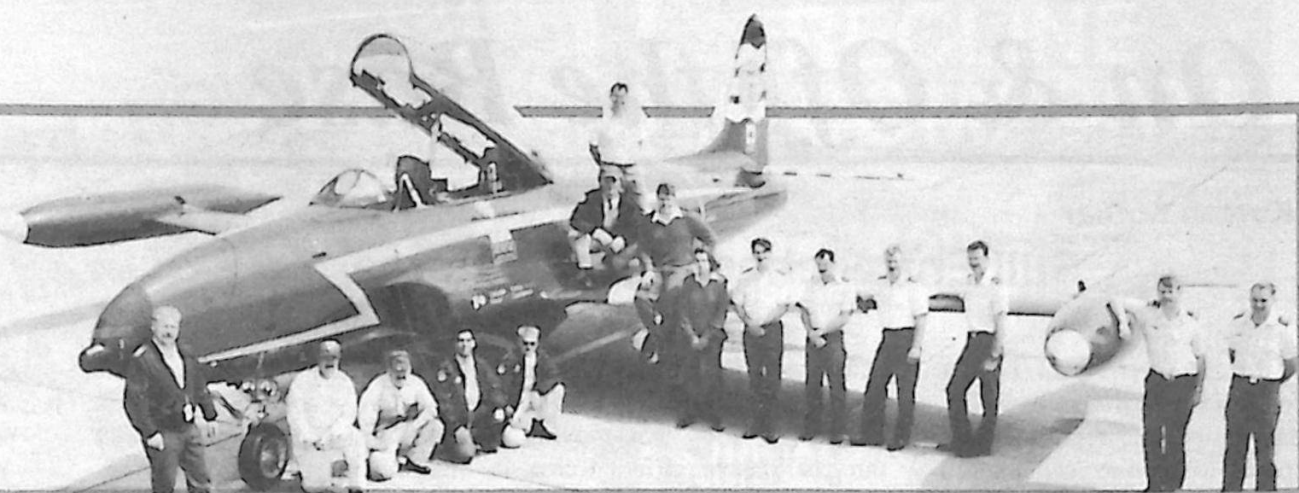


VU T-Bird in Final Colours

.... page 6



TOTEM TIMES



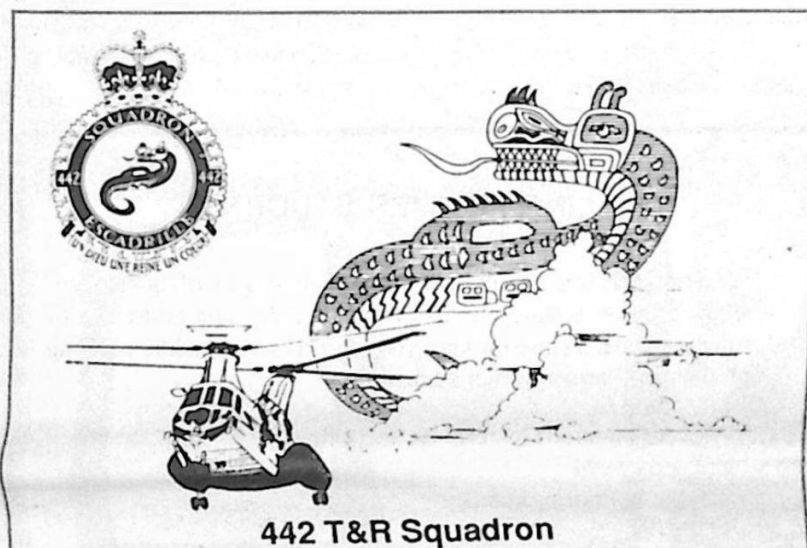
Canadian Forces Base Comox B.C.

VOL 34 NO 10 14 MAY 1992

NEXT DEADLINE MAY 25 1992

COST: PRICELESS

In the Line of Duty



442 T&R Squadron

CHOPPER DOWN

- on search near Bella Coola

CFB COMOX, BC -- A Canadian Forces CH-113 Labrador helicopter from 442 Transport and Rescue Squadron of Canadian Forces Base Comox crashed at approximately 5:00 p.m. on Apr. 30, 1992, with ten personnel on board. The helicopter was on a search for two missing hikers/skiers approximately 25 kilometres south-east of Bella Coola when the accident occurred. There was one fatality, Cpl Phil Young, a Search and Rescue Technician. The crew of another Labrador participating in the same search arrived at the scene and evacuated the injured to the hospital in Bella Coola. The ten personnel consisted of seven military, two civilians, and a member of the RCMP. The following are the names of the injured:

Military:

Maj. Joel Clarkston
Capt. Gabriel Ringuette
MCpl. Greg Lewis

MCpl. Al Burley
MCpl. Ron Langevin
Cpl. Al Banky

RCMP:

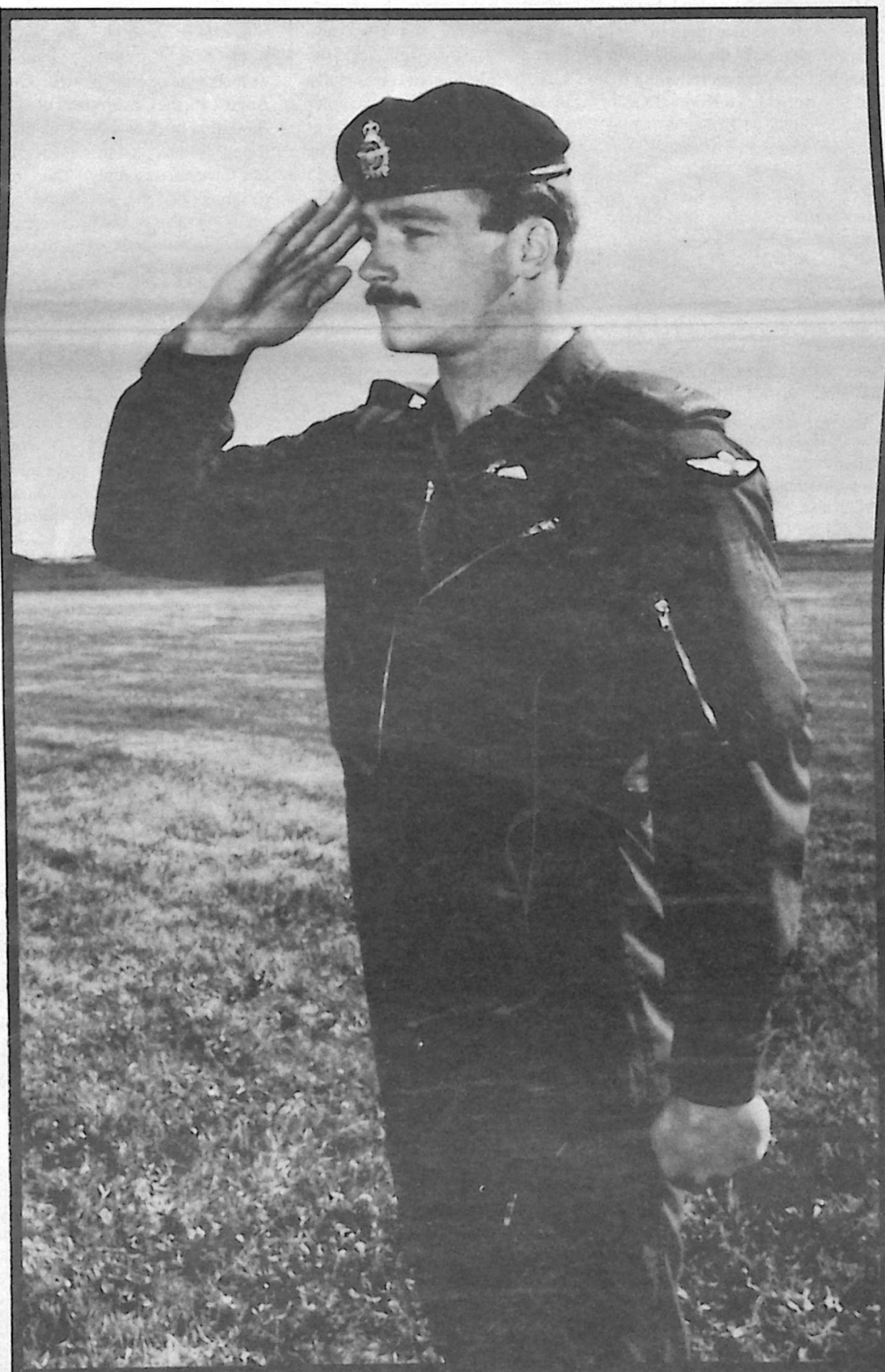
Constable Roger Harris
Civilians with CASARA:
Mr. Doug Baker
Mr. Andy Schmidt.

MCpl Tony Isaacs was on the ground at the time of the accident. He was not injured.

The Labrador helicopter experienced loss of power to an engine while hoisting the ground search team into the aircraft. While the pilot initiated recovery action, the aircraft impacted the ground and rolled several times. A small fire was extinguished with snow by the survivors.

The last two personnel to be released from Vancouver General Hospital, on 8 May 92, were MCpls Lewis and Burley. They were transferred to Base Hospital at CFB Comox, and are recuperating under professional care.

442 Sqn Labrador Helicopter



Corporal Phil Young, a Search and Rescue Technician with 442 Squadron, perished in the crash of a CH113 Labrador Helicopter while on a search for a Vancouver couple who went missing while skiing in the mountains near Bella Coola, B.C. Corporal Young is survived by his wife Kari and infant son Zachary. On behalf of all personnel at CFB Comox and Corporal Young's many civilian friends, we would like to express our deep sympathy to the family in their loss. The air and ground search for the Vancouver couple has been called off.

Editorial



Norm Blondel

Paying the Price

Much is made these days of the "Peace Dividend," a sword-into-plowshares concept stemming from the collapse of Cold War enmity between the now-defunct Soviet Union and the NATO-NORAD states. In itself, the concept is an admirable one. We'd all like to be at complete peace with each other and not have to need weapons of war.

Peace however, is a relative thing. The real world is a dangerous place, full of those who believe in using deadly force to achieve their goals; Saddam Hussein, the Balkan states, the drug cartel -- the list of villains seems endless. We must be able to defend ourselves against that kind of menace, and expect to pay a price in doing it.

Meanwhile, there's another war going on -- in which the CF is involved -- a more positive conflict perhaps, against famine, human suffering and loss of life. But we are still taking casualties. Relief flights to places like Azerbaijan and Ethiopia by other countries aircraft have ended in crashes. Rescue flights in Canada -- too many of them -- have ended the same way. On April 30, we lost a fine young man in the crash of a Labrador helicopter of 442 Squadron. Corporal Phil Young, 29, husband, father of a small boy, perished; two of his fellow crewmen suffered injuries requiring hospitalization, and the remainder of the crew were able to return to work.

The air and ground search for the missing couple, Bob and Jenny Kovack of Vancouver, has been called off.

This is not the first time a search has ended unsuccessfully. It is also not the first time lives have been lost and injuries sustained in an attempt to save others. But the attempt must be made. And, too often, the price must be paid. In circumstances like these, the "Peace Dividend" does not apply.

The "war" goes on.

Get Well Gentlemen

While MCpls Greg Lewis and Al Burley continue to recuperate in Base Hospital from injuries sustained in the recent helicopter crash near Bella Coala, we are advised that CWO Terry Doherty, Base Chief Warrant Officer, sustained injuries in a fall at his home, requiring a 442 Sqn airlift from St. Joseph's Hospital, where he was in the intensive care unit, to the Royal Jubilee Hospital in Victoria. Terry's many, many friends on the Base and in the Comox Valley will wish him a speedy recovery. Get well gentlemen, all of you!

Sentimental Journey

World War Two aircraft buffs will get a real treat at Nanaimo's Cassidy Airport from June 29 to July 1, when a refurbished B17 Flying Fortress named "Sentimental Journey" will fly in for the Canada Day celebrations. The visit is sponsored by 808 Wing, Royal Canadian Air Force Association, who in turn sponsor Royal Canadian Air Cadet Squadrons 205 and 207. Other vintage aircraft will also be on display. Your support will be appreciated.



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Speeding Excuses

Most speeding drivers can offer "good" reasons why it doesn't present a serious traffic safety threat when they exceed the limit, but more than 14,000 of them were involved in crashes during 1990 in which excessive speed was a contributing factor.

Apparently, their reasons weren't very good, after all.

One of the most common justifications for exceeding the limit is that "I'm a good driver, with excellent reflexes, so I can handle higher speeds than the average driver."

Unfortunately, though, the laws of physics apply to good and bad drivers alike -- and the simple fact is that as your speed increases, the longer it takes you to stop. This means that by the time you see a problem on the road ahead, it may already be too late to avoid a crash.

For example, if you're driving at 30 kilometres an hour, you'll go about 13 metres before coming to a stop. If your speed increases to 50, the distance required more

than doubles to 27 metres. And, at 120 km/h, you'll travel more than the length of a football field -- about 109 metres -- before you stop.

Centrifugal force also makes it increasingly difficult to safely negotiate curves as speed goes up, regardless of whether you're driving an exotic sports car or a family sedan.

A sports car handles and feels better on curves, but the speed at which you'll actually lose control is less than 10 kilometres an hour more than a family sedan.

Drivers often excuse the speeding because "I'm in a hurry and if I drive at the limit, it will take too long to get to my destination." However, on most trips, the time saved by speeding amounts to just a few minutes. A 30-kilometre trip only takes about two minutes longer at 90km/h than at 100.

Also frequently used as a reason for speeding is the claim that "today's cars and highways are designed for high-speed driv-

ing, so existing limits are too low." While it may be true that modern cars and highways can tolerate greater speeds, the human body remains a fragile structure which can sustain serious damage when subjected to intense forces involved in a motor vehicle crash.

Such safety devices as seatbelts and airbags do provide some protection, but their effectiveness is greatly reduced at higher crash speeds. That's because the amount of energy released in a crash -- and the likelihood of serious injury -- goes up dramatically as speed increases.

For example, the likelihood of being injured in a crash at 60 km/h is 50 per cent greater than in one at 10 km/h. In fact, the chances of being killed in a crash double with every 15 km/h increase in speed over 80 km/h.

In addition, recent experience in the United States suggests that the cost of raising the speed limit can be measured in lives lost.

continued on page 14

TOTEM TIMES

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Comment

Letters

An Atlas - Again

Dear Editor

Your Trivia pic answer in the Totem Times of April 30 has me somewhat puzzled. I can understand one of your readers identifying it as a Bellanca CH300 Pacemaker, as it had some similar features. However, the Pacemaker had one outstanding characteristic, that being the innovation known as the "flying strut." Also the tailplane support strut on your Trivia aircraft is a longer one than that employed on the Pacemaker.

As to your source identifying it as a Buhl Airsedan, I find this to be questionable due to the following information. In 1931 the U.S. company Buhl designed an aircraft known as the Airsedan. It was a biplane seaplane, and initially was not considered a success. It did enjoy a notable comeback in 1935 when four aircraft of this type were built in the shops of the Ontario Provincial Air Service. They were in service on forestry patrol for 13 years before being retired. Specifications of the Buhl Airsedan were:

Wingspan 40 feet upper, 26 feet lower
Length 29 feet 5 inches
Weight 4700 pounds
Speed 100 m.p.h.
Powered by a single Pratt and Whitney Wasp 440 hp engine

It is highly unlikely that an aircraft company would give the same name to two vastly different designs. Therefore I can only assume that your Trivia of April 30 is "a horse of another colour" and one that I am unable to pin down. Any input from other readers that might shed light on the nature of this bird would be most welcome.

Sincerely
John Novak

P.S. The latest Trivia is of the Armstrong Whitworth Atlas. My input of information on the atlas was carried in a previous issue of the Totem Times.

Editor's Note: So it was. We get attacks of déjà vu around here. This is one biplane that flew back to the coop! Obviously we need more Trivia photos.

