



Hamish (in cockpit):

## The Lizzie

....page 13



**National Non-Smoking Week**  
**January 18 – 24, 1993**



# TOTEM TIMES

*Canadian Forces Base Comox B.C.*

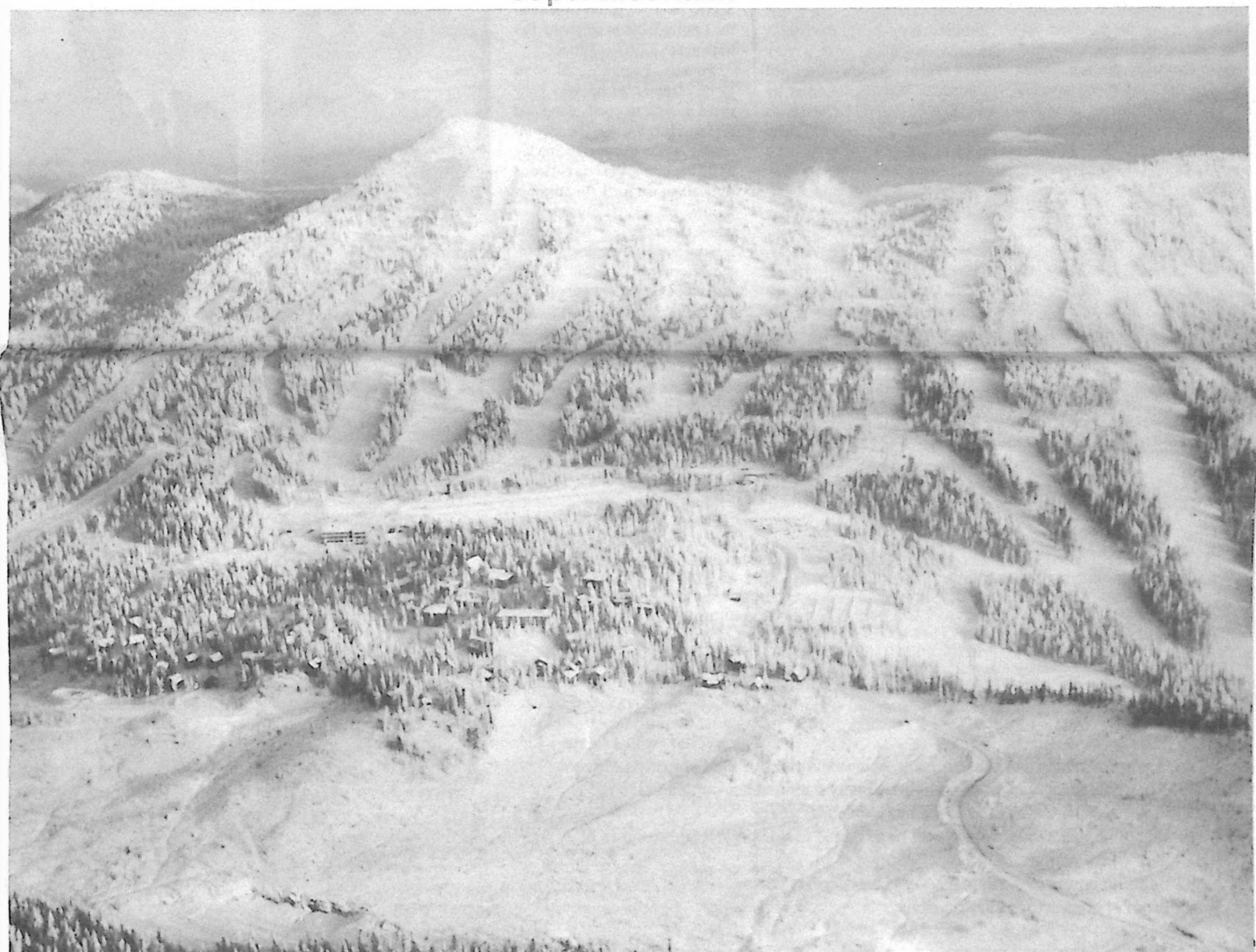


VOL 35 NO 1

14 JANUARY 1993

COST: PRICELESS

## Super Mountain



Mount Washington's new Quad run (on right) and lift has proven enormously popular with ski buffs. "Mount Wash," located a few miles north of CFB Comox, is Vancouver Island's equivalent of Whistler/Blackcomb.

## Drug Programme Implemented

OTTAWA – In accordance with regulations approved by Governor-in-Council in May 1992, the Canadian Forces have completed the initial stage of a mandatory drug testing program.

The opening phase involved the collection of urine samples from a representative group of military personnel taken from National Defence Headquarters in Ottawa and 13 Canadian For-

ces bases at Halifax, N.S.; Esquimalt, B.C.; Calgary, Alta.; Chatham, N.B.; Gagetown, N.B.; Petawawa, Ont.; Valcartier, Que.; Cold Lake, Alta.; Greenwood, N.S.; Moose Jaw, Sask.; Trenton, Ont.; Borden, Ont.; and Lahr, Germany.

The survey results will provide current data on drug use in the Canadian Forces as a whole. The survey is designed so that a

sample which tests positive for drug use cannot be identified in any way with the donor. The initial stage of the testing process will provide a baseline of drug abuse rates, and will provide a means to judge the effectiveness of the testing program.

Analysis of the urine samples will be carried out by the Dr. S. Hanson & Associates laboratory in Edmonton, Alberta. Analysis

will include testing for five common drugs of abuse: cannabis, cocaine, opiates, amphetamines and phencyclidine.

The full program will involve up to 50,000 urine samples tested annually under six testing categories. These categories include: testing "for cause," as a control measure for drug users in treatment and rehabilitation programs, in support of duty-re-

lated accident investigations, directed testing for especially safety-sensitive occupations, random testing of unit groups, and future "blind" testing where necessary.

These applications will be phased-in commencing January 1993, and will be expanded to a full drug-testing program within 18 months.



# On & Off the Base



## Chapel Chatter

by Padre Bob

Last Saturday was catch up day in our driveway. I had shovelled the drive three times over the period of our storm but somehow more snow snuck back in. It may have fallen fluffy snowflake by fluffy snowflake but it had changed into well packed snow and ice. As I got out the spade and snow scrapers and chipped away at the snow and ice, my mind wandered to New Year's resolutions. Would all you gentle readers who resolved to start a regular habit of attending Chapel or Church please raise your hand? (Can you picture that, Mr. Editor? People all over the Base and Valley reading the Totem Times with their hands in the air. Neat thought isn't it?) If you have not been in the habit of attending Chapel or Church you may be like my driveway, all those little excuses that have caused you not to attend "this Sunday" could have hardened into a habit of non-attendance that is hard to break. My resolution to attend was like my act of getting the shovel and scrapers out of the back of the garage. (When we moved here from Winnipeg we were told we could sell all that snow stuff.)

Now each Sunday morning as you get out of bed and get ready for service you will begin chipping at that old habit. An interesting aspect of both processes is that I did not have to scrape off all of that real hard ice. I had to make an effort, but once it was clear enough that the dark of the concrete showed through, the sun helped melt and loosen the toughest parts. Similarly you will find help in working on those habits if you really make the effort.

So what have you missed by not attending? We have had another very busy Christmas season, beginning with a very successful Sunday School Christmas Service, followed by the Congregational Christmas Dinner, which this year had to be held at Glacier Greens Social Centre as we had previously outgrown the Chapel and Community Centre. For the golfers present on that occasion, the congregation budgets to provide the turkey, gravy, stuffing and potatoes and the members of the congregation brought along the salad, veggies and desserts. It was a grand looking spread and

thoroughly enjoyed by all!

One of our Chapel families invited members of the congregation to their home for an evening of carolling in the neighbourhood and coffee and sweet trays in their home as everyone warmed up afterwards. It was so well enjoyed by all that it is to become our First Annual Carolling Night. We could be in your neighbourhood next year. And of course our Christmas Eve Services went well as office holders in the Chapel read the Christmas Story at our Family Candlelight Carol Service and we gathered around the Lord's Table to celebrate His birth at the 2330 hrs Service.

January, February...all seem to be planning to be very busy times as well so come along and join us. It is a warm friendly inclusive group that meets Sunday and then at various times throughout the week for other activities. I very rarely take the whole hour for the service and usually leave a little time for coffee afterwards, so plan to stay around for coffee and we will help you work on those New Year's resolutions.

See you in Chapel...

## Vegetation Management and Control

### Expression of Interest

B.C.Hydro Transmission, Vancouver Island Region, invites expressions of interest for a 10 year contract for vegetation control on twenty miles of 138 kV right-of-way in the vicinity of Jordan River and Sooke, B.C. Interested contractors with proven capability in vegetation management and control are invited to provide the information noted below to Barry Hall or Judy Hopewell, B.C.Hydro, P.O. Box 1500, Nanaimo, B.C., V9R 5M3 or fax to (604) 755-4731 on or before 11:00 a.m., January 18, 1993.

Expressions of interest must be clearly marked with the reference number Q3-5003 and include the following:

- Name and address of the company, names and titles of the company's officers.
- Approximate annual value of rights-of-way maintenance completed in the province of B.C. for each of the last 3 calendar years.
- List of key personnel who would be assigned to this project and resumes of their qualifications.
- Bonding company — name, address and contact person.
- Proof of contractor's qualifications.

B.C.Hydro will review all information provided in response to this invitation, and will request those companies that Hydro decides have proven capability to attend a meeting on Wednesday, January 20, 1993 at 9:00 a.m., at the Northgate Motor Inn in Nanaimo to discuss the long term project. An invitation for proposal package will be provided at this meeting. The closing date for this proposal is 11:00 a.m., Wednesday, February 17, 1993.

The provision of information to B.C.Hydro, anything done, or any expenditure incurred by any persons shall not obligate B.C.Hydro to enter into any contract whatsoever. B.C.Hydro reserves the right, in its sole discretion, to subsequently invite proposals.

**BChydro**

**NEXT DEADLINE 25 JAN**

### CD Presentations



CD presentations to Padre Bob Baker (CD1, above) and the gentlemen pictured below were made by the BComd, Col T.B. Rogers on 8 Dec 92 at Base Headquarters.



Capt Worden, BOpsO, CD2



MCpl Woodward, 407, CD1



WO Turcotte, LTC, CD1



Capt Graves, BHosp, CD1



MWO Ryan, BOpsO, CD1



Maj Leblanc, LTC, CD1



Sgt Churchill, Hol Det, CD1



Maj Lavoie, 414 Sqn, CD1



DAVID H. NICHOL  
Manager

**BRAIDWOOD FINANCIAL**  
One Stop  
Financial Centre  
PHONE: 338-2715  
FAX: 338-2716  
204 ISLAND HWY, NORTH  
COURTENAY, BC  
V9N 3P1



Sgt Peppard, BOpsO, CD1

# National Affairs

For Arctic and Maritime Surveillance



## CP140A Arcturus Arrives

### Introduction

On 30 June 1989 the Minister of National Defence announced the acquisition of three Arctic and Maritime Surveillance Aircraft (AMSA). These aircraft will augment Maritime Air Group's fleet of 18 Aurora Long Range Patrol Aircraft. The AMSA will be used primarily for arctic, maritime and environmental surveillance, serve as a backup for search and rescue operations, and provide a platform for pilot training. The aircraft, named Arcturus, will also be flown in support of other government departments while patrolling the longest coastline in the world. The Arcturus takes its name from a star in the constellation Boötes — the herdsman. Arcturus, the "guardian of the bear," is one of the brightest stars in the northern celestial hemisphere.

### Background

Military flying in the north began with the charting and mapping of northern Canada, including the high Arctic. For many years, surveillance and reconnaissance missions have been flown over the Arctic and Canada's coastal waters by Canadian military aircraft. These flights demonstrate a military presence in isolated areas and patrol the shipping that transit Canadian waters. Maritime surveillance by air is the most effective means of obtaining data on northern operations and activities. Information on new airstrips, exploration by private industry, the general layout and condition of facilities of isolated communities, drill rigs, and mining in important resource areas are examples of the types of data collected.

In the 1960's, with the discovery of oil in the Arctic and the subsequent trial use of the Northwest passage by international shipping, concern over national sovereignty became paramount. In 1985, the federal government announced a series of measures to assert Canadian sovereignty over the Arctic, including an increase in the number of surveillance patrols carried out over northern and maritime regions. The brunt of the tasking for the increase of surveillance

activities fell to Maritime Air Group's fleet of 18 Aurora Long Range Patrol Aircraft. The Long Range Aircraft Project was initiated and plans were made to increase the size of the Aurora fleet in order to meet the demands of the new mandate. Because of its cost, the Long Range Aircraft Project's cancellation was announced in the April, 1989 federal budget. But the need for new aircraft remained.

The government took advantage of an opportunity to acquire the last three aircraft to be produced by Lockheed's assembly line in California, purchasing them at a significantly reduced price. Bought as "green airplanes," they were flown to Industrial Marine Products (IMP) in Halifax where all interior work and exterior painting was undertaken by Canadian industry to complete the Arcturus to its surveillance configuration.

### Present Situation

The first Arcturus was formally delivered to DND on 30 November 1992. The second and third aircraft are expected to be delivered by early 1993. Aircrew are expected to begin conversion training on the Arcturus early in 1993 and should begin flying operational missions by mid-1993.

The Arcturus, based on the P-3 Orion airframe, was built to Canadian military specifications and shares the same basic airframe and engines as the CP-140 Aurora aircraft. This commonality permits significant savings in maintenance and training costs. The introduction of the Arcturus is expected to extend the serviceable life of the Aurora fleet by at least five years.

The acquisition of the long-range Arcturus aircraft will lead to better overall operational capability by enhancing the flexibility of the Maritime Air fleet and result in overall savings in the cost of operations. By choosing an airframe similar to the Aurora, Canada's air force can maintain and operate the Arcturus with existing personnel and with only a minor increase in the sizes of the spares inventory. The Arcturus will fly approximately 3,000 hours per year, significant-

By Capt Darlene Blakeley

ly reducing the workload and the wear and tear on the more expensive Aurora fleet.

The three Arcturus aircraft cost approximately \$159 million (1989 budget year dollars — BY), with an additional \$95 million (BY) for the related project costs associated with radar procurement, spares, logistic support and project management. The contract with Lockheed Aeronautical Systems Company resulted in \$130 million (BY) being committed to Canadian industrial and regional benefits with \$20 million (BY) in direct benefits. In addition to the dollar value of the benefits to Canadian industry, the technology transfer achieved via the Lockheed sub-contract to IMP Aerospace is considered particularly significant in consideration of IMP's role in the NSA procurement.

The Arcturus will improve Maritime Air Group's ability to accomplish the tasks of arctic and maritime surveillance. Based at CFB Greenwood, the three aircraft will enhance the Commander of Maritime Air Group's flexibility in responding to the growing demands for surveillance missions flown in support of other government departments, permit for necessary aircrew training, free Aurora aircraft for specialized undersea surveillance missions and result in overall savings, particularly through the reduced wear and tear on the more expensive Aurora fleet.

The Arcturus will be equipped with the minimum necessary equipment to carry out a multiplicity of missions. It will be fitted with an upgraded APS-507 surface surveillance radar which will permit its crew to detect everything from ships to life rafts. The Arcturus will have the same long range communications equipment as the CP-140 Aurora and will have the necessary navigation equipment to operate over the oceans and in the Arctic. The Arcturus will be capable of dropping life rafts and survival kits from the aircraft to people in distress in the Arctic or on the ocean.

### Cockpit Acceptance Check



### Coming in to Greenwood



The Arcturus is an ideal platform for the optimum utilization of sensors and the aerial delivery of search and rescue equipment.

The aircraft does not require sophisticated support equipment

to operate in all global climatic and topographical environments and is capable of carrying four maintenance personnel in addition to the normal crew plus a limited range of deployment spares.

### For Sale: Designers Choice Duplex



Deluxe 1400 sq. ft. 1 year old duplex, 610B Bunting Place, Comox. Vaulted ceilings in kitchen & living room. Gas fireplace, furnace and hot water. Large master bedroom, walk-in closet, lavish ensuite with jacuzzi tub, flared skylights. Gourmet kitchen, cherrywood cabinets, with large bay window in formal dining area. Insulated garage with auto opener. Many more custom features. \$134,900 No GST. 339-2147



# Editorial



## Can we be indifferent?

In a letter to the Editor on page 5, a properly distraught mother recounts an incident where her twelve year old son broke his arm while snow-sliding in the PMQ area. Many other adults and children were in the area at the time, but the boy lay alone, in shock, for twenty minutes. Revived enough to climb the hill, still unnoticed by the people around him, he was eventually picked up by his mother. Did anyone notice? If someone did, what held them back? Are we so affected by our "Don't talk to Strangers" admonishments to our own children that we are loath to approach other people's youngsters, even when they are in distress? It is possible no one present on that day saw anything more than some kid stretched out on the snow. It's also possible no one was aware of the boy's condition, concerned as they were with watching their own children.

It seems to me that PMQs, part of the larger military family, should be the logical place for concern about what happens to all our kids. We have Block Parents (although not nearly enough), Neighbourhood Watch, Community Council and a Family Support Centre, all designed to raise our consciousness, but somehow a child fell through a gap in our awareness. The answer is to keep our heads up and look around once in a while. If we're there to protect our own kids, others need protection too.

## Getting Around

"Airforce" magazine, journal of the Royal Canadian Air Force Association, has been picking up some of our stories lately. So has the Ottawa Falcon and the Cold Lake Courier. "Airforce" and the Falcon carried the Hamish story, "Tigerschmidt," and the Courier repeated in their entirety our recent batch of letters about ERS.

We know the Fishwrapper is read outside the Comox Valley - we send them all over the country and to addresses abroad - but it's particularly pleasing when someone likes our stuff enough to reprint it. Incidentally, flushed with his new-found fame, Hamish is working on a sequel to "Tigerschmidt." Rumour has it the title will be "Tigerschmidt - The Next Generation."

## Fifty Years On

1993 is the fiftieth anniversary year of CFB Comox. For the next few weeks, up to the 14 April deadline, we will be seeking photographs and stories about the Comox years for a special souvenir edition of the Totem Times. If you would like to contribute, please put your material in an envelope marked "50th Anniversary," and either put it through our letterbox, send it via Base Mail or bring it in when the office is manned. We appreciate anything you have to offer.

## Time to Quit

A pack-a-day smoker spends over two thousand dollars a year on an addictive habit that kills not only the smoker but people who breathe in the "sidestream." The side-effect has recently been proven by the EPA. This non-smoking editor, who quit his habit in 1967, urges others to do it now. Save your health, my health and the health system. Let the tobacco companies find more useful crops to grow.



NSA/NSH helicopter EH-101: 50 ordered

## EH-101 - The Latest

During the spring and summer of 1992, DND and other government departments worked hard at preparing the New Shipborne Aircraft New Search and Rescue Helicopter (NSA/NSH) project for Cabinet approval. Project definition was completed on 31 March 1992 with the delivery of contract offer submissions from both of the prime contractors.

E.H. Industries Ltd. of the United Kingdom is responsible for building the basic vehicle, while Paramax Systems Canada of Montreal is responsible for integrating the mission systems. Detailed contractor/project management office discussions followed as requirements were finalized. On 24 July, the Minister of National Defence announced the decision to enter into implementation. Treasury Board approved funding for the project on 5 Oct and on 8 Oct contracts were signed for 35 NSAs and 15 NSHs.

The EH-101 will significantly improve the capability of our sea-going search and rescue helicopter fleets. It was selected because of superior performance and the incorporation of numerous design advances.

One of the most stringent requirements was the need for the helicopter to remain airborne with one engine inoperative in virtually all regimes of flight. The 101's innovative three-en-

gine design meets this requirement and should almost eliminate emergency water landings due to an engine failure.

