

Special Edition

VU33 Closing
July 4

...pages 1, 4, 9 to 13



TOTEM TIMES



Canadian Forces Base Comox B.C.

VOL 34 NO 13 25 JUNE 1992

NEXT DEADLINE JULY 6 1992

COST: PRICELESS

Full Colours



The specially painted T-33 of VU33 flies over a wooded valley on Vancouver Island. VU33 stands down on July 4, after ceremonies to be held on June 26 and 27.



Farewell to VU33

1954 - 1992



On & Off the Base

Defence Policy 1992 - Part 2

Canada's Strategic Policy

As a responsible member of the world community, Canada seeks the maintenance of a peaceful international order in which to pursue its own interests. Canadians do not, and cannot, look with equanimity on violent conflict anywhere in the world. It is not only reprehensible in itself, but also corrosive to international order and stability. Canada remains, therefore, committed to defence and collective security, arms control and disarmament, and the peaceful resolution of disputes. Fulfilling these commitments, in conjunction with like-minded nations will contribute to a safer, more secure international environment.

Canada has no aggressive intentions toward any country. It has neither the need nor the desire to initiate violence in the pursuit of political objectives. Our aim is to deter the use of force or coercion against Canada and Canadian interests and to be able to respond adequately should deterrence fail.

There is no external threat unique to Canada. Nevertheless, we cannot isolate ourselves from the world. We must be concerned about threats to the larger community of nations with whom we live, work and trade. Moreover, we have not today, nor will we have in the foreseeable future, the population and resources necessary to defend, unaided, our national territory. Successive Canadian governments have, therefore, recognized that there is no alternative to collective defence. They have sought to work together for international peace and security in conjunction with those nations with which we share political principles and economic structures, as well as social values, and to which we are bound by history and tradition.

At Home
Military capability is in itself an essential element of national policy, even in peacetime. The government is responsible for the surveillance and control of areas under Canadian jurisdiction, be they on land, in the air or at sea, regardless of any immediate or apprehended activity by anyone else. This responsibility is particularly important in a country as large and as sparsely populated as Canada. In essence, every nation needs a basic capacity to monitor the approaches to and control its own territory, airspace and maritime economic zones. Having that capability is an integral component of sovereignty and an important aspect of governance in a modern state.

In this context, space-based surveillance, navigation and communication systems are becoming increasingly important, particularly as their accessibility to military and civilian users grows in the years ahead. We must be prepared to make the best use of these technologies in meet-

ing our security requirements, while upholding Canada's longstanding commitment to the peaceful development of space.

Canadians continue to suffer from the actions of those who disregard Canadian laws and jurisdictions. Problems of the 1990s facing governments include drug smuggling, a decaying environment and costly clean-up, declining fish stocks, illegal immigration and terrorism. All demand national action. National Defence resources are required to detect and monitor potentially harmful activities and to support the enforcement activities of other government departments when their own capabilities are exceeded.

The Canadian Forces also have statutory obligations in domestic affairs which reach beyond the narrow definition of defence policy. Throughout Canada's history, it has been the practice to employ the armed forces to reinforce or supplement the civilian law enforcement agencies in preventing, suppressing or controlling real or apprehended riots, insurrections and other disturbances of the peace, whenever it was considered that civilian resources were inadequate or insufficient. Disciplined, well-trained, well-commanded troops employing well-established military doctrine are necessary to accomplish such tasks.

North America

The United States is our closest and most important neighbour. No other country or even group of countries has such a direct and massive impact on all facets of Canadian life. In no other country are our interests so extensive or so vital. Not surprisingly, our most important external security relationship is with the United States.

In the North American context, only the United States has the full arsenal of weapons necessary to defend a continent as vast, as diversified and as thinly populated as ours. At the same time, the United States relies upon us to undertake a reasonable effort in our own defence. If we were to fail to do so, we could expect demands from the United States with regard to its own northern security requirements. These could well be incompatible with full Canadian independence and sovereignty. In short, some degree of defence effort is required if we are to remain an independent nation.

There has been a marked decline in the direct military threat to North America. The strategic arms reduction treaty and unilateral cuts announced since its signature will lead to dramatic reductions in the number and operational readiness of the weapons of greatest concern to North America. Yet, these measures alone are not enough to limit appreciably the damage

that, theoretically, could be inflicted on Canada. The nuclear arsenals of the former Soviet Union remain sufficient to devastate this continent. At a time of ongoing instability in the Commonwealth of Independent States, prudence requires that we take these capabilities into account in the formulation of our defence policy.

The size of our country, its strategic location, and the limited resources that we can devote to defence mean that, for the foreseeable future, Canada will maintain its long-standing relationship with the United States. In the past we have chosen to develop that relationship through the Ogdensburg Declaration, which gave birth to the Permanent Joint Board on Defence, and within the broader context of the North Atlantic Alliance. Regardless of recent changes in the world, Canada must continue to control access to its airspace, sea approaches and land area. The North American Aerospace Defence (NORAD) arrangements and other plans for the defence of the continent continue to serve us well in this regard.

Europe

Apart from the United States, Europe remains the only part of the world in which we have the full scope of interests and relations - political, economic, social, cultural, ethnic and historical, in addition to a security relationship which predates Confederation.

History has shown that instability or conflict in Europe can have a direct impact on Canada.

At the most elementary level, a European problem can become a political issue in Canada if it touches Canadians of recent European origin. Violence and disorder can lead to demands upon Canada in terms of peacekeeping, aid and an influx of immigrants. At the highest level, a crisis in Europe could still lead to a global conflict because of the enormous interests at stake. While the threat of East-West bloc-to-bloc conflict, so feared over the last 45 years, has disappeared with the demise of both the Warsaw Treaty Organization and the Soviet Union, the risk of a crisis stemming from a local issue, that draws in the major powers, has probably increased precisely because of the breakdown of the bloc-to-bloc security structure.

Canada's fundamental interests in trans-Atlantic security, and in broader Canada-Europe relations, dictate that we seek to play a part in any new European security structure. The objective must be to ensure that any such arrangement is so constructed as to promote greater peace and stability, and a climate in which we can pursue our other interests.

Our most basic security interests in Europe is to prevent the use or threat of force in the conduct of European affairs. At a more general level, it is in Canada's

The Minister of National Defence



The Hon. Marcel Masse, M.P.

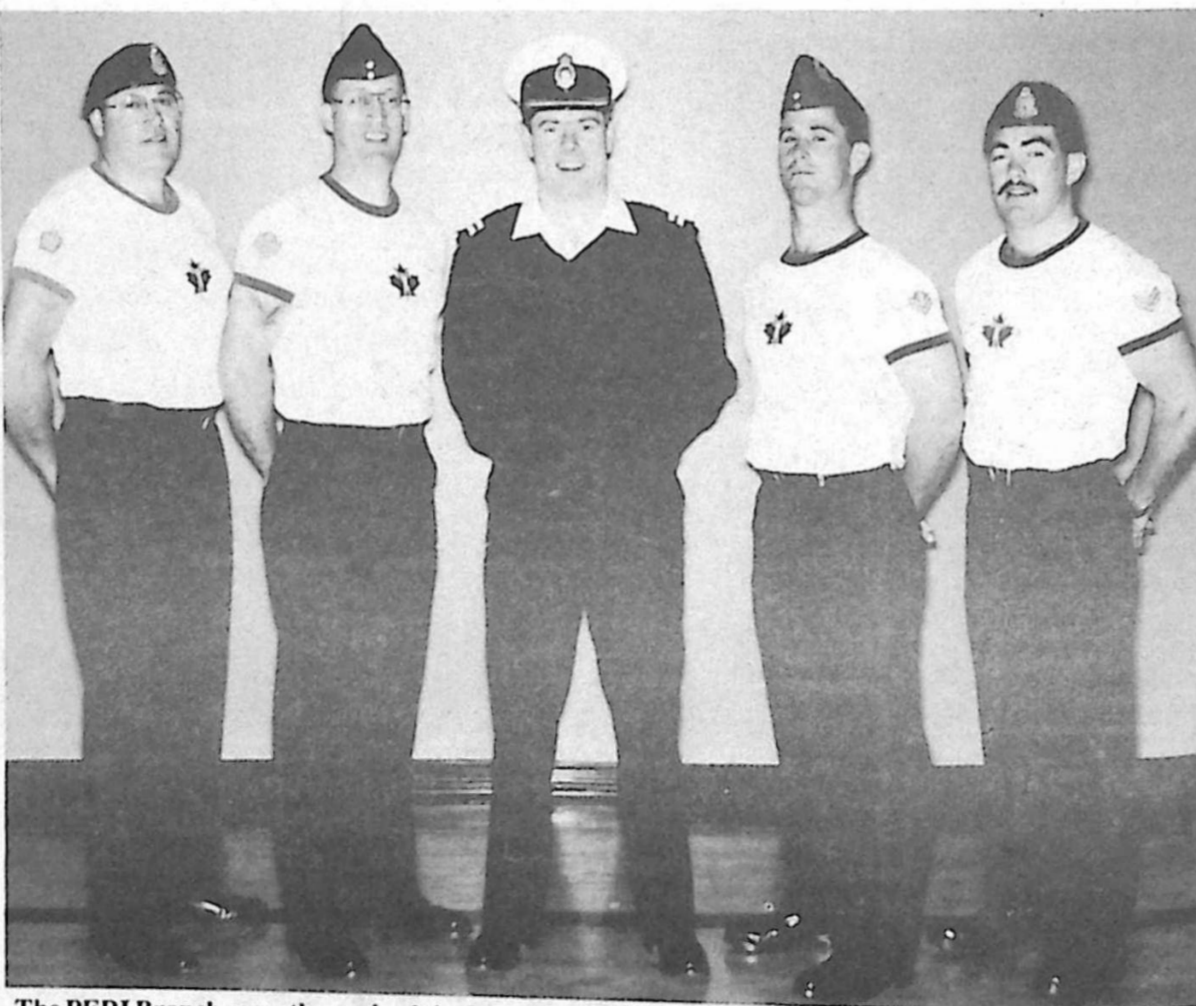
interest to contribute to the preservation of democracy where it is well established, and to further its development elsewhere. European security will best be assured between democratic states and within a reasonable balance of military force. This interest can be promoted in the following ways:

- by maintaining a transformed North Atlantic Alliance to preserve not only the benefits of collective security for its member states, including Canada, but also the engagement of the United States as a stabilizing influence in European affairs;

- by further negotiating pan-European arms control, reducing existing forces and agreeing to national ceilings; and

- by supporting the evolution of a co-operative security regime through the Conference on Security and Co-operation in Europe, which includes Canada, the United States and the new republics emerging from the former Soviet Union, and which provides a key mechanism for co-operation, consultation, conflict prevention and resolution, and possibly peacekeeping.

New Kit for PERI Staff



The PERI Branch recently received the issue of new work dress trousers, T-shirts, sweaters, swim trunks and track suits.

The BPERO, Lt (N) Bradley, is flanked by his staff. To his right, PO Brandel and Sgt Plante. To his left Sgt Rothermund (1 Jul 92) and Cpl Carr.

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Editorial

Guest Editorial

by Col. J.E. McGee, Base Commander



Lt Robert Tarzwell

407 Squadron History

Preparation for the Second Front Part 9 -

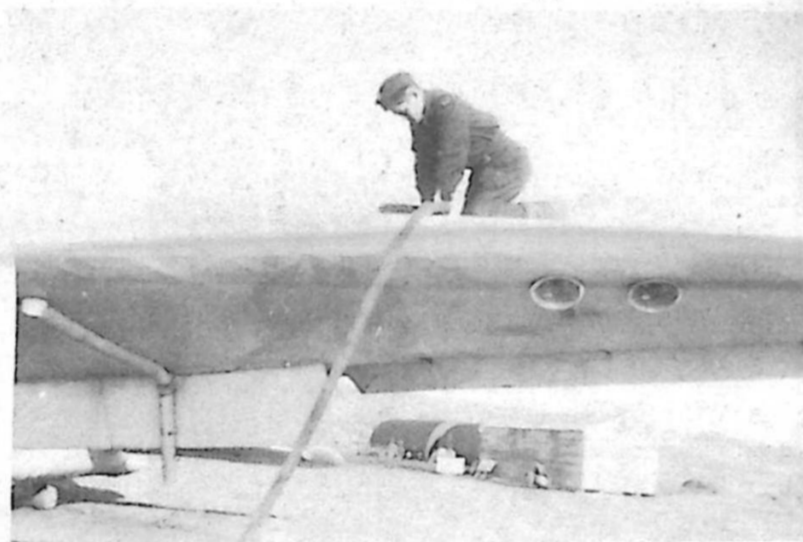


Depth Charge Load



Wellington takes on a deadly load

Refuelling a Wimpy



...and a load of fuel.

From the end of September 1943 to the end of April 1944, the squadron moved from Chivenor, back to Chivenor, to Limvady, Derry, in Northern Ireland in January and back to Chivenor. Ops in Ireland were under 15 Group and were flown over the western approaches between Iceland and Ireland. The Demons' second confirmed kill came on 10 February when F/O Heron set U-283 on fire. The rest of the time was routine patrolling with "nothing observed."

By mid-April, operational flying had ceased and all time was devoted to training. Squadron members became convinced, although no official word had been received, that the training was in preparation for the long-awaited second front. This belief was confirmed when 407 was tasked to provide air coverage on the seaward (right) flank, and from May to August, 350 sorties were flown in direct support of landings and supply convoys shuttling between England and France.

The first kill during this operation was scored by 407's F/O Bateman and crew on C1-M. On 4 May, they spotted U-846 running on the surface, recharging its batteries, about 200 miles off Cape Finisterre. An attack was made through light flack, and the sub was sunk within minutes. As in 407's first confirmed submarine kill, the Wimpy's trailing aerial had been left wrapped around the U-boat.

On D-Day, 6 June 1944, two crews flew air cover and one of the two, led by S/L D.W. Darrell, the senior Flight Commander, failed to return. By 21 August, the end of D-Day operations, the Demons had attacked four U-boats. One was sunk and two others were damaged.

As the Allied armies advanced, the Kriegsmarine was routed from its French ports and was forced further and further north into Norway where the

fjords provided a degree of safety. This moving fleet meant that 407 had to move to keep up with it, and on 2 August they were based out of Wick in northeast Scotland. The squadron now belonged to 18 Group and flew 236 sorties in two and a half months. Only three attacks were carried out, with no observed results.

Although flying was routine, an unusual incident took place on 26 September which, of all flying incidents that 407 had been involved in from training accidents to leaving bomb bay doors in ships' masts, had never been seen before.

In the early morning hours,

F/O Gordon Biddle and his crew, F/L Maurice Neil, P/O K. Graham, W/O's G. Grandy and H. Firestone and F/O G. Death, were on patrol over the North Sea among the Norwegian fjords. They developed an emergency situation when the starboard engine failed and they began to lose altitude. To lighten the load, everything not bolted down was jettisoned, but even this was not enough, and the aircraft continued to sink. Biddle turned the aircraft toward the Scottish coast and began dumping fuel to lighten the load further, reasoning that even with a reduced fuel load,

continued on page 8



VU-33 Welcome to Stand Down

On behalf of all of the personnel of Canadian Forces Base Comox, welcome to the Stand Down ceremonies for VU33. Saying farewell is never easy and it is all the more difficult when it is a final farewell. VU33 has had a fine history with its origins in Naval Aviation and 24 years serving the new Air Force.

While I was never a staff member of VU33, I was honoured to serve on the Squadron, as a holdover pilot, awaiting a Tracker operational conversion course after wings graduation. Looking back, I realize how fortunate we were to be at VU33. The Squadron prepared a mini-conversion course with a comprehensive training package complete with ground school and flying training including mutual flights. The Squadron also enabled us to develop as officers with a range of secondary duties and projects which kept us intellectually challenged and active.