Atlas (2)

The Editor

It's me again - I don't know who thought the aircraft in the second last issue was a Bellanca Pacemaker, which it ain't!! The aircraft in the last issue is an Armstrong Whitworth Atlas. I had some time on the particular one pictured.

By the way, getting back to the Pacemaker, I helped install and air test the first automatic pilot in the RCAF in one of them at Rockcliffe in the winter of 1932. It was a Smith, made in England, and it should have stayed there.

Harry Bryant

Final Firsts

The Editor

Final Words on the First!
The Royal Air Force Museum's Department of Research and Information Services kindly supplied me with a list of "Firsts" in the Air War of WW2.
20 Sept 1939 - First German aircraft shot down (88 Sqn Battle)
8 Oct 1939 - First victory of UK based RAF aircraft (Hudson 224 Sqn)

16 Oct 1939 - First victory over British territory (Spitfires 602 & 603 Sgns)
28 Oct 1939 - First enemy aircraft forced down on British territory (a Heinkel 111)

My sincere apologies to H.W. Holmes and John Novak; I was NEARLY correct.
Tet Walston

Fluoride Supplements:

An Alert

Sir:

Here is an important notice to all CFB Comox families regarding fluoride supplements.

The Ministry of Health - Dental Division recommends that all children living within the following areas not be given fluoride supplements: Base (all buildings), PMQ's and Airport School.

Families living within the above mentioned areas are serviced by a separate water system containing fluoride, and so these children do not need to be given extra fluoride supplements by way of drops, tablets or a vitamin

and fluoride drop combination.

However, topical fluoride applications such as those received during routine dental check-ups and the use of fluoridated toothpaste are acceptable.

If you have any questions or concerns regarding this matter, please feel free to contact Anne Hartwell at the Upper Island Health Unit - Dental Services at 334-1259, or Marg Wooten at the Courtenay Health Unit at 334-1140.

Anne Hartwell, C.D.A.
UIHU - Dental Services

"Sentimental Journey"

Among the people planning to see "Sentimental Journey" when she comes to Nanaimo Airport for Canada Day, Walter Gulich is possibly one of the most enthusiastic. He says the only time he ever saw them up close before was when they were raiding the Focke-Wulf factory in Bremen.

"At that time I was too busy running and when I looked up I saw the B17's with those bomb doors open. It was not something I was interested in seeing too darned often and I wasn't going to stand there looking then, either. Now I will see it from a different angle and I want to see that Norden bombsight, too, if I can get aboard." (The Confederate Air Force does sell admissions and lets people view the battle stations, even sit in the pilot's seat.)

Walter was a student and apprenticed to the railway roundhouse in training to become a railroad engineer, and although the roundhouse was never hit, he did have some close calls. One time when the air raid warning sounded, he was running to the shelter, the tracks were six lines



wide, and when he saw the aircraft coming toward him, he threw himself to the ground just as the railway control tower on the other side of the tracks took a direct hit and disappeared. He says, "I never made the bunker. The Forts kept on going, so I turned around and went back to work." Another time he and a friend were going home from work on the streetcar at 4:00 p.m. when the warning sounded. "The motorman stopped and most passengers got off to run for the bunker but we were only four blocks from my house and decided to stay on. Once the bombs started falling the driver jumped off and started running, so we had to, too. I looked back and saw the streetcar blow up, but we made it to my cellar."

The FW plant was never badly damaged till the Forts came over in the daylight. By that time, Walter's father, who had been a guard at the plant, was on the Russian front. His father used to remark how the guards would stand on the roof of the factory feeling quite safe as they watched

the night bombers work over a farm field where they built, and kept on building, a plywood airport. The farmer didn't like what the bombers were doing to his potato patch, but the guards were happy. Walter's father was home recuperating from wounds when Walter was called up on February 14, 1945, trained as a paratrooper, and on April 4, wounded in action and sent home with 45% disability. At age 14 he was a wounded veteran.

A proud Canadian since 1951, and retired from the Biological Station, Walter has no desire to ever see Germany again, making clear "I hate that place." Time flies when we are enjoying good company, and I wished when I left that the interview could have lasted longer. Fortunately we will meet again at the Airport when "Sentimental Journey" is here from June 29 to July 2 to help us celebrate Canada Day, the 50th anniversary of Nanaimo Airport, and of 205 Squadron Royal Canadian Air Cadets.

Recognition of Valour

themselves in order that others may live in peace, as Christ did so many years ago, ours would be a very unpleasant planet on which to exist.

The picture, the Base Commander's speech and the Padre's words should be seen for what they are: a recognition of valour, sacrifice, and human suffering by our brethren, and with that, freedom, and not as a glorification of war. Without sacrifice there can be no freedom.

Looking at the front page picture I see a group of intensely proud veterans. But I see more. I see young men, volunteers all, carrying the spirit of Canada to

the armies of China and North Korea in a determined attempt to put down for all time the awful spectre of a world dominated by an evil ideology: communism.

That so many veterans of the Korean War have passed to their just reward before their federal government finally acknowledged their voluntarism in Korea is a sad commentary on an otherwise splendid undertaking.

Again, thank you.

Sincerely,
Bob Orrick, CD
National Public Information Officer
Korea Veterans Association of Canada

AIR FORCE TRIVIA



Trivia Answer

An Atlas, for the second time. We're getting short of Trivia pics. Can we borrow yours?

Section News



VU33 techs proudly display their T33, painted in Squadron colours, which will fly in the stand-down ceremonies, to be held June 27. 414 Squadron will take up the tasks formerly performed by VU33.

T-Bird Dressed in Final Colours

Greetings. You may have noticed a T33 sporting a distinctive, and highly attractive, colour scheme flying around the Base this week. Our aircraft, which is specially painted for the VU33 stand down, is back on the line and turning heads everywhere she goes. The whole project, from start to finish, took only 8 days. (I hear Shearwater's similar project is measured in weeks.) This amazing feat is due to several factors. First, we would like to praise the BMSO refinishing section for their excellent work and special attention to detail which brought the finished product to the heights of perfection. A special thanks to Sgt Mike Allie for the time and special effort he dedicated to instructing and helping our all volunteer paint stripping crew. Our crew did an excellent job of stripping the aircraft, making stencils and masking off areas where paint shouldn't be. The speed at which

this project was accomplished was due mainly to the project OPI, Sgt Terry Wickins, who is to be congratulated on the high degree of planning and co-ordination which was required.

The personnel who put in all the hard work to make this project possible are, from left to right, the project OPI Sgt Terry Wickins, the VU33 crew of Cpl Dan Martin, Cpl Al Knight, Pte Rick Jomha, Pte Paul Walter, Pte Chris Vrabel, Cpl Duane Veitch, Cpl Troy Jaggard, and Pte Marthe Carrier. Next are the BMSO refinishing crew, Cpl John Blackmore, Cpl Jim Boutlier, MCpl Tony Arcand, and Cpl Wilf Hannas. Finally we have Lt John Haugen and Sgt Mike Allie.

In other recent happenings we welcome more members joining who will be part of the new 414 Composite Sqn. Welcome MCpl Dan Smith, Cpl Chris Macneill, Cpl Kevin Ferguson, Cpl Mike Sims, Cpl Barry Little, Cpl David

Scragg, Cpl Tom Trainor and Cpl Al Burdon. We now have the people to start a third periodic bay and an aircraft will be here next week. I was told on Monday that the equipment needed is being loaded and shipped here on time. Is this something like "The cheque is in the mail?" Sufficient to say, everything is coming along very well.

From the Crews

The time has come for me to finally depart the grand VU33. It's been a great extended stay. I guess since I'm leaving they've decided to close up the squadron...Not!! Thinking back, the only person who has been here longer than I is Trevor (and I'm not sure he really counts). Very few are remaining from the original group, or at least the one I know. I wonder if the nicknames will live on:

Paul Nolan - Dick, Payless Paul

Marc Pilon - Grover, Pipes, Piehead and P.F.G.

Troy Jaggard - Jazzey, The Galloot, Mens town

Eric Rheume - Loudman and GI Joe

Jeff Bondy - Bo!

Chris Vrabel - Rock & Roll

Shane Martin - S & M

Marc Boutet - Booty

Tony Pasolli - The Colonel

Rainer Roedger - Richy Rich,

Randy River, Rant & Rave, etc.

Brian Lavigne - Wiener, Waldo

Rick Johma - Terrorist

Ken Roy - Surf dude

Al Knight - Cluff Claven

Brian Shackleton - The oldest living hoser

Dan Finnegan - Toxic Crusader

Mike Jameson - Shakespear

Pierre Boivin - Vulcan

Bill Cook - Big Bad Babblin Bill

Jonny Gregoire - Sparkplug

Nevin Bernard - Pud puller

Dave Brown - Deer Huntin', Fish Catchin', Moose Shootin', Story Tellin' Fur Face

Trevor Jones - too much material to narrow it down to one

Dave Sabourin - Skid, Diamond Dave and Dancing Dave

Chris Brousseau - Chi Chi and Lee Trevino

Al Dinel - The Pastor-Al

Kent Storie - The Rev

Duane Veitch - see Dave Brown

Paul Briand - Verbal Runaway

Marc Keller - Kellenator

Paul Walters - Bart Simpson

Willy Williams - see Al Knight

Joe Reynolds - Ban-joe

Duane Capstick - Track-napper

Cathline Lemieux - Cantina Cathina

Jim Beresford - Muck Monster

If I missed anyone, I'm sorry. This is my last article, so I wanted all of you to remember me as I was on 14 May 92.

NEXT DEADLINE 25 MAY - NOON

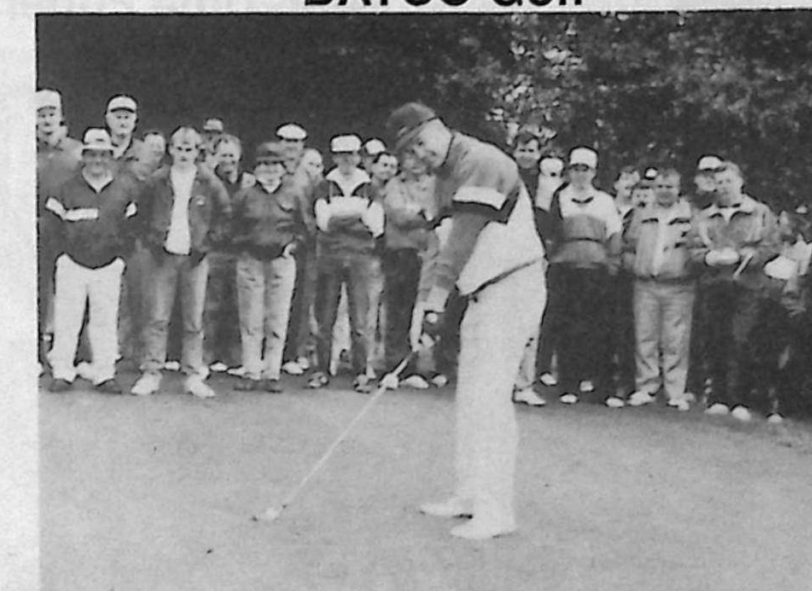
TOTEM LOUNGE
CFB COMOX JR. RANKS MESS
BOSSSES NIGHT
22 MAY 1992
STARTING AT 15:30
FOLLOWED BY
THE LOVE CATS

29,386
THAT'S HOW MANY
CANADIANS ARE
LAWN BOWLERS
Way to go Canada!

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SUZUKI
Drop by for a coffee
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Section News

BATCO Golf



BComd. Col J.E. McGee tees off

ABATS Presentation



Maj J.R. Smurthwaite, Comdt ABATS, receives a cheque from the Base Commander, Col J.E. McGee. The cheque was in appreciation from the magazine "Maritime Patrol Aviation" which published an article written by Maj Smurthwaite in the March, 1992, issue.

ARAF Promotion



Maj. Rudy Preus, CO of ARAF, is congratulated by the BComd., Col J.E. McGee, on his recent promotion.

888 (KOMOX) WING

RCAFA

CALENDAR OF EVENTS MAY 1992

Sat 2 May WESTERN NIGHT 8:30 pm Westwin Trio. \$3.00 person, members & guests.

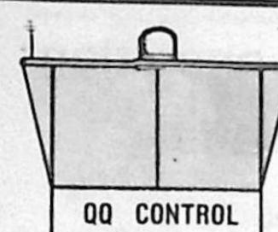
Thurs 7 May AFIS HERITAGE NIGHT 7:00 pm in the Wing

Sun 17 May BINGO 2:00 pm, members and guests

Sat 30 MAY HAWAII NIGHT 6:30 pm. Tickets \$12.50 per person. Members and Guests. Music by "The Music Man"

CRIBBAGE NIGHTS.....1st and 3rd Monday of each month. 7:30 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. Sunday 1pm - 7 pm.



As the Beacon Turns

The "Butcher" is on the loose again this week, so ladies and gents prepare your eyes for a delightful article.

First of all, some sporting news. We have people that shone in recent competition. Sgt. Farrell (he is the assistant to the Base CWO) won at a recent bodybuilding contest. Also WO Munday placed fourth in his category at the VR marathon. The first three were rewarded with prizes and also at the free draw, the numbers were 053 and 052, the prize being a Gortex running suite, and 054 was a ghetto blaster. Good stuff guys!

In swimming 2 weeks ago, Capt Miles (he is the BNBCO commander now) decided to go torpedo-recovering by himself at the range in Nanaimo. The boat he was on executed a hard turn and I guess he forgot to hold on to his seat, and torpedo-recovering he went. But I'm sure he was

wearing his life jacket, so everything is all right folks!

The golf tournament: as everybody noticed, I wasn't playing. There is a good reason for that: I was dancing all night so the sun would shine in the morning. And guess what...it worked! A big thanks to Rollie and his staff for a job well done. I would like you to organize my Tupperware party if you don't mind.

This week we are going to start gossiping with the brown thing first. As you noticed, construction is under way. Now, when you see a sign saying "do not use side doors," don't go there and smoke! I'm telling you, a piece of the roof on the head is going to kill you faster than your wienie cigarette. Did you see Bob? Who's Bob? He's carrying Doritos in his new truck. For that matter, have you seen Doug Godden's new truck? Nice trucks

guys. I'll bet you know turbo Maz is thinking about trading his toy for something else. Other than that, not much new down there; our good friend Brigitte is just cruising along on her check out.

This week in QQ paradise in the exquisite environment of the tower, things are not shaking too hard. The new computer system is operational now. I don't understand why, while I'm working, I see Mario jumping in the screen. We in the tower feel that little Doug needs a girlfriend. Here are the requirements: 5'4", red hair, bossy but not too much, talk a lot but know when not to, and most of all, lots of patience. When that guy starts to party, watch out! I guess you can compare him to Bart Simpson.

It's Arthur Morehead time again: if you saw a dalmatian with spots, does it mean it's got chicken pox?

Officers Mess Ladies Club

Oh, what an evening! On April 15 we held our Spring Fashion Show in the Officers Mess lounge. It was beautifully decorated in a red and white theme, celebrating Canada's 125th birthday. There were over 100 ladies there to enjoy the latest in fashion for the spring. Our models looked great as they showed off a wonderful array of styles, colours and shapes from the different participating merchants of the Comox Valley. These included Black's Cycle, Reitman's, Smart Set, Heart Lane, Scotch & Soda, D.D.'s Fashion & Petites, Northern Reflections and Level 10, who were the ones behind the scenes doing wonderful things with the girls' hair and make-up throughout the show. Thank you

all! A bouquet of gratitude also to Natalie Verville and her committee for all their hard work to get this show together so successfully; to Karen Holme for her excellent commentary; and to Jo-anne and Wendy for the great tunes that kept the models moving and dancing through the tables all evening.

