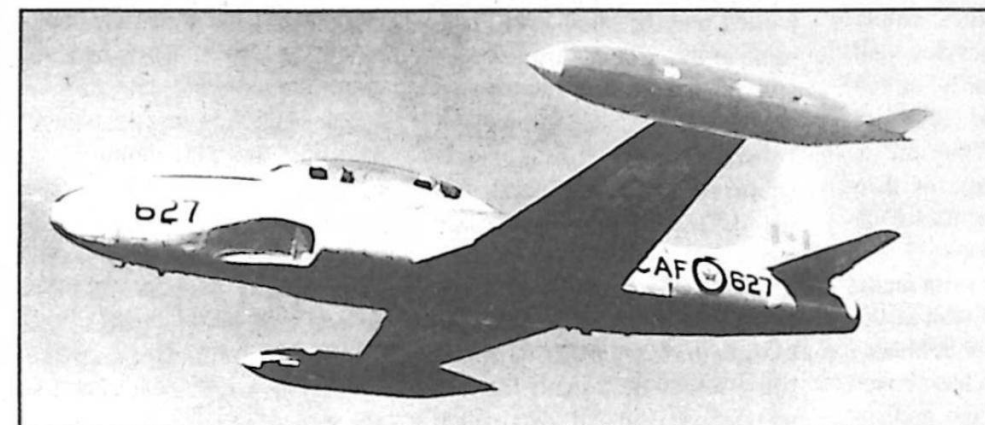
Barbara Vermette moved to the Comox Valley in 1984 with her husband Mike, and two sons, Andre and Danny. She lived in PMQs for three years before buying a house in town. In 1989, Mike retired from the Armed Forces and roots were put down for the first time in twenty-five years. Barbara and her family enjoy retirement in the Comox Valley, and vow never to 'Shovel' again.



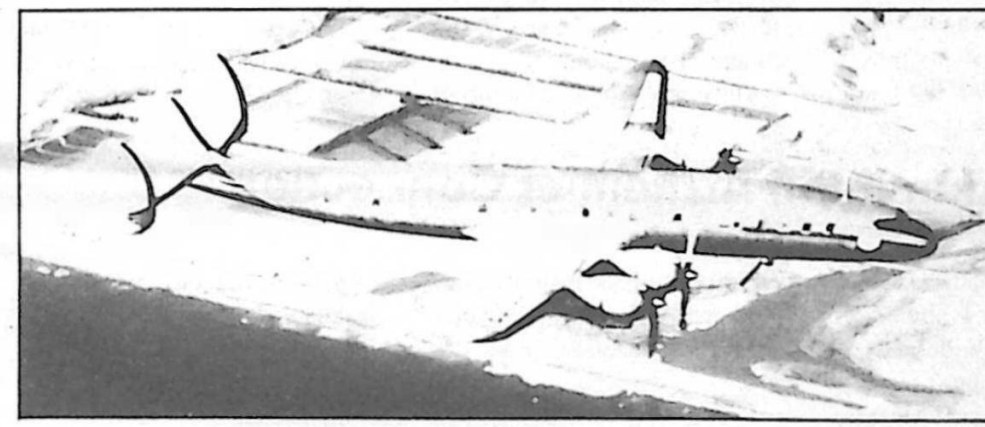
The Lockheed link to Canada



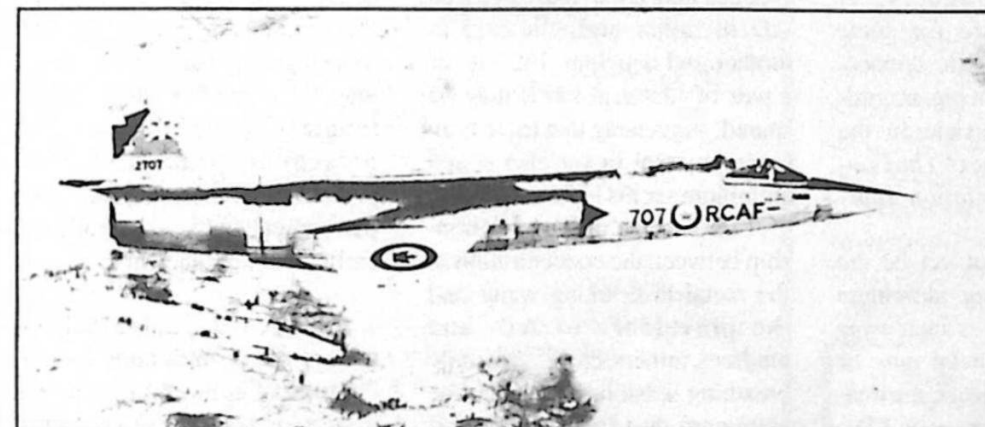
VEGA - FIRST LOCKHEED AIRCRAFT FOR CANADA (1929)



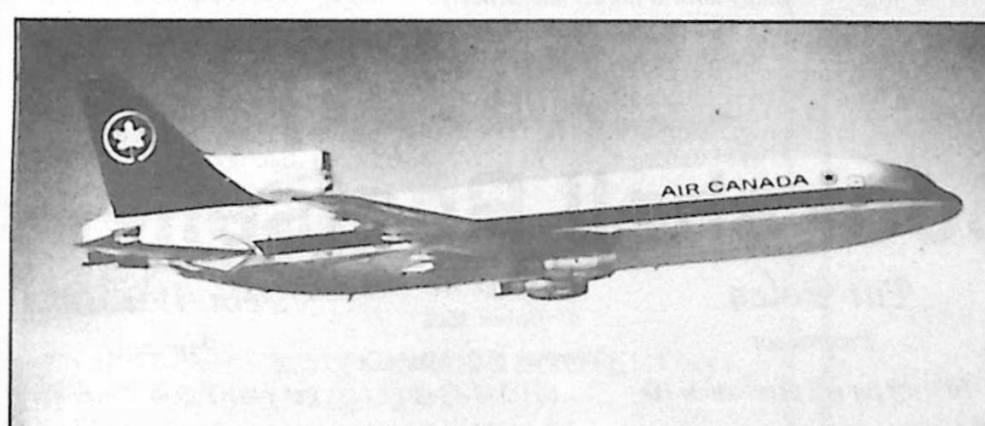
T-33 T-BIRD JET TRAINER OF RCAF (1951)



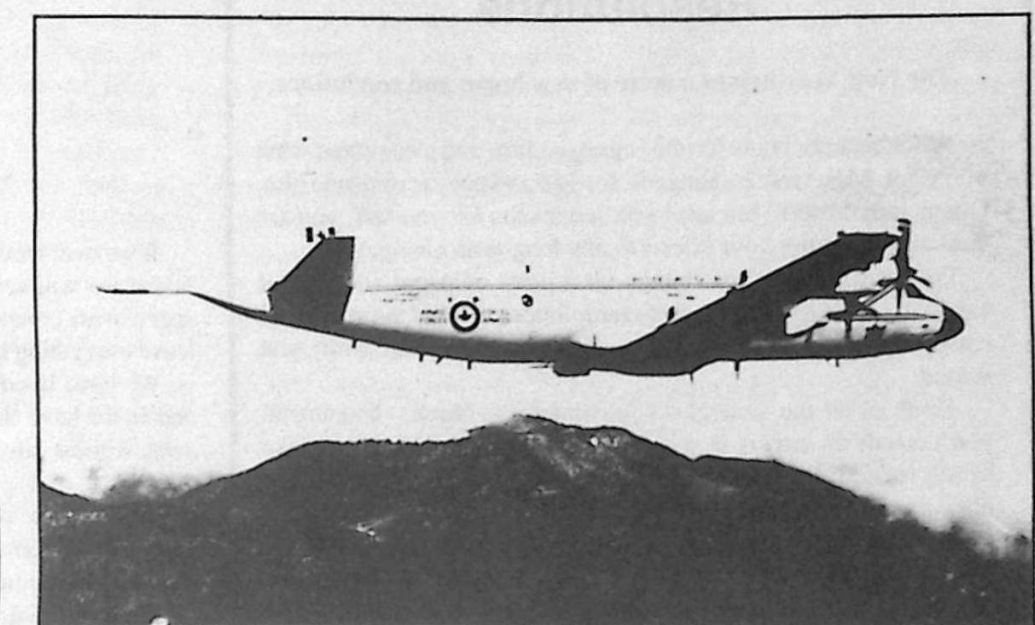
SUPER CONSTELLATION OF TRANS-CANADA (1954)



CF-104 STARFIGHTER (1961)



L-1011 TRISTAR FLIES FOR AIR CANADA (1973)



CP-140 AURORA (1980)

By Sol London

The May 29 departure of the third and final CP-140A Arcturus aircraft for the Canadian Forces from LADC-Palmdale to Halifax marks the close of the latest chapter in a Lockheed-Canada relationship that goes back more than 60 years.