The Automatic Flight Control System (AFCS) is an extremely capable autopilot. It will hold heading, altitude and airspeed, hover over water or land, transition up and down, climb and descend at a specified rate, fly approaches, conduct go arounds, and navigate automatically. The joke is that the autopilot should come equipped with a dog. The pilot's job is to feed the dog and the dog's job is to bite the pilot if he or she tries to touch anything.

The navigation suite of the EH-101 is equally advanced. The suite includes a doppler system, Global Positioning System, inertial navigation and an Automatic Heading and Reference System (AHARS). This will allow the NSA and NSH to position themselves with unerring accuracy whether dropping sonobuoys or flying search patterns.

The EH-101 has a flight in icing capability. In our often cold Canadian climate this provides both a significant safety asset and an expanded operational envelope. The search and rescue community has often found that they are unable to operate because of icing. This is an exciting new tool for a highly motivated group of rescue specialists.

Another interesting advance in the 101 is the Active Control of Structural Responses. This is a computerized electro-hydraulic system mounted on the gearbox which greatly reduces the vibration transmitted from the rotor to the helicopter. The result is an amazingly smooth ride. It not only makes it more comfortable for the passengers and crew but it actually serves to extend the service life of the aircraft by reducing airframe fatigue.

Westland Helicopters brought a mock-up of the EH-101 to the Shearwater International Airshow this past September. The excellent quality and realistic configuration of this model provided thousands with the opportunity to see the helicopter for the first time. To say that it was well received would be an understatement. There were long line-ups on both days, from opening until after closing.

The EH-101 is an exciting new acquisition for the Canadian Forces. It has an expanded capability in all of its assigned operational missions with its excellent range and endurance, exceptional navigational accuracy, and modern missions suite. The search and rescue community will benefit from the autopilot and stabilization systems, as well as the flight in icing capability. The way ahead looks very good indeed.

# Comment

## Over the Top for Triple Eight



888 RCAFA Wing member Gerry Gerow (L) presents a gift certificate from La Crémalière restaurant to Garry and Lucy Brown, 888 Wing President Bill Shields attending. When Garry and Lucy joined, 888 became the largest RCAFA Wing in Canada.

## No One Noticed

Dear Editor

On the afternoon of 10 January, my 12-year-old son went sliding on the hill behind the PMQ sports fields with his younger brother and some friends. It was a lovely day for sliding and there were a fair number of people there: children and adults. As luck has it, the sled my son and a friend were riding on hit a bump and overturned at the bottom of the hill. The friend escaped injury. My son broke his arm. Faint and in a great deal of pain, he managed to tell his brother to go home for help. Since my son goes into shock easily he could not call out for help. And so he lay there in the snow, alone, while a crowd of people played in the sunshine. Twenty minutes passed before he felt strong enough to climb the

hill. At the top, he had to rest another ten minutes to collect his strength before starting the trek home. He thought his brother had forgotten him.

Because of the treacherous road and sidewalk conditions in the PMQ area it took the younger son 30 minutes to make his way home and for me to get to the parking lot behind the hill. There he was, trudging home, doubled over with pain, holding his arm in a very unnatural way, face void of all colour while the hand was visibly swollen and turning purple.

How is it possible that none of the adults at the hill noticed this injured child?

Christine Grimshire  
Lazo

## KVA Tribute

Editor

On Sunday, 13 December, I, along with 51 other Richmond residents, was the recipient of the Commemorative Medal for the 125th Anniversary of Canadian Confederation. Presenting the medals on behalf of His Excellency The Right Honourable Ramon Hnatyshyn, Governor General of Canada, was the Honourable Tom Siddon, MP PC, Minister of Indian Affairs and Northern Development. The presentation took place at the recently opened Richmond Culture Centre.

Inasmuch as my citation recognized my "dedicated years of service with the Korea Veterans Association of Canada, Inc." and my part to "successfully win recognition for Korea Veterans in 1992" I proudly accepted the Commemorative Medal on behalf of the 27,000 Canadians who volunteered for service in Korea, 1950-53; in par-

ticular the 516 Canadians who gave their lives to ensure democracy returned to the Land of the Morning Calm.

The diversity of this great land we call Canada was admirably reflected by those who were honoured. Included among them are many friends who were not born in Canada but who consciously opted to make this land their land. To them and to all others from around the world who have elected to become Canadians, thank you. Our country's fabric is the richer for your contributions.

To my fellow Canadian veterans of the War in Korea, the high price you paid was not in vain.

Sincerely,  
Bob Orrick, CD  
National Public Information  
Officer

## 1993 Naval Communicators Reunion

Calling all Bunting Tossers, Sparkers and Coders

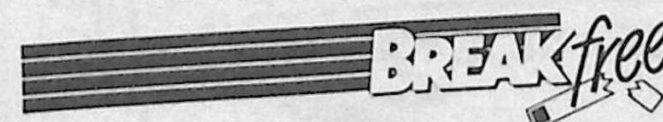
The 1993 Naval Communicators Reunion will be held in Halifax, N.S., the East Coast Canadian port, 2, 3 and 4 July 1993.

New attractions include HMCS Halifax, the sailor statue at Sackville Landing, and of course the last Corvette, HMCS Sackville.

Want more info? Write:  
Naval Communicators Reunion  
P.O. Box 297  
Dartmouth, N.S.  
B2Y 3Y3

National Non-Smoking Week  
January 18 - 24, 1993

**TOBACCO IS A DRUG**  
Protect your children.



## Smoking - Stopping Children before they Start

A few years ago, many parents didn't think twice about sending their kids down to the corner store for some smokes. Some still don't. But a new law in British Columbia will put an end to this "bad habit" forever.

It's called the Tobacco Sales Act and its primary purpose is to prevent the sale of tobacco products to children and youth. Passed by the B.C. Legislature last July, the new law significantly tightens controls on the sale of tobacco.

The act reinforces an already existing federal law which makes it illegal to sell cigarettes to children who are underage. Stores will not be allowed to sell single cigarettes from an opened pack. Federal law already prohibits this practice but it has not been enforced. Provincial officials promise to crack down a lot harder. Store owners who continue to ignore federal or provincial laws could lose their right to sell tobacco.

The act will forbid the sale of cigarettes from a vending machine unless it is supervised and controlled to prevent children

using it.

Tobacco vendors will be required to display provincial health warning signs at the point of sale. While federal law already requires health warnings on packages they are barely noticeable on many packages. Health warnings on tobacco displays will remind purchasers of the health hazards associated with tobacco use before they buy the product.

The legislation also gives the government the authority to raise the legal age at which a person may purchase tobacco. This is now set by federal law at 16 years. The Tobacco Sales Act is expected to come into effect as soon as regulations have been defined.

The tobacco crackdown should end the current situation in British Columbia where a recent survey of 11-13-year-olds found that 50 per cent of them could purchase cigarettes themselves "always" or "most of the time."

Tight controls have proved effective. In 1991, only a year and a half after Woodbridge, Illinois, introduced vendor licensing:

• The number of children who were regular smokers

decreased by two-thirds.

• The proportion of children who experimented with smoking decreased by half. Research indicates that if you can prevent a child from smoking until the age of 18, the probability of that child ever starting the habit drops dramatically. Also, studies have shown that a child is more likely to smoke if one parent smokes and the odds increase if both parents are smokers.

There are several reasons why many people are concerned about the issue of children and smoking in Canada today. Every year, 120,000 young people start smoking. The tobacco industry calls them "replacement smokers." Twenty years ago, the average smoker started as early as age 16. But today, the average starting age is 12 and more than 90 per cent of smokers start before they reach their 17th birthday.

There is special concern about young women. In the 15 to 19 year age group, 20 per cent of females smoke, as compared with 12 per cent of males - nearly continued on page 16

## Air Force Trivia



### Trivia Answer

AVRO Manchester Mk. I, F3493  
RAF. Only three were built.

Courtesy H. Holmes Collection

# TOTEM TIMES

EDITOR - BUSINESS MANAGER.....Norm Blondel  
ASSISTANT EDITOR.....Bob Sealby  
OFFICE-MANAGER/TYPESSETTER.....Bonnie Cochrane  
WRITERS.....Jim Kirk, John Novak, Gerry Gerow, Bob Orrick  
Barb Vermette, Rose McClesch, Frank Steven  
Duke Warren, Norm Whitley, Tet Walston  
PRODUCTION STAFF.....Julie Blondel, Ron Fisher  
COMPUTER CONSULTANT.....Gerry Peppard  
CIRCULATION.....Julie Blondel - 338-0259

PHONE NOS: 339-2541 (Office) 338-0259 (Res.) FAX 339-8673  
Address correspondence to: Subscription rate \$20.00 per year.  
The Editor, CFB Comox, \$40.00 per year outside Canada.  
Lazo, BC, VOR 2K0

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

Published every second Thursday, with the permission of the Base Commander, CFB Comox. Publications Mail Registration No. 4098.



# Section News



414 Composite Sqn

## Across the Moat

Fear not, ye denizens of these fair regions - he who seeks the Truth and always tells it has come to settle here. 'Tis true; the Black Knight has sallied forth from the eastern shores of The Bay to seek the Grail in this fair land.

Sir Cedric has called his fellow Knights from far and wide to gather round the friendly shores of Comox. Sir Bill, the grandest Knight of all (aka The Boss, and real Sir) has forsaken his twin lunged F-18 for the single one of Lockheed. Sir Don (Commander of the Fleet) has travelled West from the Bay, a cold and frozen land. Sir Ed (the Fast, of Ops and stuff) has come to rest from VU-33, forsooth. Sir Martin (Fixer of the Fleet) joins from the Land of Oz, a far away castle on the Rideau.

Sir Larry joins the Table from the land of Komox, where he had sought Truth and Meaning at the side of AFIS. Sir Mel (the Quill) has come from running all the castles in the realm. Being Keeper of the Keys for the Queen's MQs has changed his hairline. Now he can wear a smaller helmet than before. Sir Rodger (Mr MAG) has left the world of airborne restaurants to join the Table.

Sir Ron (the Carny) comes from somewhere else to do TD from here. Sir Norm, Sir Chris, Sir Boots (the Knights who say Knick! Knick! and Runaway!)

have come to here and want to stay. Sir Keith has joined from the Land of Ya'll; a southern place, he says. Sir Ted (the Young) from the Land of Jaws has come. Should you read to here and think 'Tis merely drivel that does not rhyme, I say to you: I need more time!

Since this is just the first of many, only one tale shall be told, or maybe two. The rest of the Knights will be introduced later as their feats are known to us all.

Sir Larry had not sallied forth for some time, and it was said that his spurs had grown rusty. Sir Boots was chosen to accompany him on a ride about the Realm. Sir Larry said "I'll take the pole and show you how it was done in my time." Sir Boots gave him what he thought was control and the aerial jousting was something to be seen. The ride was successful, although it appears Sir Boots may have spent some time shaking in his. Sir Larry now haunts the castle halls in search of someone new to see his legendary skills.

Sir Ted was sent to the Far East and introduced to a new word to his fellow Knights. He spells it MRP. He spent so much time in the Land of Bagot that he is now an honorary member of the Hotel Association. Neglecting to take a spare suit of armour, he was sore-



ly pressed to maintain the squeaky clean image required of Knights abroad.

Each time the Knights go forth or tread the halls, a chance is born to poke some fun. None are safe from the Knight who knows all. Sir somebody will provide the material and it will be faithfully reported, without embellishment in any way.

And now, the sun is slowly descending in the West and it's time to raise the drawbridge for the night. As they say in the advertising world, watch this space for further developments. Good-bye for now from across the moat.

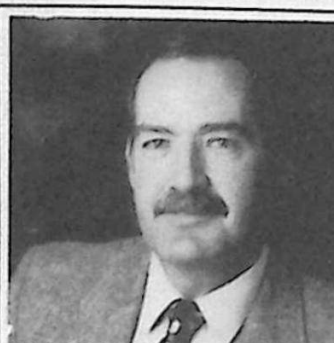
Sir Cedric

**BEAT THIS  
NOTEBOOK PRICE &  
QUALITY!**



**AST Premium Exec**  
2 MEG RAM 60MB HARD DRIVE  
\*386SX/20 \$1,829  
4 MEG RAM 60MB HARD DRIVE  
386SX/25 \$1,990  
(LIMITED QUANTITIES)

**COMOX COMPUTER  
SALES & SERVICE  
PHONE 339-3688**



**Larry T. Summers, CD  
COUNSELLOR  
THE MARITIME LIFE  
ASSURANCE COMPANY**  
"Insurance, Investment  
& Tax Deferral Programs"  
PH. 334-1833  
FAX: 334-1833

## BAMSO Promotion



Pte Hosegrove received his hook from the Acting BComd, Pte/Col James Larsen, at Christmas, and then was put to work!



**Smitty's Comox  
FAMILY RESTAURANT**  
**WAKE UP &  
SMELL THE COFFEE**

We Serve  
BREAKFAST  
all day long



## DINNER SPECIALS

Jan. 15-21

- Chicken/Shrimp Stir Fry
- Seafood Platter
- Sirloin Steak oscar
- Honey Garlic Back Ribs
- Shepherd's Pie

includes soup or salad and our special house dessert  
**\$7.65 - \$9.75**

**KIDS' MENU \$2.59  
ITEMS**



# Section News



## ABATS

ABATS has now been a part of CFB Comox for over two years, having moved here from CFB Summerside in the summer of 1990. On 5 November 1992, the Minister of National Defence authorized the creation of ABATS as a separate unit, complete with its own UIC. ABATS is designated a Maritime Air Group unit, and will continue to be supported by, and report to, the Base Commander. Having said all that, it is unlikely that a casual observer will notice any change whatsoever.

In other news, ABATS graduated the first AESOP OQ3 course 11 December 92. This is a new course, developed by ABATS staff over the past six months in response to a tasking from Commander Maritime Air

Group. Aside from some small glitches, normal for the first try, we are generally pleased with the results. The staff, headed by pusher WO Schauer, are working on some minor modifications prior to the next serial, which commences 11 January.

January marks the arrival from CFB Greenwood of Sgt Craig Sproule and family. Sgt Sproule is our newest instructor. Welcome to Lotus Land!

The Base has provided excellent support to our staff and students over the last year. We thank in particular 407 Sqn, Base Accommodations, and Gail at Base Duplicating, who has come through with large jobs at short notice on several occasions.

Lastly, best wishes to all for a great 1993!

## MSE Safety



## Visibility

### Give Yourself Some Help

Every driver needs to see the road clearly at all times. When anything cuts down your visibility, the job gets a lot harder.

If conditions are bad enough, you may decide to get off the road and wait until they improve. But sometimes you'll feel the need to keep going. If so, you have to make the best of a bad situation.

Know what to do when changing circumstances interfere with your ability to see where you're going.

When your eyes are taxed to the limit, your ears can help. Drive with one window partly open and pay close attention to road noises. They can tell you a lot about the conditions around you.

Turn on your lights, regardless of the time of day. In the afternoon or early evening, when the sun is low, you may find yourself switching back and forth between bright sunlight and dark shadows. Switch your lights on. It's a bad time to wear sunglasses, unless you can flip them up and down quickly without taking them off.

At dusk your headlights should go on a half hour before sunset.

Transport Canada and safety officials recommend the use of low beams and other running lights during the daytime. Experts agree that daytime running lights reduce accidents by increasing the visibility of the vehicle.

At these times, you realize the importance of keeping your own vision at its best. Get your eyes checked regularly, and see an eye doctor whenever you sense that your vision has changed.

Clean glass is also vital. Clean your windows and windshield often, inside and out. In cold weather, be sure your defroster works well. Clear off ice and snow when starting up. It's not enough to look out through a tiny peep hole, either. You have to scrape the whole windshield.

When fog obscures landmarks and other points of reference there is a tendency for a driver to lose all sensation of speed. So when you reduce speed in a fog take a quick look at your speedometer to make sure you're actually slowing down to a safe speed.

Keep your lights on low beam. High beams will cause the light to bounce back at you from the water particles. Your tail-lights will help others to keep track of

you. You should also turn on your windshield wipers. You're driving in a cloud, and your windshield will soon be covered in mist.

Your speed is dictated by how far you can see. If you can see 6 vehicle lengths ahead, you can do 30 or 40 km/hr. If you can only see 2 vehicle lengths ahead, reduce your speed to 15 or 20 km/hr.

If you decide to get off the road and wait out the fog, turn your flashers on. With your headlights off, you're a sitting duck for some other driver who might decide to pull off the road or a driver might drive off the road by mistake. If you leave your vehicle's regular lights on, other drivers might think you're on the road and follow your lights off the pavement.

Whatever the weather, don't compromise your ability to see or be seen. Keep your windows, mirrors and lights clean at all times.

### Question

Good drivers, travelling in heavy fog, always use:

- Low beam;
- High beam;
- Parking lights; or
- No lights.

### Answer

a. Low beam.

### Driver's Quote

An invisible car came out of nowhere, struck my vehicle, and vanished.

### Thought for the Day

No one has the right of way when a life is at stake.

## Are you ready for a good time?

If you are going to be here 3 - 5 March, then plan to attend the CFB Comox

## "No Snow Winter Festival"

There will be something for everyone. You can organize and/or run an event. You can participate on your unit team or cheer them on. If all this sounds too strenuous then just come out, watch and enjoy the action.

Watch for details in future flyers and notices. If you have any ideas or want information please contact one of the following:

Maj Vezina	407 Sqn	8794	MCpl O'Brien	JRM	8417
Lt Parsons	BCompt	8577	Sgt Richard	BOps	8242
Cpl Grant	442 Sqn	8285	Cpl Patry	407 Sqn	8448
Capt Stephan	407 Sqn	8794	MCpl Peynburg	BTnO	8262
Sgt O'Brien	Supply	8824	Lt Lecompt	407 Sqn	8577
Sgt De Vries	BAMSO	8551	Lt(N) Krempien	Hosp	8268
Cpl Plante	BPerO	8542	Cpl Sirard	BEME	8349
Capt Cameron	BCEO	8378	Lt Wyers	ATC	8848
MCpl Anderson	407 Sqn	8417	Cpl Porter	BSecO	8218
Cpl Hewer	407 Sqn	8417	Cpl Pilote	442 Sqn	8309
Cpl Johnson	407 Sqn	8417	MCpl Frandsen	BTEO	8565
Capt Dequier	414 Sqn	8810			

If you would like further information, please call toll free:

**1-800-663-1251**

or write to:

Legislation Review  
Family and Children's Services  
Ministry of Social Services  
Parliament Buildings  
Victoria, B.C.  
V8W 3A2

Honourable Joan Smallwood  
Minister of Social Services  
Province of British Columbia



## ARAF Promotions



ARAF Flt Comd Maj Preus presents Cpl Randy Bedford with her hooks. Randy is an Adm Clk working at the BAMSO OR.



ARAF Flt Comd Maj Preus presents Cpl Karin Huseau with her hooks. Karin is an Adm Clk working at Base Security.



# Section News



## 407 Squadron

407 CD



MCpl V.C. Chislett, 407(MP) Sqn AESOP, received his CD from 407 CO LCol P.J. Kendell

### Aerobic Award



Cpl K.J. Christensen, 407(MP) Sqn AWS Tech, received the Gold Level Badge to scroll 2 of the CF award for aerobic excellence from 407 CO LCol P.J. Kendell

### 407 Promotion



Pte Legendre receives his promotion to Cpl from Maj Baker. Congratulations from No. 1 Servicing Crew and 407 Sqn on this achievement. Well done!