The intermission was an event in itself. Thanks to Barb Weed for arranging the refreshments and those scrumptious Black forest and Cheese cakes. The attentive waiters (looked great in their brightly coloured shirts and walking shorts!) were very much appreciated by all the ladies attending - and last but certainly not least we must thank all those

who helped "backstage" dressing the models and making sure they got out on the floor - on time!

Well, with the last show behind us now, we only have one more function left for this year, that being the FAREWELL DINNER on June 3. This will be a social evening with our friends (guests welcome) and lots of time to chat over a wonderful dinner served by those oh so attentive waiters. It all begins at 6:30 p.m. on Wednesday, June 3. Tickets can be purchased IN ADVANCE ONLY by May 25 through Dianne at 339-2788. Members \$7.00, non-members \$10.00 Door Prizes & Raffle too! We look forward to seeing you all there as we bid adieu to our friends. 'Til we meet again...

NEXT DEADLINE 25 MAY - NOON

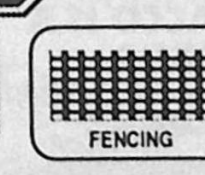
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407 Squadron History



War-Time Funeral



Funeral Service at Heanton Punchardon Churchyard, North Devon.



Lt Robert Tarzwel

On 27 May 1942, P/O Larry O'Connell attacked a medium-sized merchant vessel and went so low that he left a bomb-bay door embedded in the mast. The aircraft sustained severe flack damage, and the rear gunner, P/O White, experienced difficulty sitting as a bullet had passed through his trousers and creased his buttocks.

Although this story ended humorously, losses from mast-height bombing were high. During April and May alone, 407 lost 41 dead, suffered 5 wounded and had 2 captured. To counter heavy losses, aircraft were ordered to bomb from 4000 feet, and new techniques were practiced. One aircraft, the "Rooster," would locate the convoy and shadow it while homing the strike force to the scene, and it would drop flares to illuminate the ships. Later, flame floats were used to ring the target for attacking aircraft. Some successful attacks resulted from the new method, but it was largely disappointing.

Other high level bombing was executed when 407 sent 11 aircraft against the Deschming yards at Bremen as part of the 1000 bomber raid on 25 June. All aircraft returned, and at debrief, P/O Axhorn confessed he had dropped an empty Coca-Cola bot-

tle over Bremen as his personal contribution to the raid.

On 12 July, six Hudsons, led by W/C Brown, took off for a bombing exercise on the Donna Nook range. The Luftwaffe had departed at the same time to raid the Humber Estuary, and one raider was attracted by the lights and flares at the range, so he joined the circuit and released high explosives and incendiaries, creating pandemonium. W/C Brown was awarded the "Iron Cross" and was presented a poem (right). Other players in this episode were A/V/M Baker, Commander of 16 Group, who had come to watch the practice run, W/C Stead, OIC 16 Group training, who saved the cook-house, S/L Dennis of 415 Sqn, the Hampden pilot and G/C Pearce, airborne in the Tiger Moth. The poem details their parts in the action.

On 8 August, a base defence exercise was carried out, with all ranks expected to defend the base against a raid by the Home Guard "Commandos." Although a number of aircraft were "written off" by the raiders, the groundcrew, with some half-hearted aircrew, managed to capture a large number of the raiders. Neither side was ahead, but both were soaking wet because of the pouring rain. The exercise was called off at 4 a.m.

S/L Weightman, under orders from the G/C, ensured that all officers took part. Any who did not were thrown in the guard room.

By 0400, not an officer was in bed, and close to 70 of them, from P/O to S/L, were in the guard room. At the mess, the G/C was prancing about in glee, and when asked what happened he answered it was the funniest thing he had ever seen in his life. He added, "It was well worth the effort to travel over to the guard room to see about 70 miserable officers who were anything but happy in their present state." A large majority had no opportunity to dress and were interred in pyjamas. All were released at 0500 on the recommendation of W/C Brown who thought they should be allowed to return to quarters lest they die of suffocation.

On 17 August, the Squadron crest was complete, so it was sent to the Chester Herald for approval. The original design featured a demon, and this was rejected. As the Chester Herald noted, "taking into consideration the fact that your badge may possibly be shown in various forms in churches, etc., I think exception might be taken to a Demon!"

He suggested a winged harpoon as an alternate to a winged demon, and this evolved into the winged trident featured on the crest today. The motto, "To Hold on High," is a paraphrase from John McRae's "In Flanders' Fields." Final approval was granted in March '43, and 407 had a crest.

Donner-Kreig or Co-operation Mid der Luftwaffe

Dark was the night - the stars scarce shone;
With engines roaring one by one,
The aircraft scrambled, their plans well laid
For an orthodox practice bombing raid.

At Donna Nook the A.O.C.
Sat in the target hut, and he
Had others with him, to help him write
A report on the timing and bombing that night.

Above him, huge forms with winking eyes
Rushed by, half seen in the darkened skies;
Stars hung suspended above the ground
While searchlights circled slowly 'round.

A wild, fantastic, nightmare scene
As if the mother of birds had been
With all her prehistoric brood
Released from Hell in a party mood.

The A.O.C. thought it too good to be true
When all of a sudden, from where no one knew,
A shower of incendiaries fell and shook
The peace-loving people of Donna Nook.

Some Jerries were flying abroad that night
And the flood-lit target had caught their sight;
They couldn't make out what was going on
And had joined the unsuspecting throng.

The lights were doused and helter-skelter
Everyone dived for the nearest shelter;
But no one minded and all went well,
Until another incendiary fell

On the kitchen roof. Then sharp as a knife,
A Winco risked his limb and life,
To remove it and save their supper from burning,
Eternal gratitude justly earning.

The target doused, one Demon mistook
The flare path of Manby for Donna Nook;
With utmost precision and timed to the minute
He opened his bomb door and dropped what was in it.

And on a Hampden coming quietly home,
After a raid, to his aerodrome
The blinding flash and report like a gun
Upset the pilot's e-qui-lib-ri-um.

He wrote off his kite and a car, while his crew
Dived under the chance-light, but all they could do,
Was hide head and shoulders and hope for the best
And trust the Almighty to care for the rest.

The A.O.C.'s Anson was written off
And so was the G/C's Tiger-Moth;
Which proves, if you care to figure it out
That there is real justice somewhere about.

"Tis Goering wer sprechen, on der behalff
Of Reichmeister Hitler und alle his Luftwaffe",
Amazed by your tactics we send you this token
"For co-operation mit Luftwaffe folken".

"It's a Cross made of Iron at our Fuehrer's behest
Mit Oak Leaves und Maple to pin on your breast",
This noble insignia adorns Winco B...
The head of the dare-devil Demons of D...

A 407 Pilot



In a Devon churchyard lies a pilot of 407 Sqn.



407 Squadron

On the evening of 24 April, the 407 Sqn standby crew, Crew 5, was called out to assist in a search. Earlier in the evening, the SARSAT network had detected a distress signal and a Buffalo crew from 442 was launched to investigate. Though flares were seen in the area, the rough seas prevented them from visually locating the vessel in distress. It was when the Buffalo was at the end of its fuel endurance and was returning to base that the call was put out to 407.

Thus, it was Crew 5's job to go out, attempt to find the vessel and then, if successful, stay with it until a helicopter could be launched at dawn. The crew took off at one in the morning and when they got to the search area, found howling winds that churned the ocean into a white frothing mass that tried to hide anything on its surface.

The crew immediately tried to localize the distress beacon but its intermittent nature made this very difficult. While conducting this search, their radar got a contact close by and so they went to investigate but unfortunately, nothing could be visually seen, even after an extensive datum search. They therefore went back to the position provided by RCC Victoria and decided to drop a flare in hopes of eliciting a response from any survivors. Success! One of the observers saw a light and the aircraft was quickly turned towards it. There the crew found what looked like a lifeboat from which flashlights were shining out towards the aircraft. The crew marked the area with flares and smokes. Since there was no

contact with the vessel, the crew and RCC Victoria simultaneously decided to drop a SKAD to get a radio to the survivors. The attempt was made, but the dark pre-dawn hours made it difficult to judge numerous factors and so the kit just missed the vessel.

Shortly after, a U.S. Coast Guard helo from Sitka started in to assist. They were vectored in to the vessel where they hoisted three survivors up off a 45 ft. sailboat, which could now be seen in the early morning twilight and calming seas. The survivors explained that the rough seas had rolled their sailboat 360 degrees and as a result, the mast had been snapped in two.

Everyone was all right though and all that was left to do was for the Aurora to escort the helo into Sandspit and then head for home.

AMCRO

Since our last news on these pages, many interesting developments have taken place. Lt Rob McConkey is not being posted out, but has managed to secure himself a nice little niche in Maintenance as the newly appointed ARO. A farewell luncheon was held for Sgt John Ellis and Sgt Rock St. Pierre. John has already hung up his wedgie and put on his sailor's hat (ah-har, ever been to sea, Johnnie?). Rock is on his last month, already he has put in four of his eight days, all in one week. He must either be anxious to part company, or he has been listening to MCpl Vic Arsenault talk about all the beautiful salmon he has been stockpiling so far this year. He wants to get out there full time,

not to be surpassed by a fair weather fisherman, especially one that didn't catch anything last year. We wish both John and Rock success in their future endeavours.

Next on the list to bid farewell to are WO Louie Limoges and MCpl Harry Gauthier. Louis is off to the Cool Pool, and by the time you read this he will either have found a house there, or will still be hunting, enjoying all the beautiful sun, before the mosquitos and black flies are out. Apparently you can do that in Cold Lake (not swat flies) for six months of the year; the only drawback is that there is a lot of snow on the ground. Harry, on the other hand, will not be following his illustrious leader, as was speculated in our last newsletter, but is off to Boredom. Yes, off to the hot summer nights and sticky days in the suburb of our great Canadian Metropolis. He seems to be taking the news rather well, but is still walking around in the Pre-Boredom Blues. We are sure that he will readjust once he gets there.

Still to go on FRP are MCpl Vic Arsenault, MCpl Rick Verbeek and Cpl Josee Nadeau. Aside from all the successful fishing Vic has done so far this year (choice of a fishing partner, we are sure) it looks like Vic is going to settle down in the area and is looking at building his own dream house. Sounds like a good way to ward off the idle times of retirement. Rick is contemplating spending many a day on some of the wonderful greens in the area, and who knows, maybe even down at the Pinehurst

Section News

In Howling Winds



407 crew assists in rescue of 45 ft sailboat.

Country Club (looks like I hit a tree, Rick). Josee is looking forward to a bit of travelling before she settles down to school work. Looks like she may even get her feet wet, she is studying how to sail a boat (John had quite an effect on the section with all that sailor talk).

Also leaving due to CRA are MWO Dave Boyle and MCpl Gene Scheidl. Dave is talking about taking it easy for a while and enjoying his retirement. We think that he and Joe Thibodeau will probably be out fishing every day. Gene is probably going to leave the Comox Valley to enjoy some of the eastern air. He is being most secretive about his future plans.

That leaves MCpl Ric Cochrane and Mrs. Linda Gates to hold the fort. We have only heard of one replacement for the departing ones so far. That will surely put a lot of strain on both Ric and Linda, but don't worry, there will surely be others joining you shortly.

In closing, the section is now busy as can be. With the acquisition of a new computer system, everyone is now able to enter their own statistics and keep track of all the GREEN missions. Even Rick, who seldom used a computer before, is finding this a

useful tool to keep track of all his numbers and statistics. Until the next time, have a good one, and may all your news be good news.

Sqn Armament Section

Hello again from the Armament world. Many strange and wonderful things have happened since I last reported so I will list them in point form:

1. Pte Currie passed his TAE. (Probably sacrificed a chicken to the gods.)
2. Load Standards team returned from Greenwood. (WO Dunne is the only person we know who has been run over by an electric cart inside an airport.)
3. Some internal transfers are about to happen. (Woody is real happy.)
4. The boys are back from Alaska. (Yes, Capt Cooper returned, too.)
5. MWO Fisher was on the winning hockey team for the Base Commander's Cup. (Hopefully, he will be drafted by Toronto.)
6. Tom Gale completed his Torpedo Course held in Greenwood. (Otto fuel must make you gain weight.)
7. Wild Thing, Jim Cook returned from an all too brief stay

continued on page 11

407 Promotion



Cpl Harker receives a welcome pair of hooks from 407 SAM O, Maj McKenzie.



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Section News



Supply Signals

As you read the SUPPLY SIGNALS in the last issue, you may have noticed that we sounded suspiciously like C.E....Well, surprise, it was C.E. This time it's the true story from the legit Base Supply.

The sports day held on the 10 April was a great success. It consisted of three separate events: soccer, volleyball and bowling. The overall winners in the combined score of those 3 events were the totally awesome Ringers from LPO (yes, Dennis was the handicapper); second place was captured by the Grand Masters and third place went to the Good Sports. Then there was the friendly get together at the golf and social club afterwards where it was noticed that no prizes were given out. Hum? NO funds for gifts I guess. That's OK, we all had a good time.

As the posting season approaches, it only seems appropriate to mention some of those little secret wishes and aspirations of our own, soon to be departed, members of Base Supply (as seen through the eyes of the crystal ball team).

MWO Terry Smith wishes for his Chiefs and that his dog would grow into a Doberman in wonderful wintry Winnipeg.

PO Ken White wishes for a shovel and pail to play with in the sand in the Golan. Send us a postcard, Ken.

PO Bill Watts wishes for someone to beat at tennis and for a new hair tonic when he gets to

Halifax.

MCpl Cathy Preece wishes to never have to do another 100% wall to wall again in her life. (By the way, Cathy, heard you were going to work in Stocktaking in Winnipeg.)

MCpl Bill Bailey wishes that Pte Kavanagh never gets posted to the Masset hockey team. Pte Kavanagh hopes your wish is granted, too.

Cpl J.P. Couture wished for a straight day job in the field. GOOD LUCK! Have fun in Valcartier.

Cpl Mona Lagault wished for the other straight day job in the field in Valcartier. Let us know how it works out, Mona.

Cpl Deb Dourado wishes to make a million in the real estate market in Calgary. Now remember, Deb, buy low and sell high.

Cpl Tim McNeill wishes that 1 Cdn Div HQ Kingston will become an air base. Don't forget to polish those garrison boots.

LS Shane Houser wishes that the deckheads get raised about a foot so he doesn't bump his head if and when he goes back to sea. It's true, Shane, just because you're posted to Esquimalt doesn't mean you'll never go to sea. Good luck, Shane, and keep in touch.

All of Base Supply hopes your dreams and wishes come true, but remember...we are not charging for this, so we don't have to be accurate.

THE CRYSTAL BALL TEAM

MSE Safety



Why we drive on the Right

Why do Canadians seem to be alone among Commonwealth nations in driving on the right? The question was recently asked in the Toronto Star's "You Asked Us" column. Here is their well-researched answer:

"Sleigh crashes probably had something to do with it in Ontario. The keep-right rule of the road was established in Upper Canada in 1812 by a statute that referred to the passing of horse-drawn sleighs in winter. That was 23 years before England made driving on the left the law.

Files from Pat Curran of the CAA show Quebecers and Prairie pioneers had always kept right. British Columbia, New Brunswick, Nova Scotia and Prince Edward Island changed to the right between 1922 and 1924. Newfoundland came over in 1947.

Using the right side of the road made sense in early Canada. Most people led work horses and oxen with their right hand, so the heavy animals couldn't nudge them into the roadside walls and ditches.

Horses are mounted on the left, so postillions in charge of horses pulling big transporters sat on the left side of the tandems. The riders' left legs stuck out and, unless the transport kept right, could catch against walls and branches.

In Europe, the custom of riding on the left was almost universal up to Napoleonic times. The reasons were different, but made sense from an upper class point of view.

A rider on the left side of the road could more easily draw and use his sword if an oncoming stranger had robbery or mayhem in mind. And, after mounting on the left, it was natural for riders to keep to that side of the road. Also, while moving along the left side, a carriage driver's right whip hand was unobstructed by roadside obstacles.

