

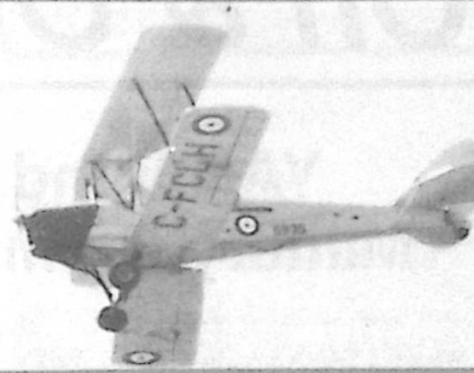


Cambodian Crossroads

....page 3

The Rest of Tigerschmidt

....page 13



TOTEM TIMES

Canadian Forces Base Comox B.C.

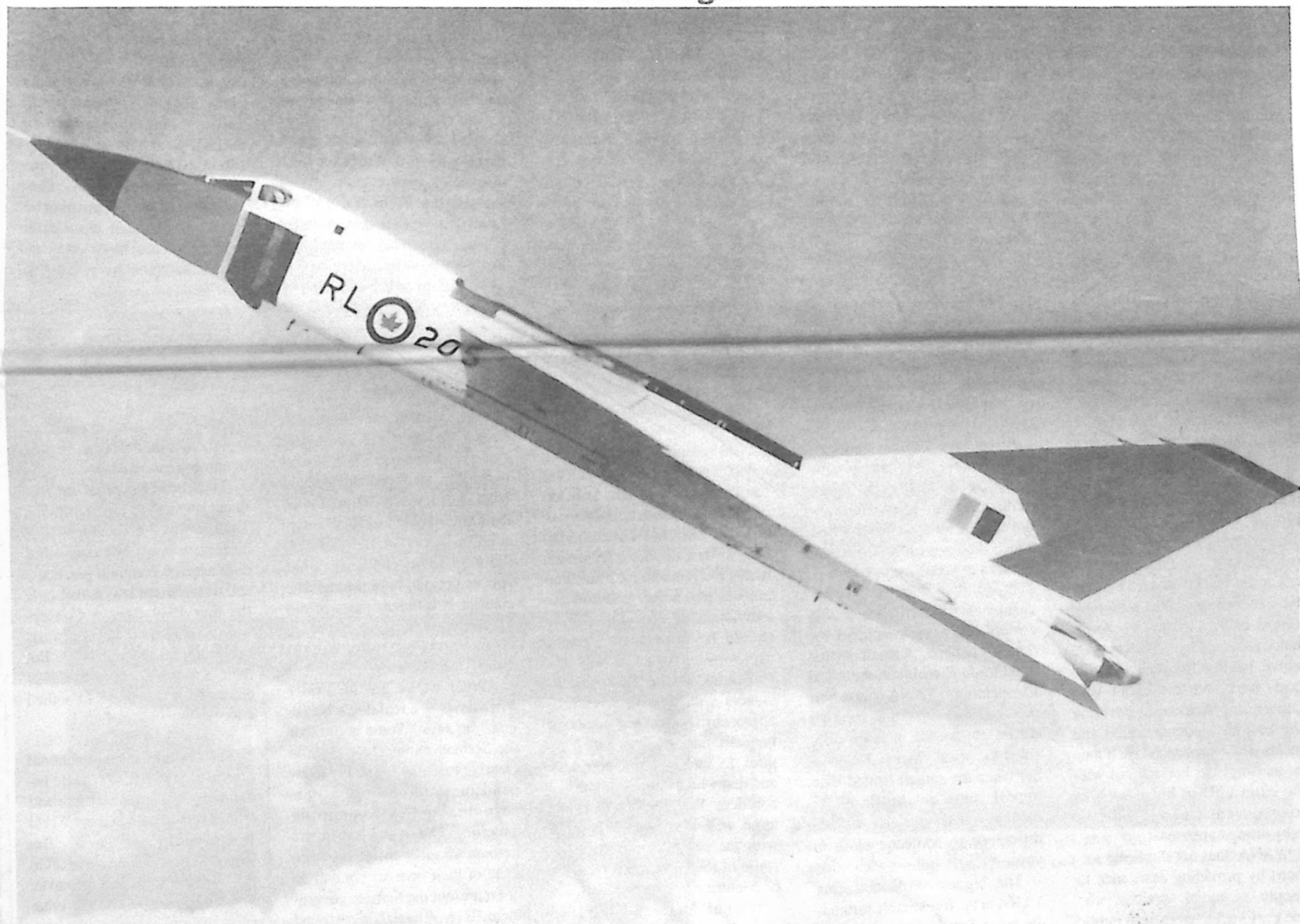


VOL 35 NO 2

28 JANUARY 1993

COST: PRICELESS

Arrow in Flight



Arrowing upwards on 11 Jan 1959, this CF105 (Avro) Arrow, Number 25205, flew only once for less than one hour before its reduction to scrap. The Arrow was "replaced" by the BOMARC missile, and later, by the CF101 Voodoo. (Photo courtesy of WO Sandy Cochrane)

In Ex-Yugoslavia

CF Lawyer Investigates Atrocities

By Lt(N) David Scanlon

Has humanitarian law been broken in former Yugoslavia? And if so, what can be done? These are among the challenging questions facing Cdr Bill Fenrick, a Canadian Forces lawyer appointed to a five-person United Nations commission investigating possible breaches of international humanitarian law, also known as the law of armed conflict.

The "commission of experts" was created in October under UN Security Council resolution 780, which called for a body to investigate reports of atrocities in former Yugoslavia - from mass graves and concentration camps, to an alleged Serbian policy of "ethnic cleansing" or genocide. The commission will report directly to UN Secretary General Boutros Boutros-Ghali.

Fenrick is one of a handful of Canadian lawyers who specializes in humanitarian law, and was the only name proposed for the commission by Canada. His fellow commission members are all what Fenrick calls "academics." Two are practising law professors, one is retired, and the other is a judge.

Judging by his resumé, Fenrick himself is an accomplished

academic as well. After graduating from Royal Military College in 1966, he went on to complete a law degree and two master's degrees. His second master's degree, granted by George Washington University in 1983, was in international and comparative law. As well, he was written and published numerous papers on the law of war.

Since leaving the navy and

joining the CF's legal branch in the early 1970s, Fenrick has spent most of his career in Ottawa. For most of the 1980s he was with National Defence Headquarters' directorate of international law and currently heads the law directorate of operations and training. He says he expects his appointment to the commission will take