407 Sqn 3 Crew ASO

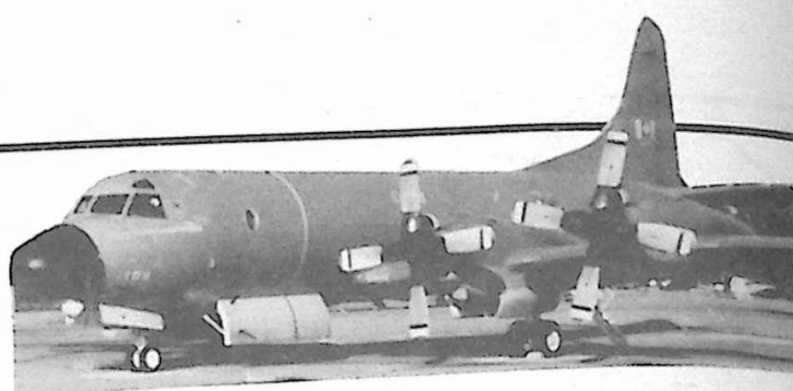
"And now for something completely different," to coin a phrase....

3 Crew has gone through many changes since we last spoke. Those who left include WO Brainer to Bagotville, Cpl Charette to Trenton, Cpl Bouliane to Cold Lake, WO Revels to 442 Sqn and MCpl Hubich to FRP. We also bid adieu to Cpl Hower, Cpl Wysman, Cpl Boivin and Cpl Steel who have been transferred to other crews.

We have a number of new people including WO LeBlanc from Toronto, Sgt Meyers from Greenwood, Cpl Meier from Cold Lake and Cpl Pelletier from Cold Lake. We also welcome Cpl Richard, Cpl Bouille and Pte Audet to the crew. We would like to wish all the crew a happy and prosperous new year.

An event which was memorable for some and lacking in memory for others was our annual Christmas party, which hopefully everybody enjoyed. Highlights were when the "Power People" Cpl Parent and Cpl Meier tore the microphone away from Cpl Garadi. Couple of the night were Mr. & Mrs. Jomphe; he decided to really get into dancing and became a surfboard during a Beach Boys song. "Real" party animals; watch for more news on this couple's antics in the future.

An all ranks event which included a beer call and corn roast at Cpl Girardi's was well attended and we would like to thank all those who organized and participated. That's all for now; catch you next time.



407 CDs



MCpl D.F. Cooper, 407(MP) Sqn AF Tech, received his CD from 407 CO LCol P.J. Kendell



MCpl V.P. Clark, 407(MP) Sqn AE Tech, received his CD from 407 CO LCol P.J. Kendell

### Professionalism Award



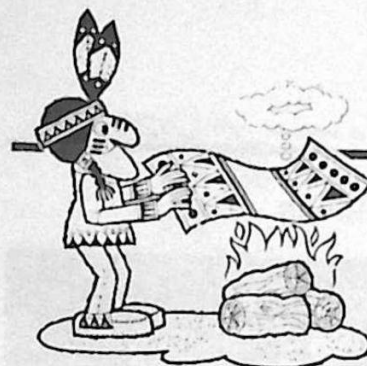
Cpl LaFitte, 407 (MP) Sqn AF Tech, received a Certificate for Professionalism for a significant contribution to Flight Safety from CO 407, LCol P.J. Kendell.

### Looking for Work?

#### Self Development Services

specializes in Career Development and Job Search Skills  
call 338-6722 for information about

\* Job Finding workshops (sponsored by CEC) \* Private consultations for Force Reduction personnel



## Supply Signals

"Oh my head, my aching head" were perhaps the first words uttered by possibly more than a few people this new year. Gee, aren't you glad to be back at work? And now that we are almost all back to work, we can find out who got the most toys.

Over the Christmas season we received a card from MCpl Judy Ireland who is, as you may be aware, in the Golan. She has expressed a strong desire for certain items that are in short supply, so we are going to come to her rescue and send her a little survival package which will include salt and vinegar chips and a copy of Sports Digest. Any donations can be dropped off to 5 Supply Group care of Sgt Sylvia Allard (Judy thanks you).

We realize that we could have waited and sent the parcel along with Cpl Dave (Sully) Sullivan who is going over to the Heights in February; but we thought that Judy would really want her survival package ASAP. So Dave, be prepared and pack well.

Speaking of travelling, we would like to say bon voyage to the boys going to Cold Lake. Have a good time and take all this snow back up there with you, please. Also to the SAO on his fact-finding mission to meet the career managers in Winterpeg. By the same token we would like to say a fond farewell and good luck to Cpl Teresa Laplante. She will be pursuing a new career on civilian street. All the best from your co-workers and friends at CFB Comox.

On a lighter note, we send a warm welcome to our very own MCpl Raymond(ski) Fortin, now back in 1 Supply Group from her maternity/paternal leave; and has anyone seen Cpl Pete Naaykens around the Customer Services MACR desk lately? We heard he finally found his way back from the heights of Golan. Welcome back.

The crystal ball team sees a quick recovery for Mrs. Pauline Pipe after her little ski accident. We hope the snow snake recovers as quickly as you do. Also Fred Kennedy seems to be in the picture but we're not sure why we're seeing doughnuts? Maybe Fred can clue us in on that.

Now on to the weather. Winter carnival time is fast approaching, following the "Blizzard of '92." The theme of this year's carnival is the "No Snow Festival." Ha ha. Chances are though that the prophetic title will hold true for 3-5 Mar. As always we are looking for enthusiastic volunteers to captain or assist with the organizing of different activities planned for the Supply team entry. We are looking for a mascot and a lip sync song. Any ideas? Please contact Sgt Dennis O'Brien if you are at all interested in any way, shape or form.

The Base Supply party fund committee is planning a full schedule of events for 1993, starting out with the annual ski trip planned for the end of February. There will be more info to follow. Until then, keep your shovel handy and a smile on your face.

## TOTEM TIMES 1993 PRINTING SCHEDULE VOLUME 35

DEADLINE  
(NOON)

NUMBER

1 JANUARY 11  
2 JANUARY 25  
3 FEBRUARY 08  
4 FEBRUARY 22  
5 MARCH 08  
6 MARCH 22  
7 APRIL 05  
8 APRIL 26  
9 MAY 10  
10 MAY 31  
11 JUNE 21  
12 JULY 12  
13 JULY 26  
14 AUGUST 09  
15 AUGUST 30  
16 SEPTEMBER 13  
17 SEPTEMBER 27  
18 OCTOBER 18  
19 NOVEMBER 01  
20 NOVEMBER 15  
21 NOVEMBER 29  
22 DECEMBER 13

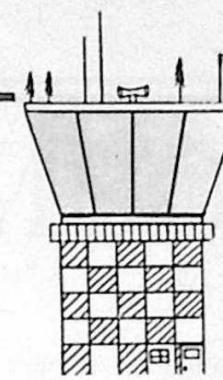
PUBLICATION  
DATE

JANUARY 14  
JANUARY 28  
FEBRUARY 11  
FEBRUARY 25  
MARCH 11  
MARCH 25  
APRIL 08  
APRIL 29  
MAY 13  
JUNE 03  
JUNE 24  
JULY 15  
JULY 29  
AUGUST 12  
SEPTEMBER 02  
SEPTEMBER 16  
SEPTEMBER 30  
OCTOBER 21  
NOVEMBER 04  
NOVEMBER 18  
DECEMBER 02  
DECEMBER 16



# Section News

## As the Beacon Turns



Happy New Year, Beacon fans, and welcome to this year's first edition of A.T.B.T. Hey, how 'bout this weather!? The ol' mercury level has been staying below "freezing" for the past month now, making driving more of a challenge, to say the least. Some of our fellow winged crookers spent some holiday time introducing themselves to Mr. Snow Drift. Gillies "Pizza Delivery" Bellay and Annie "no gate to stop her this time" Dorval can attest to this, along with our beloved Chef de Steel Tree-Fort (and company) avec Ops 10! ("Stuck" for words, guys? Hee hee.) With all that "white stuff" lying around and the warmer weather just around the corner, we'll be taking off those chains and putting on "rudders" to get to work! (So Jim...who has the right-of-way at sea anyway?) Actually, the cooler weather did make the holiday season more "seasonal" and I hope everyone had a great time during the festivities. Tom "Straight" Schrader, J.P. "Casino" Commodore and Paul "Aces" Anderson headed south for Vegas during the holidays with visions of never having to work another day on their return, but things didn't go so "great" for them as J.P. and "Klina" both signed on duty since their unsuccessful trek but hmmm...."where is Paul anyway?" Speaking of returns, Rollic "Lau" Lapointe and Dave "Thursty" Thurston made it back from their Yuletide tour in Hawaii recently, proudly displaying a week's worth of tan. (Enjoy it guys, it'll be gone by Monday.) Capt Dimmer will be returning to work from Staff School in YYZ sometime in early Feb. (His OHP training will definitely come in handy for our nouveau morning

Lt Rollic Lapointe receives his CD from BOPsO LCol Challenger.

briefings in the "Sim" Room...hurry back Paul!) Continuing on the work side of the house, we're going to stop releasing our airbase to VR soon 'cause our terminal position will be back on a 24-hour/7-days-a-week operation again thanks to a long-awaited surplus of "bodies!" Welcome back to the Graveyard shift, guys 'n' gals! (Now the DSC will have someone to get those 3 a.m. phone calls. Hee hee.) Training-wise, Bill "Bypass" Best continues his quest to qualify in the PAR 2 position while Annie Dorval is requalifying in the Data slot awaiting her Radar Course in Ticktee commencing 08 Feb. (Have a good one, Annie, and bonne chance!) In the Rumour Mill "postings" take center stage with Jim Houston and Pete Wooldridge going to Edmonchuk, Annie Dorval packing her bags for Bagtown, Darlene Arsenault going to Shearwater, and yours truly heading for Goose in '94.

Sure things around the section lately are "promotions!" Con-

grats go out to Cpl's Dunn and Olahan and Lt Wyers for their recent step up that commissioned ladder. (The beer is good 'n' cold in the Gravel Pit, guys!) In keeping with "ladders," Pat Leonard is "upstairs" now to join the Steel Tree-Fort gang in the Ground Control/B Stand position while Dave Couverette is back "downstairs" working shift as a PAR/DSC/Data man. Meanwhile back on the ice, those Base Ops "Mighty Ducks" (officially "Oreas") continue to lose those close hockey games (OK...double digits) and our annual ATC/MOT Hockey Tournament with our counterparts in CYVR had to be postponed 'til November! (They heard we were preparing ourselves this year by "skating" to work.) Well folks, that does it for now. 'Til next time, don't take any wooden altimeter settings and don't forget those temperature corrected altitudes! Later.

P.S. If you can't find the keys to OSCAR, call moi first before MSE.

## Wub-Dubs Reunite

Second RCAF Women's Reunion  
Permanent Force from 1951

Carleton University - Ottawa  
Friday 18 June to Sunday 20 June 1993

Everything will take place at Carleton University:  
17 June - 19:00 - 21:00 Early Registration, Commons Building  
18 June - 10:00 - 16:00 Registration in foyer of Commons Building  
12:00 - 15:00 Meet & Greet in Bree's Inn Bar  
18:00 - 23:00 Bar-B-Q  
19 June - 19:30 - 23:00 Cocktails and Dinner  
20 June - 09:30 - 13:00 Brunch and Memorial Service  
13:00 - 15:00 Wind Down Bree's Inn (cash bar)

There will be 2 city tours on Saturday 19 June, one in the morning and one in the afternoon. We can accommodate 64 ladies on each tour so be sure to indicate your preference. If you wish early accommodations on campus please let us know. Breakfast is included with your accommodation on campus.

There will be vans available for transport to and from the airport. Look for the big reunion crest when you go to the baggage area.

If you have a special requirement please let us know.

### COST OF THE REUNION

Plan A. \$275.00 Stay on campus. All meals and activities inclusive.  
Plan B. \$215.00 Stay off campus. All meals and activities inclusive.  
Plan C. \$50.00 Friday Bar-B-Q and lounge privileges.  
Plan D. \$90.00 Saturday Waited Dinner with entertainment.

We regret that due to space and the theme of this reunion no spouses will be invited.

Ottawa is the place to be in '93

continued on Page 10

NEXT DEADLINE 25 JAN

**C.A.P.'s**  
Career  
Advancement  
Programs

Leaving the Military?  
Wondering How to  
Find the Right Career?

We can show you how to make the successful transition from the Military to a rewarding Civilian career.

You can have access to the higher paying positions, with your very desirable Military qualifications and the correct marketing techniques and job finding skills.

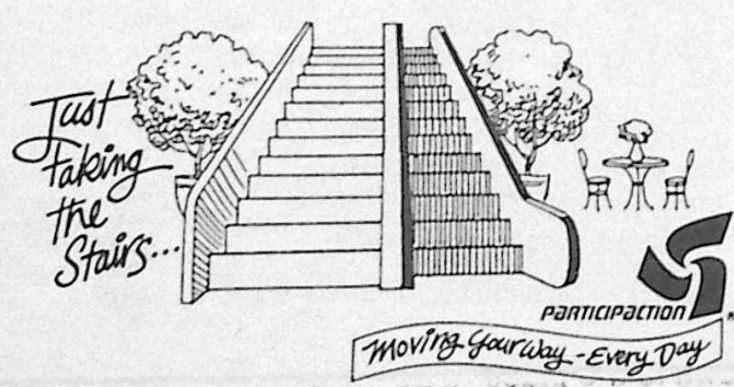
PHONE NOW for your FREE confidential interview and find out how: 334-2354

**PROTECT YOUR LUNGS**



**DON'T SMOKE**

British Columbia Lung Association





# Section News



MEMO TO: CO 442 Sqn  
RE: No Show on Military Charter - Maj Abbott P.G.

1. On 5 Jan 93, I was a no show on the military charter leaving Vancouver. I was to travel to Ottawa on the most important trip of the year, the annual visit to sort out the maintenance flight posting plot.

2. I missed the flight because my garage is full of junk. This may seem incomprehensible, but it's true. It all started when we came on our house hunting trip in May of '92. We found a nice, new house on a quiet street in a new subdivision. The price was right, although it was not landscaped and the lower floor was not completely finished. That's why the garage is full of junk. Purchasing this house included, unbeknownst to me, the requirement to finish the lower floor. I can't imagine why, because we have lots of room, but I'm sure my wife knows the reason. In any case, in order to finish the lower floor I had to move many boxes into the garage. It's a double garage, but with the boat in there the boxes used up the space where a sane person would park a car. These boxes contain all sorts of bric-a-brac gathered over the years and the postings. In fact, most of it has been in the boxes for several years and several postings. Anyway, that's why the boxes were in the garage.

3. With the garage full of boat and other stuff, there is no room to park the car. Consequently, the car stays out in the elements and not in the garage. This is not a bad thing in the summer; in fact it's easier because in the summer the boat uses up the entire garage. You see, in the winter I remove the stern drive and the tongue on the trailer. Otherwise the damn thing is so long that the boat has to be angled across both parking spots to fit in the garage. Obviously the car wouldn't fit there

in the summer even if the boxes were stored somewhere else. Having the car outside during the winter, however, is not a good thing....

4. On the morning in question, I arose early to ensure I was at the airport in plenty of time to get checked in. My wife, who was to drive me to the airport, suggested that I warm up the car. I went to do this and discovered that the key would not turn in the lock. Why would it? The locks were frozen solid. I attempted to free the blockage by spraying some stuff I found in the garage into the lock, but was unsuccessful. Knowing that this situation might make me late, I barked an order to my wife to call a cab because the \*#@!!! locks were frozen, which she did. Feeling pleased at having got this concurrent activity underway, I analyzed the situation and determined that although there were still 35 minutes before the flight left, I shouldn't depend entirely on the taxi - per chance its locks were frozen too. Although I don't know if this was the case, I began to think so when my wife called 15 minutes later only to find out the taxi had not yet arrived. Meanwhile, back in the garage I was searching, to no avail, for other substances to squirt in the lock. I'm sure I have some lock de-icer somewhere, probably in one of those boxes of bric-a-brac. Unable to squirt no-stick PAM from the kitchen into the lock, and knowing that my wife's quiet suggestion to use the hair dryer would take far too long, I decided to overpower the obstruction with a pair of pliers. Several minutes later, I asked my wife to find the jeweller's screwdrivers so I could remove the broken key. Realizing that the taxi was perhaps my last hope, I removed my luggage from the trunk (its lock was not frozen) and hurled it into the house on the outside chance that this might speed the taxi's arrival. I then put

a dent in the car door with my boot, imbedded the pliers in the garage wall in case I needed them later, and went into the house to kick my luggage. The taxi finally arrived, but alas, it was too late. I told my wife to advise the cab driver that it was too late, I had missed the flight, and it was all his fault. He left.

5. So there I was, perspiring, red-faced, surrounded by my battered luggage, which included a large frozen salmon which I had hoped to wave at the NDHQ staffers, and knowing that I would never make it to Vancouver in time to pick up the charter. This was a low point in my life. I had missed what I believe to be the most important trip I would make all year. I had let the Squadron and my flight down. Downcast, I decided to try once again to get into the car so I could go to work and avoid my wife, who by now had gone back to bed and was covering under the sheets, convinced I had gone over the edge. I took her hair dryer and thawed the lock in about 4 minutes. She had given me her spare key, which unlocked the door, but then got stuck in the lock and wouldn't come out. I unlocked all the other car doors and rolled down several windows, removed the spare key with the pliers, and arrived at work 30 minutes after my flight had left. Thanks to the fast work of the Chief Clerk I was able to make arrangements to pick up the trip by leaving on a service flight from Comox tomorrow. It's a 14-hour special milk run that arrives in Ottawa at 2345, but that's good. I need to plan a giant yard sale. With any luck I can turn that offending bric-a-brac into enough cold hard cash to fix the dent in my car door.

6. So you see, sir, I missed the flight because my garage is full of junk. It's my fault. Would you like to come to a yard sale?

## Ottawa: the place to be in '93

(See Article on page 9)

Believe it or not, it is 40 years since I donned my first WD uniform! Ready to go the second RCAF Women's Reunion! Here is all the information to start you on your way to Ottawa in June. Contact: Robbie Roberge, 10 Pickwick Drive, Nepean, Ontario K2J 3G1 or Marianne Marchand, 208 Cattaill Way, Orleans, Ontario K1E 2C6 For any information for ex-Airwomen please contact RCAF Women's Reunion Committee B.C., 1475 East 43rd Avenue, Vancouver, B.C. V5P 1M3 Need more information? You can contact me, Victoria Coffey at 339-7697

## Officers Mess Ladies Club Post Christmas Surprise!

Wed 20 January 6:30 for 7:00

featuring:  
**Buffet Dinner International**

and after for your listening pleasure we present...

**Des Kennedy**

energetic and inspiring speaker  
& author of "Living Things We Love to Hate"

**Reserve your tickets NOW!**

\$10.00 members \$12.00 non-members

**Call Dianne 339-2788**

## 442 Presentations



Capt Purdy receiving his ATG 5,000 hours flying certificate from LCol Kerr, Honorary LCol of 442 Sqn.



Cpl Maillee receiving his CD from Col Lane, Honorary Col of 442 Sqn.



Cpl Rowlandson receiving a certificate of achievement from Col Lane for the completion of the Officer Professional Development Program.



## Posted to Kingston in 1993?



**Don Wyld, CD1, RRS**  
ERS ROSTER APPROVED

If a posting to our beautiful "Limestone City" of Kingston is where you are headed, please give me a call on the "TOLL FREE" number below, and I will send you a "Worry-Enders Kit of Kingston" containing maps, home prices, school information, shopping facilities, transportation & much more.

Please call or write:

**Don Wyld, CD1, RRS, Sales Rep.**

#1 Barriefield Centre

Kingston, Ontario, Canada K7L 6H6

**1-800-663-0078**

# Section News



## BAMSO News

### Refinishing Section

Happy New Year! 1992 has been a very busy year for our shop. Early in the year Mel Carmichael and some of the boys spruced up "Hawk One" before it got planted at the Main Gate. Looking good now! Then came the VU-33 closedown paint job on their T-bird, done by Tony Arcand and the boys. The boss stayed around to make sure that we didn't paint each other blue, although we did look like a bunch of Smurfs when the job was done. Finally 414 Sqn showed up and anything that looked like it once belonged to VU-33 had to be repainted with a Black Knight stuck on it. Then the boss got his God-send in the way of a bouncing baby boy, which the shop has fondly named "Allieboy." Nice job, Linda. Congratulations go to Tim Boutilier and Wilf Hannas; they are now both fully qualified to do what they have been doing since they got here.