Napoleon changed all that. But first Robespierre, the revolutionary and atheist, decreed French traffic would keep right, apparently to weaken papal influence over people's everyday lives. Popes had made left mandatory.

Napoleon's armies marched across Europe on the right side of roads. Wherever they went over almost two decades, other traffic moved to the right to keep out of their path...and stayed right.

But Napoleon never reached Britain. It stayed left. Among 40 countries that drive on the left are Australia, Bahamas, Barbados, Britain, India, Jamaica, Japan, Pakistan, South Africa, Trinidad and Tobago, and New Zealand.

See, Think, Do

You can train yourself to keep your eyes on the move - from side to side with intermittent glances at rear view mirrors. You can also get into the habit of working in an occasional look at the instrument panel. You may turn your body slightly to get a first hand look at what's going on in your blind spot. This is a good

safe driving routine, and most professional drivers have it down pat. All of these actions, however, are physical.

The mental effort has to be there too. A perfect safe driving record takes more than just going through the motions physically.

It takes an alert mind to evaluate what the eyes see and to trigger hands and feet into whatever action or inaction is called for.

So don't ever slip into the mind-lazy habit of looking and not seeing. Weigh every situation that comes into view and do what needs to be done to prevent an accident.

QUIP

The gentlemen behind me struck me on the backside. He then went to rest in the bush with just his rear end showing.

QUESTION:

Which of the following will best help you to maintain good steering control in your lane of traffic?

- A. Looking well ahead getting the full picture.
- B. Watching the road directly ahead of your vehicle.
- C. Watching the right edge of the road.
- D. By endeavouring to maintain the same distance between the lane markings and your vehicle.

ANSWER

- A. Looking well ahead getting the full picture.

Top Gear



PROTECT YOUR CHILD WITH A BIKE HELMET

Ride on the Right!

BESTSELLER LIST

May 5, 1992

Fiction

- | | |
|--------------------------------|-------------------------|
| 1 The Elf Queen of Shannara | Terry Brooks |
| 2 Generation X | Douglas Coupland |
| 3 Itsuka | Joy Kogawa |
| 4 Famished Road | Ben Okri |
| 5 Such A Long Journey | Rohinton Mistry |
| 6 The Wastelands: Dark Tower 3 | Stephen King |
| 7 Jewels | Danielle Steel |
| 8 Burden of Desire | Robert MacNeil |
| 9 Star Trek Probe | Margaret Wander Bonanno |
| 10 "I" is for Innocent | Sue Grafton |

Non-Fiction

- | | |
|-------------------------------------|---------------------|
| 1 Oh Canada! Oh Quebec! | Mordecai Richler |
| 2 Revolution From Within | Gloria Steinem |
| 3 Stolen Continents | Ronald Wright |
| 4 Wealth Without Risk for Canadians | Charles J. Givens |
| 5 The Wealthy Barber | David Chilton |
| 6 The Betrayal of Canada | Mel Hurtig |
| 7 The New Canada | Preston Manning |
| 8 A Return To Love | Marianne Williamson |
| 9 Fishing with John | Edith Iglauer |
| 10 The Popcorn Report | Lath Popcorn |

CFB COMOX OFFICERS' MESS

MAY 92 CALENDAR

Fridays May 15, 22, 29 -

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

Wednesdays May 20, 27 -

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

Sunday May 24 -

CAR RALLY

Wednesday May 27 -

OMC BRIDGE CLUB

Upcoming Events

**** 3 Jun - OMLC Farewell Dinner ****
**** Note Change of Date ****

5 Jun - Mixed TGIF / BBQ
13 Jun - Blind Wine Tasting Party
16 Jun - Golf Tournament
27 Jun - Officers' Mess Farewell
21 Jul - Golf Tournament
18 Aug - Golf Tournament

Section News

CDs for 442 Sqn.



LCol Drover, CO 442 Sqn, presented Cpl Banky (L) and Cpl Gosselin (R) with their Canadian Forces Decoration medals recently.

Ex-442 Tech Maritime Music Maker



DAMIAN LATHIGEE (with wife Phylomena) remembers listening to traditional Acadian, Scottish and Irish songs during his teenage years in Cape Breton. He has played these traditional tunes that are so dear to the hearts of his parents, second-generation French and Irish. The main instruments were fiddles and accordions and, if the mandolin was played, the floor would be filled with people step-dancing or kicking their heels to a lively jig.

More 407

in the hospital. (A delicate operation in a very small place.)

8. Load training has been undertaken. (Some good, some bad.)

9. Alex MacFayden returned from Borden and is now qualified in EOD. (How long before he has to use two hands to order three beers?)

10. Cliff Kliever celebrated ten years in the service and with the deleterious effects of the volatile liquid in control of the grey matter, invited himself to be an overnight guest at the the Raven Bar Hotel. (It doesn't look so bad from the outside.)

11. Colleen Mackie has returned from winter survival. (She said she met a hunk of a bush man; we think it was a sasquatch.)

12. George Nijjar will soon be

continued from page 9

on his EOD course in Borden. (We had better pray as he already uses two hands to order three beers.)

13. Bernie Godin has moved to Maintenance. (After working on the computer for two days, he now talks to himself.)

14. Roger Gallant will soon be in Servicing. (Freedom lost is a terrible thing.)

15. Mike Turner is moving to Maintenance. (Senior Cpl will be in command.)

That is all for now. See you next reporting period.

What is the definition of mixed emotions? Watching your mother-in-law drive off a cliff in your new car.

May St. Barbara guide you and Taz cover your tail!!



LIFESTYLE TIPS

Active Living ... for a Lifetime

In past decades, we were encouraged to set aside time for exercise. For many, this meant structured and repetitive activity. All for a noble purpose—to improve physical fitness.

In the 1970s, running was at the forefront of the exercise boom. Participation in fun runs and races was high and rising. Aerobics took over in the 1980s. Leotards and legwarmers were in—going to exercise class was the thing to do. Fashions were important, and high-level fitness was prized above all.

In the 1990s, we're branching out. Vigorous activity is still important, but there is a growing acceptance of the joys, and values, and benefits of all kinds of activities. Gardening and golfing. Shuffleboard and sailing. Walking and wheeling. Or simply playing in the park with the kids.

"We must learn to appreciate the value of physical activity that has nothing to do with putting on a sweat suit or counting push-ups," writes Dr. Bryant Stamford, author of Fitness Without Exercise. "Scheduled, intense exercise improves work capacity and performance, but if health is the objective, the research shows that regular, light-to-moderate activity does the job."

In fact, the research shows that the biggest health benefits are achieved when those who are least active become even moderately active. There are great benefits to being a modest mover!

As Dr. Stamford extolls the virtues of simple activities, he urges us to worry less about kilometres jogged and toes

This article is provided by the Canadian Fitness and Lifestyle Research Institute in collaboration with ParticipACTION.



PITCH-IN AND RECYCLE



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Feature

The Odds of Survival

by Dave McIntosh

You could work out mathematically your chances of survival in Bomber Command during WW II, but most flyers didn't. It was too scary and depressing.

Actually, the figures now show, the chances weren't quite that fearsome. There were 125,000 aircrew in Royal Air Force Bomber Command, including the RCAF's 14-squadron 6 Group - 405 (Vancouver) Sqn. also flew with 6 Group, but only for about a month in 1943 - and an estimated 31,000 other Canadians scattered among RAF units. Some 55,000 were killed, including 10,000 Canadians. Theoretically, therefore, your chances of survival were a little better than 50 per cent. Individually, however, you might not be that lucky - if a casualty rate of nearly 50 per cent can be considered lucky. A lot of factors came into play: whether you did your flying earlier or later in the war; thoroughness of training; how gung-ho your squadron was and how tough the targets; the accuracy of weather forecasting; the efficiency of German defences.

Now you survivors can judge what your odds were from a chart for all of Bomber Command and from the records of individual RCAF squadrons in 6 Group.

These records are published for the first time in a British book called *The Bomber Command War Diaries* by Martin Middlebrook and Chris Everitt.

The overall survival chart is based on two tours of operations. A Bomber Command flier was expected to complete a first tour of 30 trips and, after a rest, a second tour of 20 operations. These were the mathematical chances of a member of a bomber crew surviving 50 operational flights at various rates of loss:

Casualty Rate from	Survivors
%	100 Crews
1.0	60.5
1.5	47.0
2.0	36.4
2.5	28.2
3.0	21.8
3.5	16.8
4.0	13.0

This means that if your squadron suffered a casualty rate of four per cent - four planes lost for every 100 sorties - your chance of surviving 50 trips was only 13 per cent. This survival chart is for the period Sept. 3, 1939, to May 3, 1945. However, the casualty rate overall at some times and by individual squadrons often exceeded four per cent, the maximum before morale was considered seriously affected.

From March to August 1942, 109 Halifax bombers were lost from 1,770 sorties, a casualty rate of 6.2 per cent. Morale was so shaken in the seven Halifax squadrons - the RCAF's 405 Sqn. was one of them - that they were taken off operations for a month and 405 was shifted to Coastal Command for five months.

Officially, Britain has been a bit chary of recognizing Canada's enormous contribution to the air war: at least one-third of RAF aircrew was Canadian, excluding 6 Group. Thus, it is all the more astonishing - and welcome - to find in the *Diaries* a full accounting of the RCAF's share in Bomber Command, right down to number of sorties flown, by squadron and type of aircraft. The figures haven't yet been published by Canada, which is still in the throes of assembling Volume 3, about overseas operations, of the official RCAF history.

Here are some Canadian gleanings from the *Diaries*: 6 Group, formed Jan. 1, 1943, carried out more than 39,000 sorties and lost close to 800 planes on bombing operations, or more than 5,200 aircrew. This loss figure does not include aircraft that crashed in Britain from something other than enemy or 'friendly' fire. There were more

than 69 such crashes in 6 Group.

Of the 15 Canadian squadrons that flew at one time or another in the group, 408 (Goose) Sqn. flew the most sorties in its various postings, 4,453, and, with 419 (Moose) Sqn., suffered the most losses - 129 aircraft each. In 408's case, this was a rate of 2.9 aircraft lost in the war; for 419, which flew 4,293 sorties, it was 3.0 per cent. A 419 airman, PO Andrew Mynarski of Winnipeg, was awarded the Victoria Cross posthumously for trying to free the trapped tail gunner of his Lancaster bomber in a raid on Cambrai, France, the night of June 12-13, 1944. Mynarski is buried in the small village cemetery at Meharicourt, east of Amiens.

Most of the Canadian squadrons were operating long before 6 Group was formed; 405 Sqn. was the first in action with a raid on Schwerte, Germany, on June 12, 1941. It became the only Canadian Pathfinder squadron. It lost 112 aircraft from 3,852 sorties, a casualty rate of 2.9 per cent.

In the long and terrible Battle of Berlin during the winter of 1943-44, 434 (Blue) Sqn. in one month (January) had a horrific loss rate of 24.2 per cent and 427 (Lion) Sqn. 13.9 per cent. In the Battle of Hamburg, 431 (Iroquois) Sqn. lost five of 17

planes on July 28, 1944. In a raid on the Skoda arms factory at Pilsen, Czechoslovakia, on April 16, 1943, 408 lost four of 12 Halifaxes.

The greatest single effort by 6 Group in the war was a raid on Dortmund in the German Ruhr Valley on the night of Oct. 6, 1944, when it provided 293 bombers - 245 Halifaxes and 45 Lancasters.

One of the worst nights for the group occurred March 5, 1945, when nine aircraft crashed near their bases in Yorkshire soon after takeoff in icy conditions. No. 426 (Thunderbird) Sqn. lost three of 14 Halifaxes in this way, with only one man surviving. One Halifax crashed in York, killing some civilians. And 22 more aircraft were lost in the main operation, a raid on Chemnitz, Germany, and area.

On April 25, 1945, less than a month before the air war's end, six of the seven bombers that were lost in a raid on the Frisian island of Wangerooge were destroyed in collisions. Two were Lancasters of 431 Sqn. and four were Halifaxes, two each from 408 and 426 squadrons. Twenty-eight Canadians and 13 British airmen were killed. The seventh aircraft was a Free French squadron's Halifax; its whole crew was killed.

Bail-Out Over Chemnitz

An Airforce Recollection by Fred Broadfoot, as told to Jim Kirk

The Crew



L-R back: Harry Slipper, RAF, engineer; Vince Glover, skipper; Hugh McKenzie, rear gunner; Verne McKinnon, bombaimer; Front: WAG & mid-undergunner. Michael Kastner, mid-upper gunner; Jack Gordon, navigator.

Like a great many of those who came back from "the great unpleasantness" of W.W.2 Fred had a tale to tell, but like many others, was reluctant to talk about it. However he did agree to an interview, giving a brief outline of his Air Force involvement.

A short pre-amble to Fred's story is given to point out the extensive amount of training required for each Aircrew member.

Following Basic Training (the introduction to military life) at Brandon Manning Depot in 1942, Fred went on course at #3 Wireless School in Winnipeg. The flying part was done in Fleet Fort aircraft.

Then, as an LAC (Leading Aircraftman) he was sent to #7 B & G (Bombing & Gunnery) at Paulson, Man. to take gunnery training on Bolys (Bolingbroke). He graduated in Sept. '42, receiving his "wing" as a Sgt. WAG (Wireless Air Gunner). A small percentage of each graduating class was selected as instructors to fill the need of the ever expanding BCATP (British Commonwealth Air Training Plan). Fred was one of those selected and was posted back to Winnipeg, this time as a Wireless Operator Instructor at #5 Air Observer School. Flying there was done in Ansons.

In March '44 he was posted overseas, sailing from Halifax on the Dutch ship, Amsterdam, as part of a North Atlantic convoy. Fred relates, "During the crossing a bottle of booze was raffled off. As far as I know the contents were never consumed by the winner as the bottle was re-raffled again and again. I wonder how many crossings of the Atlantic that bottle made?"

They docked at Greenock, Scotland, where they were greeted by a fly-over of British Beaufighters to welcome them. They were transferred by train to Bournemouth, a well known seaside resort in the south of England, arriving there on April 1st (April Fool's Day). There they were introduced to the NAFI Wagon where they "dined" on Spam sandwiches and tea. They were billeted in what were once posh hotels along the coast. But there was still more training ahead, much more. The British Army took them under its wing for a period of training in commando operations, after which the RAF took over to introduce them to the use of dingies and parachute drill.

In September they were transferred to #1664 Heavy Conversion Unit where they began familiarization flights on Halifax bombers, a hint of things to come. A month later, finally, the real thing; they were "On Squadron!" They were attached to 420 Squadron (Snowy Owl) at Tholthorpe, near York. There they were assigned a full time engineer from the RAF, a former English Bobby. This brought their crew

The Author



F/O Fred Broadfoot

landed at USAF Station Lesiton in the south of England. I didn't appreciate the "birthday presents" showered on us that day! Our Skipper got the DFC (Distinguished Flying Cross) and the Engineer received the DFM (Distinguished Flying Medal) for his skill in manipulating the remaining fuel."

"In 1961, I was stationed in Germany and was exposed to a lot of beautiful accordion music, especially in Bavaria and Austria. I believe this influenced my music and prepared me for my second career. One of my exotic postings was Cold Lake, Alberta, where I spent 14 years repairing CF104 aircraft. I liked Cold Lake, but it sure was nippy at times.