As Base Commander, I am proud of the role VU33 has played during my three years here. The Trackers were retired in April 1990 after many years of important service to Canadians. On the last operational mission, a fisheries violator was detected and the photographic evidence was so clear that the vessel's owner forfeited his catch and paid the fine without contest. That success was a magnificent final tribute to the legacy of the Tracker. The T-33s have towed targets for naval gunnery training for decades, but it was never more important than during the preparations for the West Coast fleet preparing to go to the Persian Gulf in 1990 and 1991. After an extended period of such training, HMCS Huron had a perfect score in her missile firing on the range off of San Diego. Her Commanding Officer attributes much of that success to the work-ups completed with VU33 off Vancouver Island and in transit.

Thank you for joining us in paying tribute to the legacy of VU33. In honouring VU33 and its current members, we are also honouring your own significant contributions to its heritage.

In closing, I would like to especially acknowledge the many people who have travelled a great distance to be with us, Brigadier-General Bowen, the Commander Maritime Air Group, and Mr. Barry Marsden and Conair - that "new" Tracker squadron - for the flying contribution.

We hope you will have an enjoyable and memorable weekend and take the time to visit our museum where a collection of Squadron memorabilia is on display.

TOTEM TIMES

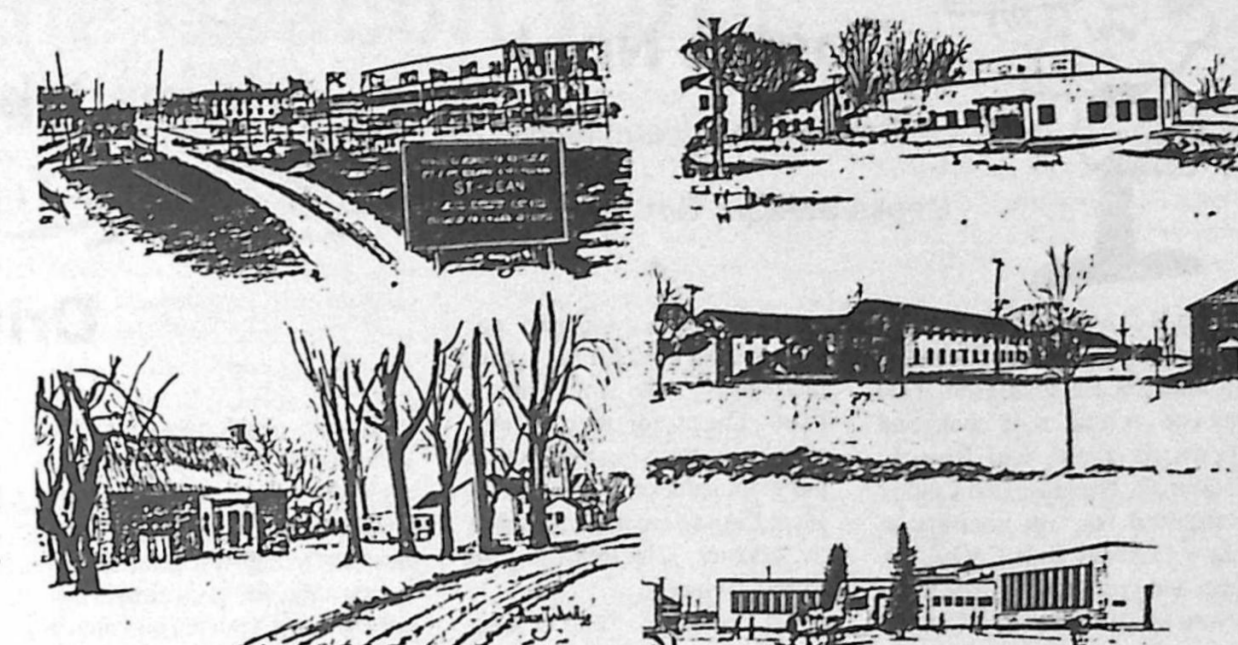
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Comment

The Search for Missing Artwork



During the mid 1970s, Canadian artist Alex Jadah donated six illustrated pencil artworks to the CFB Saint Jean Officers' Mess. Some years ago, possibly during the relocation of the Mess on the base, these artworks disappeared. Mr. Jadah now resides in Sylvan Lake, Alberta, and would greatly appreciate the return of his artwork to decorate the Officers' Mess once again.

He is presently offering a reward comprised of a one thousand dollar selection of his art paintings, drawings and lithographs to any individual(s) disclosing original artworks to the Officers' Mess.

If you have any information concerning the missing artwork, please contact: Officers' Mess, CFB Saint-Jean, Richelaim, Qc, J0J 1R0, or telephone (514) 358-7682.

Bagotville 50th

Sir:
 BFC Bagotville will be celebrating its 50th Anniversary during the period 10 to 14 June 92. To commemorate this significant milestone in BFC Bagotville's history, a very good quality book is being produced. This book, 9" x 6", will be in bilingual format with softcover and will be commercially produced with black and white photos. Only 1,000 copies will be printed and delivery is expected by 10 June 1992.

Former members of BFC Bagotville and other interested

parties may receive a copy of the book, at an affordable cost of seven dollars each (includes GST) by mailing money order or cheque, payable to BFC Bagotville - 50e Anniversary fund to BFC Bagotville attn B Compt. Books will be shipped directly to your branch/units or section administrative support cell. For information and reservations, call Miss Maryse Ouellet or Mrs. Gisele Pinet respectively at GP 621-9650 and 621-9770.

Maj S. Gravel
 for Base Commander

436 (T) Sqn 50th

Sir:
 436 Transport Squadron will celebrate 50 years of service in September 1994. In conjunction with this anniversary celebration, a complete history of the squadron from its formation in September/October 1944 is being compiled in both book and display format.

Any former squadron members with operational or personal

accounts, anecdotes, photos, memorabilia or other information suitable for such a display and/or history are invited to submit such items to the Commanding Officer, 436(T) Squadron, CFB Trenton, Astra, Ontario K0K 1B0 or call (613) 965-3436.

LCol M.J. Dumais
 Commanding Officer

Snowbird's Ancestor

By John Novak

The Avro Aviation Company, which was formed by A.V.Roe before WWI, proved to be one of the most successful in the history of British aviation. The Avro 504 which emerged in 1914 was an instant winner in the war, which saw the 504 engaged in recon and bombing operations on the Western Front. Training versions were the J, K, and the N model, which was still being constructed during the 1920 - 1930 period, the last N being delivered to the RAF in 1933. The successor to the venerable 504N was the Avro Tutor which entered service in 1933 and was not retired until 1946. The RCAF also flew the Tutor from 1937 until 1940, with units of the Auxiliary. They were #110 City of Toronto Sqn, #111 Sqn Vancouver, and #112 Sqn Winnipeg.

The Tutor was a two-seater trainer biplane and its specifications were Wing Span 34 ft. Length 26 ft 6 in. It was powered by a 215 hp Armstrong Siddeley Lynx 7-cylinder air cooled engine. Maximum speed was 122 mph. A seaplane version of this craft was also built by Avro and was known as the "Seatur." Tutor serial #K3215, is the subject of the latest "Trivia" series served at the Royal Air College, Cranwell, Lincolnshire, in the flight training of cadets from 1933 until 1939. Many well known military aviation personalities graduated from the college including Group Captain Douglas R.S. Bader, DSO, DFC. #K3215 also served at the RAF Central Flying School, Wittering, Cambridgeshire, circa

1939 - 1942. After several further stints of duty at various OTU's it was finally retired and sold to a civilian in 1946. This aircraft, which must have aided many a young man in his aspirations to become a pilot, has found a retirement home worthy of its long service. In mint flying condition, it resides in the Shuttleworth vintage aircraft collection at Old Warden, Bedfordshire. This collection is reputed to be the world's finest, and was started by Richard Shuttleworth on his family estate in 1935. Tragically he was killed in the crash of a Fairey Battle in 1940, and the small airfield on the estate was used in the repair and overhaul of small military aircraft during the remainder of WWII. After the war the estate and its collection were administered by a Trust, and opened to the public in the late 1940's. Among this large array of ancient machines is one that is the oldest British aeroplane still airworthy, the 1912 Blackburn monoplane. Once a month from Spring until Fall, these lovingly and painstakingly restored machines take to the air, a sight never to be forgotten.

My visit to Old Warden occurred back in 1956, and I am informed that the collection has increased in size since then. So, I would heartily recommend a visit to this establishment to any aviation enthusiast who may be at all contemplating a future visit to the U.K. The sights and smells of these early aircraft will take you back in time to a more romantic era of flight.

Sentimental Journey Ball Turret



B-17 at Nanaimo June 29 - July 1

Sir:
 There may not be many people interested in the workings of a B17 ball turret. But U.S. veteran air gunner Dave Steffans, can count on at least one interested party when Scott Clayton visits "Sentimental Journey." Scott wants to see the battle station where his father rode in 125 missions. Clayton senior's first tour of duty was in the Pacific war; then after a home leave, he was posted to the 8th Air Force in Britain and spent the rest of WWII shooting at Nazi fighters from his ball slung under the belly of Flying Fortresses. It was considered to be the most dangerous placement in the aircraft, and

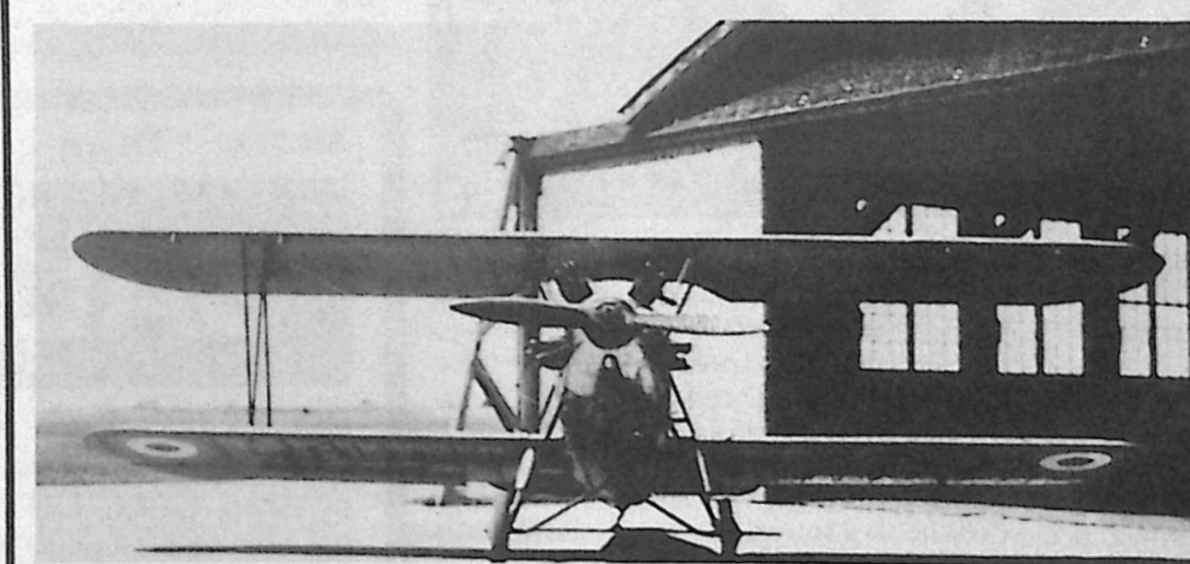
having lived through so many operational sorties, Scott's dad believed that he was one of the luckiest survivors of the war.

Clayton missed only two missions where his crew failed to return. He was grounded the first time with a head cold, and the second time, he was in the hospital with appendicitis when his airplane was lost. Nanaimo resident Scott, who is an active member of the Cadet parents' association, recalls how his father spoke of the triangle trips as the most frightening experiences of the war. They would take off from Britain, dump their bombs on a Nazi target, then fly on to

...a letter from Gord Bell
 Russia. After a two-day stopover, they returned to Britain by way of another target. Of these harrowing flights, one trip to the Ploesti oil field in Rumania was the worst, when only a handful of B17s made it home.

Stefans is one of the two wartime crewmen still flying with the Confederate Air Force. He is usually accompanied by Wayne Snider, another volunteer who loves the old machine, and flies as second dickie now. During the war, Snider was the skipper on "Forts." We may have both of these American veterans when Sentimental Journey flies in to Nanaimo June 29.

AIR FORCE TRIVIA

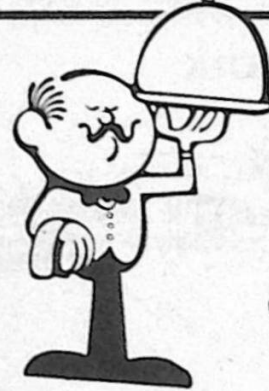


Trivia Answer

AVRO 621 Tutor K3215 RAF

from the H.W. Holmes collection

Section News



Cook's Nook

Behind the (steam) lines

Cooks/Steward Golf Tourney

On 13 May, CFB Comox hosted the first Annual Cooks and Steward Golf Tourney. A total of 48 cooks and stewards from Chilliwack, Esquimalt, Nanaimo and Comox competed for top honours at Glacier Greens Golf Course. A meet and greet was held the night before to welcome all to Comox, and to share a few wet ones with old faces. I always thought that fish stories were hard to believe, but after an hour or two, they had nothing on the golf talk being heard around the room. After an early night (for some of us), we were ready to tee off at noon the next day. The weather was perfect, very light winds, clear blue skies, and a big glacier made for a perfect day of golf. However, the stories from the previous night failed to materialize that day. We did have a lot of fun and a few good laughs. Speaking of such, we won't tell what scared Bambi that day, will we Maureen? The law of liquid consumption is that what goes in usually comes out, no matter where you are. After most of the golfers had missed the pond at the 9th, we had a pool going on the number of sinkers, total sinkers 18. Following a BBQ and presentations, we bid a thank you

to all the participants and welcomed them back for next year's tournament. We would like to thank Canex for their support with prizes and a big thank you to our main sponsor, Ron's Custom Meat Cutting for the donation of the trophies. The following is a recap of winners:

- 1st low gross - WO O'Shea, Esquimalt
- 1st Callaway - Dave Lloyd, Comox
- Longest Drive - Jim Westlake, Esquimalt
- Closest to pin - Ron Conwish, Esquimalt
- Honest Golfer - Carol (the swing) Carter, Esquimalt
- 2nd Callaway - C. Issel, Esquimalt
- 3rd Callaway - R. Conway, HMCS Huron
- 4th Callaway - R. Huntley, Chilliwack
- 5th Callaway - M. Switzer, Esquimalt

The winner of the 50/50 draw was our own Cpl Leclerc.

Well, that's about it for now; lots to do. (What to do when 750 lbs of live lobster shows up in the middle of the night, 24 hrs ahead of time. This place smells like a fish factory.) Take care and don't burn the bacon.

The Happy Cooker

Wallace Garden Community Association Bursary Recipients



At the recent Awards Ceremony held for Highland Secondary School graduating students, the Wallace Gardens Community Association had the distinct pleasure of once again awarding two bursaries. As in previous years, the recipients were children of PMQ Association members. Therefore, it was with delight that the Deputy Mayor, WO Mike Turcotte, presented Patricia Keyes and Greg Rose with their bursaries.

Patricia will be going on to further her education at North Island College with a view to pursuing a career in Accounting. Greg is off to the University of British Columbia to study organic chemistry and has set his sights on medical school after UBC. Congratulations to both our bursary recipients and best wishes for the future to all Comox Valley high school graduates.

WHAT'S YOUR HURRY, B.C.?

MSE Safety



Driving After Dark

If cats could operate motor vehicles, they might be the safest night drivers. But seeing in the dark isn't easy for humans. The risks on the highway go up sharply when the sun goes down. But not everyone realizes how much they go up.

While only one-third of all driving is done after dark, Ontario statistics indicate that just over 50 per cent of all fatal traffic accidents happen after dark.

What particular problems do you, as a driver, face when darkness falls?

The most obvious is limited vision. Out on the highway, with just your headlights to light your way, you're boxed into a visual area that extends only about 90 metres ahead of you. You depend on your headlights and reflected light to see.

When an object appears that does not have a light or does not reflect yours, you can be in for trouble. Studies show that drivers see unexpected objects only half as far away as expected objects.