This summer two new guys showed up looking for jobs after all the work had been done. They are Dan Goulet from Bagtown and John Ferguson from Trenton. We let Dan play on the F-18s every once in a while, so as not to feel homesick. Likewise with Fergy on the helicopter and Buffalo. Nick's dog went exotic duck hunting, without Nick. Did pretty good, too. Got a whole bunch, \$150. worth. Duddy now has a nice new shiny chain.

Now that Tim's new glasses have finally arrived, it's no longer a case of the "blind leading the blind" in the paint shop; and he thought we were all just kidding about those runs. John Blackmore, known as the "Linkster," is still trying to figure out which end is which on the helicopter blades. We gave him a hint and painted the moving end yellow.

### Workshops

WO Al Gavel says fishing is good but he is also hyped about the ski season; time to make a choice. Sgt Bill Einarson (BB; you figure it out) also says fishing is good and he is not a skier, so no tough decision there, eh Bill? MCpl Bill Tarbett who blew in from the middle east (that's Ontario for those of you not up on your geography) has been like a breath of fresh air with his flamboyant manner and air of quiet and fair authority. He has worked tirelessly keeping the front desk and stores office running at peak efficiency. Welcome to Comox, Bill.

MCpl Roger Beauchamp you will still find up to his armpits in alligators down at 442, but he and his crew always manage to do a fine job staying on top. Tie a knot and hang in, Roger. (Oh, and kids, don't try this at home; we are professionals.)

MCpl Jean Grandmont is still plugging away with the big birds on the Base. Besides his work, he has bridge and ref-ing hockey to

keep him busy, with the odd trip out fishing.

MCpl, ooops sorry, Cpl Adrian Luczanko, who is doing the job of a MCpl in 414 Sqn and doing it rather well in my humble opinion, is in line for much congratulations as he and gal pal Janet Kuzminski have just recently become engaged and are in the process of making plans to jump the broom sometime this coming summer. We wish them all the luck that can be mustered for the coming nuptials.

Cpl Doug Brown believes he is immortal and is instructing son Conner in same. But remember hylander, in the end there can be only one. Even if you do own a bag of squealing cats with pipes. (Doug also mumbled something about if anyone is interested in a canoe club contact him at local 8283.)

Cpl Chris Walker has recently been banished from 442 Sqn and is now the resident shop welder, but you may catch a glimpse of him in any of the Sqn's maintenance bays as he has also been unofficially delegated to the role of utility player or hired gun. (Put me in there, coach; there's gonna be a gunfight.)

Cpl Felix Woodtime (Woody for short), working down at 442, hasn't been here long but has filled a big niche in the workforce and is an asset to Workshops. This is Woody's second posting to Comox and we are all glad to have him here in spite of his dry humour.

Any of you who know Cpl Mike Long will probably notice him limping around for a while. If you ask him what happened he will probably say something about a land mine (being ex-PPCLI). If you believe it, I have some prime real estate for you in Florida. Enough said.

Cpl Kevin Dawson, naval electrician, metals technician, master locksmith, you tell me, has his fingers in all the pies but doesn't know which he wants in his mouth. Keep tasting, Kev, you'll figure it out.

Cpl Paul Jean-Louis says he is having fun down at 442 learning new English expressions like snuggle, chummy and hoo-ha, the meaning of all of which will change depending on who you are talking to. If you see Paul, ask him what's up with Porsche.

Cpl Russ Armitage and his dog Gizmo are both doing well and getting ready for the ski season. (That should keep me out of the ka-ka, hey Russ?)

Cpl Morency is due back from his TQ5 course in Borden. Now we'll have to call him Super Machinist before he'll talk to us. Kudos on a job well done, Gaetan, and welcome home.

Our resident Pte (Mike) Delong took it in stride when he was sent looking for a gallon of prop wash. 407 Sqn did their best to help him with half a bucket of

soapy water. Thanks, Mike, just don't let them send you for a mile of hangarline.

Mr. Bob Lemay - man or machine? New to the shop but not to the job. Mighty nice to have you on our team and not down at the glider school.

You wouldn't even know Mr. Al Bennett was in the shop except for the jobs disappearing in a most timely fashion and for some of the questions he asks and actually expects an answer to. Sometimes it just makes you want to shake your head.

Mr. Russ Parker is still the same. He keeps hustling from job to job, stirs the pot a little and then stands back and giggles. It's good for morale and he's fully aware that "payback is a b....."

### Crash Basher

### DIAC Maintenance

To start, let me say that we at DIAC maintenance hope everyone had a safe and enjoyable holiday season. It's now time to put our noses to the grindstone as we face a new year full of challenges. It has come to my attention that not everyone knows what we do here. Hard to believe that's true, isn't it? So bear with me while I enlighten you.

DIAC stands for Data Interpretation and Analysis Centre and we work for the BAMSO, not the BOPsO as some people believe. We have 12 people in the section. Our illustrious leader, the DSO (DIAC Services Officer), is Capt Mike Ashcroft and he hangs his hat inside the DIAC itself. Despite this isolation from the troops he somehow manages to keep tabs on us.

The majority of the DIAC maintenance staff work in the shop located just outside the DIAC on the first floor of 7 Hangar. Holding down the fort there is the DMTO (DIAC Maintenance & Training Officer), WO Vokey. He ramrods the shop and in conjunction with Sgt Mofford they try to keep all the techs hopping. The techs are composed of five MCpls and two Cpls (talk about Chiefs and Indians). They are broken down into two ISTs and the rest are CRSTs. The latest scoop from the shop is that the ISTs are really hoping for trade amalgamation. This should satisfy their dreams and desires to become CRSTs. The maintenance techs are the backbone of our section as they keep all the computers, displays, recorders and other equipment up and running in the DIAC.

This brings me to the heart of the DIAC section. Just outside of 7 Hangar is our school, DIAC Training. In the school we have two Sgts. One is in charge of training and the other is in charge of standards. The instructors are appropriated from maintenance because all of the techs are also required to teach. As can be seen, this requires that the techs really

## Promotion



Capt Holland received good news from BTSO LCol King on Christmas Day. Yes, there is a Santa!

know their stuff. The school is where we train all DIAC techs required for Comox and Greenwood. The school runs six courses per year. The shortest course is 22 days and the longest course is 43 days. Our training schedule runs from January to June. We stop for the summer, then start again in September right through to December.

I hope this article has been informative and has shed some light on one of BAMSO's little known sections. 'Til next article, take care.

### Base Armament

It's time people heard how things are going at Base Armament again. Base Who? For those of you who don't know of us, we're located in Building 118. It's a very secluded area near the West Ramp.

Known to some as the "Explosives Area," one of our main jobs is the maintenance and warehousing of the Base's explosives, ammunition and pyrotechnics. It gives us a very vital role on Base. 442 Search and Rescue Squadron uses our flares and smokes for their operations. We're also used by every person who qualifies on the C-7.

### EAP

## Listening

Listening is the least understood, least practised principle in human relations. Yet it is the key to love. Being listened to makes a person feel respected as human being. Failing to listen indicates to those in need that they turned to the wrong person. Do not tell them to wait until later. They need help at that precise moment. Sometimes the problem may seem trivial to you but if the situation is important enough to upset them, it is significant as far as they are concerned.

Troubled individuals should reach their own decision about their course of action. You should not pontificate. However, you can help clarify the problem, suggest possible alternative actions, or serve as a sounding board. Avoid showing impatience. Remember, we all find it hard to express our feelings when we are

agitated or are experiencing strong emotions. You must be willing to tolerate repetition or vagueness. If there is a period of silence, let the persons pull their thoughts together in quiet empathy.

None of us can control all our feelings. Much of our behaviour is motivated by thoughts and feelings which are unconscious. When persons feel anxious they may not know why they feel that way. To minimize their distress is of no help. Neither is contradicting their thinking. What you must do is listen with love. It's as simple as that.

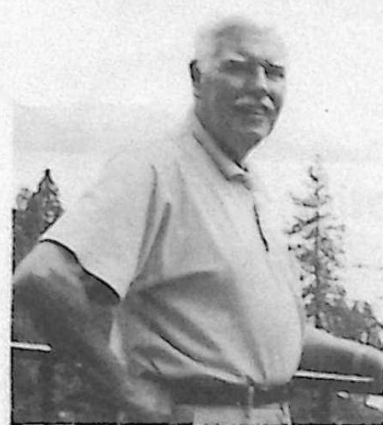
We are here to listen to you - EAP Referral Agents.

### Call one of us:

Carol Anderson	8356
Russ Burns	8625
Bev Chadderton	8857
Evelyn Femia	8336



## Feature



Frank Steven

I could not seem to get enthusiastic about this flight, no doubt because of the lack of adequate washroom facilities on the aircraft! However, with a supreme effort on my part, start-up was accomplished. We had just finished our pre-taxi check and were about to call for taxi clearance when the tower intervened telling us to shut down on Lan Chile's orders. This done, we all trundled into the airline office wondering what new situation had developed. It appeared that Lima Control would not accept our flight plan - effectively suspending our flight into Peru. Having relayed this information to Universal in Houston, we asked them to sort it all out. An hour later they came through with a verbal affirmative and promised a copy to follow, so on this basis we refilled for Lima and once again climbed aboard. I was beginning to feel decidedly uncomfortable about the whole thing but tried to dismiss this feeling by persuading myself that getting airborne would be good for all of us - doing something constructive rather than just sitting.

Unfortunately we were not to remain airborne long because about an hour north of Arica the radios in our aircraft packed up completely. We signalled our intentions of returning to Arica by making a 180° turn, the other aircraft picking up the ball to get us a green light for landing once again in Arica. This day was now over and we had accomplished nothing except approximately two hours of flying. Still, it provided the engineers a further check of the new engine when the filters were dropped and confirmed clean.

The next day, as I continued the "Battle of the Bug," the engineers worked on the radios but with no spare parts all that could be done was a thorough cleaning of terminals. However, the portable radio, which had been given to us by Viking Air Ltd. of Victoria, was now wired directly to the bus selector giving N8497 Juliet one "two way" radio and a transmitter on the command set. N8497 November had limited frequencies on command and a marginal standby radio. No further improvement could be made.

During the delay, discussion was centred around the advisability of proceeding with both aircraft into a war zone with unpredictable action by either government. The feeling by consensus was that Ecuador might be more friendly to us than Peru since we had gone through Guayaquil on our previous ferry. We must also have the status of the navigation aids. The signal

## Albatross

Part 3: Departure from Peru

By Frank Steven

we received, however, warned against overflight Ecuador, let alone a landing, and strongly emphasized maintaining overwater flight at least seventy miles off their coastline.

We therefore requested once again permission from the Peruvian government to refuel in Lima for 31 January. That morning after filing the flight plan, rather than repeat the procedure of perhaps getting a denial after start-up, we patiently awaited a confirmation. This came alright but not in as complete a form as I had hoped. It approved flight into Lima but remained absolutely silent on the second part of the request to continue through their territory enroute to Panama. Even with the approval of the second stage from Peru, on the basis of all the information at hand, it was now necessary to fly from Lima to Panama, a duration of approximately ten hours with questionable navigation aids, which later proved to be shut down, and with questionable aircraft. Thus in the event of an emergency we would have, for a period of approximately six hours, no choice but to land either in the territorial waters or airport of a country whose reaction to our emergency could not be predicted.

My advice was either establish a positive indication of help from Ecuador for such an emergency, or if failing that, the aircraft should be left in Arica until such times as normal relations had returned to both countries. I felt the cost factor of any emergency would increase many times beyond that of temporarily suspending the ferry flight. Grumman, via Universal, advised us to proceed and assured us that they would endeavour to allay our misgivings and have approvals awaiting us on arrival in Lima. I continued to have doubts but as before I presumed it was the effects of my disability causing this feeling, particularly since the rest of the crew seemed quite optimistic.

And so the log shows we were airborne at 1200 hrs from Arica, arriving five hours later without incident at Lima. However, I must admit that during this flight I was not much help to my co-captain, remembering little except that the weather was favourable with smooth flying. On arrival at the airport with fresh air replacing the stale, musty, fuel and oil atmosphere of the cockpit and with the sanctuary of a washroom, I admitted to a better frame of mind. Unfortunately it didn't take long to dispel this feeling. The Peruvian military were not at all sure they were going to let us continue the next day and our worst fears were being realized - impounding of the aircraft and maybe even the crews! At length, after three hours of arguing they agreed to let us depart in the early

morning but with strict instructions that should we encounter a problem we were not to return to Lima or in fact land anywhere on the coast of Peru!

Our options were now down to zero. We must at all costs make Panama. As we headed for the hotel through the bustling streets of Lima, evidence of war was all around us in the form of army trucks loaded with soldiers, heavily armed and in camouflage battledress. The incongruity of the situation could not be overlooked when, in the middle of all this activity, there appeared a shepherd boy with his flock of sheep and goats. What better way to show both war and peace! Meantime my own internal war was continuing apace and although I could have enjoyed the luxurious surroundings of the Sheraton Lima, I settled instead for some scrambled eggs in my room!

We had been advised that should we not be off the ground by 0800 hrs, our aircraft would definitely be impounded. In order to avoid any problems, we had our Lan Chile representative scheduled for a 5 a.m. pickup at the hotel. Fortunately the hotel's cafeteria was open and the crew had a good breakfast, with one exception of course. We did not know how important this was going to be, at least for my crew! Although the transport was a half hour late, an exigency for which we had planned in setting such an early pickup, we were able to get both aircraft checked and running prior to the deadline. It seemed everyone was now anxious to see us go, being surprisingly accommodating in all areas of our preparation. However, an additional restriction was imposed on our flight plan - we must maintain a track two hundred miles off the coast of Ecuador! This would of course present a problem in navigation, but I felt that if we were able to establish an accurate drift and a good position prior to entering Ecuadorian airspace, then we would try to keep at least half that distance out and compromise to avoid adding too much to our flight and also keep some form of visual navigation on the shoreline.

Departure from Lima was without incident at ten minutes after eight. The forecast conditions were accurate, just some scattered cloud around six thousand feet. The flight sequence put us number two on take-off again but we would change positions later. We were dismayed, though, when the other aircraft levelled off at forty-five hundred feet, an altitude I considered too low in case of an emergency. We passed on our misgivings and continued our climb to eight thousand feet, establishing ourselves about fifty miles offshore where we could



Albatross in "Triphibian" mode. Note old red ensign on tail.

still make out landmarks. There was no doubt all aids had been shut down, not even any chatter on the radios, giving us an eerie feeling of isolation and at the same time a peacefulness and closeness to the wonders of the heavens. It was as if we were suspended in the etherial world.

As time passed with no sign of military activity - somehow we had the feeling that intercept aircraft would challenge us because we were inside their mandatory flight track - we began to relax somewhat but continued to keep a wary eye towards the mainland. Keeping track of our position was becoming more difficult because extensive haze began to obscure the shoreline as we approached the most westerly point of Peru. Here we would have to make a heading change to the north in order to avoid going too far into the Pacific. I was sure Point Aguja was off our starboard wing and if our swing to the right of thirty degrees was cor-

rect, then Talará, the last town in Peru which we would pass and which was on the south shore of the Gulf of Guayaquil, would be about an hour away. About halfway to Talará we spotted three warships proceeding south-westerly in Vic formation. It was probably a cruiser with two destroyers on the flanks, as the lead ship was much larger. Since we had flown practically overhead there was little doubt that we had been spotted but perhaps our camouflage would keep us undetected because we were now running under a thickening overcast. Nevertheless it was another sign that we were dangerously encroaching on someone's war-time activities, but as we made our check-in call with our partner a short time later, we expressed our relief that we were exactly half way to Panama with only about two more hours of flight along the coast of Ecuador.

Continued in 28 Jan issue.

## BTSO PRESENTATION



MCpl Steve Maier received a Suggestion Award certificate and cheque from BTSO LCol King.

It doesn't cost a fortune to start making one.

Investors has helped over 400,000 Canadians achieve a more secure financial future for as little as \$50 a month.

CALL: 338-3399 or 338-3534

**IG Investors Group**



Noreen Queen



Deb Paterson Building futures since 1940.



By Hamish

There are old pilots and bold pilots but no old bold pilots.

Any other old "Lizzie" pilots still around? I don't think there would be any young Lizzie pilots. I don't think there are any flyable Lizzies still around. Perhaps a static display in some aeronautical museum? "Lizzies," you ask? Yeah, aka "The Flying Carrot," due to its stubby carrot-like fuselage; 30½ feet long but with a 50-foot long parasol wing span. Some even called them "abortionists!" Lizzie: the nickname for Lysander. The Westland Lysander Mk. II, built for Army Co-operation. It was a useful "hedgehog," getting into and out of small fields up near the front lines of the battlefields. It was quite an aircraft. Quite a character. Not many other, if any, lookalikes. With a crew of two, it carried four machine guns and bomb racks, extending out from the wheel pants, capable of carrying up to a dozen small bombs.

near Dauphin, Man.

As I was directed to the locker area to store my equipment I was told that I would be taking the former pilot's locker - number 13!

There were no dual control Lizzies. One had to learn to fly them by looking over the shoulder of the pilot from the rear compartment as he flew a "familiarization" flight of about 10 or 15 minutes. After taxiing back to the tarmac and climbing out, the pilot waved toward the cockpit and said, "Climb in. She's all yours." Unknown to me at the time, the word went out: "New Lizzie Pilot on the line." When I came in for my first landing I noticed a line of onlookers outside a couple of the hangars. I soon found out why they were assembled. The pilot had purposely "forgotten" to tell me about the landing features of automatic flaps and slots. And I hadn't noticed that he had done the usual "wheel it on" landing. All "tail draggers" land the same, don't they? Not where Lizzies are concerned. So, as I pulled off throttle to round out before touch-down, the flaps and slots took over and the kite began to climb! So, power back on, nose down and the flaps and slots closed up. Then ease throttle off and once more prepare to touch down, but no way. The flaps came down and the slots opened up along the leading edge of the wing and we were once more airborne! That's when I realized I was the subject of much hilarity along the sidelines. I must have appeared like a giant kangaroo jumping up and down along the runway. (Was this the beginning of your fondness for wallabies...Ed.) I had unwittingly become the central part of a Station tradition! To "H" with this! Just put the power on and go around again and try a "wheel on." It worked. And so I became a "drogue pilot" for a few months.

I met my drogue operator and we went out to do some drogue streaming practice. The operator climbed into the rear compartment where an electric winch was located. While the pilot wore a "seat pack" type of parachute, the observer/operator wore a "chest pack" style and was required to wear it while flying as he occasionally had to work at an open hatch in the floor. Away from the airfield at a couple of thousand feet, he opened the hatch in the floor and unwound about 1500 feet of cable, at the end of which was fastened a "fish and hook." When the length of cable was all unwound, a folded 15-foot sausage-like drogue chute was slid down the cable. When it hit the "fish," it unfurled or "streamed." If the drogue didn't stream properly it would gyrate and not make a suitable target. We would then have to return over the drogue area, a remote

## The Lizzie

part of the airfield, where we would drop the drogue, done by sliding a "doughnut" down the cable and knocking the drogue off the hook. The drogue was retrieved by the ground crew, refolded and used again. Another drogue would then be streamed and we would be ready to rendezvous with the gunnery ship, with its two student air-gunners, and proceed to the "drogue line."

Each student fired specially coloured bullets, a different colour for each student, which left a trace of the colour when they hit the drogue. Sometimes a bullet might hit the "fish" or the cable and we lost our drogue. The exercise would have to be called off and we had to return to base to have a new cable installed. When the gunnery exercise was completed the drogue was dropped at the "drogue shack" where the students' scores were counted.