"In the spring of 1991, my wife and I took a visit to Prince Edward Island. While in Egmont Bay, we

up to seven in number. Fred well remembers his birthday of Oct. 25, 1944. "It was only our third trip, a daylight flight to Homburg. Being still a junior crew, we were briefed to fly on the bottom of the bomber stream at approximately 15,000 feet. As we were making our run onto target, the mid-upper gunner gave us a running commentary on the aircraft directly above us: "Bomb bay open," etc. Our aircraft was hit by a 1,000-lb bomb through the port wing, taking out a fuel tank, and a 500 pounder through the starboard elevator! We all thought we'd had it but in a typical case of "coming home on a wing and a prayer," we managed to make it back over the Channel and force

A Revival of Down-Home Music



Down-Homers

If you have faith, nothing shall be impossible. Damian "Dick" Lathigee, ex-442 tech, lives in Union Bay with his wife Phylomena, and their Airedale "Sampson." "I fell in love with the wee little village of Union Bay at first sight."

Damian, who recently retired from the CF, has embarked on his second career. He and his wife have just recorded their first instrumental album cassette of pure "Down Home" tunes under the title of "Maritime Music." These Atlantic tunes will get your toes tapping for sure!

While stationed at CFB Comox in 442 Search & Rescue Squadron, Damian saw a lot of B.C. during his off-duty time and also on searches. But no other place captured his heart like Union Bay. "I was so inspired with the beauty of God's creation around me that I decided to revive some good old down home tunes that had been rollin' around in my head for many years. I had been told many times that "Squeeze Box" (button key accordion) players were becoming very rare, a dying breed, so my goal now is to try, God willing, to resurrect this unique instrument.

Damian also recalls his boyhood years in Cape Breton, and fondly remembers the warm summer days, "hauling in the lobster traps with my dad in a little dory. I guess like everything you do in life, if it brings you joy and happiness, you will do your best at it."

"In 1961, I was stationed in Germany and was exposed to a lot of beautiful accordion music, especially in Bavaria and Austria. I believe this influenced my music and prepared me for my second career. One of my exotic postings was Cold Lake, Alberta, where I spent 14 years repairing CF104 aircraft. I liked Cold Lake, but it sure was nippy at times.

"In the spring of 1991, my wife and I took a visit to Prince Edward Island. While in Egmont Bay, we

visited one of the finest fiddle players in the Maritimes, Mr. Eddy Arsenault. I was so very fortunate to be able to hear him play his Acadian music. Eddy and his wife Rita really expressed their enjoyment at the tunes I played on the squeeze box for them. Eddy said, 'Damian, your music is unique, and no matter where you perform, it will be welcomed.'

"Another goal for us, God willing, is to take our music south of the border and expose the American people to our heritage, with a down home flavour. Sure would like to hear them sing 'I see the B'ye' or 'Squid Jiggin Ground.'"

This summer, The Downhomers will perform at various music festivals throughout the province of B.C. On their cassette album, Damian plays the button key accordion and guitar, accompanied by his wife Phylomena playing the spoons and snare drum.

On their first cassette album, The Downhomers perform a selection from New Brunswick, namely, The Old Man & The Old Woman; from P.E.I., a tune called The Boys of Blue Hill; from Newfoundland, Salute to Fishermen, as well as Scottish and romantic waltzes.

The cover picture on their cassette was taken last spring in the village of Main-a-Dieu, Cape Breton County, the village where Damian was born and grew up before enlisting.

Before the recording was made, Damian had the opportunity of jamming with Will Millar of The Irish Rovers in Victoria, B.C. Will Millar expressed enthusiasm towards Damian's ability to make the 'squeeze box' crank out some fine down home music.

If you want a copy of The Downhomers music, you can call them at 335-1194, or write to P.O. Box 235, Union Bay, B.C. V0R 3B0

TOTEM LOUNGE



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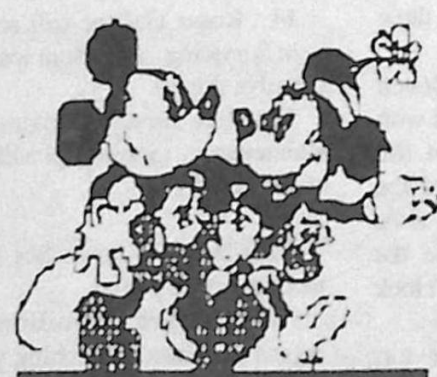
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Country Kitchen

Black Forest Cakes

by BARBARA VERMETTE

OLD FASHIONED CHOCOLATE LAYER CAKE

2-1/4 cups sifted cake flour
2 tsp baking soda
1/2 tsp salt
3 oz unsweetened chocolate
1/2 cup butter or margarine
2-1/2 cups firmly packed brown sugar
3 eggs
2 tsp vanilla
1/2 cup buttermilk or soured milk
1 cup boiling water

METHOD: Sift flour, baking soda, and salt together. Melt chocolate in double boiler or microwave and cool. Cream butter and brown sugar until light and fluffy. Add eggs, one at a time and stir in cooled chocolate and the vanilla. Add dry ingredients to cream mixture alternately with buttermilk. Stir in water gradually to make a thin batter. Pour into three greased and floured 8" cake pans. Bake at 350 degrees F. for approximately 30 minutes, or until toothpick comes out clean. Cool and frost, or use in Black Forest Trifle.

QUICK BLACK FOREST CAKE

1 chocolate cake mix
1 can cherry pie filling
1 pkg instant chocolate pudding
1 pkg Dream Whip
1 cup milk
almond flavouring

METHOD: Prepare chocolate cake mix according to package directions. Stir in 3/4 of the can of cherry pie filling. Bake as directed in two 8" cake pans. Cool. Mix instant chocolate pudding with one package of Dream Whip. Add almond flavouring to approximately one cup of milk and mix with pudding and Dream Whip until it is of a spreading consistency. Place remaining 1/4 can of cherry filling between layers of cake along with some of the chocolate pudding and Dream Whip mixture. Ice the top and sides with the rest. Slice and serve with ice cream or whipped cream.

mixture on top. Top with third crumb layer and press down lightly. Chill several hours or overnight. Next day, loosen dessert by running a hot knife around sides and remove spring form. Place on serving tray. Make up the one pkg of topping mix with the 1/2 cup cold milk and spread on top and sides of cake. Decorate with grated chocolate, or make rosettes of topping, maraschino cherries and chocolate curls. Chill and serve.

BLACK FOREST TRIFLE

CUSTARD:
3 cups milk
5 egg yolks
1/2 cup sugar
1/4 cup cornstarch
1 tsp vanilla
TRIFLE:
1 chocolate cake (your favourite recipe, or try the recipe to follow)
1/3 cup Kirsch
4 cups cherries, pitted and drained
1 cup whipping cream
2 T. icing sugar
1 tsp vanilla
chocolate curls and maraschino cherries to garnish

METHOD - Custard: Heat milk until bubbles form around edge. In heavy saucepan, beat egg yolks with sugar and cornstarch until smooth. Whisk in hot milk in slow stream. Cook over medium heat, stirring constantly, until thickened. Reduce heat and simmer, stirring for another minute. Remove from heat, stir in vanilla and let cool.

Cover with plastic wrap and refrigerate.

Trifle: Break your favorite chocolate cake into chunks. Arrange in bottom of large glass bowl and drizzle with Kirsch. Spoon in cherries placing them amongst cake along sides of bowl. Spoon in cooled custard. Whip cream with icing sugar until stiff, add vanilla and spread on top of cake and cherries. Garnish with chocolate curls and maraschino cherries.

F. for 30 minutes. Cool.

Frosting and Filling: Beat whipping cream with sugar. Add the 1/4 cup of Kirsch. Split each cooled cake in half. Brush the cut surfaces with cherry juice from the drained cherries into which you have added the 2 T. Kirsch. Take three layers of cake and spread each with 1 cup whipped cream and 1/3 cup sour cherries. Assemble three layers and place remaining layer on top. Cover entire cake with remaining whipped cream. Garnish sides and top with grated chocolate and decorate with maraschino cherries. Enjoy!

NO-BAKE BLACK FOREST CHERRY CAKE

24 Peek Frean Bourbon Creme biscuits, finely crushed (you'll need two pkgs.)
1/2 cup melted butter
1 tin cherry pie filling
2 pkgs dessert topping mix
3/4 cup cold milk
1/4 cup Kirsch

FROSTING

1 pkg dessert topping mix
1/4 cup cold milk
1 square semi-sweet chocolate, grated

Using bottom of 8" spring form pan as a pattern, cut three 8" circles of waxed paper. Place on bottom of pan, and the other two on flat surfaces. Combine biscuit crumbs with melted butter and divide evenly among the three layers. Pat evenly and firmly and chill. Make up two pkgs of the dessert topping mix according to package directions using the 3/4 cup milk and 1/4 cup Kirsch.

To assemble, spread cherry filling evenly over chilled crumb mixture in the spring form pan. Divide the topping mix in two and spread half of it over the cherry mixture. Place second crumb mixture on top by carefully peeling off waxed paper and then place the second half of topping

plunked down in front of me. Jane had struck again! She had been in contact with 442's present exchange wife, and arranged to nonplus Barbara yet once again. SO, it worked and I look forward to getting even as only I can get even with Jane, Karen, Natalie, Donna, Nathalie, Laura, Jan, Christine, Pat, Patty, Lori, Kathi, Marlene, Sylvia, Diane, and Noreen. I know you are doing this - letting me have two birthdays a year - just to get me older than you. Right! Thanks, I feel so special! Following are four very different versions of Black Forest Cake. Give one (or all) of them a try.

BLACK FOREST CAKE

1 - 4 oz pkg sweet chocolate
1/3 cup water
3/4 cup soft butter
1-1/2 cups sugar
3 eggs, separated
3/4 tsp vanilla
2 cups pastry flour
1/4 tsp salt
3/4 tsp baking soda
3/4 cup buttermilk or soured milk

FROSTING AND FILLING

3 cups whipping cream
3 T. sugar
2 tsp vanilla
1 can pitted sour cherries - drain and reserve juice

2 T. Kirsch
1/4 cup Kirsch
GARNISH
grated chocolate
maraschino cherries

METHOD: Melt chocolate with water in top of double boiler. Let cool. In large bowl, cream together butter and sugar until light and fluffy. Add egg yolks, one at a time, beating well. Add vanilla and melted chocolate. Blend well. Sift flour, salt and baking soda together. Using electric mixer at low speed, blend flour mixture and buttermilk alternately into creamed butter and sugar mixture, one third at a time. Beat egg whites until stiff and fold into batter. Grease two nine inch cake pans and line with waxed paper. Spoon batter into cake pans and bake at 350 degrees

More Speeding

There, changes in federal regulations in the mid-1980s allowed state governments to increase the limit on rural interstate highways from 55 to 65 mph. By 1989, 40 states had raised the limit -- and had recorded significant increases in the number of traffic deaths.

In 1990 alone, deaths were up 28 per cent when compared with the average number in the years 1982 to 1986, before the limit was raised. States which retained the 55 mph limit saw traffic deaths increase by only five per cent. According to studies by the U.S. Department of Transportation, an

increase of about 20 per cent is directly attributable to the higher limit.

But speeders don't only risk their own lives. They pose a threat to everyone on the road with them. More than half of the people killed in speeding-related crashes are drivers of other vehicles, passengers, pedestrians and cyclists -- not the speeding driver.

The bottom line is that there is no good reason to speed. That's why ICBC and your local police are asking you to "Please stop speeding before speeding stops you."

Anti-Speeding Campaign

Police throughout the province are tuning up their traffic radar equipment and stocking up ticket books in preparation for the first of this year's three enforcement campaigns against speeders from May 13 to May 19.

They're being joined by ICBC and community traffic safety groups who are delivering a simple message to drivers -- "Please stop speeding before it stops you."

All three campaigns are tied to summer's major statutory holidays because that's when accidents peak. The first campaign centres around the Victoria Day

holiday on May 18. The Canada Day campaign runs from July 1 to 7, while the Labour Day weekend campaign goes from September 2 to 8.

In 1990, police reported that unsafe speeds were contributing factors in nearly 5600 traffic crashes in which people were killed or injured. In fact, only failing to yield the right of way and driving without due care and attention are cited more frequently as contributing factors.

ICBC President Tom Holmes says that "the upcoming campaigns will see police monitoring the high traffic volumes we tradi-

tionally experience on holiday weekends. We want everyone to know this in advance because both ICBC and the police want to see fewer tickets handed out and fewer people injured or killed on our roads."

This is the fourth consecutive year in which the police and ICBC have teamed up to combat speeding. During last year's two-week campaign, which was keyed to the Labour Day weekend, police issued 19,386 tickets for speeding and a further 855 for excessive speeding. In addition, more than 9300 written warnings were handed out.

Recreation

1992 GGGC Early Bird (Ladies)



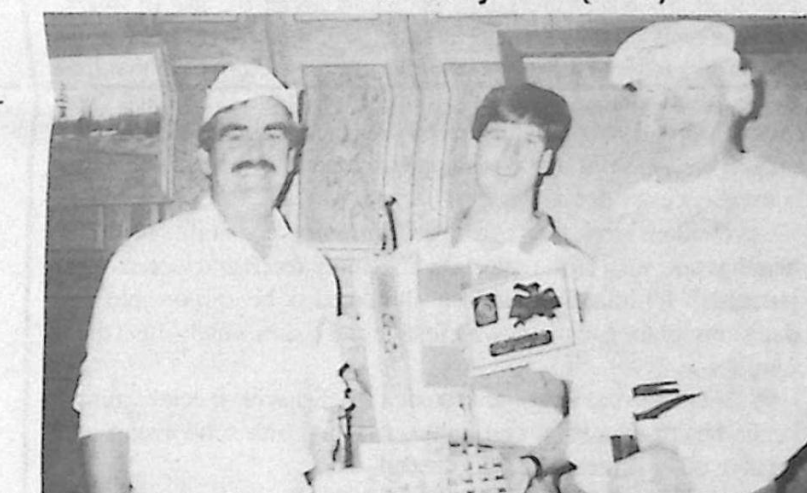
L-R Winner Patti Beachy, Pro Scott Fraser, Ladies Director Gill Iddiols

1992 Mixed 4 Ball



L-R Len Doyle, Roy Downey, GC Pres. Bill Krier, Glen Caslake, Heather Sykes

1992 GGGC Early Bird (Men)



L-R Men's Club Director Bill Brundage, Pro Scott Fraser, Winner John Holley

Jr Field Low Gross



L-R Jr. Rep. John Courtemanche, Zone 6 Jr. Field Low Gross winner Tim Hedquist, Pro Scott Fraser

Looking Back:



By Rose McCliesh

Sign up for the Men's Open NOW!

Glacier Greens held their annual President's Cup golf tournament on Sunday, 3 May 92.

Tournament Director, Mr. Don Middleton, and his assistant, Mr. Chuck Perry, were pleased with the large number of participants in both divisions:

LADIES DIVISION RESULTS:

1st L.G. with 88 (CB) Lorraine Courtemanche
2nd L.G. with 88 Sharon Miles
3rd L.G. with 91 Shirley Shearer

1st L.N. with 65 Elsie Downey
2nd L.N. with 70 Irene Marshall
3rd L.N. with 71 Kay Banks

K.P. #7 Shirley Shearer
K.P. #13 Sharon Miles

MENS DIVISION RESULTS:

1st L.G. with 72 Bing Shearer
2nd L.G. with 74 Ted Sauve
3rd L.G. with 76 Doug McArthur

1st L.N. with 61 Richard Wand
2nd L.N. with 64 Doug Slauenwhite
3rd L.N. with 64 John Holley

K.P. #7 Ron Carter
K.P. #13 John Armstrong

Sign up now for the Men's Open - Sat. & Sun., 6 & 7 June. For more info call G.G. Pro Shop at 339-6515.