On Feb. 2, 1929, Lockheed delivered to Canada's Commercial Airways Ltd. the 30th Vega aircraft produced by the Burbank-based company. The price-tag was \$12,200. The five-place Vega, painted a bright orange and bearing the Canadian registry of CF-AAL, was based in Edmonton and it transported passengers and mail, according to Burbank retiree Herb Boen, long-time tracker of vintage Lockheed aircraft. In December 1929, skis were fitted on this Vega and the wooden monoplane flew mail in winter to settlements in the Canadian Arctic some 1,800 miles away. In 1930, the Vega was sold to the new Canadian Airways Ltd. (CAL) system and it later went to Canadian Pacific Airlines, according to Boen.

In 1936, CAL chief James Richardson decided to buy the "most up-to-date American airliner he could lay his hands on — a Lockheed Model 10A Electra with room for 10 passengers and a top speed of 190 miles per hour," recalled writer Philip Smith in "It Seems Like Only Yesterday" history of Air Canada. CAL purchased two Electra 10s from Lockheed, but in 1937 Trans-Canada Air Lines (a predecessor of Air Canada) bought the two Electras from CAL (for \$55,234 and \$63,618). The same year, TCA went to Lockheed to acquire three more Electras for its fleet. (In 1986, to celebrate the 50th anniversary of the airline, Air Canada flew one of the original TCA Electras — dubbed the "Silver Bird" — across Canada after the aged transport was found in Florida and restored to flight status.)

Trans-Canada continued to return to Lockheed and eventually took delivery of a total of 44 transports over two decades — the Model 14 Super Electras and Model 18 Lodestars (before World War II) and the Super Constellations of the 1950s.

Among the early customers of Lockheed's L-1011 TriStar jetliner was Air

Canada, which first ordered the jetliner in 1968. Air Canada took delivery of 16 TriStars from 1973 through 1981.

During World War II, the Royal Canadian Air Force flew Lockheed Hudson bombers in combat and also took over many of the Lockheed transports of Trans-Canada for the duration.

For the Canadian armed forces, Lockheed was a major supplier of aircraft after the war — and continues to be today — with the P2V Neptune, T-33 T-Bird trainer (including 656 built by Canadair under license from Lockheed), F-104 Starfighter (Canadair also built 340 F-104s under license from Lockheed), C-130 Hercules, CP-140 Aurora (Canadian version of the P-3 Orion) and, of course, the 1991 Arcturus (another version of the P-3).

Canadian companies are also among the subcontractors to Lockheed on a number of aircraft programs.

Established in 1988 was a new Lockheed Corporation subsidiary — Ottawa-headquartered Lockheed Canada Inc., a consolidation of the previous Sanders Canada and Lockheed Canada. LCAI develops and produces advanced technology products, services for the Canadian government and commercial markets and provide marketing services to all Lockheed companies doing business in Canada.

In addition to the sale of aircraft and providing of services, Lockheed is currently active in Canada in a related area: airports. Lockheed Air Terminal is the operator and an equity partner in the new Trillium Terminal at Lester B. Pearson International Airport in Toronto that opened in February. It is the first terminal to be privately developed in the jet age. LAT was a joint venture partner with a Canadian real estate operation in the construction of the new passenger terminal.

And taking off from Palmdale in 1991, were the three new Lockheed built Arcturus aircraft that the Canadian government will use primarily for military, environmental, maritime and Arctic surveillance and fisheries patrols.

The Lockheed link with Canada remains strong.

HAPPY NEW YEAR!

Health & Fitness

To Your Health

Health information from the Registered Nurses Association of British Columbia

Making or Breaking New Year Resolutions

The New Year brings a wave of new hopes and resolutions.

When making plans for the future, be firm and clear about what you want. Make sure a change is for you and not for someone else. Others may benefit, but until you see results for yourself, you are unlikely to commit your efforts to any long-term change.

Put your reasons for change on a piece of paper and keep it handy. If you lose your sense of commitment, re-read those original reasons and recapture the sense of purpose you had when you started.

Think of all the strategies you can follow. Nurses recommend you consult an expert if you feel uncertain about how to make health-related changes. Sometimes we have clear goals, but we are not sure how to get or stay there.

Tell someone close to you about your hopes and plans to change. If no one knows what you're doing, no one can offer interest or support. Of course, skip those who might want to subvert your efforts.

Don't expect too much too soon. Break your plans into small steps and focus on accomplishing one step at a time. Make your first step so easy that you cannot fail. Too often, people want an overnight change in a habit that has taken years to develop.

Reward yourself for the small steps. Little things count in the long term. Take time for a movie, buy a new book or fresh flowers. It is the thought, not the cost, that counts.

Don't equate performance with self worth. All plans have gaps and relapses in them. After all, perfection is very rare, especially in people. Everyone wants to do it right the first time, but few do so. Don't get mired in disappointment or conclude you cannot do it. Studies show your next step would be to play down the importance of changing in the first place.

Instead, treat changing a habit like learning to ride a bike. At first, you wobble and have trouble pedalling, steering and balancing. It is easy to fall off on rough terrain, or when you change direction. But, with time, it is easy to ride on rough roads and cover distances with confidence.

Don't worry about the initial slips and falls when you make a change. Figure out how you lost your balance and climb back on. And watch out for the rough spot occurring again. We tend to fall off in the same places. Once we are alert to this, we won't be so surprised.

Studies have shown the most common cause of relapse is the need to cope with uncomfortable feelings such as frustration, anger, guilt, fear, loneliness or depression. The next most common cause of relapse is social pressure. This can be direct or indirect suggestions from others to return to old ways.

So, keep all of this in mind and your New Year's resolutions can stay in place all year.

info health

Dr. Bob Young



Temporary Storage

If we ever leave our split-level house we will seal off the crawl space with concrete blocks and leave everything in there where it is. We have lived here 34 years, and if we have thrown anything away it must have been an accident.

Amongst the old tires, empty computer cartons, bicycles, and things being "temporarily" stored for the kids are untold cartons of medical textbooks. They are in the "never-never" stage of their existence, too old to be useful, far too young to be antiques.

Many are left over from medical school days, well read at the time, seldom looked at since. Others have been purchased over the years as part of the endless struggle to keep up to date. Usually a new edition, "vastly improved, with many additions" appears the day I finish my now-outdated text. So I buy the new

one.

Medical knowledge is changing at such a rate that mistakes or errors (in light of what we know today), can be found on almost every page of textbooks over five years old. The time it takes to get a book published after it has been written may be enough to make some of the content obsolete.

I did manage to toss my medical school notes some years ago. I saved all the three-ring binders (naturally), so no space was saved. They are in the crawl space too.

Medical journals, which arrive in droves, are another problem. Most of the free ones hit the office waste-basket on arrival. The better ones are read and saved, often as research material for these columns. They are discarded every year or so, guiltily being added to the fall bonfire.

All very wasteful, but journals

and magazines can't be recycled here. Attempts by various groups

to forward them to third world countries are thwarted by high shipping costs. The journals are very heavy. Local medical libraries already have copies.

Odds and ends of old medical equipment have joined the books in the basement. Rusty instruments, failed electronic gadgets and broken furniture rest there, awaiting the 21st century and beyond.

Also in there is my first "shingle", gilt letters on glass, which hung in the window of an earlier, ground-floor office. Twenty-five dollars it cost, and the man who painted it is still a patient. So I have to keep that.

But what about the rest? Is the world ready for the first medical garage sale?

Aluminum Alzheimer Connection

First we had to get the lead out. Then it was mercury. Is aluminum next? Does this widely-used metal poison our brains?

Alzheimer's disease (AD from here on, to save space) has been linked, rather vaguely, to aluminum exposure for some time. The strength of the connection seems to be growing, according to a review article in the October 1, 1991 issue of *The Canadian Medical Association Journal*.

While it may not yet be the time to discard your aluminum cooking pots, there is increasing evidence that the metal may be the culprit, or at least a contributing cause, in some cases of AD.