Continued on page 2

On & Off the Base

YANA and the Military Community

What is a YANAanyway? For a great many people here on the base who read the local papers and have seen the name YANA in the news from time to time, this may be a question that comes to mind. YANA (You Are Not Alone) is a volunteer organization dedicated to helping working families who have to take children out of the Comox Valley for medical treatment. YANA was founded in February of 1986 by Sandra Williams and Gail White of Courtenay. It was incorporated March 1986 and became a registered charity on 1 April 1986. To date YANA has assisted between three and four hundred families from the Comox Valley (School District 71), and the numbers continue to grow.

Today the cost of medical treatment can be astronomical but everyone these days is covered by medical insurance. What you will not find in your medical coverage is the cost of travelling back and forth to Vancouver or the cost of staying several months away from home while tending to the needs of your sick child. Expenses add up very quickly and depending on the nature of your

sell maintaining two residences, one close to the hospital, and your own home. The average working person generally doesn't have thousands of dollars tucked away for a rainy day, but rather might have a few hundred dollars in the savings account, which will not last long in the event of a prolonged illness in the family. This is where YANA comes to the rescue. They are there to help cover the extra expenses that can be incurred during a prolonged illness or serious injury. Assistance provided by YANA may involve paying for transportation costs back and forth from Vancouver and Victoria, or covering the cost of accommodation and meals while you are away. It may be as simple as helping out with the extra bills at home such as long distance phone bills or babysitting expenses.

YANA does not duplicate services by providing assistance to people on social services, who can get financial help from public agencies. They are there strictly for working people who find themselves facing a lot of extra expenses because of a serious illness in the family.