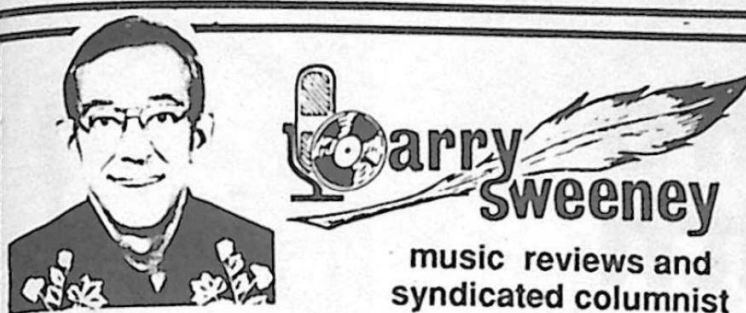
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Deck action on the "Bonaventure." Photo courtesy CWO Terry Doherty, CFB Comox Base Chief Warrant Officer.



TLC Ain't Too Proud to Beg

Artist: TLC Label: LaFace/Arista
Title: Oooh...On The TLC Trip

The trio of TLC have put together one of the most danceable, listenable and truly enjoyable albums. There's loads of raps, funky, street-level beats and humour. With production by some of the most successful in the music industry, including L.A. Reid and Babyface, group have seemingly come out of nowhere to land safely in the top-10 with their debut single "Ain't 2 Proud To Beg," a song that has already lit up the airwaves and caused cash registers to ring up enough sales to send the track to gold status.

They click with Shock Dat Monkey and add the novelty of Hat 2 Da Back and the beat-laden Das Da Way We Like 'Em. Album opens with an introduction, features two intermissions and a conclusion. Discovered by hit heister Pebbles group have stone smash with this outing and enough material waiting for follow-on release (Bad By Myself, Baby Baby Baby and Depend On Myself) to stay on the charts for a long time.

Artist: SNAP Label: Arista
Title: The Madman's Return

SNAP came to prominence with the worldwide hits The Power and Oops Up and the debut album of World Power with its almost three million sales. Led by the melodic first single Colour Of Love, which features the vocals of Thes Austin who replaced Penny Ford, The Madman's Return is a combination of heavy rap trax and soulful pop. Highlights include Believe In It, the three-part SNAP At The Movies with Turbo B as the EX-Terminator. Solid set.

FAST FACTS

Novelty has always played a major role in pop music and Charlie Drake was able to capitalize on that with his 1962, top-40 outing of My Boomerang Won't Come Back, his only top-40 hit. That's the FAST FACTS on Charlie Drake.



T L C

RECYCLE THIS
NEWSPAPER
TOTEM TIMES



Health & Fitness

To Your Health

Health information from the Registered Nurses Association of British Columbia

Healthy Schools

You may soon notice a new focus on health in your child's school.

Community health nurses have long kept immunizations up to date or screened for visual or hearing problems in the schools. Now, nurses are calling for a more expansive health program that includes health instruction and a wide range of school-based health services.

The in-school health services might range from first-aid to visits from nutritionists, psychologist, speech therapists or a host of other health care professionals.

Nurses also want to see a greater focus on a healthy physical and psychological environment within the school, family and community. For the school, this includes clean, safe facilities as well as freedom from harassment or discrimination and recognition of cultural differences.

This kind of health promotion - proactive and preventative - helps develop attitudes that give children the tools and information to exercise control over their own health as they mature and, later, contribute to a healthy community.

Nurses support the new curriculum guide of the B.C. Ministry of Education called "Learning for Living" which covers the principles of healthful living with a new emphasis on the personal development of students. Students study nutrition, fitness, how to care for themselves, how to care for others and how to care for the environment.

Instruction on sexuality and sex education are also important components under family life education in the new school curriculum.

The old adage "prevention is better than cure" never rings more true than when teenagers face decisions about the use of drugs, nicotine or alcohol. But they can face these decisions more responsibly if they have developed the habit earlier in their lives of making healthy life decisions based on sound information. This habit can be developed in younger children by such tactics as encouraging the simple, daily task of toothbrushing based on information about the consequences of dental neglect.

As children grow, they can be given more responsibility for other health issues such as the selection of healthy foods and recreational pursuits. Ultimately, children should also be responsible for decisions relating to their own lifestyle and issues which affect their families.

Schools need at least one resource teacher with special training in the health education curriculum to work with school staff and involve other professionals as needed.

Community health nurses and other health professionals have the knowledge and expertise to help develop the school health programs. They can co-ordinate local health resources and advise teachers and students on health-related issues.

There is also a key role for parents and other adult members of the community. Nurses recommend that they support bans on smoking on the school premises and get involved in parent-teacher associations to help put healthy principles into practice.

For a start, this could be as simple as a safe environment with good facilities, clean drinking water and nutritious food in the school cafeteria and vending machines.

We all benefit by investing in the health of the generation that will shape our future community.

info health

Dr. Bob Young



Monday Morning Blues

Monday morning, after a weekend off. Three new patients on my hospital list, all admitted through the emergency department, and all well known to me. Three elderly, chronically ill individuals who have each suffered one more insult to their tired bodies.

Two of the charts have notes stating that the families do not wish resuscitation to be performed should the patient take a sudden turn for the worse. I phone the son of the third patient to discuss his wishes should his mother require heroic measures in order to keep her alive. He also expressed a preference to let her slip away quietly. "Please try and keep her comfortable," he said.

A great start for the week, with a comatose stroke patient, a woman with inoperable cancer and a newly broken hip, and a

case of kidney failure. There was no more useful treatment available for any of these people - all that could be done, had been; the cancer patient was far too weak to operate on her hip.

So a "no code" note was added to each chart, informing the nurses and house doctors that resuscitation should not be attempted when breathing ceased or the heart stopped. CPR, with breathing bags, electric shocks, multiple drugs and heavy staff commitment is avoided on the basis of a previously made decision.

This is much better than having to stop CPR once it has begun.

We stated that there was no more useful treatment available for these terminally ill patients. It would be more accurate to say that nothing would prolong their lives. Treatment is still required

to manage pain, calm anxiety and overcome confusion. Good nursing care prevents or postpones infection, bed sores, bowel blockage and other problems.

The goal is not to hasten the person passing on, nor to hinder it, but to just let it happen as quietly and calmly as possible.

While writing "no code" is a sad decision, particularly when I have looked after the patient for years, it is neither a tragedy nor an ethical burden in my view. It is certainly not active euthanasia. If it is passive euthanasia, I feel almost all elderly people would prefer it to being kept teetering on the brink of the next world in a welter of pipes, tubes, pumps, flashing lights and alarm bells.

But I wish I didn't have to do it on a Monday.

People with Disabilities

Thankfully, the term "handicapped" is rapidly being replaced with more descriptive (and far less judgmental) phrases such as "people with disabilities" or "persons with special needs".

Even more gratifying is the progress that has been made in assisting people who have mobility or other problems lead more normal lives. It has, to be sure, been slow, and many of the changes have been the result of the efforts, the lobbying, and the persistence of the disabled themselves.

We are all aware of the increased accessibility either designed into new buildings, or attained by altering old ones, often mandated by city building codes. We are all familiar with the modified curbs at intersections, an innovation 20 years ago, the norm today.

Less well-known to the uninitiated is the wide variety of other aids available to people with disabilities. Instead of a "one fits all" wheelchair, there are now many models of chairs, scooters, and walkers being made. Specialty chairs have contributed to making participation in sports possible for many disabled individuals.

Lifts that move people into vans or cars, home elevators and stairlifts are other inventions that increase mobility.

The electronics industry has provided personal alarms, modified computers and telephones, and remote-controlled appliances that allow self-sufficiency in many.

Dependable appliances are available for incontinence problems, absent or non-functioning limbs - indeed for

many medical problems that previously forced isolation.

Along with these and many other technological advances there has been major progress in the legal field. Discrimination against, and denial of rights to persons with disabilities certainly still exists, but legal recourse is available to them.

All this, and more, has allowed many people with disabilities to come out of their cloistered existence, find and keep meaningful employment, and enjoy the wonders and fun of the world.

And most of the rest of us have become more comfortable in our relationships with these men and women, no longer shunning or avoiding contact. We have learned, sometimes to our surprise, that people with disabilities are usually very much like ourselves.

Bookshelf Bestsellers



Pat Bolen
Proprietor

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Debi Williams
Manager

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Week Ending 16 May

10 Top Paperbacks

1. The Elf Queen of Shannara
Brooks
2. Generation X
Coupland
3. Itsuka
Kogawa

4. Famished Road
Okri
5. Such a Long Journey
Mistry
6. The Wasteland: Dark Tower 3
King

7. Jewels
Steel
8. Burden of Desire
MacNail
9. Star Trek Probe
Bonanno
10. "I" is for Innocent
Grafton

On & Off the Base

Snow-to-Surf Race, 1992

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For the second year in a row the 442 Sqn SARTECHS finished the Snow-to-Surf competition in the top ten. However, they failed to defend the Base Commander's Trophy they captured in 1991, when they placed third overall out of a field of 160. A team of CADETS from Royal Roads Military College in Victoria were the first military octet to cross the finish line at the Comox Marina on Sunday, 26 April, placing fourth overall with a time of 2:45:37. The SARTECHS finished a very respectable sixth overall, completing the course in 2:49:54. Placing eighth overall were the TOTEMS, sponsored by Island Honda. This year marked the first time in Snow-to-Surf history that three military teams placed in the top ten.

The Cadet squad was very strong this year, and were in fact leading the race well into the mountain bike leg when bad luck reached up and broke their cyclist's chain. It is quite possible that had this unfortunate event not taken place, not only would Royal Roads have captured the Base Commander's Trophy, they would have been named the Canadian Multi-Sport Relay Association Champions as well.

Representing CFB Comox in this, the 10th anniversary running of the Snow-to-Surf Race, were 14 teams. The CONES OF CONFUSION, from BATCO, lived up to their moniker, for they were so confused by the logistics in-

volved in getting people to their respective starting points that one of their runners had to wait for the other to be dropped off, and their mountain biker had to ride an additional eight km to get up to his start position. (So much for a little pre-race planning!) The YOUNG AND THE TOOTHLESS, from - you guessed it - the Dental Det, finished in very respectable 60th. How did they do it, you ask? Well, aside from the ringer brought in from Victoria (namely their cyclist), it had to be Major Hedley's paddling technique. They say that if you take a walk down by the Marina, you can still hear the sounds of Major Hedley's voice laughing out, "HA HA HA...they've capsized...let's pass 'em...HA HA HA."

A total of 26 CF teams competed for the Base Commander's Trophy this year. Making their second appearance in as many years were the BYTOWN BUREAUCRATS and the FAT CITY SENATORS. Apparently arriving even two days before the "big" event wasn't enough to allow team members to acclimatize to our West Coast conditions, as both teams failed in their attempt to take the Trophy back to the "Head Shed." Cool Pool was represented by AETE once again this year, and the once formidable XPRESS were much, much too alike their colleagues, the XPRESSLESS! And if the organizing committee had included the pre-race Saturday night party as a leg of the race, it

would have been difficult to catch the SLIPPER CLUB from HMCS Yukon.

The NEVER READIES from Base Supply were one of the few teams to actually achieve their pre-race goal. And it did not come easy for them. Yes, they finished the race ahead of the team called PRETTY IN PINK! However, it took every ounce of grit and determination by every team member to achieve their lofty goal - can you imagine TWO flat tires on the team vehicle just getting to the race!

This year also saw the introduction of a trophy to be awarded to the first CF Masters team to cross the finish line. The "Skip" Somerville Memorial Trophy was presented at the awards ceremonies to the ROYAL ROADS PERI STAFF team by Capt Kelvin Hamilton of the BYTOWN BUREAUCRATS. The trophy is in memory of "Skip" Somerville, a member of the NDHQ team, who passed away suddenly the week of the race.

On an appreciative note, many thanks to all those from the BTIO, BCEO, BSUP, and BTNO Sections who gave of their time to assist in making this event a huge success. Well done to all the participants, especially those from 442 Sqn SARTECHS and the Island Honda TOTEMS, who finished in the top ten. As for the rest of the teams - it's never too early to start training for next year!

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 Bonnie Cochrane 339-0298.

CYCLE TO

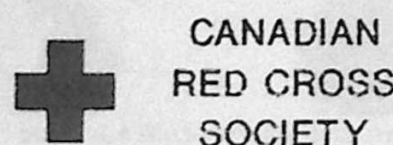


BE SEEN



PARTICIPATION

NEXT DEADLINE 25 MAY - NOON



DATE TO PUT
ON YOUR CALENDAR:

NEXT BLOOD DONOR CLINIC

FRIDAY 15 MAY 1992
10 A.M. TO 2 P.M.

THE
FLORENCE FILBERG CENTRE
COURTENAY

Public Announcements

Dependant Use of Base Gym Facilities

Effective immediately, all dependants using the Base Gym facilities must produce their Dependants Pass in order to enter the gym. Dependants under the age of 12 must remain in the company of their guardian.

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.

Canadian Forces CISM Sailing Selection Regatta

Maritime Command together with CFSA Montreal will host a sailing selection regatta at CFB Montreal CFSA 15-18 Jun 92 using CF Albacore sailboats; white sails event. The competition will be organized and directed by CFSA Montreal. The CFSA National and the CISM Selection Regattas will be the same competition. The rules and regulations will be provided by CFSA Montreal.

For more info please contact Sgt Plante at the BPERO Section, local 8690.

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, local 8315.

Pac Region Ball Hockey Championship

CFB Comox will be hosting the Pac Region Ball Hockey Championship 19 - 22 May 92. The meet and greet will be at the Junior Ranks Mess 18 May 92 starting at 1800 hrs. Volunteers are required to assist in the hosting of the tournament, contact the Rec Centre local 8315.

TOPS Meeting

TOPS #BC3454, Lazo, meets every Wed. night at the Base Rec Centre at 630 p.m. For more information call Elaine 339-3213.

Past PMC Luncheon

CFB Greenwood will be holding Reunion '92 from 28 - 31 May in celebration of the Base's 50th anniversary.

As part of the Reunion, the WO's & Sgts' Mess at Greenwood will hold a Past PMC Luncheon at 1300 hrs Friday 29 May 92.

Any Past PMC's or VPMC's of the Greenwood Mess are requested to contact the Mess Manager at 765-5655 if they plan to attend or wish to send greetings to those who will attend.

Sail Training Courses

Sail training courses are offered by CFFSE/CFFSH and are designed to teach the basics of sailing through to coastal and offshore skipper qualifications. These courses are modeled after and meet the CYA standard and will be entered on the individual's UER on completion. For further info on levels, contact Rec Centre 8315 or C2 Hanna, CFFSE Esquimalt Boatshed, loc 4313.

CV Amateur Radio Club

The Comox Valley Amateur Radio Club holds monthly meetings the fourth Thursday of every month at the Kin Hut, Courtenay. All amateurs and prospective amateurs are welcome. For more info contact Dave Grimshire, Local 8523 or the club repeater VE7 OVR 147.91/31.

Pitcher & Player Wanted

Ladies Fastball Team looking for experienced PITCHER and PLAYERS. If new to the area, call 338-8781 or 338-9749.

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.

Recreation Ball Hockey

Military members interested in playing Rec Ball Hockey, floor time is available Wednesdays, between 1600-1730 hrs at the Rec Centre.

Personal equipment is advised due to limited equipment available. Eye protection is mandatory and wooden sticks are permitted. For more information, 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.

C.V. Amateur Radio Club

The Comox Valley Amateur Radio Club holds monthly meetings the fourth Thursday of every month at the AFIS Theatre, next to the CFB Comox Air Force Museum. All amateurs and prospective amateurs are welcome. For more info contact Dave Grimshire, Local 8523 or the club repeater VE7 RCV, 147.91/31.

Squash

Squash court bookings at Courtenay Rec Association are no cost and can be booked in person or by phone, 338-5371. Interested personnel are required to register through the BPERO Section. For more information please contact the Base Gym, loc 8315.

C.V. Newcomers' Club

The Comox Valley Newcomers' Club welcomes all ladies new to the area and invites them to attend the next scheduled meeting on Monday, 11 May, at 7:30 p.m. at Dusty's Den in Comox. For further info call Chris at 338-6550.