The fact that your vision is limited to around 90 metres means that if you are traveling faster than 95 km/h in the dark, you can't possibly stop in time to avoid an object - even if you see it. For heavy 2-axle trucks and busses, the maximum speed for stopping within 90 metres is 75 km/h. And that's with clear, dry roads, perfect weather, perfect brakes, good tires, etc. A change in any of these factors and the equation doesn't work - you just won't stop in time.

Because vision is so tricky at night, it's essential that you keep your windshield as spotless as possible. Distances are very hard to judge - what may look like something small, at a distance,

can suddenly loom up as a dangerous obstacle in the road. Even a light film of dirt can reduce your visibility as much as 40 per cent without you being aware of it.

Other studies show that the faster you're moving at night, the shorter the distance you can see ahead. That's because your eyes get confused from constantly trying to adjust themselves to rapidly changing distances and conditions. For example, a driver going 30 km/h at night can see and identify objects 25 metres farther away than a driver going 95 km/h.

Drive within the limits of what your lights can show. Go slow enough to allow your headlights to show you any hazard while there is still time to react.

Widen the gap between your rig and the vehicle ahead. Tailgating is worse at night than it is in the daytime. You should allow yourself more stopping room, since it takes longer to react.

Always lower your headlight beams when an oncoming vehicle is about 300 metres away. The driver of the approaching vehicle may be blinded by your lights and sideswipe you. If the other driver doesn't lower his lights, don't put your brights back on to "teach him a lesson." You only put yourself in danger by confusing him. And it's always possible that mechanical failure, rather than lack of courtesy, keeps him from lowering his lights.

Even when the approaching driver lowers his lights, keep looking at the right side of the road, so you aren't blinded. Even lowered lights can cause glare on parts of the road. Of course, while looking at the right side of the road, don't lose track of the other vehicle.

Take curves a lot slower at night. Your headlights pointing straight ahead will shine off of the road, leaving you with much less than the usual 90 metres of vision. Depending on how sharp the curve is, your view of the road ahead can be cut to less than 30 metres.

Distances are harder to judge when it's dark. Objects that in daylight help you to relate to other objects can't always be seen. Don't use small objects such as taillights and far-away signs or posts to try to figure how far you are from another vehicle. Small objects will change very little in size as you approach from a distance, and so can be deceiving.

Take extra care during the half-light of dawn and dusk. Here, neither headlights nor daylight may be enough to give you a clear view. Shadows make things look bigger and give a false idea how fast something may be moving. The glare of the rising or setting sun may blind you or the drivers of approaching vehicles, so always be careful when you're going into or away from the sun.

QUESTION:

Upper headlight beams should be used

- A. for city driving
- B. for highway driving
- C. in fog
- D. while meeting other vehicles

ANSWER:

- B. For highway driving

SAFETY TIP

A rule to remember when you're ready to pass: if chance is involved, lay off the gas.

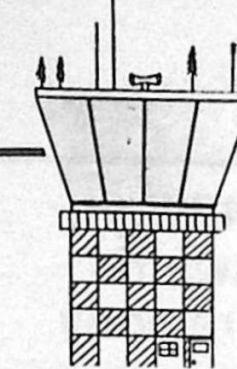
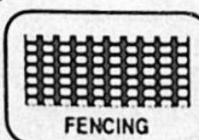
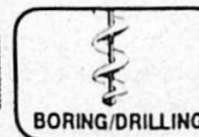
Notice: There are Natural Gas pipelines in YOUR area.

CALL US FIRST

Help us protect you and our facilities. Before you dig near our pipelines, CALL US FIRST for our free locating service.

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Centra Gas



Section News

As the Beacon Turns

Aloha, boys and girls, welcome back to the ATC grapevine. The Butcher is out of town on holidays, so I'll be minding the store until the next A.T.B.T. (Just call me the Grocer.) This year's first day of summer was represented well with all the sights and sounds we've come to expect in the Valley: soaring eagles over shores of rock and timber; distant hums of lawnmowers; teasing whiffs of BBQ sauce; and...construction of the IFRCC? Actually, the banging and clanging has been going on for quite some time now but it will be worth the inconvenience once our new sauna and jacuzzi is completed! Ah yes, and with those hazy, crazy, lazy days of summer, among other things comes outdoor recreation!

Speaking of which, an introductory sport was showcased a couple of weeks ago by the tower, called "Passat." It's a game of driving skill coupled with distance judging, involving backing your vehicle as close as you can to a large cement post. For more details, ask Dave "Don't worry, I can handle it" Couverette. Another summer favourite is fishing! Our annual ATC fish'n expedition just came and went, and with the exception of "Klina Joe" Schrader and Bernie Murphy, many an empty fish basket returned home. The trip wasn't a total loss for the rest, though I guess Doug "Flipper" Leblanc made a big splash at the lake, executing a near perfect one and a half somersault in the "Pike"

position off a log! (And the rest of you came home empty basketed? Can't figure why!)

The ATC welcome wagon extends sincere howdeedoodie's to Capt Commadore, just in from Portage. Welcome aboard! (You don't have to be crazy to work here but it sure helps.) There's another new member in the section that most of you, I'm sure, are unaware of! If you were at a recent A.M. briefing downstairs, you would have heard 2Lt Clement announce, "and 'Pete' (vice Pte) Fernandez will be working Data!" Anyway, so much for the Bienvenue Committee; now it's time for the season farewells. On behalf of the entire section, I'd like to take this opportunity to wish Nick, Tom, Sylvie and

Butch all the best in their future endeavours at QQ East, Goose Bay, Labrador. Good luck, guys; don't take any wooden beaver pelts. Earl "Cool-Pool" Taylor got word (again) that he's Cold Lake bound! Look at the bright side, Earl; think of all the money you're going to save on lawnmower maintenance! (Yuk, yuk.) Meanwhile, back at the steel tree-fort, rumour has it that Allison's title of "Flower-in-the-Tower" is in serious jeopardy. Random comments of "nice voice" have been directed to someone upstairs but we're not sure who.

And now for the sports. The Base Ops "Orcas" continue to prowl the Intersection Waters of Baseball as the season reaches its halfway mark. Thanks to some late inning heroics, those dashing boys of summer have compiled a

record of 7 wins and only 4 losses. (And that's without our new ball shirts!) Continuing with Base de Ball, our annual Officers vs the "Other Ranks" softball game is rapidly approaching, scheduled for Friday, 03 July at 1330 hrs at the Base Diamond. The Officers' team will be led by none other than 2Lt Thurston while yours truly will represent the "Non-Coms." Presentation of the trophy (to the NCM's) will be made at the Gravel Pit following the game. So dust off those gloves, guys and gals, and be there or be square!

Before I hand the Beacon blotter back to the Butcher, I thought I'd leave you with another of my "things that make you go HMMMMM." Have you ever wondered if Dolphins argue with each other? Think about it! Later!

News Base Telecom



Hello from Base Telecom. As we start into the '92 posting season and the faces of Comox begin to change it's important that we take a few lines to bid farewell to those heading out...Bye, and extend a warm welcome to the new arrivals...Hi! Now, with that out of the way...

What, you want names as well? Oh, okay. Firstly, we should say goodbye to Capt Winston Sheppard, the BTeIO. He and his family are headed to Ottawa on what seems to be an exchange posting of sorts, as his replacement Capt. Legace is coming to us from Ottawa. Perhaps a house swap in the works. Who is getting the better deal?

Speaking of good deals, WO Howie Gustafson, Sgt Gord Tooker and MCpl Mike Pierce have worked out a pretty good one. They are all posted but get to come back to the Valley every seven days. Holberg. Sounds like a scam to me.

We are also saying goodbye to Cpl Blair Peirson, whom we'll try to visit often in TRACS STU, Trenton. Cpl Brenda Beaton is off to lovely North Bay, and Cpl Jean Guy Champagne is into the army fray of Valcartier. Guess he'll have to learn to speak French again.

There is one more person leaving us on a whole new adventure. Formerly Cpl now OCdt Kelly Gough is heading off to university to study social work with some lovely parting gifts. In about four

years she will come back and if not solve all of our problems, at least be able to point them out to us more clearly. We are also saying so long to Mr. Don Anderson, off to spend more time with the grandchildren, and to Sgt. Rick Urban, soon to open his own building company. Good luck and keep in mind, sometimes people have to retire two or three times before they get it right.

The first new person to arrive is Cpl Ed Paradis. Ed has come all the way from Gander and wants to know how we get our trees to grow so big. He also has a snow shovel for sale. Maybe he could trade Brenda for some rubber boots. Also in for the summer is OCdt Joel Ingimundarson (Smitty), learning all he can about the world of Telecom and life after RMC. School may never be the same again.

Sometimes in Telecom we do things besides get posted. Sometimes we play sports! The section recently took a bike ride together out to MWO Sandy Anderson's house for a BBQ. Everyone had a great time, even if there were some aches and pains the next day. The next event is a slow-pitch challenge from BAMSO Workshops. Look out, guys, we've been practicing. That's all for this time, but stay tuned for ball game highlights, golf tournament updates and all the very latest in posting news (if Linda is not posted) in the next edition.

When Canadians work together we can take on the world and win.

To succeed in today's world, Canadians must be able to compete because our jobs directly depend on it. Preparing ourselves through training will help us to compete and secure the prosperity we want for ourselves and our children.

We have to invest in ourselves and be a country that says... yes we can.



SWEEP RITE MANUFACTURING INC., REGINA

Everyone knows a small company from Regina can't compete in world markets. Everyone, that is, except Les Hulisko, President of Sweep Rite Manufacturing Inc. His high technology, innovative, mechanical street sweepers are cleaning up around the world, with exports accounting for up to 75% of sales.

Yes we can. We've got the proof.

Canadians are succeeding every day. Many individual and business successes exist... with real benefits for individuals, the communities they live in and for Canadian industry.

Hundreds of Canadian companies are achieving remarkable international success. They're creating jobs, developing new skills and opportunities for thousands of Canadians and creating markets around the world for Canadian products.



COMMUNITY TALKS

The Prosperity Initiative's Steering Group is developing a consensus-based plan of action to be presented to Canadians in September. Canadians told us that they wanted to participate in developing this plan of action. We listened...

Through a series of "Community Talks", thousands of people in 186 communities across Canada have contributed their ideas. They talked about how to address the challenges and opportunities facing us all in the areas of competitiveness and learning. They talked about how to maintain our standard of living and secure our economic future. They concluded that all of us have to play a part... and the government is listening.

Yes we can. We've got the ability to build on our successes.

We have a history of working in co-operation with others for world-class achievements in peacekeeping, medicine and space exploration. Now, with business, labour, governments, academic and social groups working together, we can achieve prosperity through international competitiveness. But there is one more critical factor: Canada's ultimate potential depends on the commitment of individual Canadians to being the best.



ANITA LÉGER, QUEBEC

"I moved to Quebec with an Ontario teacher's certificate. For several years, I could only get work as a substitute. I knew it would be hard to get a full-time job if I didn't re-qualify, so I took my Quebec Certificate. I now teach full time, have a better salary and realize that if you want a better future, you have to be ready to retrain. It was worth it for me!"

Yes we can. We've got the people.

It's time to focus our energies on our most important economic challenge yet... and prepare ourselves for a more prosperous future.

Yes, we can!
Canada



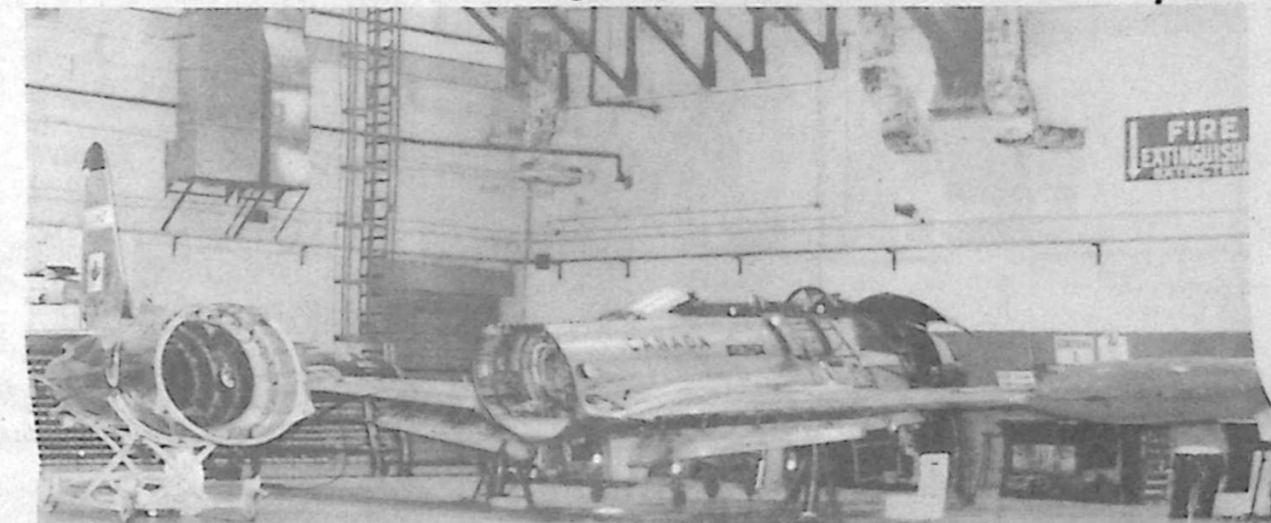
Feature

By our granite walls



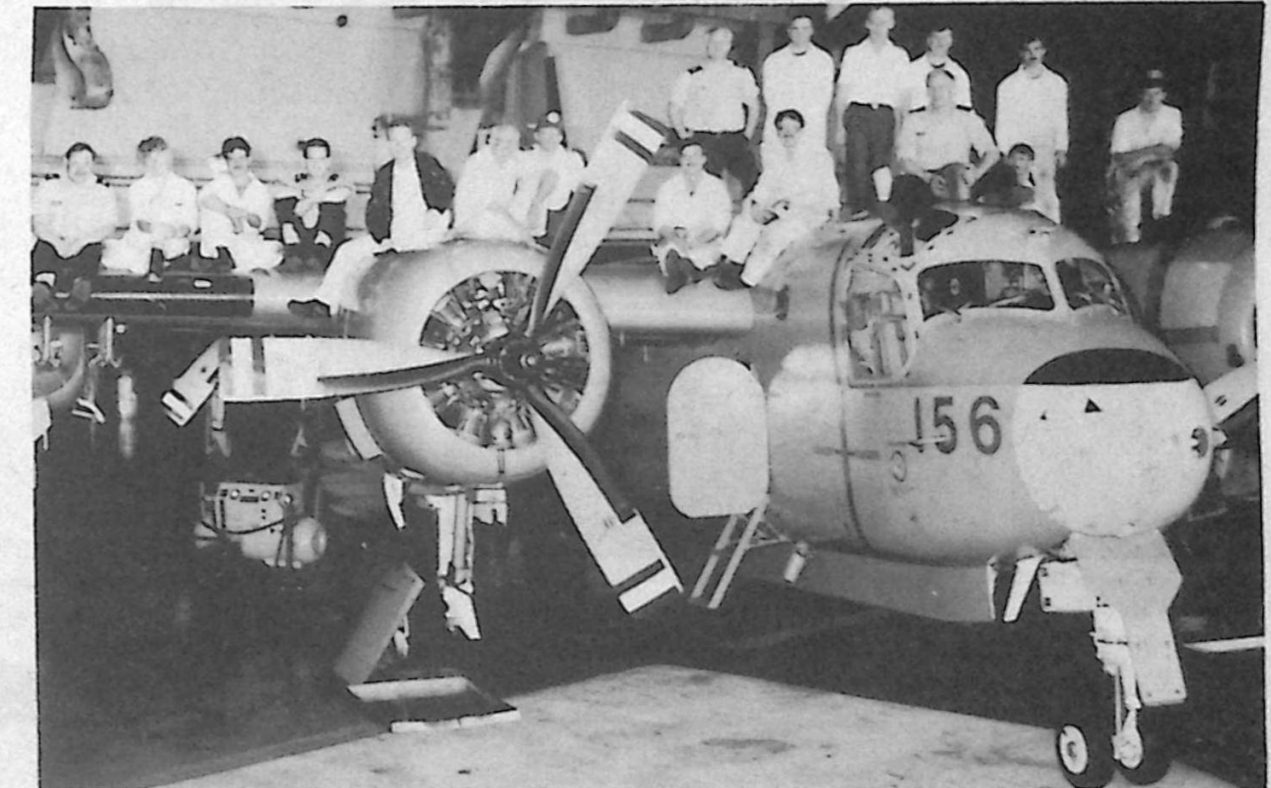
Trivia Question: Name the mountain these earlier paint-job T-Birds are flying by.