It is known that aluminum affects our body cells in many ways. It is toxic to nerve tissue, and it hampers memory and learning in animals. It has been found in abnormal amounts in

certain parts of AD patients' brain tissue, particularly in the "nerve tangles" characteristic of the disease.

It is also known that genetic factors are at work. I have been in practice long enough to have seen AD in father and son, and in mother and daughter. But one of a pair of identical twins may be spared, suggesting that there is an environmental factor also -- and aluminum seems to be that factor.

There seems to be a relationship between the concentration of the metal in drinking water and the prevalence of AD, and hardrock miners, exposed to daily breathing sessions involving fine aluminum dust (an early method of preventing silicosis of the lung) have a higher incidence of AD than their neighbors.

Finally, it has been found (but not conclusively) that the progression of AD can be slowed

by using a drug (desferrioxamine) which binds the metal, effectively removing it from the body.

The whole subject is very complex, and it is certainly too early, at least in opinion, to condemn aluminum out of hand. But the evidence is mounting that reducing exposure to the metal may be a prudent step. Unfortunately, aluminum may be present in water, antacids, processed foods, toothpaste, antiperspirants, and, as mentioned earlier, cooking utensils.

A suggested goal is a daily intake of three milligrams or less. For most of us this is meaningless as there is no way we can determine the aluminum content of the food we eat or the water we drink.

Look for more on the aluminum - Alzheimer connection in the next few years.

Bookshelf Bestsellers



Pat Bolen
Proprietor

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

Debi Williams
Manager

10 Top Paperbacks

Week ending: Jan 4 1992

1. The Wasteland
.....King
2. Sing to Me of Dreams
.....Davis
3. By Reason of Insanity
.....Harvey

4. The Witching Hour
.....Rice
5. The Mummy
.....Rice
6. The Moscow Club
.....Finder

7. The Witness
.....Griffen
8. The Secret Pilgrim
.....LeCarre
9. Encounters
.....Erskine
10. Teklords
.....Shatner

On & Off the Base

Attention: All Lions
427 Lion Squadron
50th Anniversary 6-8 Nov 1992
For reception information and registration contact:
Lt Clancy
AVN 677-5366 or (613) 588-5366
or write:
427 Sqn Reunion
427 TAC HEL Squadron
CFB Petawawa, Ont. K8H 2X3

CFB COMOX OFFICERS' MESS JANUARY 92 CALENDAR

Wednesdays Jan 15, 22, 29

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

Fridays Jan 10, 17, 24, 31

REGULAR TGIF. Food as indicated 1700-1800 hrs. Spouses and guests welcome after 1700 hrs. Please purchase meal ticket for non-Mess members.

Wednesday Jan 22

O.L.C. BRIDGE CLUB

Wednesday Jan 15

OMLC POST CHRISTMAS TREAT - See Calendar.

Friday Jan 24

SKI DAY - Details to follow

Saturday Jan 25

KARAOKE NIGHT - See Calendar.

Upcoming Events for February

1 Feb - Old Uniform Night • 15 Feb - Valentines Night

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, Local 8274
MASS SCHEDULE:

Saturday.....1900 hrs
Sunday.....1000 hrs
Daily Masses.....As announced in the Bulletin, usually at 0900 hrs, except during Lent and 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 Thursday of the month in the Parish hall, preceded by Mass in the Chapel at 7:00 p.m. President: Mrs. Claudette LeBlanc, phone 339-3004.

CATECHISM CLASSES - September to May in the PMQ School at 1830 hrs, every Wednesday.

Coordinator: Diane Plamondon, 339-0807.

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 - In conjunction with 11 a.m. Service.

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 p.m. President Betha Baker 339-0189.

Attention

Woodworkers!

Due to the overwhelming response for our fall woodworking class, a new session will commence Thurs 14 Jan at 1900 hrs. These classes will be for both the beginner, and for those at the intermediate or advanced level, who are looking for something with a little more challenge. Register at the Wood Shop on either Sun 5 Jan, 1400-1600 hrs, or Tues 7 Jan, 1900-2100 hrs. Bring your own plans or use one of ours. Due to limited shop space, numbers will be limited -- so register early.

A Wood Shop Safety Course will be offered Tues 7 Jan, 1900-2100 hrs. This course is mandatory in order to have your name placed on the Wood Shop key access list.

For more information contact:
Dave Skinner - local 8477
home - 339-4864

Terry Chester - local 8407
home 339-6618

Poems Wanted

Sparrowgrass Poetry Forum Inc. is offering a grand prize of \$500 in its new "Awards of Poetic Excellence" poetry contest. Thirty-four other cash awards are also being offered. The contest is free to enter.

Poets may enter one poem only, 20 lines or less, on any subject, in any style. Contest closes March 31, 1992, but poets are encouraged to submit their work as soon as possible, since poems entered in the contest also will be considered for publication in *Poetic Voices of America*, a hardcover anthology. Prizes will be awarded by May 31, 1992.

"We are looking for sincerity and originality in a wide variety of styles and themes," says Jerome P. Welch, Publisher. "You do not have to be an experienced poet to enter or win."

Poems should be sent to Sparrowgrass Poetry Forum Inc., Dept. CC, 203 Diamond Street, Sistersville, West Virginia 26175.

Our last meeting was held 9 Dec 91. Dorothy Brown and designer, Ruth Seburn, from the *Comox Flower Pot* demonstrated how to make three different floral arrangements for the Christmas season. It was a tremendous success. Thanks again Dorothy and Ruth! Afterward, members received their gifts from Santa, who was also well received. Thanks to you too, Santa for giving us your time. It was very much appreciated.

Winner of the 50/50 draw was Yvonne Doherty and the door

prize was won by Tricia Switzer. Our next meeting is 13 Jan 92 at 8:00 p.m. A guest speaker from the BCompt Section will be giving a brief talk on pensions. This is very valuable information for everyone. All wives of mess members and associate mess members are welcome to attend. Our meetings are held the second Monday of every month and are a great way to meet new friends and enjoy an evening out. For further information, contact Madeleine Simmons at 334-9808 or Pat Belanger at 339-0156.

WOs & Sgts Ladies

Officers Ladies

We had a great turn out for the Mess decorating party in December. Many thanks to those of you who helped create such a festive air from the lounge to the dining room. Congratulations to each of you who won a turkey at the bingo that night as well! Hoping your Christmas season was a merry one and that 1992 will be a happy and healthy year for you and yours.

As January marches on, so do our functions at the ladies club.

On Wed. 15 Jan, 6:00 for 6:30 p.m. treat yourself to a buffet dinner catered by The Old House (at the Mess); \$6.95 for members. \$10.95 for guests and non-members. Sit back and let someone else do the cooking and relax while we listen as a travel agent tells us all about some wonderful getaway spots!

Tickets in advance by 10 Jan from Barb 339-6359 or Diane 339-2788. Looking forward to seeing you all again!

But ... How Do I Eat It?

by Karen Holm

Too much holiday cheer this season? Does that muscular physique resemble the shape of a bowling pin? Well -- here are some dieting tips for the post holiday feeding frenzy blues:

- If you eat something and no one sees you, it has no calories.

- If you drink a diet soda while eating a candy bar, the calories in the candy bar are cancelled out by the diet soda.

- When you eat with someone else, calories don't count if they eat more than you.

- If you fatten up everyone

around you, then you look thinner.

- Cookie pieces contain no calories. The process of breaking causes calorie leakage.

- Food licked off spoons has no calories if you are in the process of making something.

- Foods that have the same colour have the same calories.

- Food eaten while watching movies doesn't count because that gets listed under entertainment, not eating.

- Burping after meals releases trapped calories.

Comox Valley Roadrunners 1992 Running Clinic

The clinic will be held each Saturday morning at 9:30 a.m. starting from the CRA Pool Building. The purpose of the clinic is to prepare casual or beginning runners to successfully complete the Record 8K Fun Run on 8 Mar 92 or to prepare more advanced runners to successfully complete the Comox Valley 20K Race on 8 Mar 92.

Clinics include guest speakers covering the following subjects:
- Running equipment.
- Common injuries and prevention.
- Psychological aspects of running.

Days: Saturdays, Jan 11 to March 7 incl.
Time: 9:30 a.m. promptly until 12:00 noon.

Place: CRA Pool Building
Cost: \$10 (includes a Running Clinic T-shirt).

For further information, phone WO Monday 334-1936.



888 (KOMOX) WING

RCAFA

CALENDAR OF EVENTS JANUARY 1992

SATURDAY 18.....BINGO 7 PM. Members and guests.