How does one qualify for assistance from YANA? Quite simply, you need only be a working person with a child who needs medical treatment outside the Comox Valley, i.e. Children's Hospital Vancouver, as well as live within the Comox Valley (School District 71). YANA does not cater to any one particular illness but rather assists families of children who may suffer from heart disease, cancer, burn victims, even accident victims; anything that might require your child to be taken out of the Comox

Valley for medical treatment.

Over the years YANA's ties with the military community have been very strong. Since its founding in 1986, 28 per cent of the families assisted in the Valley have been military, and last year alone nearly 40 per cent of the families needing assistance were military.

These statistics are very surprising when one considers that we at the Base are nowhere close to representing 40 per cent or even 28 per cent of the population of the Comox Valley. Families at the Base have never been treated any differently than home grown Comox Valley families; in the eyes of YANA a family in need is a family in need, no matter how long they have lived in the Valley.

As the demand for the services offered by YANA continues to grow, so does the need for more money. Last year YANA raised just over \$70,000 to support families in the Valley. While it's difficult to forecast the needs in the coming year, present figures show that YANA will need to raise about \$90,000 to cover the costs of its operations over the next year. At the present time YANA runs at least one fund-raising event a month, every month of the year. These vary from bingos held twice a month in Courtenay, the annual Celebrity Auction, penny drives and whist draws, to running bars at functions like weddings and dances throughout the Valley. They also run a wood lot in Courtenay from which they sell fire wood around the area at very reasonable rates. The wood is donated and the money generated is put into general revenues to support the families in need. A small portion is set aside to maintain the wood lot operation. YANA is also part of the United Way and receives the largest portion of funds allocated to a local charity. Remember when the annual United Way appeal starts on the Base, the money you donate can make a difference to someone close to you.

The biggest problem facing YANA in the foreseeable future is the need for volunteers and an influx of new ideas. At the present time there are about a dozen very active, highly motivated volunteers (many of whom hold down full time jobs) who keep things going at YANA. Many of these people have been involved for a long time and are tired and running out of new ideas for fund-raising events. If you are a caring motivated individual, perhaps the best gift you could give is the gift of your time and ideas to help meet the needs YANA is facing.

The YANA Committee meets the last Tuesday of each month upstairs at the Arbutus Hotel. Come out and see if you can make a difference. For further information contact MCpl Mac Mac-

YANA Celebrity Auction Nov. 92



L-R: Terry David Mulligan; AB Tammy Schotte, 442 Sqn.; Pte Mike Begin, Military Police; Sandra Williams, president of YANA; Col Rogers; and MCpl Mac MacGregor, Base YANA rep.

Gregor (Base YANA Rep) at local 8424 or 339-6564 (home) or the Comox Military Family Support Centre at 339-8654/8655.

We here at CFB Comox can take pride in our community spirit, and supporting organizations like YANA is an opportunity not only to help our own people but a chance to give something back to the whole community within the Valley. There is not too much we can't do when we put our minds to it.

(MCpl MacGregor is a flight engineer with 442 Sqn. He has been stationed at Comox for four years and first became involved with YANA in the summer of 1989 when his then three-year-old daughter was diagnosed with cancer. With the assistance of YANA, his family survived a very stressful period, and today his daughter is a very healthy, active, seven-year-old grade two student, living a very happy normal life.

This past summer it came to the attention of BComd Col Rogers that YANA provided a great deal of support to the military community, and he decided to appoint a Base representative to the YANA committee. MCpl MacGregor volunteered for this position because of his past association with YANA and has been a committee member since last September.)

More Yugoslavia

up about 50 per cent of his work time.

The commission's mandate is to look into reports of atrocities in former Yugoslavia and to determine whether those atrocities violate international humanitarian law. If they do, the commission would likely make recommendations as to whether and how the individuals that committed them should be prosecuted, Fenrick says.