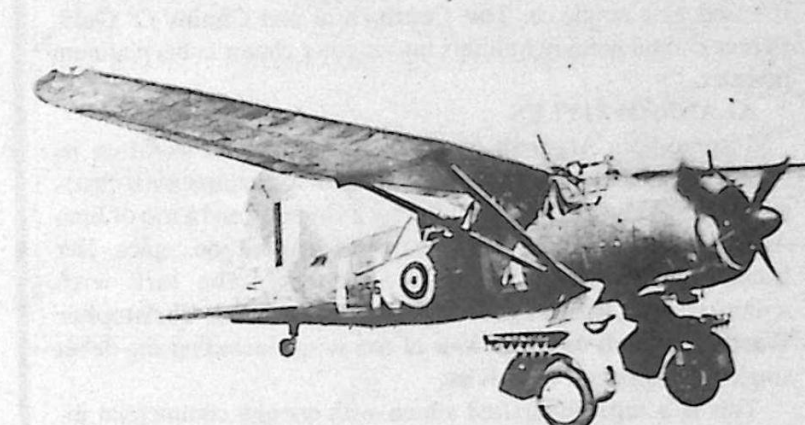
It was important to fly straight and level with the drogue streamed and to make gradual turns as there was a chance of the drogue flipping the cable up over the tail plane. There were guard wires installed under the tail plane area to prevent chafing by the cable but if the cable managed to get on top, it required a special manoeuvre to extract oneself out from under the cable: nose up and hard left or right rudder (depending on which side the operator could see it), then nose down, while the operator hung on and observed the procedure through the rear canopy. Sometimes, at the end of an exercise, the skipper of the gunnery ship might forget to check that the students had properly cleared their guns. A round might still be in the breech and start cooking, setting off the gun and firing bullets at random. On one such occasion when the gunnery ship came up alongside to wave us off, I suddenly noticed tracer bullets arching gracefully over my canopy. (Every tenth bullet in the belt was a tracer bullet to help the students with their aim.) I took immediate evasive action while grabbing the mike to call them off. My poor operator in the rear wondered what on earth, or in the air, was going on! And that was one time we had to extract ourselves out from under the drogue cable over the tail plane. On another occasion, on a hot summer's day, a gunnery ship, just back from the line and parked on the tarmac, had a "cooking bullet" set the gun off, firing at random. People were running for cover in all directions. One brave, or foolhardy?, armament crew member ran forward in a crouched position and managed to get into the aircraft and shut off the offending gun.

Sergeant Keith Acorn, retired, of Comox, was in charge of the drogue operations there. After almost 50 years we still have the occasional chat about former droguing days. Usually the more



(Bristol Blenheim IV) "Gunnery Ship" on the drogue line. Photographed from a Lysander drogue ship.

Westland Lysander II



"The Flying Carrot." Note bomb racks attached to wheel pants.

humorous events are discussed. They seem to come to mind more readily than the harsher events. It still hurts Keith to recall seeing one of his friends who was thrown out of a crashed gunnery ship but Keith couldn't get near him for the flames and threatening explosion. Or another crew member whose body was found in the tail section of an aircraft that washed ashore after a mishap over a nearby lake. And Keith knew the pilot who had locker 13 before me. Little recognition was given to casualties in training programmes if they didn't occur overseas, even though a life was a life, whether it was lost at home or over there. Nature has a way of keeping the lighter stuff to the fore to help us try to forget the more painful things.

Keith flew with me from time to time and on one such occasion following a late afternoon flight we returned to base just before dusk. We dropped our drogue near the drogue shack and headed out to wind in the cable before landing. Keith called me on the intercom to report the winch had gone u.s. (unserviceable), and he would have to cut the cable. We checked around that we were over open country and Keith cut the cable. He then reported seeing a bright flash behind us but couldn't make anything out of it. After we had landed and checked in we heard that Dauphin had a power failure. We looked at each other and suddenly the flash that Keith had seen made sense. Part of our cable must have dropped across a transmission line! We advised Control to phone Dauphin and report the location of the flash to the local power

crews. They might even retrieve our cable!

Before I completed my tour on Lizzies, I had one misadventure which resulted in the aircraft being written off. Sgt Acorn happened to be with me on that occasion. When coming in for the usual landing a tire blew at about 90 mph, throwing us into a gigantic ground loop off the runway. We gyrated a while around one wing tip dug into the ground, "pranged the prop" once or twice, and came to a halt in an undignified looking pose, which put a lot of stress on the aircraft frame as well as the crew members. Keith said later all he could see was grass and sky going around in circles! I radioed the tower to send out a wagon to pick us up and the reply came back, "Where are you?" They never even saw us doing our fancy ballet dance! After the wagon arrived and the crew had helped extricate us, we went over to the runway and saw about a 90-foot stretch of rubber laid down before the tire blew. Later investigation showed that a ball bearing race had broken and locked the air brake on in the starboard wheel. I was later transferred to Bombing Flight.

I said farewell to the "Lizzie line" with perhaps not too much feeling, for I was looking forward to getting back on board the Ansons. These would be Mk. I Ansons. I had trained on Mk. II's and enjoyed flying them. The Mk. I's proved to be just as reliable and a pleasure to fly. Some hot shot Harvard pilots would say, "You don't fly an Anson, it flies itself!" Well, it was still a pleasure to "guide" them, for the rest of the duration.

## NEXT DEADLINE

25 JAN 93



# Leisure



**Harry Sweeney**  
music reviews and  
syndicated columnist

## Prince & Alannah Myles

With Sexy M.F. already drawing huge chart response and the follow-up single *My Name Is Prince* climbing the best seller lists Prince is back with his latest album. Backed by the NPG and augmented by a guest line-up that includes rapper Carmen Electra, Eric Leeds on sax, and Michael Koppelman on bass, the "purple one" is at his funkier.

Running the gamut of sounds from the easy paced *Love 2 the 9's* and the gorgeous ballad *Morning Papers*, which deserves to be released as a single, to *The Continental* and *Chains O' Gold*, Prince should quickly turn this into another charm in his platinum bracelet.

### ALANNAH MYLES

Toronto-born Alannah Myles turned the music world on its collective ear when she zoomed to the top of the international charts with *Black Velvet*. That song won her a Grammy and a trio of Juno Awards while the album sold in excess of four million copies. Her latest, *Rockinghorse* (Atlantic), reunites the lark with writer/producer David Tyson and writer/collaborator Christopher Ward. Alannah co-wrote four of the songs including the debut single *Song Instead Of A Kiss*.

This is a superbly crafted album with enough commercial ingredients to see it pass the success of her self-titled debut. Opening with *Our World Our Times* and working her way through such emotional outlets as *Sonny Say You Will* and *Tumbleweed*, Ms Myles wraps her smokey vocals around the ballads and blues-tinged rockers to bring the listener a dynamite outing.

While it may be hard to imagine anything good enough to top *Love Is or Black Velvet*, this set is loaded with tracks that will do just that. Everything from *Last Time I Saw William* and *Lies and Rumours* through *Sonny Say You Will* has the potential to become a blockbuster.

### FAST FACTS

Apollo 100's 1972 top-10 hit *Joy* was an adaptation of Bach's *Jesu, Joy of Man's Desiring*.

## Michael Penn's Free For All

When I started playing Michael Penn's *Free For All* (BMG) I thought that I was having flashbacks to the 60s. *Long Way Down* is about as folksy as you can get with its biting lyrics and acoustic guitar. However, the "free form" of this album quickly became evident as more instruments kicked in and the tempo shifted in *Free Time*. Intricate instrumentation and a solid story-line capture the visual images of *Coal*.

Sparse production proves that less is more. Superb playing and on-target vocals throughout. Highlights include *Drained*, *Strange Season* and *Now We're Even*. Penn won MTV's Best New Artist.

### MR. LEE

Chicago native Lee Haggard, better known as Mr. Lee, clicked with his debut *Get Busy* and sold in excess of one million units worldwide. His newly released *I Wanna Rock Right Now* (Jive) is a unique combination of hip-hop/R&B/rap/house and snatches of new-jack swing. Set opens with the dancer *Take Me Higher* and swings into the groove of *Time To Party*, an out-a-sight dance track.

Set splits between "hot dance" and "low down funk" and whether you want to dance to the beat of *New House Swing*, *I Wanna Rock*, *Doggie Dance* or just enjoy the rhythms of these 14 songs, Mr. Lee is in the groove.

### 25TH OF MAY

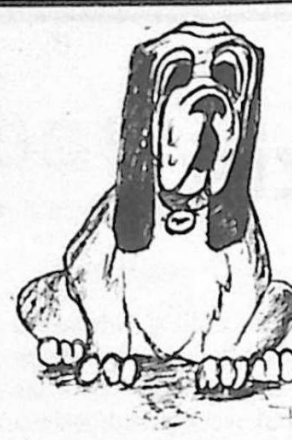
They've been described as a hip-hop band and a rock band, and on *Lenin & McCarthy* (Arista/BMG) the 25th of May prove they are both. Explicit and subversive lyrics are set against a backdrop of pulse-racing beats. *Things Are Getting Better* and *F.T.R.T.V.* along with *Why?* and *It's Alright* are best bets.

### FAST FACTS

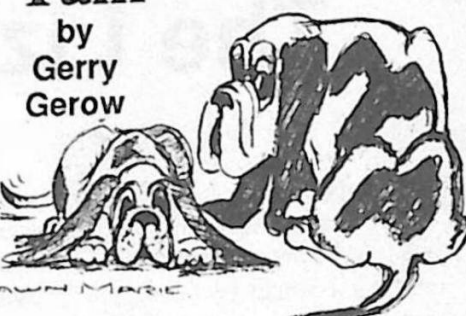
In 1988, Pebbles (Perri McKissack) hit top-5 with *Girlfriend* and *Mercedes Boy*. Her cousin is Cherrelle, who had a top-40 hit with Alexander O'Neal on *Saturday Love*. Remember when you shop - buy something for your local Food Bank.

**TOBACCO IS A DRUG**  
Protect your children.

**BREAK free**



**Dog Talk**  
by  
Gerry Gerow



## Socialization

I've got a good book for you this week. *Dog Training*, by David Weston, Howell Book House, New York and Maxwell Macmillan, Toronto, Ont. \$12.95.

This is a very well illustrated, 96-page paperback, printed in full colour. A joy to read, and containing a lot of good information. Weston has been a professional dog trainer for almost 20 years. He is an Australian, still living there.

All the basics are here, but not in any great detail as it is quite a small book. However, for the novice just starting out who doesn't want to spend a great deal of money, it is just the thing. I enjoyed reading it and picked up a pointer or two.

It is just recently published, so if you don't find it on the book store shelf, ask them to order it for you from the publishers.

In the book I just wrote about, the author goes into something called "socialization." If you just got a puppy for Christmas, this is something you need to pay close attention to. Dogs need to be around others of their own kind. It is essential that they have contact with other dogs, and with

other people also. The proper answer to this is to take your puppy to obedience classes.

However, if you find this too time consuming, then you must take it for walks downtown where there are lots of people, and to the park and other places where other dogs will be encountered. Only if you properly socialize it will it turn out to be a loving well-tempered dog. Always remember that your puppy is not going to stay a puppy, and everything it learns now will stay with it forever. For example, if you don't want a 160-pound Saint Bernard trying to sit on your lap, put the puppy back on the floor and leave it there.

Don't forget your puppy's immunization. It is very important.

I know that immunization is expensive but it is vital. Nature keeps inventing new diseases to affect our pets, and constant vigilance is necessary. Rabies is very rare in Canada. But I see in the paper where they just found a rabid wild cat in my home town of Delta, B.C. Rabies scares the hell out of me. In Canada people

tend to get complacent about it because it is rare, but in Europe where it is more common, there is constantly a vigil against it. Most of us who have lived in Germany are familiar with the red and white "tollwut" signs outside of many communities, indicating that a rabid animal was found in the vicinity. Wild cats are particularly dangerous as carriers and there are more of them around than you would think. They are hard to control because you can never be quite sure if they are wild or not since so many people let their house cats run free. It is high time there was some sort of a leash law and licensing requirement for cats as there is for dogs.

It's now the new year and I, along with many others, must trot down and pay for licences for my dogs, who are never off their own property except when accompanied by a family member and under strict control. The money raised this way is used to control the dogs and cats of other people who don't bother to buy licences, or in the case of cats, don't have to, and let their animals run free. I for one am sick and tired of it. The laws requiring licences should be strictly enforced, with a fine that really hurts when somebody's unlicensed animal is discovered, and these laws should apply to cats as well as dogs.

## Don't give up on Quitting

January 18 to 24 is National Non-Smoking Week, a time to join others in quitting smoking. Nurses take this opportunity to congratulate you on your past attempts to quit and on making a renewed effort this year. Your determination will pay off eventually.

If you've tried to quit before - and failed - don't worry. Experience is the best teacher and each attempt counts. Research indicates that, on average, successful quitters make six to seven serious attempts to quit. Therefore, when you try to quit smoking, you should realize that this attempt is not a single act but a process to be completed.

We now have a pretty good understanding of how people experience the difficult process of leaving tobacco behind, thanks to smokers who have told researchers about their efforts to quit. In this way, smokers have helped to define common patterns of behaviour that occur during the process of quitting and to identify factors that are typically a part of returning to smoking.

Timing, specific situations and particular moods are especially important factors that affect whether smokers can resist the continuing temptation of their old habit.

The first three months are crucial. Quitters fall back into smoking most quickly within this period of time. Either they wear out from trying to hold on through sheer determination or they stop paying attention and are caught off guard by unexpected or difficult circumstances. After this period, the most important factor is not more time away from tobacco but circumstances that affect the quitter. These include social gatherings, the period of relaxation after meals, and work situations. Also dangerous are various feelings of frustration, anger, anxiety, boredom and depression aroused in difficult situations.

Smokers who quit report they are often disappointed to feel they still want tobacco. After the effort of quitting they want to relax and forget about smoking. On reflection, however, they realize this desire is an indication of a difficult period in the process of quitting.

In order to succeed in the long term, ex-smokers learn how to recognize disappointment and discouragement as a natural part of the process and not as a personal weakness. Once they make this shift in understanding they feel relieved and are able to continue finding ways to stay away

from smoking. Also, they find that the number of times during a day that they want to smoke begins to slowly decrease.

One effective strategy to prevent a return to smoking is for ex-smokers to simply do something. Ex-smokers told researchers that they found taking any action was better than taking none and that some actions were more effective than others. Individuals learned their own best strategies through the experience of trying them out.

One thing was clear. When asked what they did about an urge to smoke, there was a big difference between those that deliberately took action and those that did not. Those that made no observable effort to avoid smoking were two and a half times more likely to go back to smoking than those who took direct action to avoid it.

Keep an open mind if you have quit smoking before but have fallen back into the habit. Every attempt holds valuable lessons that, blended together, can have lasting effects. Remind yourself once again that your attempt to quit smoking is not a single act but a process to be completed.

# Leisure



## New Menus in the CF

### What's Cooking?

At CF units across the country, new recipes are. The CF Recipe File, new improved version, was launched recently. Originally made up of recipes from the 1940's and 1950's, the recipe file was composed of Army, Navy and Air Force recipes. Times change, and so do diner tastes. To answer the need for up-to-date recipes, the Director Food Services co-ordinated the production of the revised recipe file by food service specialists.

Cooks and Food Service Officers across the CF were consulted to find out what recipes were winners at their units. These recipes were made metric and tested, along with recipes for newer-style foods, like pasta dishes and ethnic items. Canada's 1990 Guidelines for Healthy Eating were also considered, and recipes were made lower in fat and salt and higher in fibre. Recipes were tested and retested in civilian and military kitchens. Military cooks and diners rated the recipes and suggested improvements.

The end result is a collection of 864 bilingual recipes for everything from soups to desserts, regular menus and theme days. As a bonus for diners managing their weight, "weight control choices" or lower calorie recipes have been marked for the recipe users. Marking weight control choices on the menu takes the guesswork out of choosing meals for nutrition-conscious diners in CF dining halls.

Here is a taste of what CF diners will be enjoying. (These recipes have been scaled down to provide 4 - 5 portions.)

### Mandarin Pork Stir Fry

(5 Servings)

#### INGREDIENTS:

1 medium green pepper, thinly sliced  
250 mL (1 cup) fresh mushrooms, thinly sliced (Canned mushrooms may be substituted; do not sauté, but simply add them with the other vegetables.)  
250 mL (1 cup) snow peas, fresh or frozen (thawed)  
250 mL (1 cup) celery, thinly sliced diagonally  
12 mL (2 1/2 tsp.) vegetable oil  
600 g (1 lb. 5 oz.) pork loin, cut in 6 cm (2 1/2") fingers  
1 clove garlic, minced

125 mL (1/2 cup) chicken stock (Chicken soup base may be substituted. Follow directions on package and eliminate salt in recipe.)  
30 mL (2 T.) orange juice, canned  
30 mL (2 T.) cornstarch  
12 mL (2 1/2 tsp.) grated orange rind  
1 mL (1/4 tsp.) salt  
200 g (1 cup) mandarin orange sections, canned and drained (Fresh orange sections may be substituted.)

125 mL (1/2 cup) green onions, thinly sliced

**METHOD:**  
Sauté vegetables in oil and set aside. Sauté pork and garlic. Blend sauce ingredients, add to meat and mix well. Bring to a boil, then reduce heat and cook, stirring constantly until thickened. Add sautéed vegetables just before serving. Garnish with orange sections and green onions, and heat 1 minute, folding delicately to avoid breaking orange sections. Serve with plain rice, seasoned rice or on pasta.

One serving portion equals 220 g (200 mL ladle) and contains:  
Fibre: 1.04 g  
% of calories from fat: 42  
Fat: 11.23 g  
Carbohydrate: 11.52 g  
Protein: 26.83 g  
Calories: 241 kcal

**Beef Fajitas**  
(5 Servings)

**INGREDIENTS:**  
30 mL (2 T.) lemon juice  
1 mL (1/4 tsp.) garlic powder  
pinch salt  
pinch onion powder  
pinch black pepper  
pinch cayenne pepper  
600 g (1 lb. 5 oz.) beef, inside round, cut into 6 cm (2 1/2") strips  
250 mL (1 cup) onion, coarsely chopped  
1 medium green pepper, cut in 6 cm (2 1/2") strips  
10 mL (2 tsp.) vegetable oil  
195 g (1 1/2 cups) Quark cheese (Guacamole may be used instead.)  
15 tortilla shells (Tortilla shells may be replaced by pita bread. Cut each pita bread in two and stuff pocket with Quark and beef/vegetable mixture.)  
250 mL (1 cup) salsa sauce

#### METHOD:

Combine marinade ingredients. Pour over beef and mix thoroughly. Cover and marinate 1 hour in refrigerator. Sauté beef and vegetables in oil. Spread 25 mL (1 1/2 T.) cheese into each tortilla shell. Place 45 g (1 1/2 oz.) beef-vegetable mixture in each tortilla shell. Serve each fajita with 15 mL (1 T.) salsa.

One serving portion equals 3 fajitas and contains:

Fibre: 40 g  
% of calories from fat: 30  
Fat: 14.87 g  
Carbohydrate: 43.49 g  
Protein: 34.31 g  
Calories: 443 kcal

## Writer(s) Wanted

Our country cook, Barbara Vermette, is taking a well-earned break. We invite new writers to our "kitchen." Any takers?

## CFB Comox Family Support Centre

### Hours of Operation:

7:30 - 4:30, Mon to Fri

### Address:

119 Little River Road

### Mailing Address:

Family Support Centre, CFB Comox  
Lazo, BC V0R 2K0

### All Services are

Confidential

### Services available:

Volunteer information services  
Practical problem solving  
Financial counselling referrals  
Babysitter list - adults and trained teenagers  
Cleaner list  
Welcome package

### Ongoing programs:

Teen program  
Tuesday morning discussion group with childcare provided  
Confidential short-term counselling services  
Parenting information  
Emergency shelter



Drop in anytime or call  
339-8654 or 339-8655

Family Support Centre programs are open to all military families and Base employees.