FRIDAY 31.....PACIFIC GROUP VISIT. 9 AM.

Upcoming Events - February

SATURDAY 1.....OLD UNIFORM NIGHT
Officers Mess 7 PM.

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

Public Announcements

TOPS Meeting

TOPS #BC3454, Lazo, meets every Wed. night at the Base Rec Centre at 5:30 p.m. For more information contact Sandi at 339-6548 evenings or Elaine 339-3213.

Weightlifting Club General Meeting

There will be a weightlifting club meeting at 1400 hrs on Tues 14 Jan 92 in the MSE Classroom. Personnel are to bring in \$10 for membership fees. Important topics such as approval for the purchase of membership cards, the purchase of a cash box and a review of the 92/93 Budget Report will take place. Members are strongly urged to attend. For more information, contact Cpl Savard, Club Pres. at loc 8315.

Personal Exercise Program

There is a PERI supervised PEP Program at the Rec Centre Mon to Fri from 0730-0830. All members who have failed their CF EXPRES Test and are on Remedial PT are encouraged to attend. Members will have half the gym to work out in. Also those who wish to improve their physical fitness are welcome to attend. For more info contact the Rec Centre, loc 8315.

Pacific Region Hockey Championship

CFB Comox will host the Pacific Region Hockey Championships 12-17 Jan 92. Approximately 60 competitors from CFB Comox will vie for the right to represent our Region at the CF Nationals scheduled for CFB Calgary 14-21 Mar 92.

Game times are 0800 and 1300 hours Mon thru Thurs with the final game played Fri 0800 hrs. Personnel who wish to volunteer as timekeeping/scorekeeping and goal judges are asked to contact the PERI Staff, loc 8315.

CFB Comox Bodybuilding Club

The CFB Comox Bodybuilding Club is now in operation. Members desiring to join must register through Pte Schmidt 442 Sqn. Membership fees are \$10 and membership cards can be picked up from Pte Schmidt once fees are paid. The Club offers a few bonuses, ie, workout during non-operational hours, discounts on workout gear, tips on training programs, etc... so you are encouraged to join. For more info please contact Cpl Savard, loc 8315.

Rec Activity Leader Course

CFSPER Borden will conduct subject course 06-10 Apr 92. Aircom has allotted 10 positions on sub j course serial. Prerequisites are:

- Current or anticipated involvement as Activity Leader or Community Council Member.
- Any trade or rank.
- Be recommended by PERO or Sr PERI.

Cut off for registration will be 27 Jan 91. Members may register at the Rec Centre, loc 8315.

Pac Region Broomball

CFB Chillack is hosting the Pac Region Broomball Championships 01-04 Mar 92. Qualified officials are required to ensure this event is successful. For further info please contact the Rec Centre, local 8315.

Squash Tournaments

The following is a list of squash tournaments to be held at the CRA:

22-25 Jan - Winter Tourney
18-22 Mar (tentative) - Easter
Members interested in playing can contact the CRA at 338-5371. Members should also obtain the necessary authority to compete by contacting the BPERO Section

RVCC Ladies 23rd International Curling Bonsel

Subject bonspiel will be held 7, 8 and 9 Feb 92 at CFB Lahr. A meet and greet will take place on 6 Feb 92. TD and priority two ft bookings are not authorized. Cut off date for entries will be 24 Jan 92. Info and entry forms will follow at a later date. For more info contact the Rec Centre, local 8315.

Aerobics

Co-Ed Aerobics are available at the Base Gym aerobic room Mon thru Fri 1130-1215 hrs. For further info contact Karen loc 8442 or Brenda loc 8295.

Hello Pet Owners

My name is Doreen Wyatt your new 'Animal Control Officer' and I'm looking forward to serving you. I am located at PMQ 112-F Spruce St. My telephone number is 339-0221. Please call or visit if you need assistance and if you have any ideas you would like to share. Always looking for ways to improve.

Looking forward to meeting you all soon!

Bowling

The Base bowling alleys are open for casual bowling at the following times:

Sundays 1300-1600 hrs.
Thursdays 1900-2100 hrs.

Plus, the bowling alleys are available for group or party bowling on Tuesday or Thursday afternoons, Friday all day, Saturday evenings and Sunday mornings.

For reservations call Pat Hudson, 339-3965, or the Rec Centre, local 8315.

No reservations required for casual bowling.

Newcomers Welcome

The Comox Valley Newcomers' Club welcomes all ladies new to the area, and invites them to attend the next scheduled meeting on Monday, December 9th, 7:30 p.m. at Dusty's Den in Comox. For information call Chris at 338-6550.

Motion Commotion

Fitness Classes held in the studio at the Base gym. Mon - Wed - Fri at 9:30 a.m. Tues & Thurs at 6:45 p.m. For more info call Wendy 339-5620.

Arena Parking

Arena staff and facility users are reminded to respect Chapel parking areas Sundays from 1000 hrs to 1200 hrs. Please refrain from using reserved parking spots during this time. Offenders will be ticketed.

VU 32 Stands Down after 30 years.

VU 32 invites former Squadron members to the Squadron Stand Down in June 1992. For more information please write:

CO VU 32
CFB Shearwater
Shearwater, N.S.
BOJ 3A0

Instructor Nordic Ski Course

CFSPER Borden will conduct subject course 03-07 Feb 92. Aircom has allotted 9 positions on sub j course serial. Prerequisites for the course are:

- Have an ability and interest in cross country skiing.
- Med Certification of no limiting physical/health conditions.
- Recommended by BPERO or Sr PERI.
- Must provide own complete ski equipment.

Only candidates that are absolutely available for subject course dates need apply. For more info and registration contact the Rec Centre, loc 8315.

CV Newcomers Club

The Comox Valley Newcomers Club welcomes all ladies new to the area, and invites them to attend the next scheduled meeting on Mon., Jan 13, 7:30 p.m., at Dusty's Den in Comox. For information call Chris at 338-6550.



50th Anniversary



of CFB Greenwood

1992 marks the 50th Anniversary of Canadian Forces Base Greenwood and we are celebrating! All former serving members of ZN are invited to our reunion 28-31 May 1992. Activities will include Armed Forces Day, the Annapolis Valley Apple Blossom Festival and many others. For further information contact:

Lt Harriet E. Vanderburg
CFB Greenwood Base
Public Information Officer
(902) 765-5372.

CFB COMOX YACHT CLUB

and

CANADIAN FORCES

SAILING ASSOCIATION

General meeting at the
Glacier Greens Clubhouse
on Tuesday, January 14, 1992
at 1900.

New members wishing to
take sailing courses
in 1992
are urged to attend.

NEXT DEADLINE 20 JAN

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

BCYCN

ANNOUNCEMENTS
HEDLEY BLAST. Just in time for Christmas. A great gift idea. Call now and for a limited time only you can save 35% off gate price. July 10-11-12, 1992. Phone 292-8712, 9 a.m. - 7 p.m. daily. Children 12 and under admitted FREE. Accepting applications for concession space.

NEWLY ESTABLISHED WESTERN ASSEMBLY OF YAHWEH

wishes to correspond to COVENANT LOVING people in Messiah. Box 55560, Impact Plaza, P.O. Unit 119, Surrey, B.C., V3R 8X7.

AUTOMOTIVE

Engines rebuilt for Cars and Trucks. 6 Cyl. from \$995. 8 Cyl. from \$1,095. 100,000 Km warranty. Bond Mechanical 872-0641, evs. 856-8879, toll-free 1-800-663-2521.

BUILDING SUPPLIES

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

FOR SALE MISC

SPORTS CARDS by mail at irresistible prices. Write for price list and FREE rookie card. Curious Comics & Cards, 625 Johnson St., Victoria, B.C., V8W 1M5.

HEALTH

HEALTH AND WEALTH, established network co., introducing new product line. Sufferers of pain, arthritis, etc. have found relief with Magnetic Therapy. Further information 1(403)226-0071, 1(403)272-2030.

HELP WANTED

CRUISE LINE EMPLOYMENT PACKAGE. Types of Jobs/How to get those Jobs/ North America Contact Directory/More! For details call: (604)535-3539.

FOR SALE MISC

966 Loaders, Grapple or Bucket, Asphalt Plant and Paving Equipment. Dump Trucks, Back Hoes, 1213 Crushing Plants, 18" x 36" Jaw Crushers, Belly Dumps and Pumps. 100 Barrel Water Tanks and Truck. Call Vic Kampe 493-6791.