Fenrick and the other commissioners will be considering the applicability of two types of humanitarian law: that which applies to international conflicts, and that which applies to internal conflicts. With the first there is a large, well-known body of law, but with the second there isn't because of the historical reluctance of countries to interfere with the "internal matters" of other countries.

"If you look at how international law was set up, say in 1945 and earlier, basically international law was always looked on as what does one state do in its relationships with another state. Since 1945, a whole new field of law has emerged concerning individual human rights," Fenrick says. "There is more and more emphasis on international scrutiny of activities occurring within a state, and on applying international law to those activities."

Part of the challenge that lies before the commission is deter-

mining whether the conflict in former Yugoslavia is internal or external. "You can't just look at it and say, 'all of this happened in what used to be Yugoslavia, therefore it's obviously all internal armed conflict and that's all there is to it,' because what you've got part way through the conflict is different parts of old Yugoslavia coming out and being recognized as independent states," says Fenrick.

"What we've got in former Yugoslavia is a real dog's breakfast," he says. Some argue that the Serbian military, the JNA, is clearly present in the newly independent state of Bosnia-Herzegovina and is committing atrocities. Others say if there are Serbian soldiers there, they are there of their own accord and do not represent the Serbian government. If an official tie were found between military activity in Bosnia and official policy of Serbia, it could prove crucial in determining the applicability of international humanitarian law.

"It's very complicated and we haven't by any means sorted out when things shift from internal to international." But, Fenrick says, the odds are very good that the commission will find a large number of incidents which can be classified as one or the other. He also expects to find evidence of such things as murder as defined by national laws, and which don't necessarily fall under international law. But without an effective

internal police force or court system there is little that can be done to enforce national laws.

The enforcement of international laws can be just as difficult. There are well-defined bodies of customary law - law established over time by common practice - and treaty-based law, particularly the four 1949 Geneva Conventions on conduct in hostilities and two protocols added in 1977. But there is no well-defined means of enforcing what might be called international criminal law.

The last time the international community prosecuted individuals for humanitarian or war crimes was in post-Second World War Germany and Japan. But such a process is a long way off in the case of former Yugoslavia, Fenrick says. He and the other members of the commission have yet to read stacks of reports filed by observer nations, by international organizations, by political groups, and by individuals. Plus they'll have to do some on-the-scene investigating.

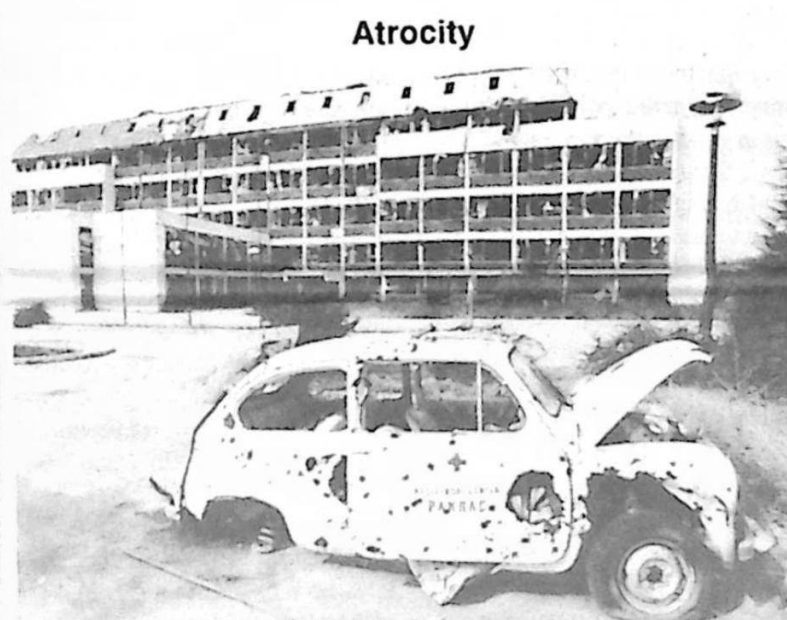
From a professional point of view, Fenrick is looking forward to the experience of being a commission member. "As a military lawyer who specializes in international law, the only time I've directly applied what I do was during the Gulf War, when I was basically the NDHQ legal adviser on the sorts of things we were doing in the Gulf and here. This is as close to hands on as it gets."