### Teen Events

Wednesdays 6:30 - 8:00 p.m.  
Weight Training/Games in Base Gym

Thursdays 6:30 - 8:30 p.m.  
Video Night at Family Support Centre

Fridays 7:00 - 11:00 p.m.  
Dance at Base Community Centre next to Canex

For more information on teen events call Jennifer at 339-8654

### On Going Events

Tuesday Discussion Group.  
Every Tuesday 10:00 - 11:45 a.m. at FSC. Speakers, crafts and good company. Child care provided. Everyone Welcome.

**January Special Events**  
Self Esteem Workshop. Three sessions: Tuesday evenings, 6:30 - 8:30 p.m., 12, 19 & 26 Jan at FSC. Feeling Good About Me, Personal Goals, Personal Values. Call 339-8654 for registration.

**A Morning Together.** Wed. 20 Jan, 9:30 - 11:30 a.m. at the Community Centre next to the Canex. Parents and their children are invited to a morning with games, crafts, songs and social interaction for children under 5. Take the opportunity to meet new people.

### February Special Events

Parenting Teens Workshop. Six sessions, Tuesday evenings, 6:30 - 8:30 p.m., 2 Feb - 9 March at the FSC. No fee. Call FSC at 339-8654 for registration. Communication, problem solving, self esteem, etc.

**IMPORTANT - We are looking for information from military spouses who are unemployed and looking for work. Anyone interested in a special Job Search Program for military spouses please contact the FSC ASAP.**

**WANTED - People interested in participating in the development of Child Care services in the**

Comox Military Community. A general meeting will be held at 7:00 p.m. Wednesday 27 January at the Comox Military Family Support Centre at the corner of Little River and Ryan Roads. From this general meeting a Parent Advisory Committee will be developed. The Parent Advisory Committee will be an ongoing committee looking at the child care needs of the community. The committee will require approximately 2-3 volunteer hours per week from members. Possible areas for child care development are: emergency child care, drop-in child care, and regular child care. Come and bring your ideas. For more information contact our Child Care Co-ordinator, Claudia Naaykens, at 339-8654. To ensure minimum participation registration is required for all special events. All Services / Workshops / Groups are confidential

**Comox Air Force Museum**  
**MUSEUM GIFT SHOP**  
AVIATION MEMORABILIA HATS, BOOKS, FLAGS, MODELS, POSTERS, SWEATERS, SHIRTS, PINS, PATCHES AND MUCH, MUCH MORE!

1 Sep 92 - 1 May 93

Sat, Sun & Holidays

10 a.m. - 4 p.m.

Featuring Gulf War,

409 and VU33 displays

PHONE 339-8635



# Health & Fitness

## To Your Health

Health information from the Registered Nurses Association of British Columbia

### From Sound to Silence

We live in a world of sounds. If we can't hear what is going on it's easy to lose touch with people and the world around us. This is what can happen to people who begin to suffer hearing loss.

All too often, nurses notice that people with a hearing problem are also lonely. They can't follow small talk and they may feel the need to "bluff it" in social situations. Some will come to doubt their own memory and judgement.

Older adults are most likely to endure these kinds of experiences. Although only 15 to 20 per cent of people over 65 suffer hearing loss, people in this age group are still three times more likely to experience hearing loss than younger people.

For the large majority of affected adults, hearing loss occurs slowly. Often people are unaware of how much hearing they have lost until it is brought to their attention by someone else.

You may first notice hearing loss in a family member or friend if their attention span seems shorter, their responses do not seem appropriate, they speak louder than necessary, they turn up the volume on radio or television, or they are always asking others to repeat themselves.

If you notice any of these signs ask your friend or relative if they have trouble hearing you, if they have ringing or buzzing in their ears or if they have any dizziness. If they answer "yes" to any of your questions, a hearing examination is in order.

Unfortunately, not everyone wants to take action. Some people believe hearing loss is unavoidable as they grow older and that there's nothing they can do about it. Others may be embarrassed and choose to deny the problem. Some are simply not interested in hearing what is going on; they use their hearing loss as a way of "tuning out."

However, many people are concerned when you point out the symptoms of hearing loss and they do want to take action. Your willingness to pursue the problem can help.

At first, the most important step is to make sure the problem is correctly diagnosed. The most common type of hearing loss is caused by the aging process itself or by sudden or extended exposure to noise in the past. Damage to the ears caused by either age or noise can make conversations sound as though other people are mumbling, running words together or speaking too quickly.

Unfortunately, there is no "cure" for this kind of hearing loss. But if the loss is partial, a hearing aid may be helpful. Although it can't restore normal hearing, a hearing aid can help most people hear better. It's also a good idea to get a hearing aid as soon as it's needed. That way, a person can become used to the device and can easily make adjustments in future, if hearing loss becomes worse.

Other strategies can help people with a hearing problem. Telephones can be adjusted to ring more loudly and the volume can be turned up for conversations. Wireless headphones can be worn to boost the volume of televisions or radios without disturbing others. It is also possible to purchase or adapt televisions to display written captions on the screen.

Ask a community health nurse for more information about resources available for the hard of hearing. There's lots of help available. Some communities even have lists of theatres, churches and other facilities which are equipped with sound systems for the hard of hearing.

## info health

Dr. Bob Young



### Side effects of Eyedrops

I have always felt it to be ironic that, because the bottles are small, the labels on prescribed eyedrops are also small. These drugs are used, of course, primarily by people with poor vision, those most likely to have difficulty reading the instructions.

In spite of the small container, and the small dose (a drop or two at a time), many of the medicines used in the eye are very potent, capable of causing mild to severe, even fatal, side effects. A careful doctor will ask several questions about your health before prescribing them.

We are not knocking the drugs themselves. There are about eight groups in common use, prescribed for such things as glaucoma, dilating the pupil for examination of the interior of the eye or for treatment, and for a host of other indications.

While some cause brief local stinging, this is really not a side-effect. A few, mainly antibiotics

and sulfa-containing drops, cause allergic reactions around the eye in susceptible people. The itching and redness, while annoying, is seldom dangerous.

Most eyedrops are absorbed systemically; they are taken up by the body and carried to wherever the blood flows, which is everywhere. They may, depending on the drug and the patient, cause such things as asthma, angina, high or low blood pressure, irregular heart beat, headache and faintness. Abdominal pain, nausea and vomiting, a slow or fast pulse, insomnia, depression, anxiety, retention of urine, and muscle weakness or paralysis are other symptoms that may be caused by the lowly eyedrop.

One class of eyedrop suppresses an enzyme that metabolizes or de-activates a curare-like drug called succinylcholine, a material used during anaesthesia to paralyze muscles. If the succinylcholine hangs around after

the operation it may take hours for the patient to start breathing unaided.

We must stress that eyedrops are often an important, even a crucial, part of treatment for many eye diseases. If one type cannot be used because it would be dangerous for that patient, a substitute can often be found. Sometimes, if a potential adverse drug interaction exists, medications being used for asthma, heart disease, or other illness can be changed, allowing the eyedrops to be used.

The point to be made is that your eye doctor should be told if you have another disease, and possibly be shown the drugs you are taking. By the same token, your GP should know what eyedrops you are using. It is possible that they may be the explanation for the symptom he or she is treating.

### Replacing the Scalpel

The scalpel for a surgeon has served, like the stethoscope for a physician, as an insignia, a sign of the trade. The instrument may soon be relegated to the medical archives, to join a host of other archaic medical equipment.

Early surgeons used ordinary knives for their cutting. As their work became more delicate, so did their instruments. Today's scalpel blades come in a variety of shapes and sizes, to suit the surgeon's preference and the demands of the job at hand. They may be tapered and pointed, broad and husky, curved or straight, but they are always very sharp.

Eye and plastic surgeons may use very small blades in their delicate work; bone surgeons still use heavy knives for now rarely required amputations. Sometimes lasers are used for cutting.

The scalpel barely got bloody

during my two most recent surgical assists, a total knee replacement and a gallbladder removal.

In the first it was used only to make the initial seven-inch skin incision; for the gallbladder, to make four small nicks in the skin to allow insertion of the laproscopic instruments.

In many operations most of the cutting is done with electric cautery. The cautery blade is flat, about three cm long and three mm wide. It is not sharp. It is held in a plastic handle that has two (or three) pushbuttons. One delivers a cutting current to the blade, the other a coagulating current that stops bleeding.

The nearby cautery machine, wired to the handle, generates each type of current in a choice of intensities, and can blend the two if needed. The coagulation current heats the bleeding vessel, cooking it in a small area and

leaving a charred spot.

Or, the current can be delivered in the newest and ultimate manner. Pressing the third button causes a focused stream of argon gas to be emitted from the bottom of the cautery handle toward the target. The jet carries the current, turning a bright silvery-blue in the process. The inert gas also excludes oxygen; the target is heated but does not burn. The principle is the same as TIG welding in metal fabricating.

Cutting and stopping bleeding electrically have been around a long time. Too dangerous to use when anesthetic gases were explosive, their full potential has now been recognized. Surgery through scopes would be impossible without the electric scalpel.

They will still make scalpel blades. Artists and model makers need them. And some surgeons, still!

### More Children

twice as many.

And smoking remains the leading preventable cause of death and disability in Canada. Each year tobacco kills approximately 38,000 Canadians and about 4,300 people in British Columbia. Tobacco kills 45 times more people than AIDS and nine times as many people as traffic accidents. In fact, tobacco use kills more people in Canada than

the total number of deaths caused by car accidents, suicides, murders, AIDS and drug use.

Tobacco causes 30 per cent of all cancer deaths (including 87 per cent of all lung cancer deaths), 30 per cent of heart disease (as a risk factor it is more significant than either high blood pressure or high cholesterol), 15 per cent of stroke and 60 per cent of chronic obstructive lung disease.

For more information on children and smoking, contact one of the members of the B.C. Committee for Non-Smoking Week. Member organizations are: the B.C. Lung Association; B.C. Ministry of Health; Canadian Cancer Society, B.C. and Yukon Division; Heart and Stroke Foundation of B.C. & Yukon, and the Registered Nurses Association of B.C.

continued from page 5



## LEGION LOG

BRANCH 17 COURTENAY  
334-4322

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

Fri 15 Jan.....Linda Jones (Dance & Floor Show)  
Fri 22 Jan.....John MacKenzie  
Fri 29 Jan.....Dance to Westwind

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

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

### \*\*\*EVENTS\*\*\*

Saturday 16 Jan.....Installation of Branch & L.A. Officers  
Floor Show & Dance with Linda Jones  
Reserved Seating Tickets \$10.00

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

Saturday 23 Jan.....Dart Steak Shoot  
Registration 6 - 6:30 p.m. Entry Fee \$5.00

### "MORE PLAYERS WELCOME"

Phone 334-4322 (days) for more information

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

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

BRANCH 160 COMOX  
339-2022

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

Fri 15 Jan.....Music by Shaboom  
Fri 22 Jan.....Music by Skip & The Byters  
Fri 29 Jan.....Music by Highway 19

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

SUNDAYS.....Lounge 11 AM to 6 PM  
MONDAYS.....Men's Dart League, 7:30 PM  
L.A. Drop-In Bingo, Upper Hall, Doors open 6:30, 7:00 PM  
TUESDAYS.....Ladies Crib League, 8:00 PM  
Mixed Dart League, 7:30 PM  
WEDNESDAYS.....Navy League Drop-In Bingo  
Upper Hall, 7:00 PM  
C.V. Men's Crib (Home & Away) 8:00 PM in Lounge  
THURSDAYS.....\*1st Branch Exec. Mtg. 8 PM Upper Hall  
L.A. Exec. Mtg. (as required)  
\*2nd L.A. Gen. Mtg. Upper Hall, 8 PM  
\*3rd Branch General Mtg. Upper Hall, 8 PM  
FRIDAYS.....Dance, Lounge. (Unless advised)

### \*\*\*EVENTS\*\*\*

Saturday 23 Jan.....Annual "Burns Dinner"  
Branch Upper Hall 6:30 p.m.  
Dinner at 7 p.m. Ceremonies 8 p.m.  
Dancing to Follow Admission \$12.50 per person  
Tickets available at the Bar or the Office

Friday 29 Jan.....Darts Steak Shoot  
Upper Hall \$5.00 per player  
Register 6:30 p.m. Start 7:00 p.m.  
Mixed Blind Draw Bring a Partner

Br. 160 is happy to announce that the kitchen is now open on a daily basis to serve food to its members and guests.  
Normal Hours 11 a.m. - 6 p.m.

# On & Off the Base

Glacier Green Golf News

## Christmas Turkey Tournament

By Rose McCliesh

K.P. on #11 - Bing Shearer  
K.P. on #16 - Dave Kelly

### Sunday 6 Dec 92 Results:

1st Low Gross: Bob Marshall, Jim Patterson, Rick Verbeek, Martha Campbell, Eleanor Grant

1st Low Net: Andy Anderberg, John Ferguson, Dave Kelly, Anne Patterson

2nd Low Gross: Jack Hawkins, Bob Pridmore, Doug Cull, Irene Marshall

2nd Low Net: John Courtemanche, Fred Horvath, Shirley Shearer, Jill Iddiols, Renee Hillis

K.P. on #2 - Tom Fallon  
K.P. on #7 - Jack Hawkins

### Sunday 13 Dec 92 Turkey Shoot Winning Teams:

1st Low Gross: Doug McArthur, Fred Horvath, Rod Verchere, Renee Hillis

1st Low Net: Richard Wand, Jack Hawkins, Lorraine Courtemanche, Doug Cull

2nd Low Gross: Bob Marshall, Steve Shaw, Jim Patterson, Rose McCliesh

2nd Low Net: Nick Stolar-chuck, Glen Caslake, Bob Frenette, Jill Iddiols

A total of sixty-two golfers took to the links at Glacier Greens on Sunday 13 Dec 92 to compete in the annual 9-hole Christmas Turkey Tournament. Although the skies were overcast with clouds and a moderate wind was blowing, players were thankful that rain was not a part of these conditions.

As well as the turkeys that were being played for, prizes included gift certificates, compliments of Mr. Chuck Perry, owner/operator of the Chicken Ranch in Royston; Cornish game hens, compliments of Mr. John Armstrong and Mr. Doug Cull; and ball washers, donated by Mr. Scott Fraser, G.G.C. Pro Shop. Before announcing the results and the winners of the day, Sunday golf co-ordinator

## Wallace Gardens News



On behalf of the Community Council, let me take this opportunity to wish all residents of PMQs a happy and prosperous New Year. The Community Association has a full program for 1993. Through the co-operation and support of the Wallace Gardens Association members we hope to once again give you a fun-filled year. Our council meeting on 19 January is open to the public and we always welcome input and comments from our members.

Now on to unfinished business. The Christmas period saw the Base Commander, Mrs. Rogers, Tammy (the Base Commander's daughter), WO Turcotte (Deputy Mayor) and Capt Sealby (Mayor) driving through PMQs judging the Christmas lights. It was obvious that a great deal of effort had gone into the various displays and it was very difficult to make the final assessment. However, after much deliberation, the selections were made and below are the winners:

1st - MWO & Mrs. Petipas, PMQ 71A  
2nd - Cpl Anderson, PMQ 3  
3rd - MCpl Hunter, PMQ 109A  
Ward Prizes - Cpl Ouellette, PMQ 2A  
Cpl Kilmury, PMQ E4  
MCpl Graham, PMQ 16  
Sgt Smith, PMQ 49 and MCpl Johnston, PMQ 49A (joint)  
Lt Barton, PMQ 84  
MWO Ryan, PMQ 90A  
Sgt Strevett, PMQ 107D  
MCpl Johnson, PMQ 106D  
Cpl Allaby, PMQ 112A  
Multiple Dwelling - Block 103

Congratulations to all. We will be contacting the winners shortly to arrange the presentation of awards. The judges did look at all PMQ lights and felt that certain homes should have won. However, on review of the membership list, it was discovered that not all prospective winners were members. Therefore, a re-evaluation was carried out to ensure all winners were association members. If you feel slighted,

you can correct the matter very easily by becoming a member of the association. At \$3.21 a month you are eligible to attend and participate in all the Wallace Gardens activities.

Finally, remember we live in a tight-knit but confined community. The council has received a number of complaints about garbage and noise. Garbage is to be placed at the curb on the pick-up day morning in garbage canisters, not plastic bags. Non foodstuff garbage may be placed at the curb in boxes provided the wind or animals can not scatter the contents. Loud music, yelling, noisy animals, screaming children, etc. can be "tuned-out" by certain individuals. However, what may be tolerable to one person can be an annoyance to someone else. Let us be considerate of our neighbours and make every effort to keep our noise down. The base does have rules and regulations to control problems within the PMQ area; let us hope the authorities do not have to enforce them.



### Attention All Branch 160 Members

Have you paid your 1993 dues?? If not, this is a reminder that in order to remain in good standing, your membership dues must be paid not later than 31 January. A member in arrears as of 31 January is not in good standing for any purpose. Pay your dues now!!

1993 dues rates: Ordinary & Associate \$30.00  
(Over 65 years of age \$20.00)  
Fraternal Affiliates \$40.00

If you wish to mail your dues in, please make your cheque or money order payable to Comox Legion Br. 160 and mail to: 1825 Comox Avenue, Comox, B.C. V9N 4A3

TO OUR VOLUNTEERS:  
Our heartfelt thanks for a job well done!



Improving your odds against Canada's #1 killer.

# NEXT DEADLINE 25 JAN

## Harvest Valley Foods Ltd.

### FILL YOUR FREEZER

MENTION THIS AD FOR \$50 OFF

We accept post dated cheques

CHOOSE FROM TOP QUALITY BRAND NAMES  
ALL 100% UNCONDITIONALLY GUARANTEED!  
BEEF - PORK - VEGETABLES - POULTRY - STAPLES  
SPECIALS - FREEZERS - CASE LOTS - BRAND NAMES

Absolutely no obligation when you phone our information line!

CALL TODAY 384-3592 Locally Owned and Operated  
Out of town customers call collect! Head Office - Victoria

## TOBACCO IS A DRUG

Protect your children.

BREAK free



# Public Announcements

## C.V. Amateur Radio Club

The Comox Valley Amateur Radio Club holds monthly meetings the fourth Thursday of every month at the Kin Hut in Courtenay. All amateurs and prospective amateurs are welcome. For more info contact Dave Grimshire, local #484, or the club repeater VE7 RCV, 147.91/31

## Base Bowling Lanes

Now open for Casual Bowling  
Sundays 1 - 4 p.m. & Fridays 6 - 9 p.m.

**Leagues:**  
**Youth Bowling Council** - Saturdays at 10 a.m.  
**Mixed** - Mondays, 6:45 - 9 p.m. & Wednesdays 6:30 - 9 p.m.  
**Ladies** - Tuesdays, 6:45 - 9 p.m. & Wednesdays 1 - 3:30 p.m.  
**Intersection** - Thursdays, 6:30 - 9:00 p.m.  
For more information call Base Bowling Lanes at Loc. 8351 or contact the Rec Centre.



## Waik with Shirley

The Comox Valley Wanderers invite you to join us each Saturday at 9 a.m. for a 10k Volkswalk, starting from the Port Augusta Motel. At the finish of the walk you can join us for coffee or brunch, whatever you wish. Info 339-4145.

## Motion Commotion Aerobics

Welcome Military, Dependents & Friends  
Mon, Wed, Fri 9-30 a.m.  
Tues & Thurs 6:45 p.m.  
1 hr. combo/low impact aerobics  
Have Fun! Get Fit! Join Us!  
For more info please call Wendy at 339-5620.