Engine Out



Simplicity of maintenance makes the T-33 the oldest jet aircraft still operational.

Maintenance Crew



...and the excellence of her technicians has kept VU33 to the forefront.

Final Assembly



VU33 posed for this squadron photograph (in cooler weather) recently.



VU33 Closing July 4

Welcome from the CO of VU33



Major E.J. Beth, CO

A heartfelt welcome to all former members and guests returning for the Stand Down Ceremony of VU33.

These are certainly unique times in that VU33, like a number of other squadrons, will disband to merge aircraft resources. Indeed, the decision to do so spells the end of a squadron whose near 38-year history can be recounted with pride.

This history began on 1 November 1954, under our first commanding officer, LCDr Douglas Fisher who, with two Avenger aircraft, initiated support to the fleet that would over the years prove indispensable to the RCN and later to the CF.

During our history, we have seen many changes. In the 1960s, the Avengers were replaced by Trackers and T-33 Silver Stars were added. The Piasecki HUP helicopters, which served the Squadron well in rescue operations and in the development of the "Beartrap" destroyer deck landing system, were also retired.

The 1970s brought more change, most notably in the role from anti-submarine warfare to fisheries patrols by Tracker aircraft. In the 1980s, VU33 participated in many Canadian and American fleet support exercises. The 1990s have seen major transitions in the world and not surprisingly, to VU33 as well. The Trackers, which served VU33 with distinction for 30 years, have been retired. Left with four T-33s, the Squadron continued to provide fleet support as it has done since 1954. This support became especially vital in preparing HMCS Huron for the Gulf War in 1991.

On 4 July 1992, VU33 will officially disband. This event will become a significant milestone in that it represents the end of an era. On this date, VU33 will be the last former Naval Air Squadron to disband.

Thank you for coming to join us in commemorating the Stand Down of VU33. We hope you enjoy this special weekend and look forward to sharing fond memories of a truly magnificent Squadron.

442 Sqn Awards Ceremony



Capt. Gab Ringuette

On 29 May, LCol Paul Drover and Col McGee presented numerous awards to deserving members of 442 Squadron. These included CDs, Certificates of Service, Promotions, Rescue Citations, and a Squadron Commander's Commendation. LCol Drover awarded Capt Gab Ringuette his special commendation for professionalism and dedication as Squadron Public Information Officer. Capt Ringuette was also recently recognized by Commander Air Transport Group, BGen G. Diamond, for his excellence in public relations during the National SAREX Competition.

More 407 History

Continued from page 4

there would still be enough to regain friendly shores.

But the Fates conspired against Biddle, as at the end of the fuel dumping operation, the fuel dump valve would not close, and far too much fuel was lost before the valve could be closed again. The only hope now was a forced landing on enemy controlled Norway, so the crew buckled in, broadcast its distress message,

and radio contact was lost.

The Fates have also conspired against us, as we have run out of column space this time. Next time we will discover what was remarkable about the crash of this particular Wellington bomber, so remarkable that it had never been known to happen before in 407 Squadron history and would not happen again.



STANDARD TIME
 RATA 33 2 EXTRA GBRCAF OTTAWA ONT SEPT 27 1157P
 MRS G A BIDDLE REPORT DELIVERY 211
 2204 PARENT AVE WINDSOR ONT
 MRS BIDDLE REGRET TO ADVISE THAT YOUR HUSBAND FLYING OFFICER GORDON ARTHUR BIDDLE J ONE NINE SIX NOUGHT SIX IS REPORTED MISSING AFTER AIR OPERATIONS OVERSEAS SEPTEMBER TWENTY SIXTH STOP LETTER FOLLOWS
 RCAF CASUALTIES OFFICER

St John Ambulance Volunteers

The Comox Valley Branch of St. John Ambulance (a voluntary agency), needs individuals to assist in the operations of its central office. The work would involve no more than two hours a week. If you are interested and prepared to help with the provision of a most worthwhile service to your community, please contact Leslie Wood at 338-1737 or 338-2323.

Kids & Tobacco
 It's a crime.



NEXT DEADLINE 6 JULY

Dr. Carol J. Ostry, M.D.
 and
 Dr. David A. Brailey, M.D.

are pleased to announce
 the recent opening of their office
 for the practice of

Family Medicine & Maternity

1842-B Comox Avenue, Comox

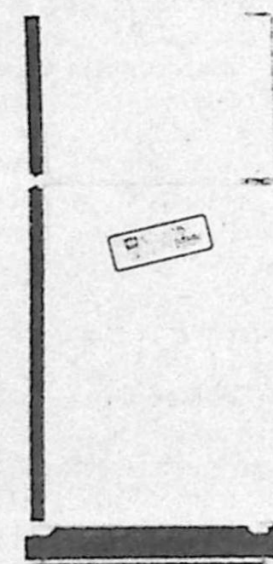
339-5335

Can't get your Fishwrapper?

Here's where to go:

- | | |
|---|---|
| <p>ON BASE:
 *Totem Times Office
 *Museum
 *AFIS
 *Jr Ranks' Mess
 *Senior NCOs Mess
 *Rec Centre
 *Headquarters
 *AMU
 *442 Sqn
 *Clothing Stores
 *MSE
 *Base Accommodations
 *Building 82 Supply
 *CE
 *Fire Hall
 *7 Hangar
 *Officers' Mess
 *Language Training Centre
 *Base Hospital
 *EX Service Station
 *MPs
 *Glacier Greens Golf Course
 *PMQs
 *Canex Expressmart
 *Lazo Post Office</p> | <p>COURTENAY:
 *Driftwood Mall (Bookshell)
 *Tourist Info Centre
 *Block Brothers
 *Westerly Hotel
 *Courtenay Town Hall
 *Hartmans Auto Supply
 *Coast Country Realty
 *Pacific Coach Lines
 *North Island College
 *Courtenay Legion
 *BC Access Centre
 *7-11 - Ryan Rd
 *7-11 - Courtenay Plaza
 *Robin's Donuts
 *Tim Horton's
 COMOX:
 *St. Joseph's Hospital
 *Comox Mall News Rack
 *Comox Legion
 *Comox Town Hall
 *REMAX
 *7-11 Comox
 *Jolly Giant
 *Port Augusta Hotel
 *Comox Recreation Commission</p> |
|---|---|

Smart.



\$35 rebate

(Offer valid from April 1 to December 31, 1992.)

Smarter.



\$70 rebate

(Offer valid from July 1 to December 31, 1992.)



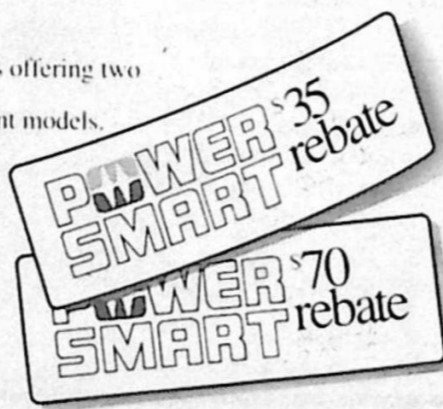
Some fridges have less appetite for energy.

There are now over 100 Power Smart energy-efficient refrigerators to choose from. And to help you decide, Hydro is offering two significant cash rebates. A \$35 cash rebate for energy-efficient models or a \$70 cash rebate for super energy-efficient models.

When you're shopping for a new fridge, be sure to ask your salesperson to show you the qualifying Power Smart models. A complete list is also available from your salesperson or local Hydro office. To receive our special Power Smart rebate, fill in the rebate form and send it with proof of purchase. Your rebate will be on its way by return mail. And because your new fridge is Power Smart, you also get ongoing energy savings. So you save now...and you save later.

BChydro

*Rebates apply to Canadian purchases only.



Feature

VU33 Gallery

Would you buy a used Tracker from these guys?



Maj Owen (L) with "Red Lead," former Comox BOPsO, LCol Al Brown.

Navy Retires



A mock funeral for the RCN, circa 1968.

Earlier Times



Same wait - different uniform.

Washing off the Salt



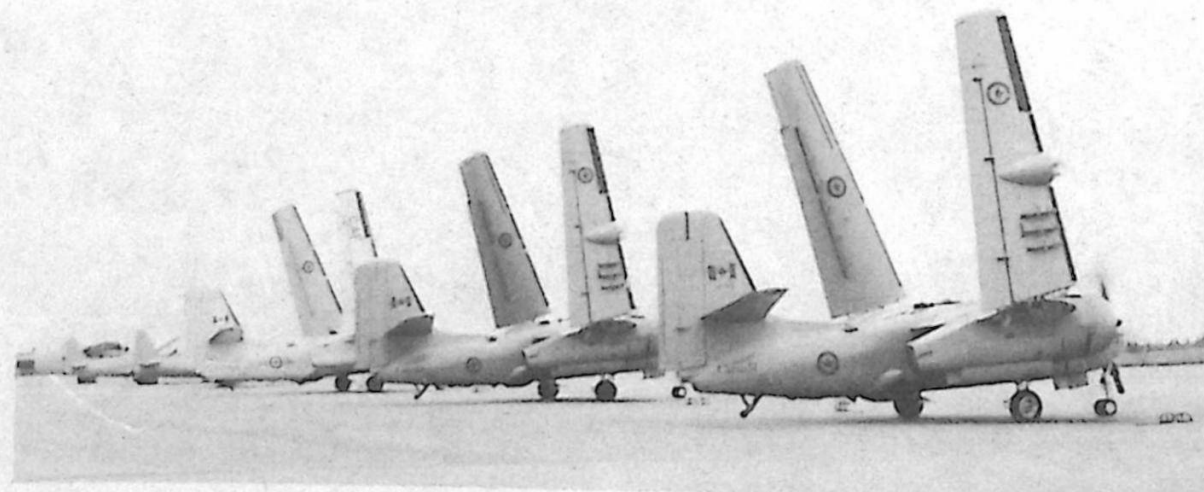
Tracker taxis through the "Bird Bath." Over Black Rock



T-Bird in full VU33 colours over the "Black Rock" in CFB Esquimalt Pat Bay Days



VU33 aircraft on display in earlier days at Pat Bay, Victoria. Note the Piasecki helicopter. Salute!

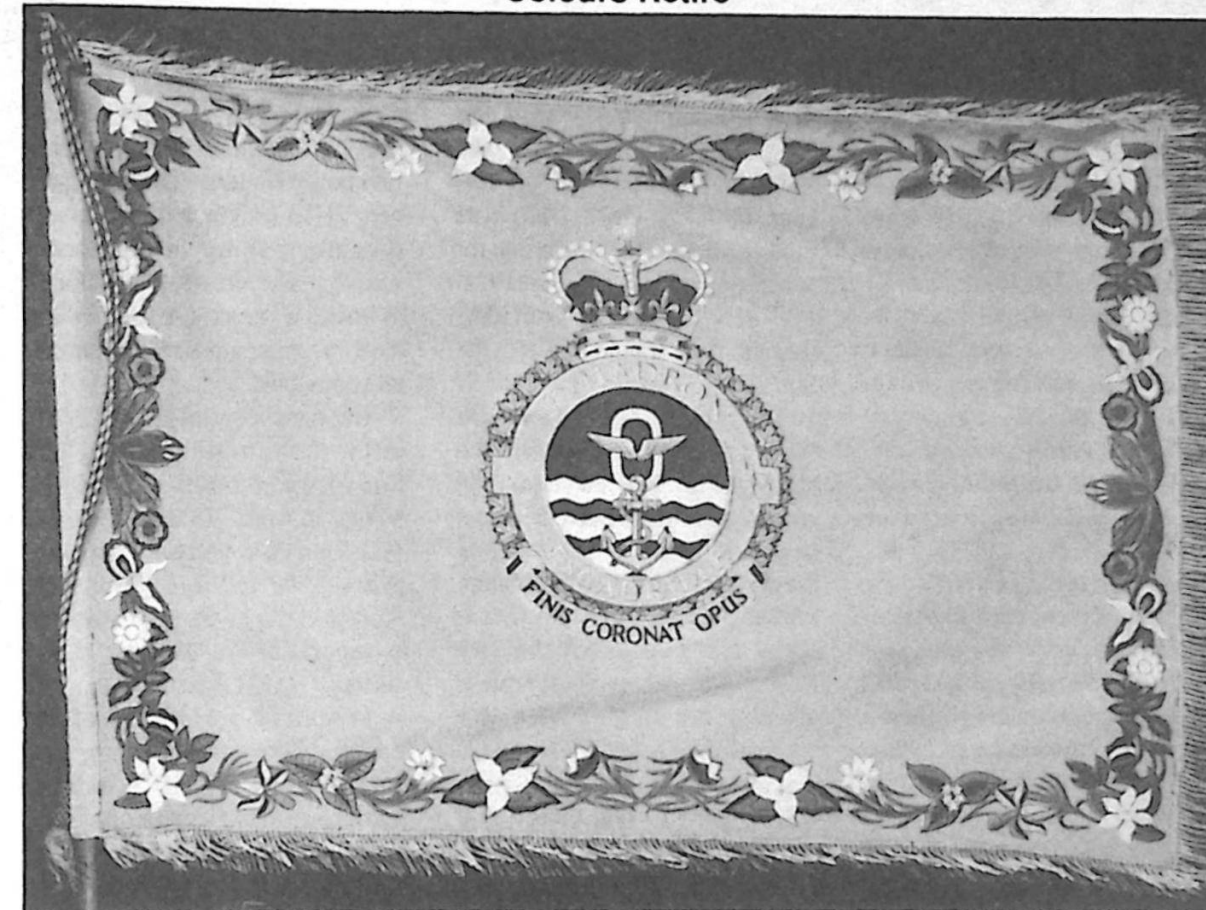


A simultaneous wing-fold by VU33 Trackers.

Section News

VU33 Gallery

Colours Retire



VU33 Colours will be retired to the CFB Comox Air Force Museum after 4 July.

Catching the Offenders



Patrols by VU33 Trackers netted some fishery offenders and marijuana smugglers.

Up on Jacks



VU33's aircraft were kept in top condition by expert maintenance crews.

A VU33 Legend:

LCdr Herman Gluck

LCdr Herman Gluck



A legend in his own time

The official stand down of any squadron marks the end of many memorable traditions. For 33 Utility Sqn, one of these traditions - one of excellence - will continue to live on, even in retirement. This tradition we speak of is none other than LCdr Herman Gluck.

LCdr Gluck has been an institution with VU33 since 1961, forever providing wisdom, insight, tutelage, and an endless string of unpaid bar chits for 33 Sqn CO's, pilots, ground crew, and anyone else that would or would not listen. Always sporting that all-too-familiar look of dastardly determination, with fire in his eyes, Herm (as he like to be called by his Sqn mates) has never wavered in his quest to exemplify a standard of excellence befitting an officer, a pilot and a gentleman.

Herman's relationship with Naval Air Sqn 33 began way back in 1961 when, disillusioned with the easy life he was leading in Southern California, he decided to venture north to become a Canadian Naval Aviator. His animal instinct, ape-like reflexes and prowess with the fairer sex proved to be too invaluable for any recruiter to turn down. He was subsequently dispatched to VU33, based out of Patricia Bay in Victoria, to learn the skills of a Canadian military pilot.