National Affairs

Wreckage of War

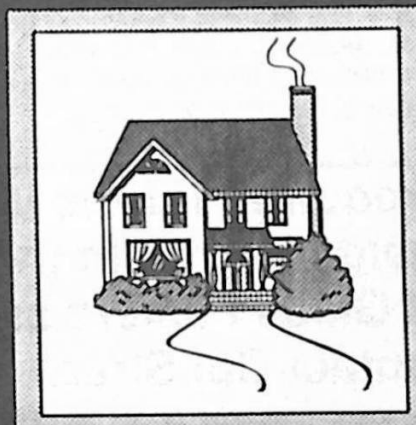


Buildings are not all that suffer in the Balkan civil wars.



Red Cross vehicle destroyed by heavy machine gun.

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CANEX

The Personal
INSURANCE COMPANY OF CANADA

At the Crossroads of Peace

By Capt Roland Lavoie

While most Canadians, whether they like it or not, are dealing with winter and its hardships, Cpl Barry Westholm, a vehicle technician with CFB Petawawa's 2 Service Battalion, is faced with a very different situation.

Soaked with sweat in the hot Cambodian sun, he is busy repairing the suspension of a 2½-ton truck just back from a supply mission. Suddenly, Westholm jumps up and starts shaking his right leg. A 12-centimetre long mantis, which is like a centipede, finally loses its grip on his pants and falls to the ground.

"Whatever anyone says, our mission in Cambodia is really something out of the ordinary," says Westholm, a member of Canada's 215-member contingent with the United Nations Provisional Authority in Cambodia. "Anyone with a yen for the exotic should volunteer to come and spend the winter with us - if they're not frightened of insects and reptiles that is."

While UN peacekeeping operations in Somalia and ex-Yugoslavia have been dominating the news, another such operation has been working to bring peace to war-ravaged Cambodia. Some 17,000 UN peacekeepers are ensuring that ceasefire agreements signed in 1991 remain unbroken so that national elections planned for May can go forth.

Cambodia, a small Indochinese country formerly called Kampuchea ("born of the waters"), once again finds itself at a crossroad in its history. On the one hand, there is the prospect of renewing a civil war that has

caused tens of thousands of deaths over the last 14 years. On the other, there is the peaceful option of general elections and an equitable compromise to encourage the country's four armed factions to lay down their weapons and help rebuild their nation.

"The 215 Canadians in UNTAC actually represent only a fraction of the multinational force, whose members come from about 40 countries," says LCol Les Ott, commander of the Canadian contingent and one of five Canadian military engineers deployed to Cambodia. "Nevertheless, we know that our role is important and that we are contributing to a worthwhile peacekeeping effort."

In fact, most of the Canadians with UNTAC belong to 92 Transportation Company, based at Camp Canada in the suburbs of Cambodia's capital, Phnom Penh. Its personnel are drawn from CFB Petawawa's 2 Service Battalion and various units with Land Force Central Area.

"Our daily routine consists of loading our trucks at the airport, the port, or a Phnom Penh storage depot, and then replenishing the UN service companies scattered throughout the country," explains Pte Tom Osborne, a mobile support equipment operator with the service battalion.

The job is not an easy one, particularly since Cambodia's dirt roads have long been neglected and, for all practical purposes, destroyed by mines, seasonal flooding, and the passage of heavy vehicles.

"Besides this, we have to share the road with children, trucks, carts and, of course, bicycles and motorcycles, which are the chief means of transportation around here," adds MCpl Sylvie Boudreau, Osborne's section commander. "In Cambodia, the road is a public place. It takes a long time to cover 50 kilometres when your speed is limited to 10 or 15 km/h."

Given the condition of Cambodian roads and the many waterways that irrigate the nation's rice paddies, it is not surprising to learn that many UN military personnel carry out their duties in motorboats, borrowed mainly from the naval branch of the Cambodian People's Army. At least this is the case with the 30 Canadian naval observers who help patrol the country's coastal and internal waters to ensure that all factions are observing the ceasefire agreements.