FOR SALE MISC

Worldwide Log and Lumber in Cochrane, Alberta seeks a woodworking Millwright. Must be familiar with wood milling equipment. Please call (403)932-5665.

HELP WANTED

Greens Superintendent Needed for one of the finest 18 hole Golf Courses in the interior of B.C. Full knowledge of course maintenance & equipment essential. Salary commensurate with experience. Please submit resume: Box 313, c/o Tribune, 188 North First Avenue, Williams Lake, B.C., V2G 1Y8.

REAL ESTATE

PROPERTIES TO BE SOLD for unpaid taxes. Crown land availability. For information on both write: Properties, Dept. CN, Box 5380, Stn. F, Ottawa, K2G 3J1.

SERVICES

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.



Glacier Greens Golf News

Heavy frost caused a two hour delay at Glacier Greens on Sunday, 5 Jan 92, however, waiting it out paid off for these winners listed.

1st L.G. Team: John Courtmanche, Dick Nex, Duane Shearer, and Pat Verchere.

2nd L.G. Team: Stu Mohler, Shirley Shearer, Jim Adie, Howard Cope, and Andy Blazek.

1st L.N. Team: Rick Verbeek, Sharon Miles, Ann Blake, and Rick Forester.

2nd L.N. Team: Roy Downey, Jim Patterson, Lorraine Courtmanche, and Peggy Faulkner. K.P. on #2 - Rod Verchere.

Golf is a game of honour, courtesy and sportsmanship. Repair damage to the golf course as you play. This includes replacing chunks of turf (divots), you dislodge from the tee or the fairway, and repair any indentation (ball marks), your ball makes when landing on the green.

Green Fee Players Welcome.
Regular Greens in Play.

Suggestions for Speeding Up Play

1. No more than one practice stroke per shot.
2. Don't leave your cart in front of the green.
3. Take the clubs you need for play of the green - chipped putter, etc.
4. Don't mark your scores at the edge of the green.
5. The player who has the honour should tee off before writing down her score. You might say it only takes a minute to write a score, but this could mean fifteen minutes in a round.
6. Walk quickly between shots, studying your shot as you are walking up the fairway.
7. Quietly study your putt while your fellow competitors are making their putts.
8. If you are not sure if your ball may be lost outside a water hazard or be out-of-bounds, it is advisable to play a provisional ball to save time.

Penalty for undue delay of game - Rule 6-7 (Page 24)
Match play - Loss of hole
Stroke play - Two strokes
Repeated offence - Disqualification

THE 1992-93 MEMBERSHIP FEE MUST BE PAID IN FULL BY 1 MAR 92.

Glacier Greens Golf Course

1992-93 FEE SCHEDULE

01 March 92 - 28 February 93

All Fees Include GST

Membership	Regular	Ordinary	Associate
Single	\$ 315.00	\$ 315.00	\$ 415.00
Husband & Wife	\$ 505.00	\$ 505.00	\$ 665.00
Student	\$ 145.00	\$ 145.00	\$ 190.00
Junior	\$ 80.00	\$ 80.00	\$ 105.00
Limited	\$ 3.00	-	-

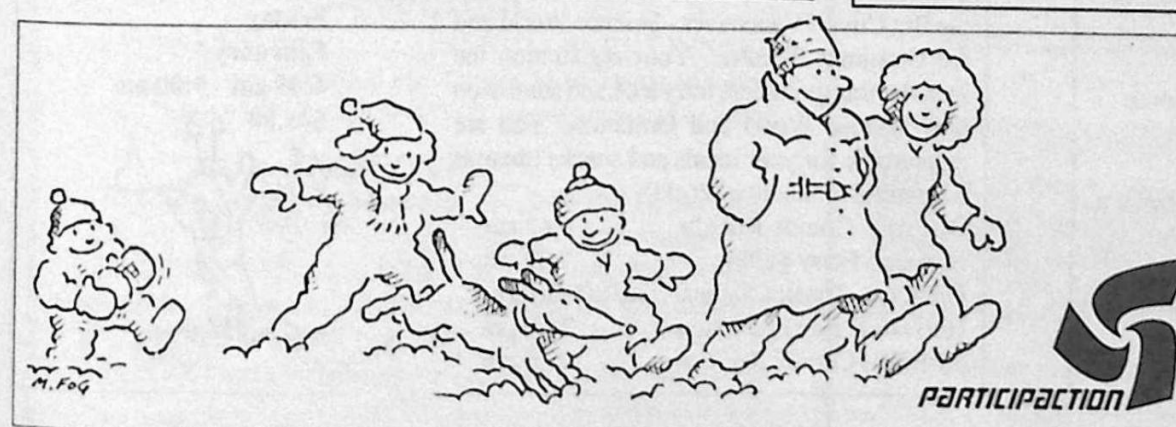
Military Personnel on TD: First 14 Days: \$ 60.00
Additional 7 Days: \$ 23.00

Green Fees	Regular	DND/RTD DND	Non DND
9 or 18 holes	\$ 11.00	\$ 14.50	\$ 24.00
Twilight	\$ 10.00	\$ 10.00	\$ 15.50
Intersection	\$ 9.00	\$ 9.00	\$ 15.50

Reciprocal Comox/Sunnydale Members: \$ 18.50
(Proof of Status Required)

Locker \$ 22.00
Motor Cart Storage \$ 60.00
Electric Cart Storage \$ 100.00
Cart Waiting Area \$ 30.00

RCGA & CPGA Cards included in membership and available at Pro Shop



1992 GGGC Committee Members

President - Bill Krier
V/President - Denis McGuire
Treasurer - Jean Savard
Club Capt. - Bing Shearer
L/Club Capt. - Shirley Shearer
Handicaps - Stu Mohler
Tourn.Ch. - Don Middleton
Plans & Eng. - Rick Salmon
Memberships - Russ Wreggitt
P.R. - Rose McCleshi
Jr. Rep. - John Courtmanche
Sr. Rep. - John Ferguson
Course Supt. - Steve Bailey
Secretary - Rick Verbeek

Champ



Sharon Miles broke the ladies club record 24 Aug 91, when she shot a 38 on the front nine and a 41 on the back, for a total of 79. This score, along with an 81, 25 Aug 91 won her the club championship at Glacier Greens.

HEALTH CARE TIP



MEDICATION — FIVE RIGHTS
Treat medications with the respect they deserve, with proper regard for safety and effectiveness. There are five rights to be observed: 1. Right medication 2. Right person 3. Right amount 4. Right time 5. Right method.

St John Ambulance

WHAT'S YOUR HURRY, B.C.?

YOUR LOCAL POLICE ICBC

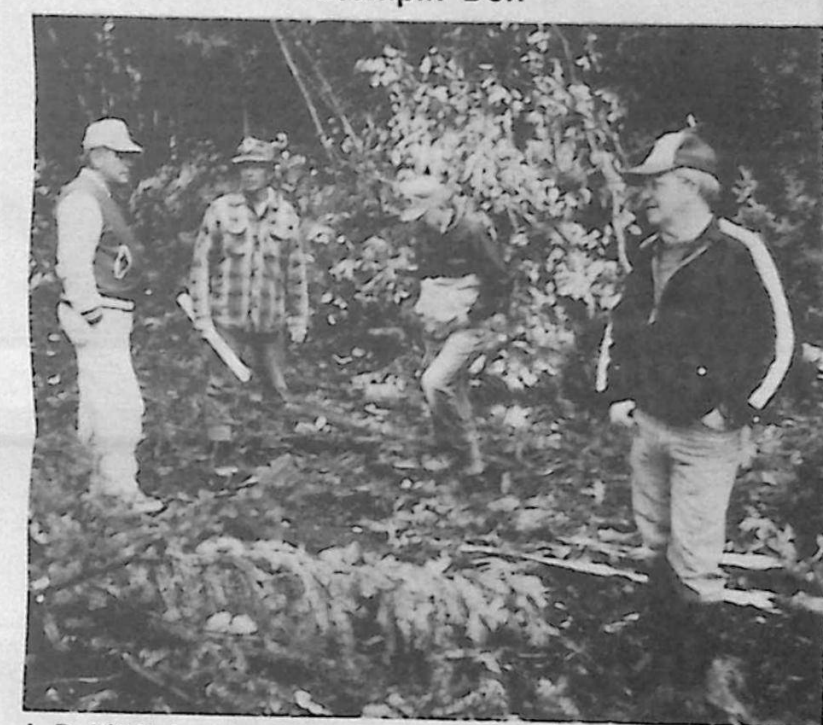
On the Base

"Quiet please."