## Base Library Hours

Mondays, Tuesdays & Thursdays 6 - 9 p.m.  
Saturdays & Sundays 1 - 3 p.m.

## 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.

## Aerobics

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

## 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.

## Shepherd of the Valley Lutheran Church

E.L.C.I.C. Mission Congregation  
We are a year-old congregation in the Valley. We invite you to join us.

Sundays, 9:30 a.m.  
- Sunday School  
- Adult Classes  
- Choir Practice  
Sundays, 10:30 a.m.  
- Family Worship  
Native Sons Hall, 360 Cliffe Ave., Courtenay, B.C. For more information, call 338-6737

## 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.

## Avis

Groupe de soutien pour familles francophones centre sur l'étude de la parole de Dieu. Rencontre tous les mercredis de 1900 - 2030. Pour information contacter Alain Dincl 339-6998

## Ladies Broomball

Contacts for the 1992-93 season are K. Knight-Adams, Loc. 8233 and J. Arsenault, Loc. 8253.

## 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

**TODACCO IS A DRUG.**  
Protect your children.  
**BREAKFREE**

## GLACIER GREENS BAR AND GRILL

Having a Wedding, Anniversary or just a fun Party?  
Come to the best location in the Valley  
at the Glacier Greens Gold Club's Bar and Grill  
We can accommodate up to 115 people in a private setting overlooking the Glacier  
For further information call Marg or Diane at 339-8720

**NEXT DEADLINE 25 JANUARY 93 - NOON**

## BLANKET CLASSIFIEDS

These ads appear in more than 100 community newspapers in B.C. and Yukon and reach more than 3 million readers.  
TO PLACE AN AD CALL THIS PAPER OR BCYCNA AT (604) 669-9222.

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

AUTO	BUSINESS OPPORTUNITIES	FINANCE	HELP WANTED	PERSONAL
<b>ENGINES REBUILT</b> 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) 872-0641. Toll-free Mon-Fri 1-800-663-2521.  <b>A WISE CHOICE.</b> Quality Rebuilt Engines. Cars and light trucks from \$995. 5 Year, 100,000 Km limited warranties. Canada Engines Ltd. 580-1050 (7 days) 1-800-665-3570, 856-5828 (evenings).  <b>F-250, 4x4's, Cummins Diesel, Explorers, Rangers, Trucks.</b> Up to \$1500. cash rebate. 'O' down O.A.C. Payments from \$189/month. Phone Grant or Don collect 538-9778.  <b>BUILDING SUPPLIES</b> <b>DOORS/WINDOWS</b> Interior and exterior wood, metal and French Doors, wood windows, skylights. MORE! Call collect to WALKER DOOR and WINDOW in Vancouver at (604) 266-1101.  <b>YELLOW SPRAY FOAM COMPANY.</b> Polyurethane foam insulation. Mobile service. No job too small or big. Free Estimates (604) 795-4431.  <b>HARDWOOD FLOORING**WAREHOUSE DIRECT**</b> Mirage prefinished with 5 coats polyurethane. 3/4" Oak, Maple, Ash, Birch. Easy to install tongue & groove. Tools and video supplied. 321-5677 (Vancouver).  <b>BUSINESS OPPORTUNITIES</b> <b>NEW YEAR, NEW BOOK.</b> Imagine your customers purchasing 20 CURRENT CD's, Cassettes, AM/FM Receiver, Video Rewinder, +Prepaid Airfare for ONLY \$19.98 investment \$995. 1-800-263-1900 FMVC.  <b>Perfect Home Business.</b> Mail Order Program Worldwide. Books, Tapes, Software. We dropship. Excellent support. FREE Info. 1-800-665-9066 24 Hours.	<b>LAKESHORE RESTAURANT</b> for Lease or Sale. Central Interior of B.C., 105 seats, fully equipped, licensed with dwelling house, on spectacular 10 acre property. Would suit experienced couple. Phone (604) 996-7917.  <b>You can earn more than the average MD</b> addressing health concerns. Bio-Energetic Medicine. Unique oceanic opportunity in Victoria, B.C. only \$37,000. Turnkey. (604) 592-0200, 595-3025.  <b>EDUCATION</b> <b>Train to be a "CRM"</b> - Certified Apartment Manager. Many jobs available. Over 2,000 graduates now working. Government licensed home study course. R.M.T.J. 681-5456 or 1-800-665-8339.  <b>COUNSELLOR TRAINING</b> INSTITUTE of Vancouver offers correspondence courses for the Certificate of Counseling Studies to begin January 30. For a brochure Phone Toll-free 1-800-665-7044.  <b>EMPLOYMENT OPPORTUNITIES</b> <b>PARTS MANAGER</b> required for southern Alberta's largest rural Ford-Mercury dealership. We require highly motivated, customer conscious, self-starter with a desire to succeed. We offer excellent pay package, complete benefit package and convenient working hours. Experience is a must. Call for appointment or send resume to: Byron Smith, Owner, Box 355, Vulcan, AB, T0L 2B0. Phone (403) 485-2226.  <b>EMPLOYMENT OPPORTUNITIES</b> <b>BUILDINGS- ROCK-BOTTOM PRICES.</b> B.C. Factory Outlet. Straight-sided and utility models. Example: 30x40 \$5,225; 40x60 \$7,968. Order for spring and save. Pioneer Steel 1-800-668-5422.	<b>Government Grants &amp; Loans.</b> Billions of dollars are made available to new and existing B.C. businesses. The Brad Book can show you how to get your share. Call now (604) 753-9424.  <b>FOR SALE MISC.</b> <b>CANADIAN SHOWER DOORS.</b> Complete line of framed to frameless shower & tub enclosures. Will ship throughout B.C. & Yukon. Sale priced thru Jan/93. 591-1076.  <b>****SEPTIC TANKS \$399.!!</b> 600 Gals, 210 Lbs. Government Approved. WATER TANKS-HALF PRICE. Guaranteed absolutely lowest prices!! Sale ends Jan. 15. Visa. Premier Plastics, Delta 1-800-661-4473.  <b>FOR SALE MISC.</b> <b>SHEEPSKIN PRODUCTS</b> for Winter Warmth! Australian slippers, boots, boot liners, hats, mitts, gloves, seat covers, rugs. Credit Card Orders Toll-free 1-800-667-2261. DEALER ENQUIRIES INVITED.  <b>GARDENING</b> <b>ONE STOP GREENHOUSE SHOP.</b> B.C. Greenhouse Builders Ltd., 7425 Hedley Ave., Burnaby, B.C. V5E 2R1. FREE BROCHURE. Aluminum/Glass or Aluminum/Acrylic SDP. Double-walled Greenhouses, Solariums and complete line of Greenhouse Accessories. Telephone (604) 433-4220, Fax 433-1285.  <b>The Ultimate Gardener's Store.</b> 1,000's of Products, Greenhouses, Hydroponics, Trip Irrigation. Huge Book Selection. 80 Page, photo filled 1992 catalogue \$4. refundable on order. Western Water Farms, #103-20120 64th Ave., Langley, B.C. V3A 4P7.	<b>Experienced Parts Person</b> required for Retail Automotive Store. Creston, B.C. Computer. Paintmixing knowledge an asset. Salary based on qualifications. Phone Don 428-5335 for details.  <b>CAMEO</b> Lingerie, quality lingerie. Lounge wear, sold by home fashion shows. Start a career with Cameo. Sales and manager positions open. Dorothy Hyland 1-800-461-4774, 416 Grandview Bench, Salmon Arm V1E 4M3.  <b>FALLOW DEER FARM MANAGER.</b> Couple preferred with extensive experience in the care, breeding, raising and slaughter of fallow deer. Additional experience with horses and bison, maintaining, repairing and operating farm equipment and machinery, rotational planting and plowing and harvesting of feed, and general farm administration and management. Salary \$30,000 per year plus house, near Dawson Creek, B.C. Send resumes to TWER, 300 - 1111 Melville Street, Vancouver, B.C. V6E 4H7.  <b>MOBILE HOMES</b> <b>USED MOBILES.</b> Manufacture must clear all mobiles. 16 units to choose from. Priced from \$10,000. Noble Homes (403) 447-2333.  <b>WINTERWORKS SPECIAL!</b> Any new mobile or modular home ordered during January will be equipped with "central air conditioning" (\$3,000 value) FREE of charge. We will custom build your home. Noble Homes (403) 447-2333.  <b>PERSONAL</b> <b>The Sri Chinmoy Centres of Victoria &amp; Vancouver</b> offer you Best Wishes for the coming New Year. New Year's Message 1993: God's dreaming, Newness singing, Fullness blossoming. Hope no more grapes. Life without slopes. Splendid depths and heights Transform bondage-nights.	<b>EXCITING PHOTOS</b> - Karen, Sylvie and Tanya have sensational personal photos for sale. For discreet info write: KAREN, Box 670-GB, Kelowna, B.C. V1Y 7P4. Adults Only Please!  <b>Guided two week tour of the Philippines.</b> "Meet the Girl of your Dreams" with side trips to tourist areas. Details (604) 261-9161 or B.C. Toll-free 1-978-6008.  <b>ALTERNATE LIFESTYLE.</b> Publications/Magazines. Many topics & titles. Signature & age required to order. S.A.S.E. to: Blanket, 601 - 1755 Robson Street, Vancouver, B.C. V6G 3B7.  <b>REAL ESTATE</b> <b>IMPORTANT INFORMATION FOR B.C. PROPERTY OWNERS.</b> You should be receiving your assessment notice in the mail. Property assessments are now prepared annually. The British Columbia assessment authority determines the market value of your property as of July 1st last year by considering the market conditions that affect real estate. If you have questions about the market value of your property, or anything about your assessment notice, call us at the number on your assessment notice or call Toll-free 1-800-661-2222.  <b>Powell River Licensed Restaurant.</b> Store, Garage, 3,000 Sq. Ft. Building, 1100 Sq. Ft. House. Gross \$600,000. Price \$200,000. Self-load Log Truck, 80 Pacific 160 Barko. 885-2096.  <b>SERVICES</b> <b>Major ICBC motor vehicle injury claims.</b> Joel A. Wener, trial lawyer for 24 years. Call free: 1-800-665-1138. Contingency fees available. Simon, Wener & Adler.

**BLANKET CLASSIFIED ADS**  
An advertising "Best Buy"!

# On & Off the Base

## 386 Cadet Sqn Promotions



Promotion: Capt Melancon, Commanding Officer, presenting Capt Simonson with his new rank.



Commission: Capt Melancon, Commanding Officer, presenting Lt Canavan with his "Commissioning Scroll."



Promotion: Capt Melancon, Commanding Officer, presenting Lt Hogan with his new rank.

## 386 RCACS

## Timmy's Telethon Donation

The Air Cadets of 386 RCACS, Comox, donated the sum of \$343.00, with another \$39.77 to be sent, to Timmy's Telethon, on Sunday 6 Dec 92. This successful venture was due to Cpl Keray Bruce's efforts in organizing and conducting the drive in the name of our Squadron. Capt Melancon, CO of the Squadron, wishes to congratulate Cpl Bruce and all the Cadets who took part in this very worthwhile cause.

**NEXT DEADLINE 25 JANUARY 93 - NOON**

**BC BESTSELLER LIST**  
January 5, 1993

Fiction	Non-Fiction
1 The English Patient	1 Every Living Thing
2 Griffin & Sabine	2 The Wealthy Barber
3 Generation X	3 Welcome Home
4 Sabine's Notebook	4 Mark My Words
5 Dolores Claiborne	5 Sex
6 Mostly Harmless	6 A Guide to Feeding Winter Birds in B.C.
7 Tale of the Body Thief	7 The Story of Canada
8 Shampoo Planet	8 Vancouver: A Visual History
9 Shadow Rising	9 Acces: More Recipes from the Best of Bridges
10 Skystone	10 Sex, Art and American Culture

Authors: Michael Ondaatje, Nick Rantock, Douglas Coupland, Nick Rantock, Stephen King, Douglas Adams, Anne Rice, Douglas Coupland, Robert Jordan, Jack Whyte, James Herriot, David Chilton, Stuart McLean, Marjorie Nichols & Lane O'Hara, Madonna, Bob Waldon, Janet Lunn & Christopher Moore, Bruce MacDonald, Best of Bridge Publishing, Camille Paglia.

## 888 (KOMOX) WING RCAFA

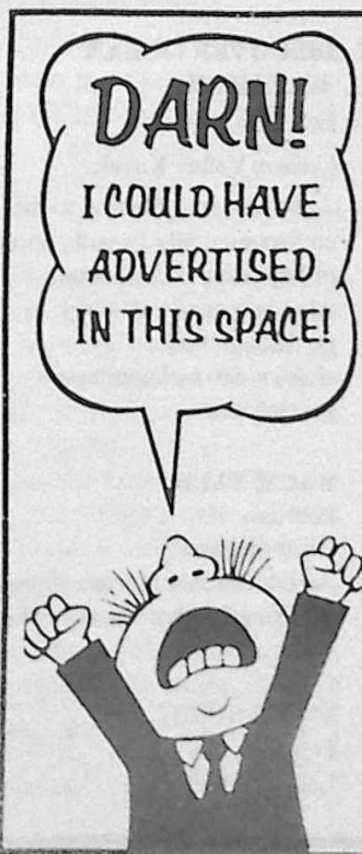
## CALENDAR OF EVENTS January 1993

Thursday 14 Jan. AFIS Night 7:30 p.m.  
Sunday 17 Jan. Bingo 2:30 p.m.  
Saturday 30 Jan. Pacific Group Meeting 9:00 a.m.  
Old Uniform Dinner and Dance 7:00 p.m. Musicman  
Tickets are limited. Apply at Wing during business hours.  
  
**MIXED BRIDGE** 2nd & 4th Tuesday 1:00 p.m.  
  
**CRIBBAGE NIGHTS** 1st & 3rd Monday 7:30 p.m.  
  
**Lunch Will Be Available** Thursday and Friday 1200 to 1330 hrs \$2.00 per person  
  
**DND AND MILITARY PERSONNEL WELCOME**  
**WING HOURS OF OPERATION ARE AS FOLLOWS:**  
 Thursday, Friday & Saturday 1200 - 0100 hrs  
 Sunday 1300 - 1900 hrs

**FITSTOP AROBIKS**  
Mon - Fri / 1130 - 1215 daily  
\$2.00 Drop-In Fee / \$25.00 Monthly  
Bench Step/Hi-Lo Impact/  
Tone & Trim Classes/Great Music  
Certified Instructors  
Pre-Registration required for  
4 o'clock classes  
Get Fit for '93  
For further info please call  
Karen Evans at local 8442  
or Base Gym 8315

## Kids & Tobacco It's a crime.

**BREAKFREE**





# COMOX RECREATION COMMISSION

## LOOK AT US NOW!

COMOX RECREATION IS TRULY ... NEW & IMPROVED

We have many new and exciting programs waiting for you and your family in and around our new building. If you have yet to see our new facility, please do drop by soon ... we'd love to see you!

Hours of Operation	MONDAY - THURSDAY	7:00 am - 10:00 pm
	FRIDAY	7:00 am - 10:00 pm
	SATURDAY	9:00 am - 10:00 pm
	SUNDAY	9:00 am - 9:00 pm

### YOUR FITNESS AND STEP CLASS SCHEDULE JANUARY 4 - APRIL 2, 1993

MON.	TUES.	WED.	THURS.	FRI.	SAT.
9:00 - 10:00 Slim & Trim		9:00 - 10:00 Slim & Trim	9:00 - 10:00 Slim & Trim	9:00 - 10:00 Slim & Trim	9:30 - 11:00 Step Strength & Stretch
10:15 - 11:15 EZ Cise	10:00 - 11:00 First Step	10:15 - 11:15 EZ Cise	10:00 - 11:00 First Step	10:15 - 11:15 EZ Cise	
	4:00 - 5:00 4:00 O'Clock Special		4:00 - 5:00 4:00 O'Clock Special	12:00 - 1:00 Yes U Can	
6:30 - 7:30 Combo Class	6:00 - 7:00 Ski Fit	6:00 - 7:00 Combo Class	6:00 - 7:00 Combo Class 7:00 - 8:00 Ski Fit		

### DO DROP IN

Please feel free to attend any of the above Fitness programs on a drop in basis - mix and match whatever best suits your needs. All participants in any physical activity program should have their Doctor's approval to participate.

### PASS CARDS

A 10 class pass card is available for your convenience. ONLY \$28.99 for 10 classes is a 10% savings.

ONE TIME DROP IN = \$3.20 incl. GST. Drop ins are advised to check with our office in early January to ensure their desired program is operation.

All fitness programs are held at the Comox Recreation Centre.  
All fitness programs are open to ages 14 years +

### CHILDCARE SERVICE

Morning programs (NOT #400 OR 409) have drop in childcare available  
\$1.50/child  
\$2.50/2 in a family  
\$3.00/3 or more in a family  
Please add an extra 50 cents for a half hour after class to enjoy a show and steam.

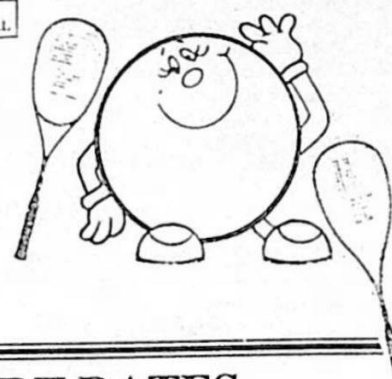
## MEMBERSHIPS

In order to join any of our programs or utilize our facilities, you must be a member of the Comox Community Centre.

ADULTS: \$10.00+GST/yr  
STUDENTS/SENIORS/  
CHILDREN \$5.00/yr  
FAMILY: \$25.00+GST/yr

Non-Members add \$2.00 to every participants fee.

COURTS OPEN 5 DAYS A WEEK  
RACQUETBALL, SQUASH, WALLEYBALL



## COURT RATES

Per Hour  
Based on 2 person use

ADULTS.....\$3.50/person + GST  
SENIORS (65 yrs.+ ).....\$2.00/person + GST  
JUNIORS (15 - 18 yrs.).....\$2.00/person + GST  
YOUTH (12 - 14 yrs.).....\$2.00/person

## RACQUET COURT CARD PASS

(10 VISITS - SAVE 10%)  
Based on 2 person use

ADULTS.....\$31.50/person + GST  
SENIORS (65 yrs.+ ).....\$18.00/person + GST  
JUNIORS (15 - 18 yrs.).....\$18.00/person + GST  
YOUTH (12 - 14 yrs.).....\$18.00/person

## EQUIPMENT RENTALS

(Per Hour)

SQUASH RACQUETS.....\$2.00 + GST  
RACQUETBALL RACQUETS.....\$2.00 + GST  
GOGGLES.....\$ .50 + GST

NOTE: Goggles are included with racquet rental.  
RULE: Goggles are mandatory wear for youths 14 yrs. & under.

ST. JOHN  
AMBULANCE

We have a variety of courses set for the Winter session. Please call us for details.  
Comox Recreation & St. John Ambulance  
Helping you to help others.

## ONE NIGHT AFFAIRS

901 COOKING WITH TOFU

\*Thursday, January 14,  
Francine Gauthier

902C DIGESTIVE DISORDERS & HERBOLOGY HELP

January 20  
Ross Ralph TCM Herbalist  
Courtenay Healing Centre  
Learn how to solve your Gastrointestinal disorders using prepared herbology formulas

903C WOMENS' HEALTH CONCERNS & HERBOLOGY HELP

January 27  
Brigitte Tetrault TCM Herbalist  
Courtenay Healing Centre  
Womens' health concerns are addressed by prepared herbology formulas.



904C DISCOVER OCEAN KAYAKING

February 3  
Comox Valley Kayaks  
A dryland introduction to the environmentally friendly sport of kayaking. Learn about what you need and where to go through this slide, video and equipment presentation.