"It's the first time that sailors from both coasts have participated to such an extent in a peacekeeping missions," says LCdr Doug Thomas, just back

Continued on page 21



Lt(N) Gerry White (right) patrols the Tonle Sap River near Cambodia's capital city, Phnom Penh, in a small observation boat. (Photo Cpl Luc Germain)



In Phnom Penh, Cambodia's capital city, a convoy leaves Camp Canada, where 140 of the 215 Canadians with the United Nations Provisional Authority in Cambodia are quartered. (Photo Cpl Luc Germain)

NEXT DEADLINE 8 FEB

Editorial

BComd Commendation



Awarded to Capt R.B. Roe, 414 Sqn, flanked by the BComd Col T.B. Rogers and LCol W.R. Cleland, CO 414 Sqn.

On 29 Oct 92, a distraught caller was attempting to contact the Williams Lake, BC Crises Centre. He inadvertently dialed a telephone number of 414 Sqn Comox. Capt Roe responded.

Realising that the individual was in distress, Capt Roe began to calmly reason with him. During the approximately 30-minute call, Capt Roe was able to ascertain the caller's location, name, phone number, probable pharmaceutical name of the drug taken and other personal information.

Capt Roe's calm and reassuring manner allowed the contact to be maintained while the number was traced and Williams Lake RCMP apprised of the situation. The RCMP were dispatched to the address to intervene. A follow-up call from the detachment indicated that the caller had previous involvement with help agencies.

Although not trained to handle situations of this nature, Capt Roe's professionalism and concern allowed this situation to be brought to a successful conclusion.

CFB Comox Person of the Year



MCpl V.C. Chislett

On 16 Dec 92 MCpl V.C. Chislett, an AES Op with 407 (MP) Sqn, was presented with "The Base Commander's Commendation In Recognition of Outstanding Service - CFB Comox Person of the Year."

MCpl Chislett was cited as consistently demonstrating comprehensive job knowledge and superior skill in his trade. He is presently pursuing a modification to the CP-140 Aurora's IFF system which, when completed, will greatly improve the aircraft's air safety. MCpl Chislett is presently providing conscientious and highly proficient supervision towards the Sqn's OJT program. As well as being an active service member on this Base, he is actively involved within the community, leading the 4th Courtenay Cub Troop. The BComd, Col T.B. Rogers, stated it was a pleasure recognizing MCpl Chislett as the CFB Comox Person of the Year and on behalf of the Base personnel offered his congratulations for MCpl Chislett's outstanding performance as an AES Op and his positive enthusiastic professionalism.

Total Force: Five Years Later

By Lt(N) David Scanlon

The concept of a total force has been lingering in Canadian military circles for more than two decades. In practical terms it has existed in communications since the early '70s, and in the air force since the early '80s. But it wasn't until the June 1987 defence white paper that it was formally introduced to the Canadian Forces.

Although many aspects of that white paper have been overtaken by a dramatically changed world and by domestic budgetary constraints, total force is moving ahead at full gallop. For example, while the size of the Regular Force is dropping to 75,000 from 84,000 personnel, the Primary Reserve is increasing to 40,000 from 29,000.

And the Reserve Force is no longer consigned to simply supplementing the Regular Force. The Naval Reserve has been assigned two roles: maritime coastal defence and naval control of shipping during wartime. The army, with its unified command structure and its emphasis on force generation, is putting the Militia to work on a regular basis - some 200 reserve infantry joined the last peacekeeping contingent sent to former Yugoslavia.

Still, implementation of total force is far from complete and has not been trouble free. The head of the reserves and cadets division at National Defence Headquarters, Col John Almstrom, says he sees total force as a move away from two separate teams to a single one. However, the new team has full- and part-time players, and matching their schedules and way of playing the game has been a difficult, complex process.