L-R: Steve Bailey, Gwyn Mack, Bill Krier and Don Middleton help Steve with his putt.

Stompin' Don



L-R: Bill Krier (Pres. Glacier Greens), Brian Hotsenpillar, Don Middleton and Gwyn Mack.

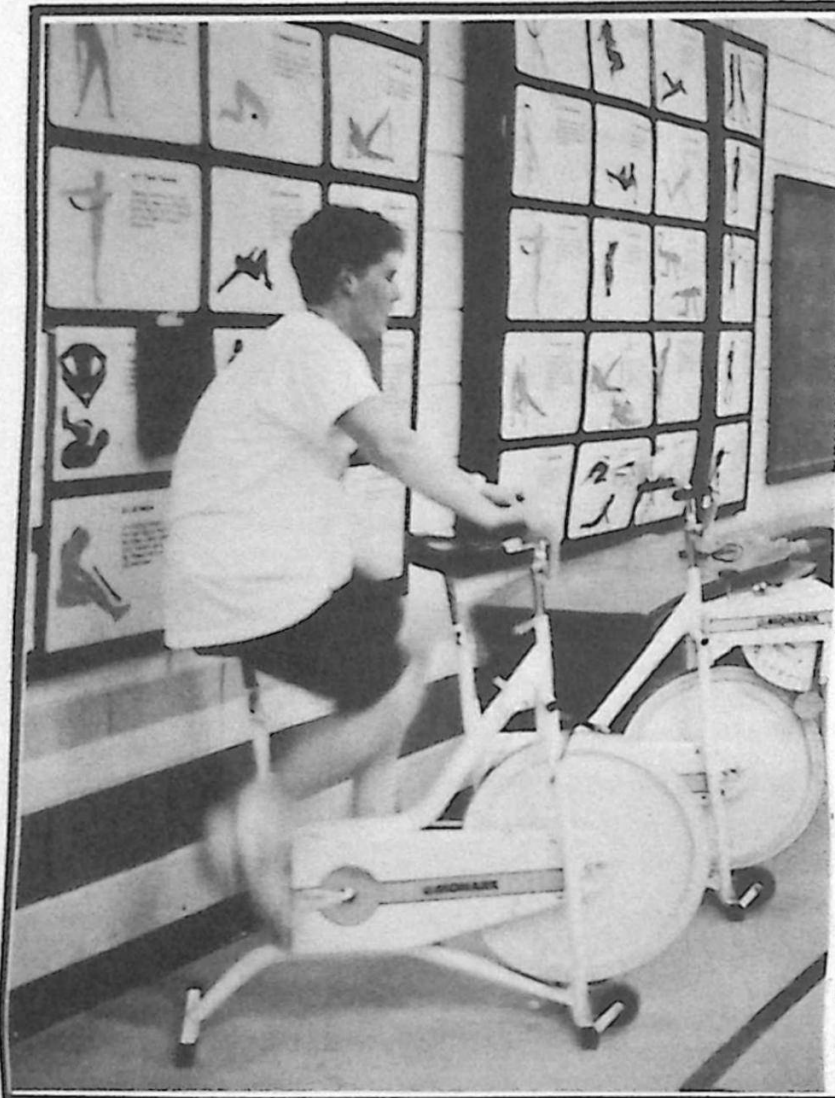
"No.7 green is right through here."



Doug MacArthur does a quick survey.

COMOX RECREATION

1855 Noel Avenue, Comox, B.C. V9N 4X4 (339-2255)



A NEW WAY TO WORK OUT

There is a new and improved way to work out at Comox Rec this winter. **MUSCLE HUSTLE** and **SATURDAY CIRCUIT WORKOUT** are both based on the circuit interval training concept. This is a new and innovative way to strengthen muscles and improve cardiac conditioning. A variety of stations are positioned around the gym - a bench press, a hydraulic leg press, free weight bi-cep curl, rubber bands for adductor/abductor resistance, free weight deltoid lifts, tubing for triceps and trapezius presses and more. A one minute interval at one of these stations is followed by a minute of cardiac conditioning on either a stationary bicycle, a rowing machine, skipping ropes, a step bench or floor aerobics. You are lead through the circuit by one of our famous, friendly, knowledgeable instructors, but how hard and intense you work is left up to you.

You'll be amazed by how quickly

you see improved conditioning, and how much fun you have throughout the workout. A final stretch and relaxation portions concludes each workout.

If you're looking for a new way to work out in 1992, or perhaps just need an extra something in your present routine, give either one of these a try. **MUSCLE HUSTLE** is offered with a childcare service, twice a week, once in the morning and once in the afternoon.

405 MUSCLE HUSTLE
16 yrs. +
Tues. & Thurs.
Jan. 7 - April 2
Tues. 1:00 - 2:15 pm
Thurs. 8:45 - 10:00 am
(\$36.00 + 2.52 GST)
\$38.52/24 classes
Drop Ins \$2.40 or
Fitness Pass
Comox Rec Centre
CHILDCARE Available
\$20.00/24 or \$1.35 D.I.

SATURDAY'S CIRCUIT WORKOUT is offered for the weekly worker, early Saturday morning.

Both programs are open to drop-ins but class size is limited due to station work. May we recommend you register now and get committed to a better you in '92.

412 SATURDAY CIRCUIT WORK IT
16 yrs. +
Saturday
Jan. 11 - April 4
9:00 - 10:15 am
(\$18.00 + 1.26 GST)
\$19.26/12 classes
Drop Ins \$3.21 GST Inc.
or
Fitness Pass
Comox Rec Centre

VHF RADIO OPERATORS COURSE



Our VHF Radiotelephone Operators course is conducted by the Cape Lazo Power and Sail Squadron. Within this course you will learn the procedures of maritime radiotelephone operations and procedures for communications of urgency, distress and general safety.

Upon successful completion of this course and examination you will receive a certificate that will entitle you to operate Marine Band radios on a voluntarily fitted vessel.

1000 VHF Radio Operators Course

16 yrs. +
Tues. & Thurs.
Jan. 21 & 23
7:00 - 10:00 pm
\$18./person;
\$30./couple
Includes Manual
Highland Sec. School

SCHOOL'S OUT!



FRIDAY, FEBRUARY 7, 1992



SCHOOL'S OUT!

RADICAL REC DUDES

217 Radical Rec Dudes
6 - 12 yrs.
Friday
February 7
9:00 am - 3:00 pm
\$15.00
AM- Anderton park
PM- Comox Rec Ctr

Radical Rec Dudes is a great way to spend your next PRO Day. Get off the couch and get out of the house with Comox Rec.

We start the day off at the Anderton Parkhouse with ping-pong, foomball, crafts and some outdoor court/playground time if weather permits. Around mid-day we take ourselves on a walk that leads us to the Comox Rec Centre, where we can spend the remainder of the day having fun and getting fit. We can try floor hockey or floor curling, or give fencing a try! Lots to do! Fun for you!



SCIENCE WORLD ADVENTURE

Welcome aboard! On Friday, February 7th, the Comox Recreation and YOU will be headed for the Big City of Vancouver - Science World and the Omnimax Theatre. Your registration fee includes transportation, ferry fees, and admission into Science World and Omnimax. You are responsible for your meals and snacks (there is a cafeteria in Science World).
DEPART Comox Rec Ctr. 6:45 am
Nanaimo Ferry Sailing 9:00 am
Omnimax Theatre Shows 12:10/2:00 pm
Horseshoe Bay Ferry Home 5:00 pm
ARRIVE Comox Rec Ctr. 9:00 pm

218 Science World Trip
10 yrs. +
Friday
February 7
6:45 am - 9:00 pm
\$45.00



LEGION LOG



BRANCH 17 COURTENAY 334-4322

ENTERTAINMENT

Fri & Sat Jan 10 & 11.....Music by WESTWIND
Fri & Sat Jan 17 & 18.....Music by CROSS COUNTRY
Fri & Sat Jan 24 & 25.....Music by WYLIE & THE OTHER GUY

REGULAR ACTIVITIES

BINGOS.....Mon., Thur., Fri., Sun. at 7:00 PM
MONDAY.....FUN EUCHE
TUESDAY.....PUB DARTS
WEDNESDAY.....LEAGUE CRIB
THURSDAY.....FUN DARTS
FRIDAY.....TGIF & MONEY DRAW AT 6:30 PM
SATURDAY.....FUN BRIDGE AT 12:30 PM

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NOW OPEN SUNDAYS.....12 - 7 PM

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

EVENTS

SATURDAY JAN 18.....INSTALLATION OF BRANCH and L.A. OFFICERS
- Cocktails 6 PM. Dinner 7 PM. Dance 9 PM

SPORTS

SUNDAY JAN 26.....FUN CRIB TOURNAMENT
Registration 12 - 1 PM.