His keen wit and silver tongue made him the centre of attention and social leader amongst his peers. In 1965 Herm arranged to have himself stolen and sent to Portage La Prairie where he underwent pilot training. Overcoming many unique challenges posed by his unusual size and inability to control his fraternizing tendencies, Herm did manage to make it to wings standard, although he finished last on his course of one. Upon completion of pilot training, he rapidly scaled up the ranks. His responsibilities

went from junior officer in charge of "monkeying around" to that of full-fledged LCdr in charge of unauthorized cross-country excursions and after hours mess closures. It was during this quick rise to stardom that Herm slowly acquired his tendency to be irascible and rude. The pressures that accompany any rise to stardom require the means to alleviate them, or so Herm says. With this philosophy, Herm set out to distinguish himself by taunting visiting aircrew just enough to manage to get himself stolen and taken to their home base, where he would embark on a binge of consumption and fratization. We would only learn of his whereabouts after his new home unit had had enough of Mr. Gluck. We would then be required to send a junior officer to retrieve our hero and make good any bills or bar chits he may have left behind.

Some people may consider LCdr Gluck to have somewhat of a checkered history. As members of VU33, past and present, we will only remember Herm for his outstanding leadership, his unwavering grace under pressure, and his marvellously good looks.

Over the CFB



VU33 T-Bird and Tracker over CFB Comox in earlier days. Note Argus in the engine test area.



VU33 - End of an Era

Utility Squadron 33 (VU33) began as a Naval Air Squadron at Patricia Bay Airport, Sidney, B.C. The Squadron of two AS-3 Avenger aircraft, commanded by LCdr Douglas Fisher, was formed on 1 November 1954 from the West Coast Detachment of VS880. A third Avenger was added to VU33 in 1955. These aircraft were used in a variety of roles: target towing, pilot proficiency training, radar calibration and fleet anti-submarine and anti-aircraft exercises.

In August 1956, LCdr Robert Shimmin assumed command. That same year, in competition with other naval squadrons, VU33 distinguished itself by winning the coveted Safe Flying Trophy for 1956. In July 1958, the Squadron received the first of three Piasecki (HUP) helicopters designed for shore-based shipboard operations for duties including light cargo transport, observation, communication, and search and rescue. The following month, LCdr Alan Woods assumed command.

During 1960, there was a significant change in aircraft inventory. January began with the introductions of the first of four Silver Star T-33 jets whose roles included target towing and flying radar calibration runs for the Navy. March saw the arrival of two CS2F-1 Trackers which replaced the Avengers in the anti-submarine role. An Expediter that was received the year before was transferred to VC922 in June.

In July 1961, LCdr Stuart Soward assumed command. That September, the third Tracker was received, establishing VU33 with four T-33s, three Trackers and three HUP helicopters.

1963 was an eventful year for the Squadron. In July, LCdr Anton Schellinck assumed command. That same month, a youth was rescued by a VU33 HUP crew. August saw HUP helicopter crews make the first deck landing trials aboard HMCS Assiniboine, the first of the RCN's post-war destroyer-escorts to be converted to "helicopter handling capability." These trials eventually led to the "Beartrap"

helicopter landing system, recognized world-wide as the best of its kind. Tragedy struck in November with the loss of a T-33 crew who crashed near Vancouver. Pilots Lt Donald Clark and Lt Norman Ogden received fatal injuries. Two years later, another T-33 crashed, this one in Pat Bay. Fortunately, the crew was not injured. Having served the Squadron well, the HUP helicopters were eventually retired in 1964.

In August 1965, LCdr C. Bourque assumed command, followed by LCdr Edgar Myers who, in April 1967, became the last pre-unionification commanding officer. November 1968 saw the recovery of a Tracker with the wheels up (at night).

1970 was filled with a variety of activities. In January, Maj George Westwood assumed command. By March, the Squadron began coastal patrols in support of the Department of Fisheries. The next month, VU33 assisted VX10 in conducting torpedo trials at CFB Comox. That June, two T-33 crews became involved

in the Cross Canada Mail run from Shearwater to Victoria. The following year, one Tracker was sent to CFB Cold Lake for modifications in preparation for rocket pod trials. In August 1971, the MND, the Honourable Donald MacDonald, visited the Squadron.

January 1972 began with VU33 achieving a significant milestone in that the Squadron recorded 1000 ground accident free days. That December, Maj Ross McNab assumed command. The next two years were transitional for VU33. By January 1974, the Tracker reconfiguration programme began with the removal of the submarine warfare and arresting gear. Also by this time, VU33 Trackers were capable of firing the 2.75 inch folding fin rocket. In February, a VU33 Tracker crew caught a Japanese trawler, the Koya Maru II, illegally fishing in Canadian waters. The vessel's crew were subsequently tried and convicted. By August, the Squadron was relocated to CFB Comox in a move that consolidated all West

Coast military flying in Comox. The first accommodations were two house trailers. That December, VU33 caught another vessel illegally fishing in Canadian waters. The crew of the Dong Whom, a vessel of Korean registry, was subsequently tried and convicted.

Changes continued in 1975 with the amalgamation of Squadron maintenance with VP407 in April. That November, Maj John Arnold assumed command. The following year, the Squadron deployed to San Diego in support of Air Defence exercises.

In April 1978, Maj Ted Gibbon assumed command. During the next three years, the Squadron participated in a number of major operations. In May 1979, VU33 took part in the surveillance of a drug runner called the "Samar-canda." The subsequent marijuana confiscation was the largest in West Coast history. On 1 November 1979, VU33 celebrated its 25th anniversary. The following year, VU33 sent a Tracker deployment to San Diego

A Squadron History

participated in a Marcot exercise flown from NAS Whidby Island. The next year saw VU33 conduct an exchange visit with VRC30 from NAS North Island.

In July 1986, Maj Art Nielsen assumed command, followed soon after by Maj Roger Arsenault in June 1987. That October, a Tracker crew from VU33 aided in the rescue of two West German sailors. The Government's Annual Budget of April 1989 spelled the end of the Tracker. In October, VU33 completed its last Tracker exchange with MR880. By February 1990, the Squadron conducted the last fisheries patrol for the Department of Fisheries. After 30 years of service with VU33, the Tracker aircraft was retired from the CF on 1 April 1990. The Squadron held a farewell ceremony to commemorate the event, gathering many former members of VU33.

By June 1990, the Squadron was composed of four T-33s, under the command of Maj Lloyd

Bolton. Although VU33 had been reduced in size with the loss of the Tracker, the Squadron continued to provide fleet support as it had done since 1954. In January 1991, this support was vital in preparing HMCS Huron for the Gulf War operations.

Maj Ed Beth became the last commanding officer of VU33 in March 1991. After nearly 38 years of distinguished service, VU33 officially disbands on 4 July 1992, a move which consolidates the Squadron's aircraft resources with 414 Squadron in Comox. The disbandment becomes a significant event in that VU33 is the last former Naval Air Squadron. Prior to the stand down, VU33 will hold a special ceremony by gathering former members and guests to lay up the Royal Air Standard at the Comox Air Force Museum where the Colours will remain encased for all to review. Finis Coronat Opus.



"Do it right, Captain!"

LCdr Gluck checks on Capt Don Orr's navigation.

NEXT DEADLINE 6 JULY 92



For a free Aeroplan membership to a world of free travel, fill in this application form, printing clearly, and mail it to: Air Canada, Aeroplan Enrollment Center, P.O. Box 8136, Station A, Toronto, Ontario, M5W 1S8.

Aeroplan™ invites you to fill in this form for free.

Send away for a free Aeroplan membership today and you're on your way to free travel.

Now until September 30th, Air Canada and AirBC are waiving Aeroplan's customary \$25 enrollment fee, plus GST. Sign up today and you'll gain free access to Canada's largest airline, hotel and car rental frequent flyer network - plus a 4,000 mile first flight bonus. With Aeroplan's impressive partner network, it's easy to quickly build your Aeroplan account and cash in your bonus miles for free flights, free hotel accommodation and free car rentals. You'll earn Aeroplan miles every time you fly Air Canada, AirBC or any other Air Canada Connector, or enjoy selected services on the following world-class carriers: Austrian Airlines, Cathay Pacific Airways, Finnair, Sabena Belgian World Airlines, Swissair, and Singapore Airlines. You'll also earn bonus miles every time you stay at one of 450 Aeroplan partner hotels or use the services of Avis, Budget or a Park N Fly facility. With over 1,000,000 members, Aeroplan is one more reason why more Canadians fly Air Canada.



You're always a winner with Air Canada.

Leisure

Country Kitchen

Fish Fish Fish!

Part 1 - Salmon Recipes

Today, as I type my column, is Father's Day. My youngest son has just given his gift to his Dad - a new fishing rod! It brought to mind one memorable fishing trip with our sons while posted in Moose Jaw, Saskatchewan. The boys were eight and four years of age, and their Dad, like all good dads, had outfitted them with their own fishing rods and we set off to Buffalo Pound Lake for the day. We'd only been there half an hour when our four-year-old caught his first fish. He was so proud and excited, and fishing fever hit us all. The fish were biting - hoorah! Our oldest son hurriedly made his next cast, positive that this time he'd catch a big one, better than his little brother's! Up, up, up went his lure, and it came down to hook the biggest catch of his life - his Mother - right through the wrist! I have to admit that my normally stoic nature failed me, and I went a little weak in the knees. I managed to croak out my husband's name, and he came over to us to see who needed to be Un-Tangled this time. He inspected the hook in my wrist, announced that it was embedded pretty deep, and we'd better go to the hospital to have it removed. Our oldest boy was in tears because he was so sorry to have hooked me, and then our youngest son, who had visions of More Fish, started to wail too - not because he was sorry for his Mother, but because he didn't want to leave. My husband announced with authority that a decision had been made and we were leaving. He began to quickly pick up our belongings, and to reel in the lines that were still out in the lake when the accident happened. His final act was to pick up our oldest boy's rod and start to reel it in, forgetting that it was still attached to me. This time, my knees did fail me. Imagine this poor man - two howling kids and a fainting, physically ill wife. I guess that's all part of being a Dad. Happy Father's Day!

There are so many types of fish available to us here in the Comox Valley, and I understand the Salmon are biting right now, so I thought it appropriate to give you a few salmon recipes.

SALMON SOUFFLE ROLL

- 2 T. oil
- 2 cans (7-3/4 oz) salmon with liquid
- 6 eggs, separated
- 1/2 cup butter, melted and cooled
- 1/4 cup dry white wine (or water)
- 1/2 cup flour
- 2 T. parsley
- 2 T. fresh dill (2 tsp. dried)
- 1/2 tsp. salt
- 1/4 tsp. pepper

FILLING:

- 2 cups chicken stock
- 2 cups celery
- 1 cup milk
- 1/4 cup butter
- 1/2 onions
- 1/3 cup flour

1 T. lemon juice
1 tsp. lemon peel
1/2 tsp. salt
SAUCE:
1 cup sour cream
Brush cookie sheet with 1 T. oil. Line with waxed paper. Brush paper with remaining oil.
Souffle: In a mixing bowl, flake salmon with its liquid. Separate eggs, beat yolks lightly and add to salmon. Stir in melted butter, wine, flour, parsley, dill, salt and pepper. Beat egg whites until stiff and fold into salmon mixture. Spread into pan and bake in a 375 degree F. oven for twenty minutes until the center springs back. Place clean tea towel and an inverted cookie sheet over salmon and invert. Roll up the souffle in the towel lengthwise.

Filling: Bring stock and celery to a boil in a saucepan and cook about seven minutes. In a skillet, heat butter and saute onions about five minutes. Add flour, stir in celery mixture and cook four minutes. Stir in lemon juice, peel, salt and pepper. Measure out one cup of filling and set aside. Unroll souffle and spread with the remaining filling. Roll up and wrap in foil. (Souffle can be frozen for up to one month.) Bake in foil at 350 degrees F. for twenty minutes. Remove foil. Puree the remaining filling, heat just to boiling, then remove from heat and add sour cream. Pour over salmon roll and serve with rice. Delicious.

BBQed SALMON STEAKS

Salmon steaks, cut at least 1" thick
1/2 cup butter
1-1/2 tsp. salt
2 T. lemon juice
1-1/2 T. dry mustard powder
pepper
Combine last five ingredients in a bowl. Cook steaks over hot coals about four inches above, for six to eight minutes per side. Baste frequently with sauce. Delicious.

SALMON-STUFFED BAKED POTATOES

6 medium potatoes
1/3 cup hot milk
1 egg, well beaten
1 tsp. salt
1/4 tsp. paprika
1 T. lemon juice
1-12/ cups flaked drained salmon
1/3 cup minced onion
2 T. butter
buttered bread or cracker crumbs

Bake potatoes, remove from oven and split lengthwise into halves. (Always remember to pierce the skin of potato when baking - you'll end up cleaning a big mess if you don't.) Scoop out potatoes, mash and add milk, egg, salt, paprika and lemon juice. Beat until light and fluffy. Fold in salmon and onions which have been sauted in butter. Refill the potato shells and sprinkle with buttered crumbs and bake for

twenty-five minutes in a 350 degree F. oven. Serves 6 - 12 people.

SALMON QUICHE

1 9" pie shell
1 cup cheddar cheese, grated
2 T. chopped pimento
1/2 tsp. salt
1 cup milk
1 pint canned salmon
1/4 cup chopped green onion
3 eggs
1/3 tsp. pepper
1/4 cup grated parmesan cheese

Bake pie shell very lightly, 5 minutes in a 350 degree F. oven. Cool. Drain salmon and flake. Put flaked salmon over bottom of pie shell. Sprinkle with cheddar cheese, green onion and pimento. In a bowl, mix eggs, salt, pepper and milk slightly with a fork. Pour over salmon and cheese, etc. Sprinkle with parmesan cheese. Bake 35 minutes or until firm in a 350 degree F. oven. Let stand ten minutes before serving. Wonderful.

There are many different versions of salmon casseroles, so I'll give you three of my favourites.

SALMON DIABLE

1/2 cup sour cream
1/4 cup mayonnaise
1/4 cup sherry
1 T. lemon juice
1 T. worcestershire sauce
1/2 tsp. dry mustard
2 eggs, slightly beaten
1/8 tsp. tabasco
1/4 cup chopped celery
1 pound of canned salmon, drained and flaked
1/3 cup cracker crumbs
1/4 cup fresh snipped parsley
1 T. chives
salt and pepper to taste
paprika
SAUCE:
1 cup sour cream
1 tsp. prepared mustard
1 tsp. horseradish
1/4 tsp. salt
1 T. chives

Mix together sour cream, mayonnaise, sherry, lemon juice, worcestershire, mustard, celery, eggs and tabasco. In a bowl combine salmon, cracker crumbs, parsley, chives, salt and pepper. Pour egg mixture over top and stir gently until well blended. Spoon into a lightly buttered casserole dish or 6 individual serving dishes. Sprinkle with paprika and bake at 350 degrees F. for half an hour. Remove from oven and serve with sauce.

SALMON SUPPER CASSEROLE

1 can salmon, drained
1 can mushroom soup
2 cups cooked macaroni
1 can peas
1 fried diced onion
salt and pepper
cheese
cracker crumbs
Combine first six ingredients and press into a buttered casserole dish. Sprinkle with cheese and cracker crumbs. Bake in a 350 degree F. oven until mixture bubbles, about half an hour.

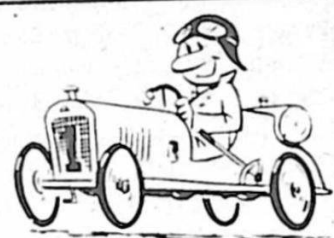
SATURDAY SALMON SUPPER

1 pkg. biscuit mix
3 T. chopped onion
1/3 cup green pepper
3 T. butter
1 tsp. salt
1/4 cup flour
1 can cream of celery or mushroom soup
1/2 cups milk
1 7 oz. can salmon, drained
1 cup cooked peas
1 T. lemon juice

Heat oven to 450 degrees F. Saute onion and green pepper in butter until onion is golden. Blend in salt and flour. Gradually stir in soup and milk. Bring to a boil and cook one minute. Add salmon, peas and lemon juice, and pour into an 11" x 7" buttered baking dish. Top with biscuits prepared from biscuit mix and bake ten to twelve minutes.