Comox Glacier Wanderers

The Comox Glacier Wanderers are holding a 10K Volkswalk on Saturday, 23 May 92. The start will be at the Black Fin Pub from 9:00 a.m. to 12:00 noon. The route will be out to Radford Beach. Everybody is welcome, so come out and join us. For info call 339-3945.

The Comox Glacier Wanderers are sponsoring a 10K Volkswalk on Sunday, 24 May 92, to be held at Seal Bay Park. The walk will start at the Seabank Road entrance from 9:00 a.m. to 12:00 noon. Come out and enjoy nature. For info call 339-3945.

CFB Comox Weight Training Club General Meeting

The CFB Comox Weight Training Club will be holding a general meeting on 2 Jun 92 in the Base Gym Conference Room at 1400 hrs. As the meeting will deal with several pressing matters, all members are encouraged to attend. For more info, contact Cpl Savard Loc 8315 or Cpl Laprade.

On the Base

421 Sqn Closes 29 May



"Red Indians" turn 50 as 421 TF Sqn stands Down

the most popular gun dog in Great Britain.

Many Canadian sportsmen used Labradors as gun dogs, but the number of them used this way is really insignificant. A large majority of Labradors are simply kept as pets. Their docility and trainability is very well known. They are excellent with children.

The classic Lab is solid jet black. However, there are varieties of colours. Yellow Labs can vary in colour from fox-red to light cream, and there is also the Chocolate Lab in various shades. The Canadian Kennel Club standard calls for dogs to be of the approximate weight of 60 to 75 pounds and 22-1/2 to 24-1/2 inches tall. Bitches should be 55 to 70 pounds and one inch shorter at the withers.

If we in Canada were to choose a National dog, and it's about time that we did, I feel the Labrador Retriever by virtue of his name and popularity would win hands down. Anyway, I'd vote for him.

421 Tactical Fighter Squadron will celebrate 50 years of distinguished service during closing out ceremonies at Canadian Forces Base Baden-Soellingen the weekend of 29 May through 1 June.

All former members, associates and friends of the Red Indians are welcome to attend. Service flights on which all seats will be available - for a limited time only - to assist members and ex-military members to and from the celebrations are: SF7712 from the west to Trenton on May 26; SF7494 from Trenton to Lahr on May 29; and SF7495 from Lahr to Trenton on June 1. (A flight back west is yet to be confirmed. Those interested are encouraged to book themselves through their own base traffic as soon as possible.)

Accommodation is available at CFB Trenton's Yukon Lodge, by calling to reserve. Maj. Don Caldwell is the contact in Trenton at extension 3033 (fax 7091). A limited number of rooms are available in Baden and will be reserved on a first come, first served basis. Contacts in Germany are Captains Luc Savoie and Neil McDermid. They can be reached at 011-49-7229-67, extensions 8120 or 8131. Their fax is 8053.

Hi Ziggy Zumba!

Senior DND

Appointments

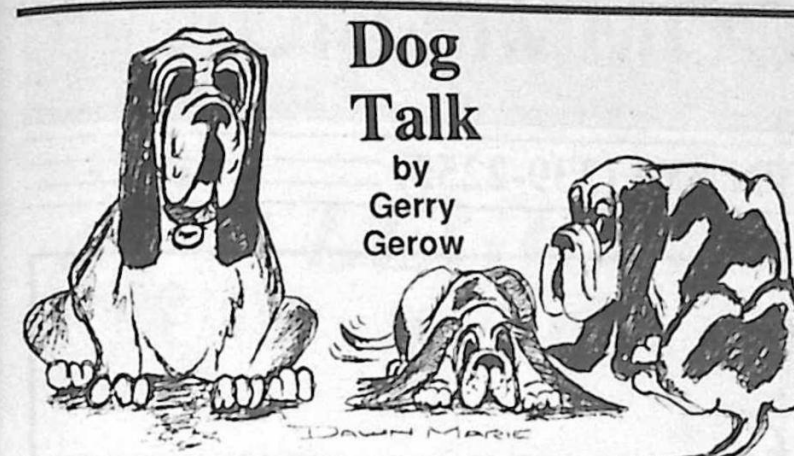
OTTAWA -- The Chief of the Defence Staff, General John de Chastelain, has announced that the following new promotions and appointments have been approved by the Minister of National Defence and will take effect during 1992:

Vice-Admiral John R. Anderson will replace Lt.-Gen. Fred Sutherland, who is retiring as Vice Chief of the Defence Staff at National Defence Headquarters in Ottawa.

Rear-Admiral Peter W. Cairns, on promotion to vice-admiral, will replace Vice-Admiral Anderson as Commander Maritime Command in Halifax.

Maj.-Gen. Paul G. Addy will assume the appointment of Deputy Chief of the Defence Staff, Intelligence, Security and Operations at National Defence Headquarters.

Brig-Gen. Lew W. Mackenzie will be promoted to major-general and after his tour of duty in Yugoslavia, will assume the appointment of Commander Land Forces Central Area in Toronto.



It appears from most of the information that I can find that the most popular dog in Canada these days is the Labrador Retriever. Due to the name Labrador, the dog is frequently thought of as having a Canadian origin. This is not true. In order to find the origin of the 'Lab' we must go back to the days of sailing ships. For whatever reason, in those days Newfoundland was a colony of Britain, sailing ships used to call there and frequently deposited unwanted ship's dogs and their litters on the shores to fend for themselves.

Well, dogs gotta eat and for just this reason the abandoned dogs evolved into two distinct species. The one, of course, we know today as the Newfoundland. The other was smaller, and survived by retrieving whatever came their way out

of the ocean. This dog was variously known as the Lesser Newfoundland, the Black Water Dog, and the St. John's Dog.

Eventually when their excellent retrieving skills were noted, some of them were taken back across the water to Great Britain. It really was Great in those days. There, breeders developed the dog we know today as the Labrador Retriever. All this took place in the early 1800's and breeds such as the Flat-Coated Retriever, the Tweed Water Spaniel, and the Curly-Coated Retriever were used to improve on the raw Newfoundland retriever.

The Labrador was first officially recognized and registered by the English Kennel Club in 1903. They were first registered in Canada in 1906 and in the United States in 1907. The Labrador has been for many years

TOTEM LOUNGE
CFB COMOX IR. RANKS MESS
COME AND DANCE TO THE MUSIC OF
LOVE CATS
SATURDAY 23 MAY 1992 FROM 1900 UNTIL CLOSING
COST MEMBERS \$5.00
NON MEMBERS \$7.00

PAC REGION BALL HOCKEY CHAMPIONSHIPS
WHEN: MAY 19-23
0900 Hrs
WHERE: BASE ARENA
EVERYONE ENCOURAGED TO ATTEND!
NEXT DEADLINE 25 MAY 92

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

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.

BCYCN
BRITISH COLUMBIA AND YUKON COMMUNITY NEWSPAPERS ASSOCIATION

ANNOUNCEMENTS Nakusp Centennial Homecoming August 1-3. Slo-pitch Tournament, Dances, Water Sports, Golf Run, Much More! Plan to come home for fun and visiting. Pass the word. AUTOMOTIVE Engines rebuilt for cars & trucks. 6 Cyl. from \$995, 8 Cyl. from \$1095. 5 Year or 100,000 Km limited warranty. Bond Mechanical 872-0641 8-7 p.m. 7 days. Toll-free Mon-Fri 1-800-663-2521. 1985 Ambulance Maxivan, dual air, 81,000 miles. Completely equipped, scissorbed, oxygen, beacons, siren, clean, ready to go. Only \$15,900. Truck Stop Auto Sales 1-597-2022. CANADA ENGINES LTD. Quality Rebuilt Engines: cars, light trucks. 6 Cylinder from \$995, 8 Cylinder from \$1095, 5 year, 100,000 Km ltd. warranty. 7 Days. (604) 580-1050, 1-800-665-3570. Samurai, Tracker Bikini Tops. Sale \$39.95. Replacement tops for Samurais \$189. Bikini tops for Jeeps \$54.50. Gemini Sales, 4736 E. Hastings Street, Burnaby, B.C. Phone: 294-4214. BUILDING SUPPLIES DOORS! WINDOWS! Interior and exterior wood, metal and French doors, wood windows, skylights. MORE! Call collect to WALKER DOOR and WINDOW in Vancouver at (604) 266-1101. BUSINESS OPPORTUNITIES Be your own boss! Earn \$25 - \$40 per hour working part or full-time as a totally tropical silk plant consultant. Phone Bev 1(604) 598-0105 collect. PROFIT FROM THE RECES-SION? Every few years a truly different opportunity comes along from ANYTHING you have ever seen. Minimum investment \$499. CALL TODAY! 1(519) 944-6000.	BUSINESS OPPORTUNITIES COLOURFUL BUSINESS. Do you have a flair for colour and design? Decorating Den, Canada's fastest growing interior Decorating Franchise is expanding in B.C. Training provided. Lower Mainland 525-8722, Provincial 1-800-565-8722. Travel Business From Home! Hawaii, etc. Materials, Training, Listings provided. Minor investment produces excellent income potential, travel benefits. Write: E.V.A. 857 Stuart, Kelowna, B.C. V1Z 1G8. Make \$\$\$ Driveway sealing units for spraying asphalt, interlocking brick, acrylic sealers, foundation coatings. Line painters, blowers, heated tanks. Commercial lawnspray equipment. Information call 1(416) 372-3902. EARN \$100's WEEKLY DOING PLEASANT Honest Work. Start Immediately. Free Supplies. Rush Self Addressed, Stamped Envelope: GREEN, Box 42069, 2200 Oak Bay, Victoria, B.C. V8R 6T4. BUSINESS PERSONALS ADD A LITTLE SPICE! B.C. College Roommates: Wendy, Wendy and Lisa - have exciting Personal Photos of themselves for sale. For discreet info write to: Spice, Box 670-GB, Kelowna, B.C. V1Y 7P4. Adults only please. EDUCATION TRAIN TO MANAGE an Apartment/Condominium building. Many jobs available. Government licensed home study certification course. Call for details: (604) 681-5456 or 1-800-665-8339. Pre-employment Auto Mechanics 10 month full-time program starts Sept/92. Small classes, two instructors, financial help available. Call Malaspina College, Powell River Campus 1-485-2878.	FOR SALE MISC. Backhoes 2 & 4 W.D., 950, 960, loaders, 18' x 36" jaw crusher, dump trucks and pugs, 455 case loader, water tank, excavators, and more equipment not listed. Call Vic 493-6791. Golf Cars 1988 E-Z-Go Gas, 2 Cycle, oil injection, air cooled engine with roof. Excellent condition \$2,200 and up. Fairmont 1-345-6465, 1-345-6423. HANDLE STRESS. GAIN CONTROL OVER THE RE-ACTIVE MIND! It starts with this book Dianetics: The Modern Science of Mental Health by L. Ron Hubbard. \$7.50. To order call 1(604) 681-0318. Visa/MC accepted. Hubbard Dianetics Foundation, 401 West Hastings Street, Vancouver V6B 1L5. ATTENTION SMOKERS. Beat the tax hike. Grow beautiful or outdoor Tobacco plants. Easy and Fast. Start now for summer. Valuable info and starter packet. \$2.00 TekTrade Box 8625 Victoria, B.C. V8W 3S2. GARDENING ONE STOP GREENHOUSE SHOP. B.C. Greenhouse Shoppers Ltd. 7425 Hedley Ave., Burnaby, B.C. V5E 2R1. FREE BROCHURE. Aluminium/Glass or Aluminium/ Acrylic S.D.P. Double-walled GREENHOUSES Solariums and complete line of Greenhouse Accessories. Telephone (604) 433-4220, fax 433-1285. HELP WANTED EDITOR required for weekly newspaper. Experienced preferred. Will consider reports with two years experience. Strong writing, editing, photography and layout skills needed. Job demands solid performance in a two newspaper town. Fax work history and bylined copy to Publisher, The Golden Star, Golden, B.C. 1(604) 344-7344.	HELP WANTED HERE'S THE CURE FOR THE "No Money Blues". Independence, job flexibility and unlimited potential can be yours. So, shake off those blues. Call us today at 1-800-661-3305. Ma Cherie Home Fashion Shows, Oakville, Ontario (Est. 1975). 6/Sheet club requires Experienced member with successful track record. Resume and salary expectation to: Salmon Arm Curling Club, Box 555, Salmon Arm, B.C. V1E 4N7 by May 31/92. CAREER OPPORTUNITY: Service Representative required. Comox Valley based fuel distributor. Basic knowledge of plumbing/electrical, oil-burner service an asset. Reply drawer 289 c/o Box 3039, Courtenay, B.C. V9N 5N3. MOBILE HOMES ATTENTION PARK OWNERS and mobile home buyers. We have a good selection of used and new mobile homes in stock. Buy factory direct. Noble Homes 1(403) 447-2333. One year lease. Single wide pad for rent \$475/mo. Port Moody, 40 min. from downtown Vancouver. 1(604) 469-2690. NOTICE Notice to Shareholders of Genelle T.V. Co-op Society. Notice is hereby given that the Genelle T.V. Co-op Society has been sold. Anyone owning shares in the society, that has moved away from Genelle, is asked to send their name and address to the Genelle T.V. Co-op Society, Box 185, Genelle, B.C. V0G 1G0. Please reply by June 15, 1992. THE EXECUTIVE. 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.	PERSONAL STOP!! SINGLE? SEARCHING for someone special? Try our Mail Order Dating Service. Reasonable fees, confidential. For FREE details, write: P.O. Box 2222, Kelowna, B.C. V1X 4K6. REAL ESTATE PROPERTIES TO BE SOLD for unpaid taxes. Crown Land availability. For information on both write: Properties, Dept. CN, Box 5380, Stn. F, Ottawa, K2C 3J1. FORECLOSED & repossessed properties. Going once, going twice. For information write: A-REO Comm., #3-20306 Dewdney Trunk Rd., Maple Ridge, B.C. V2X 3E2. NATIONAL HOME OWNER MARKETING franchises available in B.C. Complete set-up and training. Real Estate license not required, minimum investment 20K. Phone 1(604) 837-4960. SPORTING GOODS O'NEILL SPORTS Hockey, Lacrosse, Baseball, Softball, Soccer, Curling & In-line Skates (Rollerblade). We ship anywhere! Equipment repair, Team & Uniform Sales & complete retail. Excellent prices & delivery. 1(604) 876-2600, 934 Kingsway, Vancouver, B.C. V5V 3C4.
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COMOX RECREATION COMMISSION

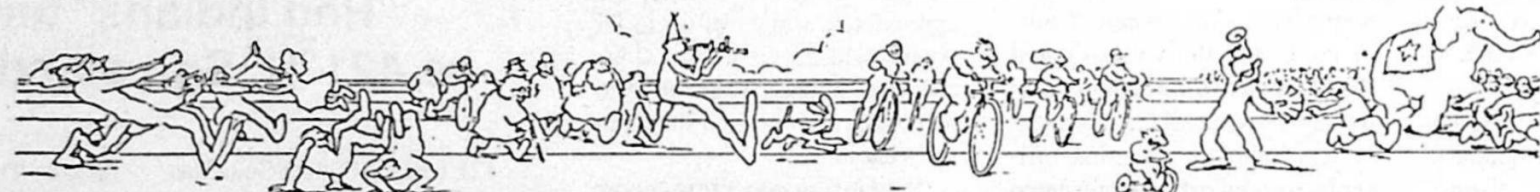
1855 NOEL AVENUE, COMOX, B.C. V9N 4X4 (339-2255)

COMOX VALLEY CrownLife PARTICIPATION CHALLENGE WEDNESDAY MAY 27 1992 • JOIN US FOR FIFTEEN MINUTES

WE NEED YOU!!