BRANCH 160 COMOX 339-2022

ENTERTAINMENT

Fri Jan 10.....Music by CROSS COUNTRY
Fri Jan 17.....Music by HIGHWAY 19
Fri Jan 24.....Music by WESTWIND
Fri Jan 31.....Music by SHABOOM

REGULAR ACTIVITIES

SUNDAYS.....Lounge 11 AM to 6 PM
MONDAYS.....Men's Dart League - Navy Room - 7:30 PM
L.A. Drop-In Bingo. Upper Hall. Doors open 6:30. 7:00 PM
TUESDAYS.....Ladies Crib League - Begins Sep. 17 8:00 PM
Mixed Dart League - Upper Hall - 7:30 PM
WEDNESDAYS.....Navy League Drop-In Bingo
Upper Hall. 7:00 PM
C.V. Men's Crib (Home & Away) 8:00 PM 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

SATURDAY JAN 25.....ANNUAL BURNS DINNER.
Upper Hall. Cocktails 6 PM. Dinner 7 PM. Dance to follow.
Tickets \$12.50 each or \$25.00 per couple at bar or office.

SPORTS

CRIB first Sunday of the month.....1:00 PM Upper Hall.
Registration \$5.
SUNDAY JAN 12.....BRANCH 160 CRIB PLAYOFFS.
SUNDAY JAN 19.....FRED EGGIMAN MEMORIAL
EUCHE TOURNAMENT. Upper hall. 1:00 PM. Reg. \$5 by 12:30.
EUCHE fourth Sunday of the month.....1:00 PM Lounge.
Registration \$5.

On & Off the Base

Dog
Talk
by
Gerry
Gerow



Puppies
&
Expensive
Shots

A local resident who purchased a puppy from my last litter became rather irate when he took the puppy to the veterinarian for its shots. His position is that many pet owners cannot afford this cost, and therefore there are many dogs running around out there, without the proper vaccinations. He's right.

Now I don't quarrel with my veterinarian's need to make a fair wage. I know that he has the same costs as most other doctors. He has to maintain a facility, pay staff, keep records, have a supply of medication on hand, and all the other things you would expect to see in your own doctor's office. Additionally, his facilities are not tax subsidized as the ones we people use.

My veterinarian does very good work for me. He knows my animals and he knows me. He frequently doesn't charge for minor items, and gives the animals a thorough check-up when they are in for their shots.

However, something must be done about the cost of routine inoculations. Many animal diseases can be dangerous to humans and the environment. To have a large number of uninoculated canines running around is dangerous.

When I took my litter of five puppies in for their initial shots, the bill was over two hundred dollars. I don't really quarrel with this, as the pups were tattooed and wormed and carefully examined at the same time, and forty dollars a pup seemed reasonable. However, when I took the three I had remaining for their second shots, the bill was \$103, or about \$35 for each pup. Then when I took the two I still had for their third shot, which now included a rabies vaccination, I was charged \$95, or about \$47 a puppy. Yes, I know that included GST.

There are many people who own pets who simply cannot afford this expense. Should they be

denied the joys of owning a pet, because the overall operation of a veterinary practice is being subsidized by the cost of routine inoculations?

If the government established clinics where these shots could be had economically, the cost of other veterinary services would escalate in proportion. It seems to be a catch 22 situation.

It seems to me there must be a way for needy persons to be able to get required services for their animals. At present they simply cannot afford it, and, as I said earlier, it creates a danger to us and to the environment.

Now I'll get off my soap box and say that I hope you all had a good holiday season, and remind those of you who got a new pet for Christmas that, be it a dog, cat, bird, fish, hamster or any other living creature, it is now part of your family and entitled to the same loving care as the rest of the family.

For our Down-Homers



Many of our maritimes personnel spent the holidays far from home. Here's a little bit of Nova Scotia for our Bluenose friends.

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On the Base



Harry Sweeney
music reviews and
syndicated columnist

Don't Get Weird on Me, Babe
Lloyd Cole

With his latest world tour scheduled to get under way in Lisbon, a brand new single "She's a Girl and I'm a Man" picking up steam and, his latest album "Don't Get Weird on Me, Babe" (Capitol), Lloyd Cole is on a roll.

Cole's current album is probably the best thing he has recorded. Featuring exceptional writing, on-target lyrics and Cole's usual dynamic vocals, "weird" is an album of mainstream pop with power ballads and a tingling of blues. "Tell Your Sister", the album opener, "To the Lions" and the blues-tinged "Pay For It", are solid offerings but it is with tracks like his current single "She's a Girl and I'm a Man" that Cole kicks into high gear. Cole wrote, or co-wrote, all dozen tracks. Frequently, as in "Butterfly", "What He Doesn't Know" and "Margo's Waltz", the lyrics are like slices of life.

Album is split distinctly between pop/rock tunes (side 1), and side two which features Lloyd in a ballad mode, backed by lush orchestral sounds. Good production and solid tunes.

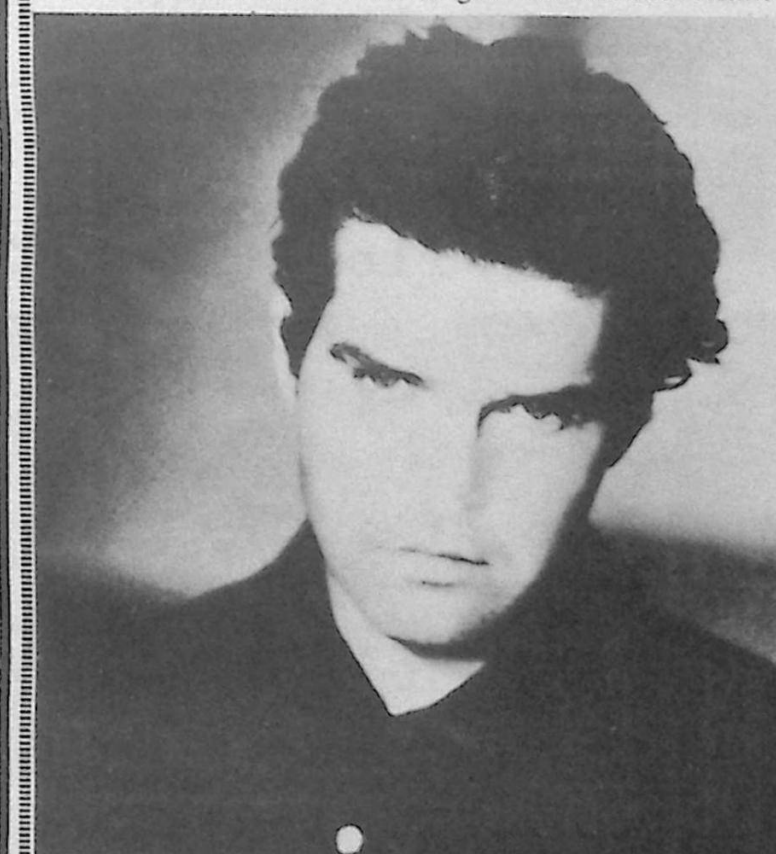
Timbuk 3

"Big Shot in the Dark" (IRS), features Timbuk 3 (Pat & Barbara MacDonald, Wally Ingram, Courtney Audain), in a setting that allows the group to stretch out vocally and instrumentally. T-3 have undergone obvious changes in their sound since they recorded their debut "Greetings from Timbuk 3" and their wildly successful single "The Future's So Bright, I Gotta Wear Shades".

The "Shot in the Dark" album is the first time the group have produced entirely themselves. T-3s music has a certain folkiness to it. It is easy to listen to and carries a strong message as witnessed by such ethereal tracks as "God Made An Angel", songs that look at how we are all at the mercy of someone a la "Border Crossing", the trucking anthem "Mudflap Girl", and the emotional "Wake Up Little Darling". Good grooves.

Fast Facts

John Sebastian, who formed the Lovin' Spoonful in 1965, went the solo route in '68. He only hit the top-40 once, but "Welcome Back" was a No.1 hit and theme song for Welcome Back Kotter.