Next issue - my favourite Tuna story. Until then, bye.

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	\$16.00 per person. Members and Guests. Tickets at the Wing
Sat 4 July.....	STEAK NIGHT
	\$5.50 per person
Sat 11 July.....	STEAK NIGHT
	\$5.50 per person
CRIBBAGE NIGHTS.....	1st & 3rd Monday each month 7:30 PM.
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By Rose McCliesh

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- GLACIER GREENS GOLF CLUB NEWS

Centre. Course development and expansion program to be discussed. More details at a later date.
Saturday 27 June - A.M. Labatts TPA/ABATS (1300 - 1400)
Saturday, 27 June - Nite Lite Members Only Tournament.

There will be a general meeting on 23 July at the Base Social

Make it a great day - call 339-6515 for a tee time.

140+ Dry Grads in '92

Dry grads are alive and well and thriving, with students at more than 140 high schools throughout the province this year making sure their graduations

were nights to remember by organizing and participating in alcohol-free celebrations. In most cases, students worked with their communities to or-

ganize the celebrations at their schools. Dry grad featured dancing throughout the night, karaoke singing, casinos, pool games, theatre sports and other activities, providing graduates with lots of opportunity for celebrating the end of their high school careers with their fellow students.

Although a few dry grads were cancelled this year by the student organizers because of low ticket sales, those were events directed at students in all the high schools in an area. Events at individual schools were extremely successful.

"It's possible that students want to celebrate their graduations with friends in their school, not with a lot of strangers from other schools in the city," says Peggy Follis, ICBC Youth Programs Co-ordinator. "Although Vancouver's dry grad for all students in the city was cancelled, highly successful alcohol-free celebrations were still held at more than 20 Lower Mainland schools."

Both G.P. Vanier and Highland Senior Secondary schools are also holding dry grad celebrations.

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New Directions
A Provincial Commission on Housing Options has been established and will be conducting a public consultation process. The Commissioners look forward to receiving written comments as well as hearing from British Columbians at these upcoming public meetings:

Nanaimo	June 23
Prince George	June 25
Kamloops	July 7
Greater Victoria	July 9
Greater Vancouver	July 14
Kelowna	July 16
Abbotstord	July 23
Nelson	July 28

For more information, to request a discussion guide, or to register your input please contact:
Provincial Commission on Housing Options
Joni Woodward, Secretary
#1505-4330 Kingsway, Burnaby, B.C. V5H 4G7
Tel: 439-4731 Greater Vancouver only
1-800-665-1425
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Health & Fitness

To Your Health

Health information from the Registered Nurses Association of British Columbia

Will I Ever Sleep Again?

If you're the parent of a new baby, you may wonder if you will ever enjoy a good night's sleep again. You're not alone. Nurses know that many parents have a tough time coping with the sleeping patterns of newborn infants.

Take comfort, though, in knowing that infant sleeping and waking patterns during the first few days of life are only temporary. It usually takes about two weeks for more stable sleep patterns to emerge. Your baby will probably develop regular sleeping routines in another six to 10 weeks.

On average, a newborn will sleep 16 to 17 hours out of 24 and awaken seven or eight times at regular intervals. By three to four months most babies begin sleeping for 15 of the 24 hours and will not awaken in the middle of the night.

During the first few weeks, nurses do not recommend rigid sleeping or feeding schedules for normal infants. Instead, you should learn about your baby by following her spontaneous periods of waking, sleeping and feeding. You'll quickly learn the best times for your baby to play, eat and sleep. Rigid schedules aren't necessary unless you are coping with special circumstances such as a premature baby or an infant suffering from a medical condition.

Watch how your baby sleeps and notice the two different types of sleep: active and quiet. During active sleep babies twitch, breathe irregularly and move their eyes about under their lids. Sometimes they may also smile briefly. During quiet sleep they lie very still and breathe deeply. Both states of sleep are normal. Babies shift back and forth, spending about half of their sleeping time in each state.

Research has proved that parents can actually help babies develop good sleeping and waking patterns, especially in the early stages of development. To do so, prepare in advance for your baby before it arrives so you'll know what to do. Also, make sure you take care of yourself so you'll be able to cope intelligently with your newborn.

Take time to rest, for example, when your baby rests. Don't use the time to "catch up" on other work. Also, prepare simple meals and ask for help if you need it. If there are too many people around, ask for a quiet time or excuse yourself.

Expect some crying and listen carefully to the many kinds of cries your baby makes. Learn which are caused by hunger and which are for other reasons. Crying not caused by hunger can often be settled by walking, rocking or stroking your baby. Don't feed your baby too often. It's exhausting and often unnecessary. A reasonable time between feeds in the first week or two is one-and-a-half to two hours. Soon a three-hour schedule will develop.

It is important that your baby learn how to fall asleep on her own. That way, if she wakes up when you're not around, she will not be so alarmed and will settle back into sleep on her own. You can help your baby learn how to fall asleep by developing comfortable bedtime routines. These routines take a little while to gain acceptance but, before long, comforting objects such as a favourite stuffed toy or animal will be good bedtime company for your little one.

If you're having trouble with your baby, discuss your situation with a community health nurse. She'll help you understand the issues involved and how best to make changes.

info health

Dr. Bob Young



A Little Stiff

It's not too bad at first, a little stiffness in the mornings, an annoying ache after a round of golf. After a few years you find an occasional Aspirin or ASA helpful. Later, your doctor tells you that you should best take one or two of them three times a day.

You start to limp a bit. Stairs are a chore, tying shoelaces a pain. Your knees look ugly and your hips creak. You ease yourself out of bed in the morning one bone at a time. You are prescribed a NSAID, a non-steroid (non-cortisone) anti-inflammatory drug. You are lucky - it works, and your tummy tolerates it.

But 25 years have passed since the first sign of your arthritis. The medicines don't do much any more, walking is awkward and painful, you can't exercise and you are getting fat. Depressed, too.

It may be time to get serious about that joint replacement your

doctor has been telling you about. They are really very good. It seems, when friends engage in 'medi-babble' at social gatherings, horrible results, usually in "a friend of a friend of mine" are the juiciest stories. Undeservedly, joint replacement failures seem to be a favorite topic.

In most instances pain relief is the major indication for replacing a hip, knee, or other joint. Increased range of motion and better function of the joint are additional benefits that are usually obtained, but should not be the main reason for the operation.

Structural failure has been largely engineered out of the hardware used, and modern joint components are held in place "naturally" by bone that grows into them. Glues and cements, sometimes toxic, are not used a lot now. Loosening of the artificial joint is rarely seen.

Meticulous measuring of angles, often using jigs, provides

anatomical alignment for the knee or hip, and sterile technique and antibiotics prevents dreaded infection. Infection requires removal of the hardware. Recovery after the operation is usually prompt but often older patients have other diseases that may delay things.

In many areas of the country there are long waits for the procedure; even when the decision is made to go ahead it may be a year before hospital budgets and other cost restraints within medicare permit the job to be done. This is a pity because the patient, already in often severe pain, must endure it longer for fiscal, rather than medical reasons.

Modern joint replacement surgery is a real advance, particularly in the case of knees and hips. Benefits are many and the risks are reasonable. As Alan Fotheringham might say, trust me!

Workers Compensation

Let me say at the outset that most people are honest and forthright. But it is said there is a little larceny in most of us, and perhaps a lot in some of us. Few things will bring this to the fore as quickly as being involved with a Worker's Compensation claim or a motor vehicle injury claim.

The persistence and greed of some individuals in seeking restitution for injuries received at work and on the highway is unbelievable at times - and, in the opinion of many doctors, getting worse.

We all accept that compensation for injury is appropriate and just. This is what insurance is for. It is also appropriate that the amount of compensation should bear some relationship to the degree of injury, the length of the resulting disability, and, often, other factors. Doctors will do battle on behalf of patients who are having difficulty settling legitimate claims.

It is more difficult being the patient's advocate when it is obvious that a scam is in progress - when minimal injuries are being milked for all they are worth. The system these days seems to encourage this type of behaviour. Certainly I have seen many instances where outrageously high payments have been awarded to people whose sprains and strains, if they had occurred in the back yard or at a soccer game, would have gone in a few days.

Doctors tend to be trusting souls. If a patient says there is pain he or she is believed. Tests, x-rays, consultations may follow as the cause for the hurt is searched for. There may be many of face visits, often over several months, requested by lawyers solely to "keep the case alive" until the day in court. All of this costs money, usually gleaned from an already strapped medicare system.

Sadly, some lawyers thrive on this type of patient, guiding the injured person for perhaps years and sharing the spoils. Few things get my dander up faster than having a patient say "my lawyer wants this test and that x-ray," with a new list at each visit. Remember, I already know that there is nothing ailing the patient.

Society is the loser. Employers pay through larger WCB premiums. The rest of us are hit with ever increasing auto insurance costs. Doctors' time is wasted and the "injured" have to remember to complain a lot until payout day. Almost all these people get better promptly once the green poultice is applied.

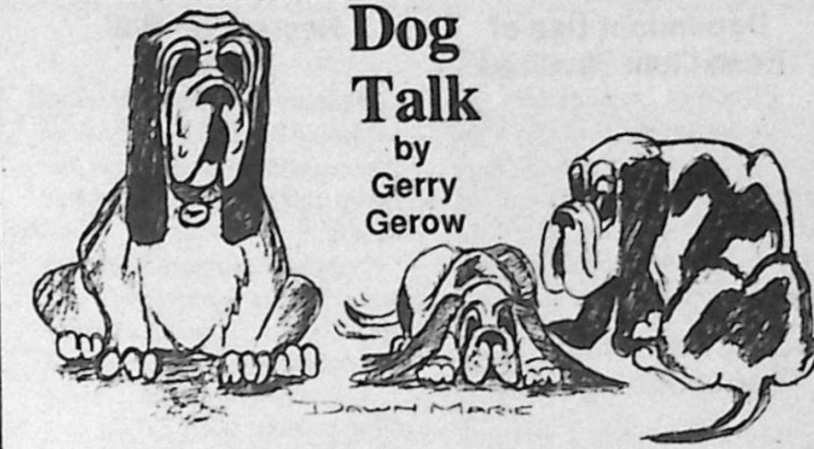
Help must be given to those who do sustain significant injury. Often it is desperately needed. Perhaps paying the occasional ill-deserving con artist is one of the costs of providing this help. But 'taint right.

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On & Off the Base



Dog Talk by Gerry Gerow

Setters

locate game in the field, and then to "set" or "point" as it is known today to indicate that they had done so. When this was done, the hunter on his horse would ride up and cast his net over both the dog and birds. One can easily see why it was necessary for the dogs to remain calm and unexcited during this process. They were not intended to be "gun dogs" because guns didn't exist. That is why today, while many of them still retain the ability to find game, they are seldom used.

They range far ahead of the hunter, and the game frequently flushes before the nimrod is within gun range.

I suppose it was only natural in the olden times for rivalries to develop between individuals as to who had the most beautiful dogs, and thus was born the dog show.

No one, to my knowledge, has ever argued that the original sporting dogs started it all. Thus, these beautiful dogs came into being, and while today they are seldom used for sporting, their beauty is legendary. Incidentally, the original Irish Setter was red and white. Today's all red dog was a direct result of breeding for what to the breeders, at least, was beautiful.

This week's book is of interest primarily to those persons who have an interest in breeding. *Veterinary Notes for Dog Breeders*, by Annette Carricato, Howell Book House and Maxwell Macmillan Canada, Don Mills, Ont. \$33.95.

Annette Carricato is a veterinarian and an experienced breeder of English Setters. She is doubly qualified to be the author of this book. Everything one should know about dogs and heredity problems with them is here, in easy to understand language.

In part one of her book Dr. Carricato covers "Screening for Genetic Diseases," how to avoid them, and how to detect them if they do exist in your dog. In part two she deals with the subject of "Understanding Canine Reproduction" and part three is given over to "Managing a Healthy Kennel."

This is a 230-page hard cover edition, highly recommended for anyone who wants to enter the magical world of dog breeding.

Arriving at the Nanaimo Kennel Club dog show last week, I

was looking around for my handler "Candi." She's over there, remarked Arnold Facey, and sure enough there she was with an Irish Setter on the end of a show leash, ready to go into the ring. What better excuse to talk about the Setters.

There are three dogs known as "setters," the Irish Setter, the English Setter, and the Gordon Setter. Exactly why the Gordon is not called the Scottish Setter is anybody's guess. These dogs were developed in Great Britain in the days before gun powder.

The hunters were invariably the nobility who kept huge kennels of dogs and handlers to look after them. While the Princes and the Lords got the credit, it really was the guy down in the kennel who developed and stabilized these magnificent animals. These were the days before "consumer goods" when if a man had enough to eat, a warm dry place to sleep, and a few clothes to protect him from the weather, he was quite content. It was therefore quite economical for the nobility to maintain these kennels.

The Setters were designed to



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ENTERTAINMENT

Fri 19 June.....Music by Rawhide & Lace
Fri 26 June.....Music by Westwind

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SUNDAYS.....Lounge 11 AM to 6 PM
MONDAYS.....Men's Dart League - Recessed to Sept. 14
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 - Recessed to Sept. 15
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

Sunday 14 June, 2 p.m. in the lounge.....Music by Eldorado

SPORTS

CRIB, first Sunday of the month.....1:00 PM Upper Hall.
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EUCHRE, fourth Sunday of the month.....1:00 PM Lounge.
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8. Flowers in the Rain..

.....Pilcher

9. Westward..

.....Ross

10. The Kitchen God's Wife..

.....Tan



Makarios HAIR DESIGN

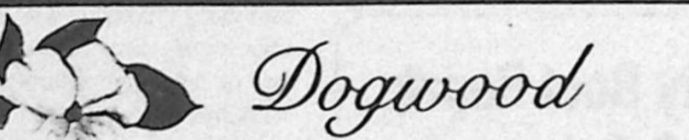
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6 JULY - NOON

Public Announcements

L'Association Francophone de la Vallée de Comox

AFVC - L'Association Francophone de la Vallée de Comox est une association à but non lucratif ouverte à tout(e) francophone ou francophile de la région. Le Conseil d'administration se réunit régulièrement au cours de l'année afin de réaliser divers projets sociaux, culturels et récréatifs. Nouveaux membres sont les bienvenus. Pour partager vos idées ou pour vous renseigner, téléphonez à Diane au 339-3990 ou venez nous rencontrer à notre bureau du Centre communautaire au coin de Lazo et Ryan rd. (à côté du Canex) entre 13h et 16h le mardi, mercredi et jeudi. Au plaisir de vous connaître!

L'Association Francophone de la Vallée de Comox is a non-profit organization open to all Comox Valley Francophones and Francophiles. The Administrative Council meets regularly through the year to prepare many social, cultural and leisure events. New members are welcome. To become involved, or for more information, call Diane at 339-3990, or stop by our office in the Community Centre on the corner of Lazo and Ryan Roads (beside Canex). Hours: Tuesday, Wednesday and Thursday from 1 p.m. to 4 p.m. We're looking forward to your visit!

CFB Comox Invitational Ball Hockey Tournament

The CFB Comox Lady Totems Fastball Club will be hosting an invitational Ball Hockey Tournament 19-21 Jul 92. All teams are welcome.

Cost is \$200.00 per team with 12-team maximum entry. Entry fee includes four game guarantee. Money prizes to top three teams. Intent to enter and \$50.00 deposit required by 10 Jul 92. Deposit can be made out to Lady Totems Fastball Club. OPI for tournament is Cpl Gregg Carr loc 8315.

LOST SPORTS EQUIPMENT

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

Personal Exercise Program

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

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.

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.

Squash

Squash court bookings at Courtenay Rec Association are not 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.

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.

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

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.

Base Soccer Team Practice

Base Soccer Team practices have commenced at the Base Soccer Field. Practices are scheduled for Mon and Wed at 1830 hours. All team positions are open and anyone wishing to play is welcome to attend. For further info contact Cpl K. Roy loc 8505 or Cpl D. Devries loc 8285.