905\* BACK TALK

February 10  
Gord Melroy  
An educational posture approach to caring for that chronic aching back.

906\* MAKE SUSHI

February 17  
Louise Watanabi

for all ages  
Comox Rec Centre

Wednesdays 7:00 - 9:00 pm  
\$8.00 + GST if applicable = \$8.56

907\* TRY FENCING

February 24  
David Durrant

908\* GET GARDENING

March 3  
Some spring time tips to get your garden in tip top shape.

909\* CALLIGRAPHY KNOW HOW

March 10

THURSDAY 14 JANUARY 1993

TOTEM TIMES 21

# On & Off the Base

## CF in Somalia

MCpl Bill Burnison, a military policeman from CFB Trenton, Ont., shakes hands with Somali children at a Red Cross kitchen in Mogadishu. The kitchen was feeding several hundred refugees a day when Burnison visited in early October as part of Operation Relief, a Canadian Forces humanitarian mission. On 12 Sept, from their base in Nairobi, Kenya, two Canadian CC-130 Hercules from Air Transport Group in Trenton began airlifting



and airdropping humanitarian supplies into drought and war-ravaged Somalia. The operation is expected to continue until spring. (Photo by Cpl Brad Fishleigh)

## Military Moves to Methanol

by 2Lt Laurie Kannegiesser

From a distance it looks like an ordinary, mass-produced, grey Chevrolet Lumina sedan. But if you look closely you'll see labels that tell you it's an environmentally friendly "variable fuel" vehicle. And the Canadian Forces bought 10 of them last summer.

The variable-fuel Lumina can use either unleaded gasoline or a cleaner burning fuel known as "M85" - 85 per cent methanol and 15 per cent unleaded gasoline - or any mixture of the two. GM Canada has produced some 1,800 of the Lumina since 1990, mainly for the California market where M85 is widely available. Only about two dozen have been sold in Canada.

Although the Lumina has not yet proven cheaper to run or maintain, it's clearly better for the environment, says Maj Tom Fisher, the project officer at National Defence Headquarters who oversaw the purchase. "This fuel simply burns cleaner than gasoline, greatly reducing the volume of dangerous chemicals in our atmosphere."

"M85 results in half the ground-level ozone or smog of straight gasoline," says John Spacek, the director of fuel development for the Canadian Oxygenated Fuels Association, which promotes the use of methanol.

All 10 Lumina replaced gasoline-powered cars at CFB Toronto and have been fully integrated with the motor pool. The base's acting mobile support equipment officer, Lt Barb Allan-Smith, says she's very pleased with the new vehicles.

"We are making great efforts to use the methanol fuel mixture as much as possible and are hoping for approval to eventually install a methanol fuel tank on base," she says.

Several major car makers are building vehicles that will burn methanol, a fuel well-known to the car industry. In 1964, a fiery crash at the Indy 500 brought an immediate switch to methanol in that type of auto racing. Later, a



methanol derivative known as MTBE made the transition to lead-free gasoline possible without sacrificing engine performance.

Methanol is not a compressed fuel like propane, rather it's a liquid pumped into the car like gasoline. It is harder to ignite and easier to snuff out than gasoline. However, litre for litre, it doesn't put out as much energy.

M85 generates roughly two-thirds the energy of gasoline, but at about two-thirds the cost. Thus, the net cost of using either fuel works out the same. Still, with its environmental benefits, plus the possibility that it could be

cheaper to produce in the future, methanol is a sound option.

Additionally, unlike gasoline and natural gas, potential sources of methanol are endless. It can be made from many types of so-called "biomass," which includes coal, wood, and the organic waste found in garbage dumps. Today it is generally derived from natural gas.

M85 is not yet widely available. In fact, the 10-car fleet was sent to Toronto in part because that city has one of the only gas stations in Canada that sells M85. (2Lt Kannegiesser is under training as a public affairs officer at NDHQ.)

## Eye-Dent



EYE-IDENTIFICATION of Comox owners of lost keys is easy when key-chains carry the secret-number mini key-tags of the Tuberculous and Chest Disabled Veterans' Association. The TB Vets, who are mailing out 1,020,948 tags throughout B.C., including 5,166 to regular Comox recipients, have traced and returned 134,778 sets since 1946. Those missed in this free service, made possible by donations, may obtain 1993 key-tags (in the blink of an eye) by calling toll-free at 1-800-665-7796.

**THE LEEWARD**  
Neighbourhood Pub and Cold Beer and Wine Store  
GROUPS & LARGE PARTIES WELCOME!  
(reservations recommended)  
**COLD BEER and WINE STORE**  
NEW SUMMER HOURS  
Mon - Sat 9 am - 11 pm  
Sunday 11-11  
339-6033  
649 Anderton, Comox 339-5400

**Comox Valley Insurance Service Ltd.**  
- INSURANCE BROKERS - CONSULTANTS  
**Autoplan**  
SERVING THE VALLEY FOR OVER 24 YEARS  
COMOX 339-4847  
Next to the Lorne Hotel  
COURTENAY 338-1401  
Opposite the Court House  
SERVING THE VALLEY FOR OVER 24 YEARS  
"INSURANCE IS OUR ONLY BUSINESS"

**COMOX VALLEY FINANCIAL Services Ltd.**  
Our team of Insurance Brokers, Investment Advisors and Financial Planners have over 60 plus years of combined experience.  
We offer a relaxed and consultative style to providing advice. Feel free to call us for an appointment.  
**RELOCATING?**  
We Offer:  
GICs - RRSPs  
Investment Funds  
RRIFs & Annuities  
Life Insurance  
Retirement Income Planning  
480C 6th Street Courtenay, B.C. 338-8713  
1782A Comox Ave Comox, B.C. 339-4847

NEXT DEADLINE 25 JAN

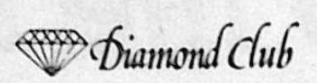


## Service Directory



**KEN STEWART**  
bus. (604) 334-3111 dir. line 684-2931 fax 338-8315  
res. (604) 338-0868

**NRS BLOCK BROS. REALTY LTD.**  
1742 Cliffe Avenue, Courtenay, B.C. V9N 2K8



**John Hackett, C.D., B.Sc.**

Specializing in all aspects of  
personal, estate, retirement  
and financial planning.

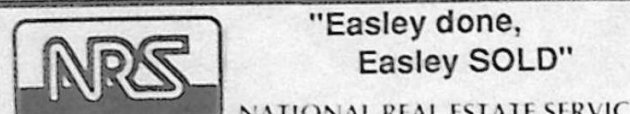


SUITE F, 450 EIGHTH ST., COURTENAY, B.C. V9N 1N5  
TELEPHONE: 334-2552  
**Paisley Financial Consulting Ltd.**



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

**HOME OWNERS & AUTO PLAN INSURANCE**



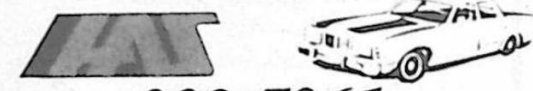
**"Easley done,  
Easley SOLD"**

**MARGE EASLEY, C.G.A., R.E.C.B.**  
bus. (604) 334-3111 dir. line 684-2931 fax 338-8315  
res. (604) 339-7910 pager 1-978-2263

**NRS BLOCK BROS. REALTY LTD.**  
1742 Cliffe Avenue, Courtenay, B.C. V9N 2K8



**HARTMAN  
AUTO SUPPLY LTD.**



**338-7261**  
480 Puntledge Road We've Moved!  
Parts, Accessories, & Tools



• Personal  
Planning  
• Personal  
Advice  
• Personal  
Service



**COMOX MINI WAREHOUSE**

"BEST LITTLE WAREHOUSE IN THE WEST"



U Store It  
Lock It  
Keep the Key

CLOSE TO THE BASE & TOWN

\*Safety \*Security \*Supervision

Knight Rd & Pritchard Rd  
Comox, B.C. **339-3424**

**BRUCE TRAINOR**

SALES ASSOCIATE

Holland and Associates  
Realty Limited

Business (604) 338-1334 Residence (504) 338-0740

Facsimile (604) 338-0896

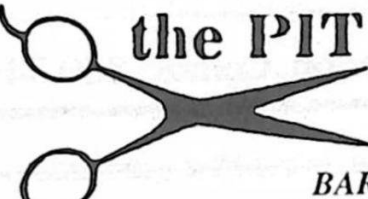
625 ENGLAND AVENUE, COURTENAY, B.C. V9N 2N5

**ROYAL LEPAGE**

MEMBER  
Associate Broker Network



Bruce Trainor



**BARBER STYLISTS  
To Men & Women**

Located on Comox Avenue  
(by the Port Augusta Motel)

**LEONARD BARRETT**

8:30 - 5:30 Tuesday - Saturday Phone 339-7447

**MARKET TRAVEL**

WORLDWIDE

PROFESSIONAL TRAVEL

ARRANGEMENTS

(Area Code 604) **338-1474**

FAX No. (604) 338-8377

OR B.C. TOLL FREE 1-800-232-9294

549 ENGLAND AVE., COURTENAY, B.C. V9N 2N2

ACROSS FROM THE BANK OF NOVA SCOTIA

This space available  
\$15.00 per edition  
Ph.339-2541, 338-0259

**Country Village  
Kitchen Bin**



Coffee • Teas • Spices • Giftware

Send a Gift: Delicious gourmet coffee. Vacuum packed  
immediately before shipping.

190 Port Augusta Mall, Comox, B.C. V9N 5H5

Don Gates "Our Business is a Grind" 339-7313



**ELAINE'S TAILOR SHOP**

Military Tailor

PHONE (604) 339-2429

BASE TAILOR SHOP BOX 370

CLOSED SATURDAYS LAZO, BC V0R 2K0



**Metropolitan Life**

Life/RRSP

Please call for a  
complementary computerized  
financial needs analysis.

S. E. (STEVE) NEUMANN

Account Representative

Office 338-9344



This space available  
\$15.00 per edition  
Ph.339-2541, 338-0259

**FRANCIS AUTOMOTIVE**

COMPLETE AUTOMOTIVE SERVICES

OWNER-OPERATOR

COMPUTERIZED & MODERN EQUIPMENT

IMPORT & DOMESTIC. 4 WHEEL DRIVE

WHEEL ALIGNMENT SERVICES.

**330 ISLAND HIGHWAY NORTH COURTENAY**

B.C. V9N 3P2 Ph.(604)338-9660

**THE  
GRIFFIN**



\* Weekend  
entertainment

\* Darts

\* Pool

\* Section parties

**339-4466**

**PUB 1185 Kilmorey Rd. Comox**



**Realtors With Forces Experience**

THE "D" TEAM

**Maureen and Bob Davidson**

Realty World, Coast Country

Bus. 334-3124 Res. 339-9987

This space available  
\$15.00 per edition  
Ph.339-2541, 338-0259



Mel Ferraby

Sales Associate

"Your Comox Connection" CF retired

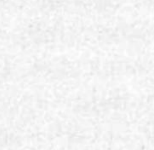
REALTY WORLD - Coast Country Realty Ltd.

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

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

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

Each office is independently owned and operated.



This space available  
\$15.00 per edition  
Ph.339-2541, 338-0259

**EXPRESS**

Assistance for Busy People

Gerry Peppard 339-3376

339-6945 Fax

RR #1, Site 168 C11

Comox, BC V9N 5N1

\* Event Management

\* Computer Tutorials on popular software

\* Computer Shopping & Set Up, & Spreadsheets



**COMOX AIR FORCE**

**MUSEUM GIFT SHOP**

GIFT IDEAS

AVIATION

MEMORABILIA

BOOKS, FLAGS, MODELS, POSTERS,

HATS, SWEATERS, SHIRTS, PINS, PATCHES,

AND MUCH, MUCH MORE!

PHONE (604) 339-8635

**Waydago Samoyeds**

DAWN AND JOE ULLOCK

2215 FERNWOOD ROAD

VICTORIA, B.C. V8T 2Z1

TEL. (604) 386-3368

HIPS & EYES CERTIFIED CLEAR

PUPPIES OCCASIONALLY



## On &amp; Off the Base

**Dépouillement d'arbre de Noël - L'Association  
Francophone de la Vallée de Comox innove et  
remporte un succès inégalé**

par Alain Carrier

L'Association Francophone de la Vallée de Comox a pris un essor considérable depuis les deux dernières années, voyant doubler le nombre de familles membre. Cette effervescence s'explique par un programme plus dynamique et un exécutif dévoué et innovateur qui a su structurer des activités représentatives des désirs de ses membres.

Une recrudescence de membres signifie aussi une plus grande participation aux diverses activités. Cependant, lors d'une de ses activités du mois, le comité organisateur fut agréablement surpris de constater que cette augmentation du niveau de participation s'avéra directement proportionnelle à l'augmentation du nombre de membres. En effet, ses prévisions furent largement dépassées. Il s'agissait d'un dépouillement d'arbre de Noël à l'intention des enfants précédé d'un brunch où enfants et adultes se sont régales.

Cette activité avait lieu à

l'hôtel Coast Westerly de Courtenay et rassembla 98 personnes dont 47 enfants. Ces derniers atteignirent un paroxysme d'excitation à l'arrivée du Père Noël qui prit chaque enfant sur ses genoux et distribua des cadeaux à chacun d'eux.

Le concept du brunch combiné à l'activité du dépouillement a unanimement plu aux membres. L'indication est qu'alors que le comité anticipa une participation basée sur celle de l'an dernier, où 20 enfants et une douzaine de parents étaient présents, elle due réajuster ses prédictions journalièrement alors que les inscriptions affluèrent jusqu'à la veille de l'événement. Même si les prédictions du comité considéraient l'augmentation du nombre de membres, il ne s'attendait pas à ce que la participation de 1991 soit plus que doublée en 1992.

Tous les membres présents étaient ravis et s'entendaient sur l'excellence de cet événement à l'image du standard qu'a acquis

L'Association dans la gestion et l'organisation de toutes ses activités depuis les deux dernières années. Le brunch se révéla un vrai festin avec une variété de salades, de viandes, d'oeufs, de fruits, de desserts et d'aliments divers qui su plaire aux plus gourmards, aux plus vieux et au Père Noël.

Le coût des billets était très raisonnable et tous les cadeaux furent gracieusement offerts par l'Association des Francophones qui tout au long de l'année a organisé des levées de fond à cet effet.

Il est encourageant de constater que les francophones et francophiles de la région prennent un plaisir grandissant à se regrouper, à échanger et à alimenter le puits d'une association bénéficiant d'une croissance phénoménale. Un tel intérêt permet d'envisager des programmes encore plus élaborés pour le futur et l'accomplissement d'autres succès inégaux.



**Bookshell  
Bestsellers**

**Pat Bolen**  
Proprietor

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

**Debi Williams**  
Manager

10% off for mil pers - show ID get your Totem Times here

Week Ending 16 January

10 Top Paperbacks

1. Blindsight.....Cook
2. Midnight Whispers.....Andrews
3. Pocahontis.....Donnell
4. Damia.....McCaffrey
5. Daughter of Deceit.....Holt
6. Memories.....Emery
7. Pastime.....Parker
8. Vengeance.....St. James
9. Shiver.....Harper
10. M.D. ....Disch

## Bulletin Board

**THERMO WEIGHT LOSS**

Lose inches & weight fast  
- all herbal  
- 100% guaranteed  
For info phone 339-0118 ask for  
Ted or Ida

**DIET MAGIC**, 30 lbs. 30 days,  
\$49.95, burns fat, natural, energy  
increase. 206-332-7666 ext. 202

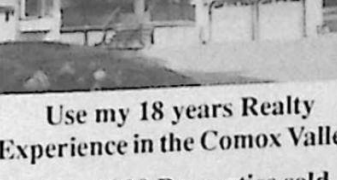
**WANTED:**

Your personal Births,  
birthdays, engagements, an-  
niversaries, weddings and  
death announcements, includ-  
ing photographs.  
These will be published free  
of charge to all DND personnel  
and civilian employees, retired  
DND personnel and RCMP.



**Buckle Up  
BC!**  
Infant car seats must face  
the rear of the car.

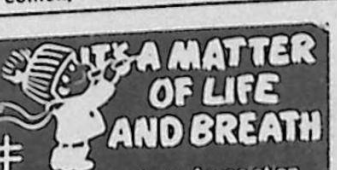
**SOLD OUT  
LISTINGS REQUIRED**  
(Not Intended to Solicit  
Listed Properties)



Use my 18 years Realty  
Experience in the Comox Valley  
Over 1000 Properties sold  
**CALL ME FIRST  
TOM PROCTER**

OFFICE RES.  
339-2021 339-2668

**RE/MAX**  
ocean pacific realty  
282 anderton road  
comox, b.c. v9n 7a1



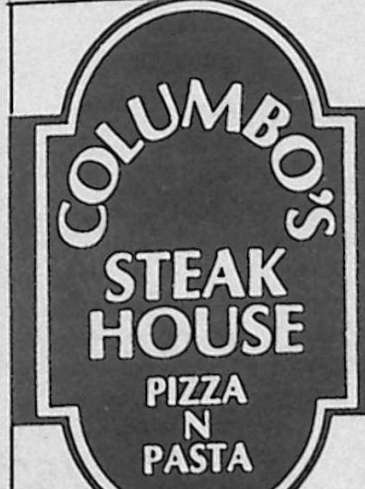
**BUILDING MATERIALS**

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

**CENTRAL BUILDERS**

610 Anderton Avenue

Phone: 334-4416



Luncheon & Dinner  
Pickup Available  
Italian & Greek Dishes  
Banquet Room for Parties  
Open 7 Days a Week  
1 - 450 Ryan Rd. Courtenay  
**338-1488**

## CHAPEL CHIMES

**OUR LADY OF THE SACRED HEART CHAPEL (RC)**

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

**MASS SCHEDULE:**

Saturday.....1700 hrs

Sunday.....1000 hrs

Daily Masses.....As announced in the Bulletin,  
usually at 0900 hrs, except during  
Lent and Advent at 1900 hrs.

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

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

**CATHOLIC WOMEN'S LEAGUE** - Second Thursday of the  
month in the Parish hall, preceded by Mass in the Chapel at 7:00  
p.m. President: Mrs. Diane Plamondon, phone 339-0807.

**CATECHISM CLASSES** - September to May in the PMQ  
School at 1830 hrs, every Wednesday.  
Coordinator: Diane Plamondon, 339-0807.

**ST MICHAEL & ALL ANGELS PROTESTANT  
CHAPEL**

**BASE CHAPLAIN (P)** - Maj R.E. Baker  
**CHAPEL** - St. Michael & All Angels, Wallace Gardens,  
Bldg 88

**OFFICE** - Headquarters, Bldg 45, Room 48, Telephone 8273.

**SUNDAY WORSHIP** - Each Sunday at 1100 hrs.

**HOLY COMMUNION** - First Sunday of the month.

**SUNDAY SCHOOL** - In conjunction with 11 a.m. Service.

**NURSERY SCHOOL** - Each Sunday at 1100 hrs.

**CHOIR** - Practices 1900 hrs, Thursday at Chapel.

**CHAPEL GUILD** - Meets the first Thursday of each month  
at the Chapel 7:30 p.m. President Bonnie Cochrane 339-4988.

**RECYCLE THIS  
NEWSPAPER  
TOTEM TIMES**







## Selected Among Canada's Best ERS Roster Members



Marie McCooley  
339-6408



Frank Wilman  
339-4430



Mavis Bonnell  
339-3968

"Our short term goal is to satisfy your immediate need and  
either sell your existing home or purchase your next home.

Our long term goal is to add one more satisfied client."

### Homelife Harbour Realty

238 Port Augusta St

Comox Mall

Comox, B.C. V9N 5H5

BUS: (604) 339-SOLD (7653)

FAX: (604) 339-7693

# Homing Device

*No one treats you like the folks at Home.*

Listings Catalogue



Coast to Coast  
Catalogue