LLOYD COLE

More Hamish

mostly of dried salmon, which was light in weight, and some beef tallow, both of which provided heat and energy. A supply for the seven dogs for at least five days had to be carried. Water was provided by either melting snow or cutting a hole through the ice with an ice chisel. The 'Yukon' or single file hitch was used there because the width of a trail through bush country was only the width of the toboggan or sled, about 18 inches. In open country the dogs are usually hitched in pairs abreast except for the leader, usually called the 'Alaskan' hitch. In the Arctic the 'fan hitch' is commonly used over ice with each dog on its own pulling line, in case a dog breaks through the ice or falls into a crevasse and can then be more easily rescued by the driver.

After about 6 hours of travel

we stopped for a lunch break and then back on the trail for another 3 hours, which by that time was quite dark. I could hear the barking of dogs ahead of us on the river bank and this was where we were to spend the first night, at the home of an old, retired rancher. However, we could see no lights at the foot of the trail and climbed up the bank to investigate. After banging on the door and getting no answer and being unable to push the door open, we went around to a side window and shone a flashlight inside. There we could see the old chap lying on the floor in a pool of frozen blood from what was apparently a self-inflicted rifle shot. After deciding we would not stay the night there we went around the back, opened up his meat cache and took our several carcasses of meat which

we placed near each of the dogs. We would report it all to the RCMP when we reached Dawson. We then continued on to a woodchopper's cabin about six miles farther down river and which we reached about 8:00 p.m. This made it about 13 hours since leaving Stewart River for about 36 miles of travel. Quite a bit of time had to be spent each evening getting the dogs out of harness, tying them up separately on their own leashes, out of reach of one another to avoid any chance of fighting, then getting their food and water to them before they bedded down for the night. Then we looked after getting our own supper. We threw our sleeping bags onto a couple of pole banks, (beds made from poles or saplings), and fell asleep without any persuasion.

continued on Jan 23

Base Curling Playdowns

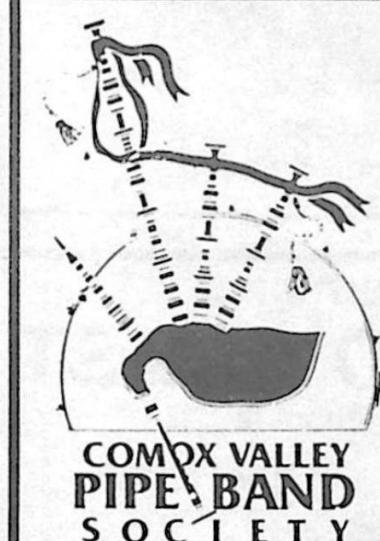
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Comox Valley Pipe Band Society welcomes all pipers and drummers to join the band. If interested in learning either - free instructions available. Commencing Sept 9. For more information contact Pipe Major Bill Quigg, 339-6444 or Christine Wood, 338-8781.

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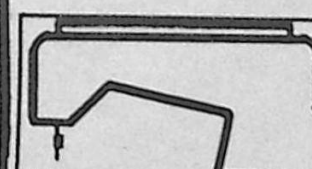
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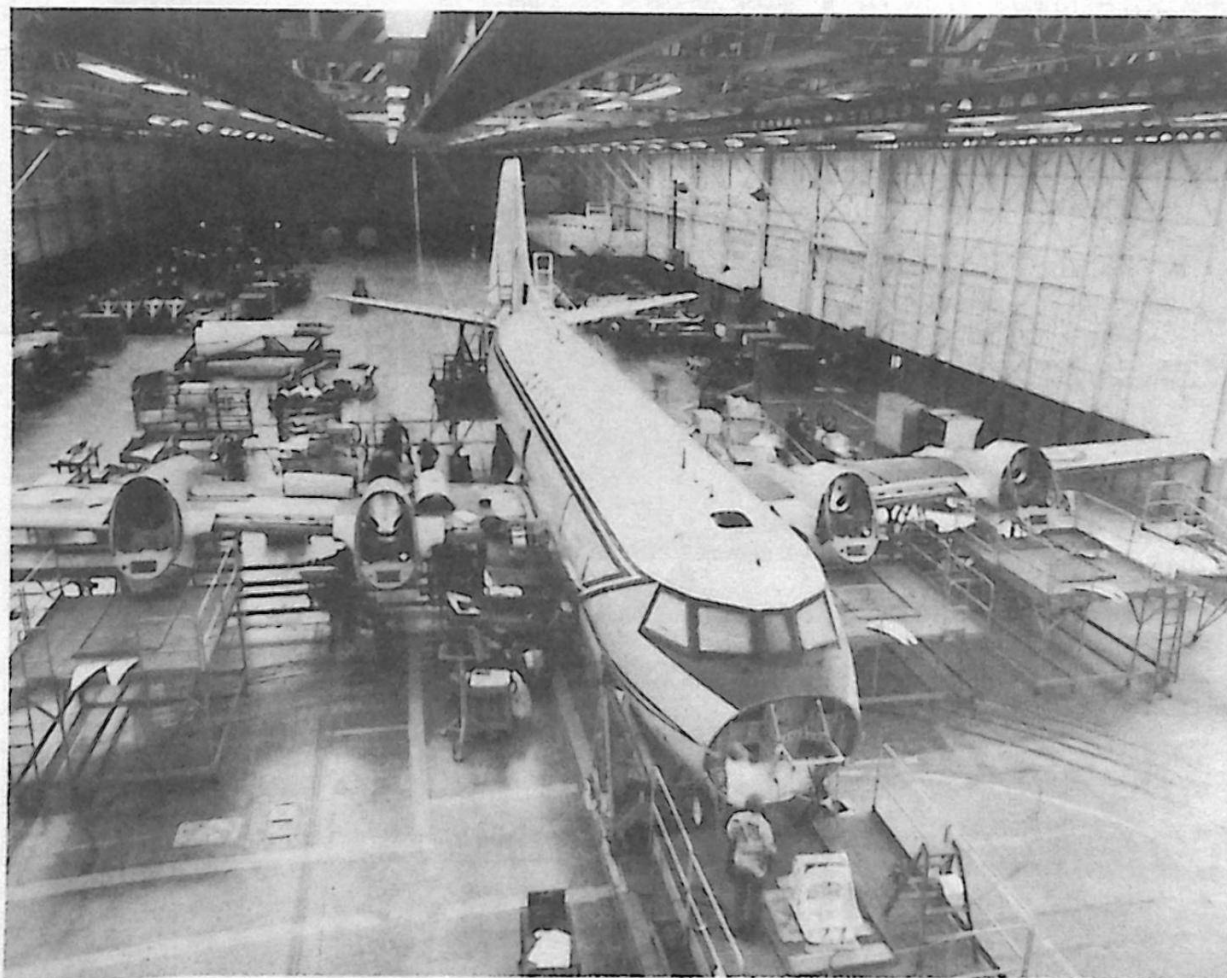


Looking Back -- 1



407 Sqn Neptunes on the ramp at RCAF Station Comox in the early 60s.

Looking Back -- 2



The first Aurora takes shape at Lockheed's plant, Nov 28, 1978, 14 days prior to rollout.

CF Ethiopia Relief Flights

TRENTON, Ont. -- The personnel and aircraft from Canadian Forces Air Transport Group returned from Ethiopia December 18 after a four month humanitarian relief effort.

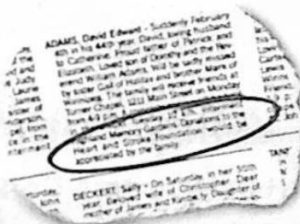
The mission called *Operation Preserve*, deployed two CC-130 Hercules aircraft and 60 personnel, airlifting 15 million kilograms of urgently needed supplies into Ethiopia from neighbouring Djibouti.

Members of 435 Squadron in Edmonton, 429 and 436 Squadrons in Trenton, as well as maintenance, air movements, communications and other support personnel from both bases and other Air Command units started operations on Aug. 12, 1991 and were expected home by Nov. 12, 1991. However, the

operation was extended by one month because of a request from the World Food Program, the agency responsible for Ethiopian famine relief.

Brig.-Gen. Gordon Diamond, Commander of Air Transport Group, spoke of the many difficulties *Operation Preserve* posed for the team members who faced 49° Celsius temperatures in the summer, the rainy season, poorly-equipped and rough surfaced landing strips, labor disputes and even tribal battles. "I am very proud of the work accomplished by the air and ground crews. They have certainly brought credit to Canada by helping to stem a human tragedy in Ethiopia," said Brig.-Gen. Diamond.

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