TOPS Meeting

TOPS #BC3454, Lazo, meets every Wed. night at the Base Rec Centre at 6:30 p.m. For more information call Elaine 339-3213

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.

Glacier Wanderers

On July 1, the Comox Glacier Wanderers are sponsoring a 12.5 K Volkswalk in Courtenay. The walk will start between 9:00 a.m. and 12 noon, from the culvert area of Lewis Park. Come out and join us and then enjoy Canada Day Celebration 125. For more information call 339-2375.



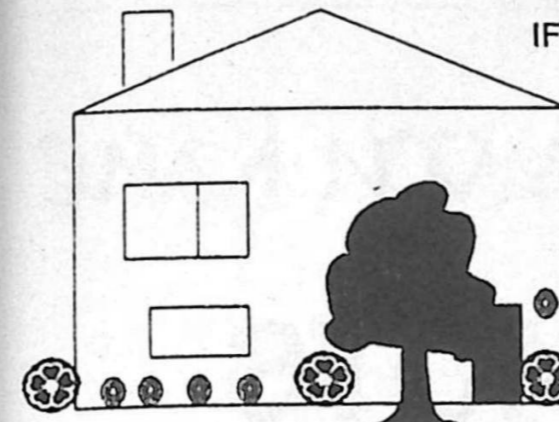
CFB Comox Windsurfing Club

When the wind is blowing too strong for you to Golf or Fish, why not try Windsurfing? Our club has everything needed for the beginner to advanced sailor, including wet suits. The club is open to all military members and dependents. If you are interested in joining or require any information please contact MCpl Arnaud at Loc 8417 or 338-7229.

ROADSIDE SCREENING DEVICES FIT IN THE PALM OF ANY POLICE OFFICER'S HAND... ANY TIME... ANYWHERE IN B.C.



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IF YOU BRIGHTEN UP YOUR PMQ BY PLANTING FLOWERS, HANGING UP FLOWER BASKETS, KEEP YOUR LAWN MOWN, ETC.

YOU COULD WIN A PRIZE!!

JUDGES WILL PERIODICALLY BE GOING THROUGH THE AREA

BETWEEN NOW AND THE END OF AUGUST AND WILL BE TAKING NOTE OF LAWNS, FLOWER GARDENS, YARD NEATNESS, ETC.

PRIZES

1st \$100.00 2nd \$75.00 3rd \$50.00

nine Ward prizes of \$25.00

Don't whistle away your hard-earned money.



An electric kettle heats water directly with no wasted energy. Putting the kettle on the stove means you're warming the air as much as the water. Appliances may cost only pennies a day to run but they add up to 20 cents of your energy dollar. Using a toaster oven. Making your

microwave a hot item. Putting the pressure on your pressure cooker. All help your pocketbook come out ahead. By saving energy, you're helping the environment too. And that's just the start of being Power Smart.

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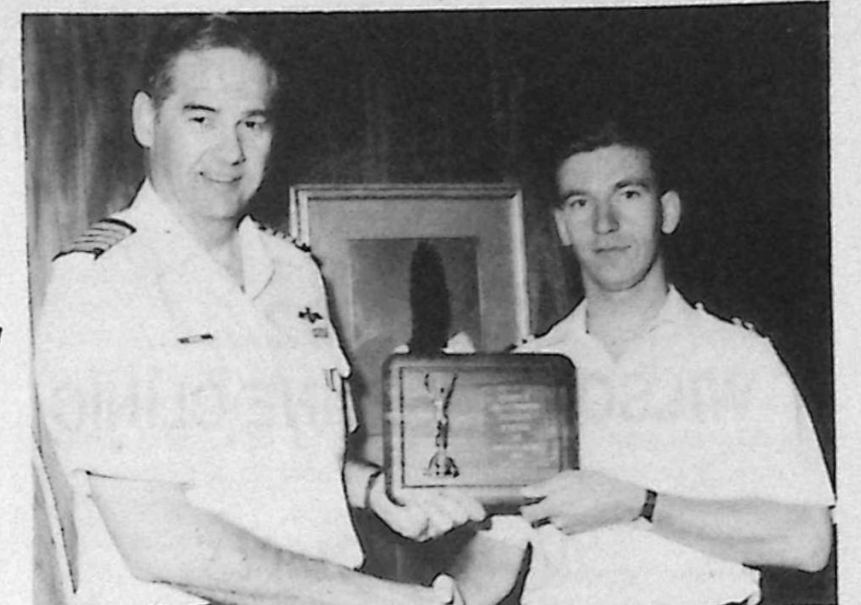
\$3.70 each additional word

BCYCNA BRITISH COLUMBIA AND YUKON COMMUNITY NEWSPAPERS ASSOCIATION

AUTOMOTIVE	BUSINESS OPPORTUNITIES	EQUIPMENT	HELP WANTED	PERSONAL
Engines rebuilt from \$995. 5 year 100,000 kms warranty. Bond Mechanical serving B.C. for 27 years. Phone 7 days, 8 a.m. - 8 p.m. (604)872-0541. Toll-free Mon-Fri 1-800-663-2521.	DEALERS WANTED FOR WATKINS Good Health Products. Full or part-time. Excellent opportunity for added income. Box 19, #360, 4445 Calgary Trail South, Edmonton, AB T6H 5R7.	OWNER RETIRING 1990 Case 580K Backhoe, A/C, C/W, 5th Wheel Tr, Extend-a-hoe, new 12" Bucket, 42" Clean up bucket. 1988 Ford 4x4, 460, loaded, winch, new motor, brakes 989-5543.	We need you to sell toys & gifts for C & M Gifts. NO INVESTMENT, NO DELIVERIES, no collection. Call (519)258-7905 or Fax (519)258-0707 for free info.	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.
CANADA ENGINES LTD. Quality rebuilt engines: cars, light trucks, 6 cylinder from \$995, 8 cylinder from \$1,095. 5 year, 100,000 km limited warranty. 7 days 580-1050, 1-800-665-3570, 856-5828 evenings.	EARN GOOD \$\$ at home. Dynamic manufacturing company seeks distributors for its airbrush designed and change colour clothing. Sell to retail outlets or directly to consumers. Call Atlas Company (604)493-9122.	FOR SALE MISC. Dump, water and service trucks \$6,950 and up. Dozers: D-6, D-8's, four with 6 way blades \$16,000 and up. Loaders: Cat and John Deere (920) \$24,500 (956 C) \$38,500. Low beds, High boys, Reefers and belly dumps \$6,950 and up. Excavators, Hitachi and Komatsu, \$43,000 and up. Call Vic or Ed 493-6791.	EXPANDING TO U.S.A. Let me show how I made SEVEN figures as exclusive Canadian distributor for fastest growing music and book company. Seeking buyer (519)944-6000.	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
Government seized/surplus vehicles. U.S./Canadian low as \$100. BMWs, Cadillacs, Chevys, Fords, Mercedes, Porsches, trucks, vans. Amazing 24-hr recorded message reveals details (416)482-3000 copyright V011.	Small Acreage, Excellent location in B.C. Zoned R.V. Park, Engineering water tests completed, spacious modern home. 30x30 winterized building for washroom conversion. \$259,900 Phone (403)255-5558.	Buy memorials direct from manufacturer at wholesale prices. Write for free brochure: "Young's Memorials and Stoneworks", 4348 Main Street, Winnipeg R3C 4A3. Phone (204)338-3938, Fax (204)338-1049.	Newspaper seeking advertising representative. Position requires creative flair. Commissionable. Print experience an asset. Resume to: Manager, The Whistler Question, P.O. Box 126, Whistler, B.C. V0N 1B0.	Thompson River Estates. Valley View lots. 3/4 & 1 acre lots, 5 & 10 acre lots. 1 only 5 acre lot on the Thompson River 30 min. west of Kamloops on the TCH#1. Call collect (604)373-2282.
Cummings Turbo Diesel 4x4's, Explorers, Vans, 4-Runners, Dakotas starting from \$149 month. 0 down O.A.C. We deliver anywhere in B.C. Phone Grant Collect 1(604)585-3141.	MAKE \$\$\$ driveway sealing units for spraying asphalt, interlocking brick, acrylic sealers, foundation coatings. Line painters, blowers, heated tanks. Commercial lawn spray equipment. Information: (416)372-3902.	FIND THOSE LOST SOCKS. Satisfaction guaranteed or money refunded promptly. \$5.80 pays everything. (our nice short address) Gifts From The Grand Poobah, Canada, P.O.M 3C0.	NEWSPAPER MANAGEMENT/SALES. Canada's largest independent community newspaper group invites applications and resumes from qualified newspaper advertising sales people for its Island Publishers and Cariboo Press divisions. Both sales staff and sales-oriented publishers are required now. Applications will also be accepted for anticipated future openings. Candidates should be assertive, self-motivated and creative individuals, with a successful background in print media sales. Island and Cariboo offer an energetic and people oriented work environment, growth opportunities and competitive earnings in a strong B.C. economy. Reply in confidence to George Manning, President, Island Publishers Ltd., 200-770 Enterprise Crescent, Victoria, B.C. V8Z 6R4.	Summer rental! Furnished 2 bedroom bungalow in Richmond, B.C. June 15 - August 31st inclusive. \$1,500 total O.B.O. Call 278-1641.
PUBLIC AUTO-TRUCK AUCTION every Tuesday 6:30 p.m. and Saturday 12:00 noon. Over 600 cars & trucks every week. Sell your car or come as a buyer. First time customer, this ad worth \$50 in free services. 12742 King George Highway, Surrey, B.C. Info: (604)580-0011.	BUSINESS PERSONALS	Slurry coating machine; 350 gal. tank, hyd. agitator, Kohler 10 hp. compressor, pump, complete with spraying equipment on tandem trailer. Presently \$18,000 O.B.O. (604)923-1097.	Major ICB and injury claims. Joel A. Wener trial lawyer for 24 years. Call collect: (604)736-5500. Contingency fees available. Injured in B.C. only.	SPORTS EQUIPMENT TRAMPOLINES. Buy direct. Huge 13x13 only \$995. 16' round superjump only \$895. Delivery and setup included. 14' rounds from \$399. Parts/repairs/rentals/pay plans. 222-1263 or toll-free 1-800-663-2261 Mon thru Sat. S.R.A. Win a Trampoline.
BOATS WHITEWATER JETLINE PR20 Riverboat. Marine aluminum hull, 103 U.S. gallon tanks, welded walkthru windshield, 25 Hrs. on tack, \$27,000. Dual axle trailer, \$2,000. Phone: J. Fetters 392-5237, R.R.#3, S. Lakeside, Williams Lake, B.C.	AMAZING GOVERNMENT GRANTS (free money) monthly benefits and low interest (easier credit) loans revealed. Canadian residents only. Business or personal details explained (416)482-3000 copyright M211.	GARDENING ONE STOP GREENHOUSE SHOP. B.C. Greenhouse Builders Ltd., 7425 Hedley Ave., Burnaby, B.C. V5E 2R1 FREE BROCHURE. Aluminum/Glass or Aluminum/Acrylite S.D.P. Double-walled GREENHOUSES Solariums and complete line of Greenhouse Accessories. Telephone (604)433-4220, Fax 433-1285.	WANTED	WANTED: Dead or Alive! 24" Cedar shake blocks. We'll pay top \$\$. Please call 462-7335 or 854-0096.
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On the Base

Male Athlete of the Year (Portage)



On Thursday, 28 May, CFB Portage la Prairie held a Sports Dinner to acknowledge individuals who contributed to the CFB Portage sports programs and/or actively participated in sports individually or as members of a team.

Captain J.P. Commodore, an Air Traffic Controller posted to Comox earlier this month, was the recipient of the "Male Athlete of the Year" award. He was active in a number of sports, in particular hockey, volleyball and broomball, at both intersection and base levels. Additionally, he came first in the Canadian Forces regional long distance running and represented Portage well at the National level. Base Commander Col J.E. McGee made the presentation on behalf of Col R.R. Henault, BComd CFB Portage la Prairie.

Congratulations, Chief Terry Smith



3 June 1992 was a day CWO B.T. Smith, Supply Administration Officer, will long remember. In front of an assembled Base Supply crowd, the BComd, Col J.E. McGee, and B.TSO, LCol G.S. King, presented CWO Smith with his new rank. Congratulations and Well Done, "Chief!"

Major March



LCol Challenger, BOpsO, presents Capt Butch March with his third stripe. Maj March is posted to Goose Bay this summer, where he will be BATCO.



COMOX RECREATION COMMISSION

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

B.C. TENNIS
presents
THE 1992
WILSON BASELINE CLINIC
with
Neil Coutts

Victoria von Kane
HOT SHOTS
with any camera

Boys & Girls

FRIDAY, JULY 3
5:30 - 8:30 p.m.
Anderton Park Courts
\$6.00 includes t-shirt
Ages: 14 yrs. +

Q. Who is NEIL COUTTS?
A. A real Great Guy!

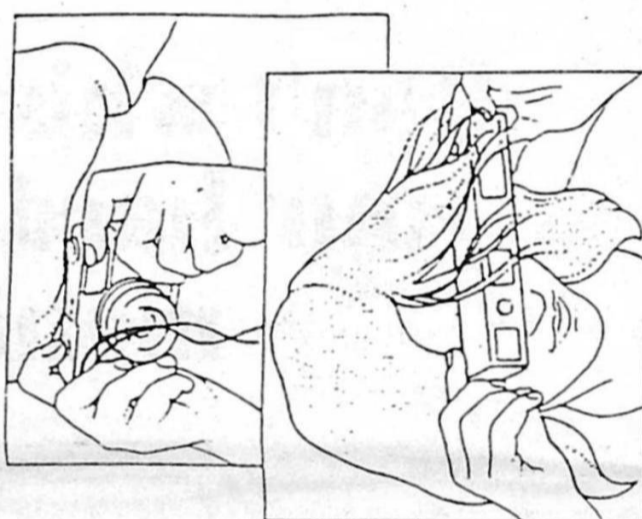
Q. But Can He PLAY Tennis?
A. Top Ranked Vancouver Is. Player 1988 - #1 Ranked over 35 yrs.

Q. But Can He COACH Tennis?
A. 1989 Provincial High School Tennis Team Champions Coach

Q. Where do I Sign Up for This Clinic?
A. COMOX RECREATION CTR. 1855 NOEL AVENUE, COMOX
(YOUR TOTAL TENNIS TOWN)

Clinic is designed for all levels of play. Stroke improvement and doubles strategy to be discovered with Neil Coutts.

- Knowledge of Equipment
- Using the Camera
- Basic Principles



- The Subject
- Presenting your Pictures
- Showing for Parents

PRIVATE LESSONS with
NEIL COUTTS
available



Friday
JULY 3
Anderton Park Courts
\$27.00/1 person,
\$30.00/2 persons,
\$32.00/3-4 persons
All Ages

#426	9:00 - 10:00 am	#429	noon - 1:00 pm
#427	10:00 - 11:00 am	#430	1:00 - 2:00 pm
#428	11:00 - noon	#431	2:00 - 3:00 pm

DAYCAMPS

Radical Rec Dudes Return..

So Dudes and Dudettes, now that summer's almost here, it's time to think about how to fill those long, hot summer hours. Well, have I got an EXCELLENT idea for you! The Marina Madness Daycamp will be going on tours, having Sports Days, taking trips to Paradise Meadows, going to the beach, camping overnight, all kinds of games and crafts and tons more. You can come to only one session or come to all four because each will be as radical as the next.

To a new and exciting location -
meeting daily at Marina Park on Comox Bay



6 - 11 yrs.	Monday - Friday 9:00 am - 3:00 pm \$80.00/child; \$70.00 each additional family member.	203	RADICAL ROCKIN' RAMPAGERS July 27 - Aug. 7 No program, Mon., Aug. 3
201	MARINA MANIACS June 29 - July 10 No program Wed. July 1	204	WILD & WACKY by the WHARF Aug. 10 - 20 No program Fri., Aug. 21
202	DUDES of Dusty's Den July 14 - July 24 No Program, Mon. July 13		

REGISTER NOW!