For Information or Volunteer Services, Contact Your Nearest Recreation Association

339-2255 338-1000 334-9622 336-2231



It's the 10th Anniversary of the CrownLife Participation Challenge...imagine what our community could do to involve everyone in some kind of fun, physical activity. It's simple - everyone can participate and everyone who participates is a sure winner!

EVERYONE IS URGED TO TAKE PART IN THIS YEAR'S CHALLENGE - 15 MINUTES IS ALL IT TAKES.

Make a commitment to yourself to participate on May 27th. and your enthusiasm will stimulate your friends, family, neighbours and business associates...everyone will want to participate.

WE NEED EVERYONE, BUT MOST IMPORTANT, WE NEED YOU.

First, you should remember that the only requirement to becoming part of the Participation Challenge

is to participate in a physical activity...any activity, for only 15 minutes. Everyone's regular day already involves at least 15 minutes of activity. So, on the morning of May 27th., after you've walked to kids to school...think about it, what have you just done? Yes, you're a genuine Participation qualifier, and yes, it's as simple as that.

SO WHAT DO YOU DO NOW?

You register your activity by sign-

ing a registration form available everywhere, or by calling....

334-9622
339-2255
338-1000
336-2231

MUST REMEMBER TO REGISTER.

528 communities across Canada will challenge each other in a friendly battle to be the most active. What's at stake? Our community's pride, reputation and honour. Who will we be challenging? Yes, Campbell River will be challenged and when we win, and we will, our flag will fly high and proud at their City Hall from May 28 to May 31, the end of Canada's Fitweek.

Comox Recreation and YOU will be headed for Vancouver Island's West Coast, a snoop at Coombs corner, Long Beach for some beachcombing, and a viewing at the Studio of Roy Henry Vickers. Please bring a bag lunch for a picnic at Long Beach. Please dress for any possible weather conditions. You will be travelling with HiLo Transportation Ltd.

St. John Ambulance



EMERGENCY FIRST AID

16 yrs. +
Saturday
May 30
9:00 am - 5:00 pm
\$55.00
Includes Materials
Comox Rec Centre

ONE NIGHT AFFAIRS

907 INTRO TO SERGER BASICS

May 20
Overcome your serger fears in one night!

908 FIGURE FASHION TIPS & COLOR CODING

June 3
Whatever your shape or size find out what suits you.

All Ages
Wednesdays
7:00 - 9:00 pm
\$6.00
Comox Rec Centre

909 TOFU MADE EASY

June 10
If beef doesn't meat your needs - tofu is for you!

910 SALMON FISHING TIPS & TECHNIQUES
June 17
Something smells fishy!



LEGION LOG

BRANCH 17 COURTENAY
334-4322

ENTERTAINMENT

Fri 15 May.....Music by Nashville
Fri 22 May.....Music by Eldorado
Fri 29 May.....Music by Nashville

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 AT 6:30 PM
SATURDAY.....FUN BRIDGE AT 12:30 PM

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

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

EVENTS

Saturday 30 May Annual Auction
Proceeds to Cancer Society
All Items Gratefully Accepted
Call Office 334-4322

SPORTS

SUNDAY 31 May.....FUN CRIB TOURNAMENT
Registration 12 - 1:00 PM
Open to All Crib Players

BRANCH 160 COMOX
339- 2022

ENTERTAINMENT

15 May.....Coyote
22 May.....Spectrum
28 May.....Alley Cats

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.....Dance. Lounge. (Unless advised)

EVENTS

Not received by press time

SPORTS

CRIB first Sunday of the month.....1:00 PM Upper Hall.
Registration \$5.
EUCHE fourth Sunday of the month.....1:00 PM Lounge.
Registration \$5.

On & Off the Base

Employee Assistance Programme

What is EAP?

What is the Employee Assistance Program?

The Employee Assistance Program helps employees cope with personal problems which negatively affect their lives and which might intrude upon their jobs. Emotional stress, family disintegration, financial and legal difficulties, alcoholism, drug abuse and marital disruption impair not only an employee's personal life, but workplace productivity. EAP was formed with the knowledge that such problems can be addressed and treated with appropriate help.

What Service is provided?

EAP is a confidential information, support and referral service. It is not a counseling service, nor does it provide treatment. Using the referral services of EAP is not a condition of employment. Depending upon the nature of the problem, employees seeking assistance are referred to a program, service or agency within the community for appropriate counseling or assistance.

Eligibility and referral

EAP's are open to all civilian DND employees - salaried or hourly, line worker or manager. An employee may enter EAP in several ways:

- EAP accepts and encourages self-referrals. As the acceptance of the program has grown, the number of self-referrals has increased and the focus of the program has shifted from crisis intervention to crisis prevention.

- Employees may also be approached by their immediate supervisors whose responsibility includes identifying chronic job performance problems. The supervisor may recommend or suggest a visit to EAP. This is known as a supervisory referral.

- Finally, employees may contact an EAP Referral Agent at the suggestion of a third party - a family member, union representative, friend, co-worker or clergyman, for example.

It is important to remember that the final decision to contact the Employee Assistance Program lies with the employee. EAP is a voluntary option.

EAP is a joint union/management program.

Union representatives and EAP

Employee union representatives participate as full partners in supporting the operation of the DND EAP. A union representative may be among the first to intervene when an employee experiences personal problems which threaten the employee's private life, family or job productivity. Referring a co-worker to EAP in the early stages of a problem often helps the employee avoid the pain and anxiety of a possible administrative action related to diminished job performance.

Recognition of management's rights to address poor employee performance is also important. A union representative can help the employee and management



recognize the value of addressing the problem through EAP as a way of improving job performance. Both sides must be careful not to infringe on an employee's right to take corrective action in addressing performance problems, balanced against a union representative's responsibilities.

Supervisors and EAP

Supervisory referral to EAP deals directly with the critical link between personal problems and the work place. The supervisor is a key person in initiating help for employees whose personal problems have overflowed into the job setting. At the same time, the supervisor is fulfilling an obligation to see that work is attended to on schedule and in a productive manner.

In utilizing EAP, the supervisor may address work performance only. Supervisors should not diagnose an employee's personal problem or even offer advice that might be construed to be of a clinical nature. A supervisory referral should not reflect a supervisor's personal feelings towards an employee, either positive (sympathy) or negative (dislike). Supervisory referrals are neither punishment nor reward. They are ways of dealing with work performance problems.

A continued pattern of poor job performance over a period of time which is a glaring departure from an employee's normal steadiness and dependability is a signal that EAP referral might be appropriate.

Because confidentiality is essential, a supervisor cannot receive information from EAP unless the referred employee signs a release. Refusal of EAP assistance does not constitute grounds for disciplinary action. On the other hand, acceptance of an EAP referral does not remove an employee's responsibility to improve work performance. Supervisory observation should continue where a personal problem is suspected to be at the root of a performance problem. Naturally, the supervisor may consider administrative action when a performance problem continues. Co-operation between the supervisor, the union representative and the employee is a problem solving option which should not be ignored.

Who to Contact:

For additional information about the Employee Assistance Program, you can call the following Referral Agents...
Carol Anderson 8319
Russ Burns 8625
Bev Chadderton 8857
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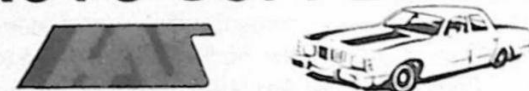
441 Reunion

441 Tactical Fighter Sqn is pleased to announce their 50th Anniversary reunion on the weekend of 24-26 June, 1992 at CFB Cold Lake. All former members and spouses are invited to attend. Contact Sqn Chief WO

at:
441 TFS, Medley, Alta, TOA, 2MO
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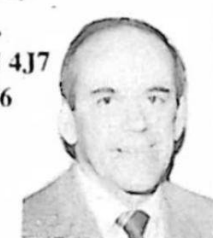
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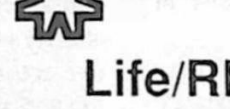
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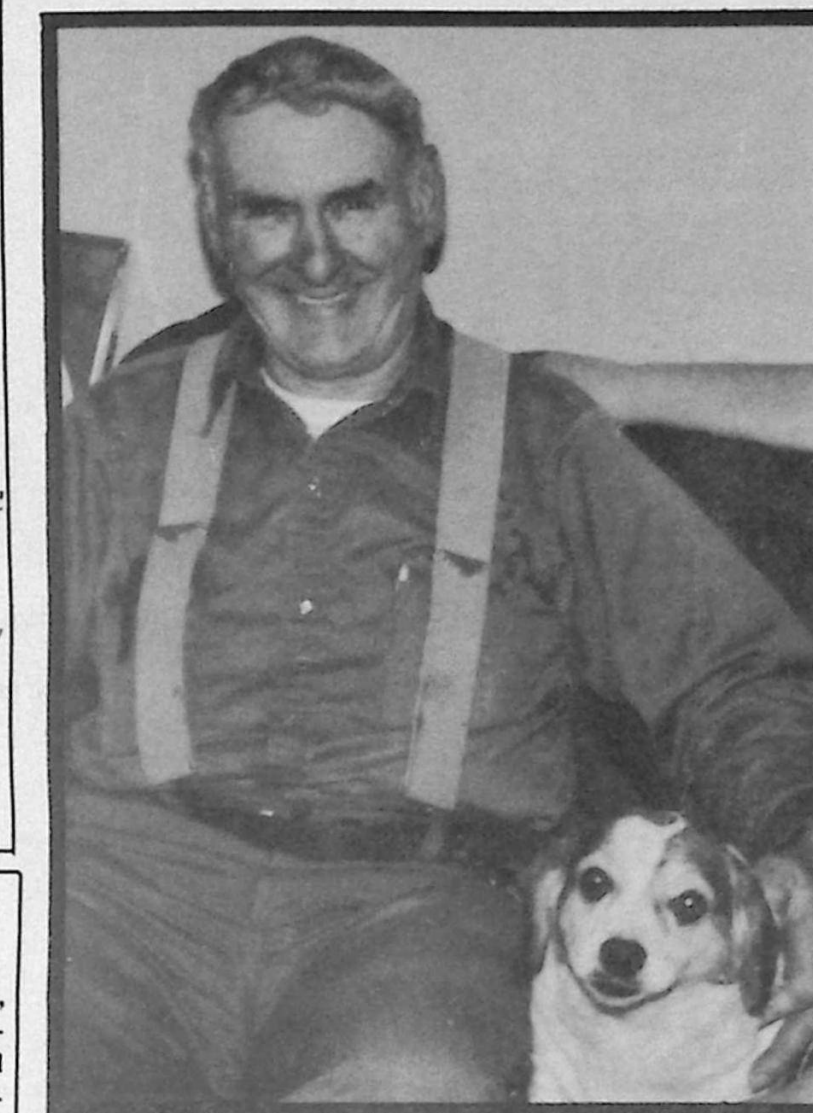
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On the Base

Obituary

Gerald Scott

429 Sqn
Presentation
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On 25 June 1992

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The COLOURS will be presented
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WANTED:

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death announcements, includ-
ing photographs.

These will be published free
of charge to all DND personnel
and civilian employees, retired
DND personnel and RCMP.

Gerald Scott, a long-time employee at CFB Comox who worked as
a cleaner and part-time commissionaire, passed away peacefully on
April 29. He is survived by his wife Louise and two children.

"Gerry" was born January 12, 1921, and was educated in
Woodstock, New Brunswick. He served 24 years with the Canadian
Forces, commencing with Carleton and York Regiment, Sept. 9, 1939.
He saw action in the central Mediterranean and continental Europe
before demobilization in 1945, and re-enlisted as Artilleryman in 1951
in the RCHA. In 1959 he remustered to Steward and served at various
army establishments until his retirement from the CF in 1968. He
worked at CFB Comox from 1975 until 1986, in the Base Cleaning
Section. Gerry's many friends in the Comox Valley would like to
express their deep sympathy to Louise and the children in their loss.

Ladies Fastball

The CFB Comox Ladies have entered the North Island Ladies Fastball
League and have been practicing for the past couple of weeks.

Our schedule consists of twelve league games plus playoffs.
The League consists of four teams from Courtenay, one from Union
Bay, and one from Campbell River, as well as our Lady Totems.

The Lady Totems' schedule is listed below for all you ball fans. Fan
support will be greatly appreciated.

04 May 92	Lady Totems vs Bees	@ CFB Fields	6:45
06 May 92	Lady Totems vs CR Bantams	@ CFB Fields	6:45
13 May 92	Bees vs Lady Totems	@ Union Bay	6:45
27 May 92	Lady Totems vs Amanitas	@ CFB Fields	6:45
28 May 92	DSJ vs Lady Totems	@ Lewis Park	6:45
03 Jun 92	Lady Totems Vs Realty World	@ CFB Fields	6:45
10 Jun 92	Realty World vs Lady Totems	@ CFB Fields	6:45
11 Jun 92	Amanitas vs Lady Totems	@ Lewis Park	7:30
17 Jun 92	Lady Totems vs Elk Masters	@ CFB Fields	6:45
22 Jun 92	CR Bantams vs Lady Totems	@ Campbell R	6:45
24 Jun 92	Lady Totems vs DSJ	@ CFB Fields	6:45
30 Jun 92	Elk Masters vs Lady Totems	@ Lewis Park	6:45

Come out and support the Base Lady Totems. You won't be disap-
pointed.

The Lady Totems are sponsored in part by Furniture Warehouse
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Get Well Greg Lewis!
Get Well Al Burley!



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Bulletin Board

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Work: local 8216.

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Would prefer a mother with other
children. Sitter should live in the
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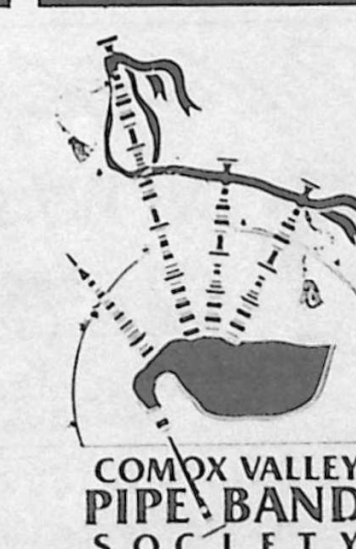
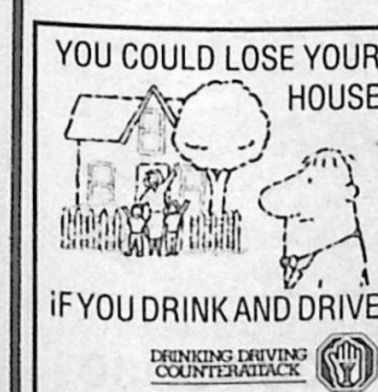
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Drop in anytime
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Family Support Centre Update

We have now acquired some play equipment for our fenced-in yard. Why not drop by with the kids for a visit?

Volunteers Required: We have openings for volunteers. Training will be provided. Please contact us at the Family Support Centre if you are interested.

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NCM

Occupation

Badge



The development of the Airforce NCM occupation badge was authorized by the CDS in 1990. A committee of NCM's representing all MOC's wearing the Airforce DEU was appointed to oversee the design process. Since the committee's establishment they have solicited design suggestions from the field and to-date 19 MOC have approved badges with the balance in various stages of development. A limited number of badges will be issued to personnel now but general distribution is 12 - 14 months away.

Each badge consists of a half wing and a graphic depicting of the MOC (see example). Where MOC's were common with the Navy and Army those designs were automatically adopted for the sake of standardization. The badge is intended to be worn on the DEU tunic and the Airforce windbreaker jacket on the right breast centred on the name tag/tape.

Employment

Opportunity

Crossroads Crisis and Family Services Society is accepting applications for the position of Executive Director.

The Executive Director will be responsible for the overall administration of a Crisis Centre and will report to a Board of Directors.

QUALIFICATIONS:

Bachelor in Business Administration, in Health Care Administration and/or three years recent work experience as an administrator or an administrative assistant in the Mental Health field.

THE SUCCESSFUL APPLICANT WILL:

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