**HOT SHOTS...
"A Photography Camp"**

A complete course on techniques, procedures, equipment and style. For Polaroid, 110, 126 and 35 mm camera users.

Monday - Friday
July 6 - 10
\$60.00 + GST if applicable

601 7 - 12 yrs.
9:00 am - 12:00 noon

602 13 - 17 yrs.
1:00 - 4:00 p.m.

REGISTER NOW
Office Hours:
Monday - Friday
8:30 am - 4:30 pm
1855 Noel Avenue
Comox, B.C. V9N 4X4
(across from the Fire Hall)
Telephone Registration available from VISA

TEENS

Get "BOARD" this summer at Anderton Park
BASKETBALL • TENNIS • VOLLEYBALL

Get on the Challenge Board at Anderton Park. You can join one or all of the Challenges - Basketball, Tennis or Volleyball. Basketball and Volleyball are played as a 3 man or woman team. Tennis is a singles game. Challenge play can take place at anytime throughout the summer (June 29 - Sept. 4) at Anderton Park. Participation provides you with an Awesome League Tank Top, a BBQ social, possible prizes and a summer of FUN. For further info call GEORGE at 339-5244.

All leagues are \$20.00 + GST if applicable, \$5.00 each additional challenge.

TENNIS*
Anyday Mon - Fri, 10:30 - 4:30
301 Under 12 yrs.
302 13 - 14 yrs.
303 15 - 18 yrs.
304 17 - 18 yrs.
BASKETBALL*
Anyday Mon-Fri., 10:30 am-8:30pm
305 Under 12 yrs.
306 13 - 14 yrs.
307 15 - 16 yrs.
308 17 - 18 yrs.
VOLLEYBALL*
Anyday Tues.-Fri., 10:30 am-6:30pm
309 Under 12 yrs.
310 13 - 14 yrs.
311 15 - 16 yrs.
312 17 - 18 yrs.

PRE-SCHOOLER

101 **KITCHEN CAMP***
3 - 5 yrs.
Mon., Wed., Fri.
July 6, 8, 10
10:30 - 11:45 am
\$20.00
Comox Rec Centre

THE ARTS

606 **JOB PASSPORT**
13 yrs. +
Mon. - Fri. July 6 - 10
6:00 - 9:00 pm
Comox Rec Ctr.
\$60.00 + GST if appl.
This program has been designed in conjunction with BC Career Development and Employment. Learn what skills you should develop for future employment and learn how to secure a job. Get ready for next summer's job hunt NOW.

On & Off the Base

Employee Assistance Programme

Avoiding the Morning After



If you feel like the price you're paying for partying is too high, remember that although hangovers may not be curable, they are avoidable. Here are some suggestions on how to avoid them.

* Try diluting your drinks (like liquor with lots of mixer, or white wine with soda) or making every second drink non-alcoholic.
* Set yourself a limit before you start drinking, keeping in mind that it takes at least an hour for your liver to burn off one drink. If you're going to a party, for example, take only that amount with you. (Remember that it's too late to set limits later in the evening. After all, the organ we depend on for judgment - the brain - is the first one to become impaired by alcohol.)
* Eat before you drink, or at

least while you drink. Drinking on an empty stomach is asking for trouble.

* Try to sip rather than gulp. If you don't really enjoy the taste of what you're drinking or you're gulping them just for the effect, it's probably time to switch to a soft drink.

* If you're really bored or uncomfortable at a party, don't hang around. Your mood can not only influence how much you drink but also the effect that the alcohol has on you, including the hangover.

* Go for quality rather than quantity - in the long and short run, it will be easier on your body, more enjoyable, and probably cheaper.

* Don't mix drinking with drugs. Alcohol can enhance the effects of some drugs (and even

be fatal in the case of sleeping pills) and inactivate the effects of others. Even "harmless" over-the-counter drugs like aspirin - which you may think will prevent a hangover - can cause unpleasant side effects.

* Try dancing more and sitting less. You'll burn off calories, blow off steam, and spend less time drinking. If you are a smoker, you'll probably smoke less - which your body will probably appreciate the next morning too.

Call one of us

Carol Anderson	8319
Russ Burns	8625
Bev Chadderton	8857
Gordon Sherritt	8363

KCTS/9 (PBS Channel 3) Pays Tribute to Canada Day

Canada's ace flyers, the Snowbirds, are featured on Channel 9, Wednesday, 1 July at 8:00 p.m. in a new program, Canada's Magnificent Snowbirds. KCTS is proud to present the Snowbirds, who have been thrilling audiences around the world with their death-defying aerobic gymnastics. (The program repeats 6 July at 4:00 a.m.)

Leslie Nielsen narrates this documentary, which highlights spectacular aerial photography and captures the excitement of piloting a jet at speeds of more than 400 mph while performing

choreographed acrobatic maneuvers. Although the Snowbirds may seem to be "bigger than life" heroes, the documentary reveals mere mortals with feelings about the demands and rewards of being a member of such a talented team.

The program also chronicles the early days of the world's first demonstration teams, including the first acrobatic display performed by the Royal Canadian Air Force in 1929; the Golden Hawks, formed in 1959 to commemorate 50 years of powered flight in Canada; and the Golden

Centennaires, formed in 1967 to celebrate Canada's centennial. Continuing the tradition of demonstration flying, the Snowbirds, formed in 1971, were granted permanent status in the Canadian Air Force in 1978.

From the isolated airbase located in Saskatchewan, the show documents the rigorous two-week period during which the eight candidates discover what close formation flying really means. After this demanding audition, only four pilots are chosen to join the prestigious Snowbirds. The new recruits spend the next six months training for their two-year tour of duty. Using the open sky as a stage, this is show biz military style. From the graceful arch of a nine-plane loop to the stunning execution of the Maple Leaf Burst, the Snowbirds continue to push the limits of both pilot and plane.

Always in demand, the Snowbirds make many ground appearances during their tenure. The team visits schools, hospitals and various other institutions, delighting and inspiring children and adults alike. They see themselves as ambassadors for their country and take pride in upholding Canada's long-standing tradition of flying excellence.

Jr. Ranks Golf Tournament

The Junior Ranks will be holding a nine hole golf tournament on Tuesday, 14 July, commencing at 1300 hrs at Glacier Greens Golf Course. The tournament will be open to all Mess members. No entry fee is required; however, green fees will be the responsibility of the member. All participants must register prior to Friday, 10 July. To register contact the Jr. Ranks Mess Office at Loc 8430. Lots of Prizes!

SEE YOU AT THE LEeward!

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

THE LEeward
NEIGHBOURHOOD PUB

good food!
KITCHEN HOURS
11 AM - 10 PM

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On the Base

by Bob Orrick CD.

Korea: a Short History

Korean Korner

Each year, on June 25, the citizens of the Republic of Korea (South Korea) remember an earlier June 25 when the Communist army of North Korea launched an early morning sneak attack on their peninsula brethren. The artillery bombardment which signalled the start of the Korean War rained death and destruction down on the small border town of Ongjin. The time was 0400 on Sunday, a day that ought to have been spent in church celebrating His Blessings. The citizens of South Korea can be forgiven if on that day, and for the following thirty-seven months, they wondered if God had forsaken them.

In Seoul, capital of the Republic of Korea, veterans of the Korean War join with serving members of South Korea's armed forces, widows, school children and devoted-to-the-democratic-way-of-life ordinary citizens in a parade of colour that stretches along the capital's multi-laned, paved boulevards on the south side of the Han River. Upwards of 80,000 South Koreans take part in the five kilometre display of patriotism. Despite the 80 degree F heat and the ages of some of the participants, very few drop by the wayside. For them, it is a day of

remembrance mixed with celebration: remembering the Day of Infamy, and celebrating their victory at having thrown back the communist tyrants from the north. And always, veterans of the United Nations countries which answered South Korea's plea for assistance when the scourge from north of the 38th Parallel struck that Sunday, are afforded a special place of honour in the parade. Unlike Canada, and many of her UN member Korean War allies, the Republic of Korea has not, does not and will not forget the supreme sacrifice made by thousands of army, navy, air force and marine personnel who defended South Korea against the Red Menace from the north.

How did it happen that in a country half-way round the globe from Canada, and in a land that few Canadians had ever heard of in June, 1950, a war which saw nearly half of the land devastated and millions of casualties, could start so suddenly? Apparently without warning.

What possible provocation could Communist North Korea use to bring the world to the brink of another global conflagration? With the threat of nuclear warfare hovering on the horizon? The

answer may lie in late 1800's and early 1900's history.

The unrest which followed the assassination of Korea's Queen Min in October, 1895, by a "mob of Japanese intruders" led to a period of disruption in the peninsula nation. The Queen's assassination caused the Korean people to become hostile to Japan. The Korean king, King Kojong, "fearful for his life and desperately wishing to escape Japanese intimidation, agreed to accept refuge in the Russian Legation in February, 1896." Later, King Kojong fled his palace taking with him the Crown Prince.

Half a century later, in a twist of fate and change of times, South Koreans would not be seeking refuge in the Russian Legation.

The Boxer Rebellion in China in 1900 helped Japan's rising power; it also caused increased friction between Japan and Russia. Russia, "on the pretext of guarding her holdings in Manchuria, brought in a large force of (180,000) troops that remained even after the Boxer Rebellion was quelled."

(Russian minister Pavloff proposed that Russia establish a sphere of influence south of the Yalu River and reject any inter-

ference by other powers in Manchuria. Source: A Handbook of Korea, c. 1987, Korean Overseas Information Service.)

In 1902 Japan sought and signed an alliance with Great Britain. Great Britain was the traditional foe of Russian expansion. One year later Russia moved its force farther south across the Yalu River (boundary between Manchuria and Korea) against Japan's protests. It soon became clear to the Japanese that Russia had no intention of withdrawing her troops from south of the Yalu. Japan started the Russo-Japanese War.

"On February 9, 1904, heavy guns were heard in Chempulp'o (today's Inchon) and within minutes a cruiser, a gunboat and a transport ship lay submerged with drowned, dead and wounded Russians everywhere. Korea declared its neutrality but Japanese troops marched into Seoul." The Korean emperor was forced to sign a protocol agreement allowing Japan to use Korea "as a military base in the war with Russia."

History has recorded that the Japanese recorded victories in swift succession. Japan approached Great Britain and the United States to "insure there would be no interference from the Western powers in its colonization scheme. As Russia's defeat appeared imminent, the U.S. and Japan reached a secret deal in July 1905, known as the Taft-Katsura Agreement, by which the U.S. recognized Japan's rule in Korea in return for Japan's recognition of U.S. dominance over the Philippines." The next month, Great Britain and Japan renegotiated the Anglo-Japanese Treaty of Alliance acknowledging Japan's right to take appropriate measures for the "guidance, control and protection" of Korea.

The die was cast, and 45 years later erupted into a war that brought East and West to a showdown that involved more than 20 leading, civilized nations of the world.

In the early 1940's, with much of the world mired in a long struggle to defeat Hitler's conquest of Europe and Japan's dominance of the Far East, the leaders of Great Britain, the United States and the U.S.S.R. met to discuss future operations. And to plan for the

period immediately following the defeat of Japan, which the three saw as inevitable but uncertain as to time.

The Soviet Union's Joseph Stalin convinced a dying U.S. President F.D. Roosevelt that Korea, a Japanese-occupied country, should be divided along an east-west line with Soviets controlling the northern part and the U.S. the southern area.

Stalin had not forgotten that Japan had bloodied the nose of the Russian bear during the Russo-Japanese War. He was looking for an easy route to Japan.

In the north, now known as North Korea, Stalin had a puppet already in place: Kim Il Sung, the son of a peasant farmer, had been schooled in the ways of communism in Moscow. He was ready, willing and quite able to assume the leadership of the northern part of the peninsula. Anxiously he assumed the mantle of leader of North Korea and brought an intense pro-Soviet style of communism to the land.

As the Americans toiled to bring a democratic form of government to the south, the communists set about to build up an effective, heavily armed and well-trained army. Domination of the entire peninsula was their aim; to reunite the two Koreas under communist rule.

The morning calm of the land known as the Land of the Morning Calm was shattered at 0400 on Sunday, 25 June, 1950, when Kim launched his communist horde at his peaceful neighbour to the south. The Korean War had begun.

Before it was over 37 months later, 43 per cent of the land would lie in ruin. Millions would be homeless. Casualties would exceed 2.5 million. General Douglas MacArthur, the UN commander, would beseech U.S. President Harry Truman to use the atomic bomb which was readied and waiting on a little-known Pacific Ocean island. The world would be at the brink of nuclear destruction.

The Korean War, 1950 - 53; much more than a forgotten moment in history.

Note: Quotes are from FOCUS ON KOREA, KOREAN HISTORY, Korean Overseas Information Service, c. 1986.

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All insertions will be \$4.50 per column/inch. Payment in advance at the office.

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Family Support Centre Update

TEEN CLUB NEWS

- Beach Party for Teen Club members and guests 28 June at the Beach Pavilion. For more information contact Fran Archambault at 339-5716.
- Teen Swimming from 3:30-5:30 p.m. on Sundays at the Base pool for Teen Club members and guests.
- Video Night continues on Thursdays at the Family Support Centre.
The Teen Club is open to all teens of military parents. New members are welcome. For in-

formation on becoming a Teen Club member please call Teen Club sponsor Francis Archambault at 339-5716 or talk to any Teen Club member.
DISCUSSION GROUP
- Come join the Tuesday morning discussion group for a picnic and play time at the Family Support Centre, 30 June 10:00 a.m. - Noon. Bring the kids and join the fun.
NEED A JOB?
On 6 July from 7:00 - 8:30 p.m. Joanne Horwill, Job Club counsellor with Staff Develop-

ment Services, will provide a special session for military spouses who are looking for work. An orientation to the Job Club and the components of a complete job search will be covered. Joanne is a military spouse who has successfully helped many other spouses find work in the Comox Valley. Staff Development Services is well connected to employment opportunities through both federal and provincial contracts as well as contacts with local employers.

Volunteer Opportunities

The FSC has a number of interesting and challenging volunteer opportunities for people who are interested in helping their community and using their skills along with a group of other caring individuals. Training and support will be provided as well as our heartfelt appreciation.
Volunteers are needed in the following positions:
Welcoming Committee - to greet new families to CFB

Comox
Child Care - playroom and playground assistants.
Front Office - reception to answer phones and provide community information.
Public Relations - to help with community get togethers and advertise events.
Assist Families - Volunteers with empathy and excellent listening skills are needed to provide back-up support. Training,

supervision and support will be provided.
Teen Activities - people who enjoy being with teens are needed to help with Club activities. If you would like to work with an active group of teens who set their own agenda and initiate their own programs please call the FSC and we will arrange a meeting with the Teen Club Steering Committee.

Comox Legion Thanks

The President, Executive and members of Comox Branch 160, The Royal Canadian Legion, wish to thank the following businesses/individuals for their generous donations of prizes for our fishing derby held on Saturday, 13 June 1992.

Aero Art, Anchor Garage, Barber's Marine Service, Bergman's Hair Salon, Black Fin Pub, Captain's Seafood, Collingwood Inn, Cream of the Crop Beauty Salon, Jim Hart, Lorne Hotel, Marty's Barber Shop, Pharmasave Drugs #185, Portside Restaurant, Radio Shack, Ron's Custom Cutting, Smitty's Restaurant, Super Valu #24, Dr. Bill Toews, Wrangler's Lounge
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Summer Fun 92

Registration for swimming and daycamp programs of Summer Fun 92 will take place at the Wallace Gardens Community Council on Thursday and Friday, 25 and 26 June. The hours of registration will be from 0800 to 1230.

Something else new for this summer - the Rec Centre and the Community Council will be offering booklets of swimming tickets for casual swims for the year. The booklets will be sold for \$10.00 and will include 10 tickets at \$1.00 each plus one free one. The booklets will be available starting Thursday 25 June.

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