The pivotal factor has been readiness - how quickly different elements of the team have to be ready to play. Because they are full time, regular force personnel

can be kept at a high level of readiness and can move on extremely short notice. But high readiness means high cost. That leads to the key advantage of reserve forces: they can cost 30 to 80 per cent less. They are cheaper because they can be maintained at a lower state of readiness and because part-time soldiers don't collect full-time pay and benefits.

Finding the best mix of higher and lower readiness elements is where the challenge lies, says Almstrom. "On one hand you have this readiness requirement, on the other you have the peacetime realities of reservists: the limited time they can be away from their work and family responsibilities, or their studies if they're students." In the past, planning was conducted largely on the basis of full-time personnel. Today's military planners are learning to think in terms of both full- and part-time members.

"Total force doesn't apply to every command or every situation in exactly the same way," he says. Consequently, each command has been left to determine its own best mix of full- and part-timers. That mix will vary with readiness levels and with the length of operations. A contingent deploying on short notice will include mainly full-time personnel, but a large component of reservists could be included in the rotation six months later.

After 40 years of the Cold War and an approach to defence that called for high-readiness standing forces, it's going to take time to change attitudes within the CF, says Almstrom. "We have to change Regular Force attitudes away from judging our own success by how ready we are to go out the door right now and take on a major operation, to how successful we are at maintaining a

flexible and cost-effective mix of regular and reserve personnel."

"The best way to move total force forward is to employ reservists on operations," he says. Such opportunities are increasing, particularly in peacekeeping. Reservists constitute 10 per cent of the more than 3,000 Canadian peacekeepers serving around the world. And they have served in every other key operation in the last few years, from Oka to the Persian Gulf.

But they can only be used on such operations if they're trained and fit. National Defence and its commands are developing better reserve training programs, Almstrom says, but the programs will only work if reservists show longer term personal commitment to the CF - it takes several years to fully train part-time soldiers, sailors, airmen and airwomen.

The CF has shown its commitment to a total force through better reserve training and support facilities, and through better equipment. The Naval Reserve will see a fleet of 12 maritime coastal defence vessels. The Militia will have new *Bison* Armoured personnel carriers and additional new rifles. The Air Reserve will have access to a host of new aircraft. And the Communication Reserve will be working with ultramodern radio and satellite equipment.

Almstrom says everywhere he goes he sees a growing commitment to giving reservists more opportunities and to making total force work. "I think it's here now, and I think it's only going to become stronger because it is the only way that Canada can maintain the sort of flexible, general purpose, combat-oriented military capability that we need."

Volunteers are required for the Winter Festival dance being held 5 March in the Base Gym. Servers and Glass Pickers are needed. If interested contact Cpl Sirard at local 8349.

TOTEM TIMES

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Comment

Book Review

"Spitfire to India"

Reviewed by Tet Walston

This 60-page paperback tells the story of Peter, a photo-recce pilot, and his journey in Spitfire Mk. IV (PR) No. AB 316 from U.K. to India. The account is full of humour and stories of some of the unusual characters he met.

Posted to 681 (PR) Sqn stationed at Dum Dum near Calcutta, Peter left Benson on 6 April 1943. It would be 2 months 11 days before he finally reached his destination after a flight of 7520 miles.

This epic trip took him to Gibraltar, then on to Maison Blanche (Algiers), Tripoli, Cairo, Kilo 8, LG 224, Aquir, Habaniya, Bahrain, Shaiba, Karachi, Jodpur, Allahabad and finally Calcutta and Dum Dum.

He was plagued with bad weather, accident and sickness, and at one time stood to lose his aircraft to the PR Squadron 680 in Middle East. This practise of gaining replacements from transit

aircrews was common, if unofficial.

Later, whilst waiting for an oil filter replacement at Bahrain, his aircraft was cannibalized to the extent of losing its wheels!

And so the adversity continued. When Peter finally reached 681 (PR) Sqn at Dum Dum, he was allowed to paint "Calamity Jane" on the nose of AB 316.

The flight of 7520 miles, though it was somewhat prolonged, involved only 35 hrs 45 mins of actual flight time, giving a ground speed of 210 mph!

Alas, "Calamity Jane" was lost on ops over Mandalay on 13 Dec 1943. The pilot, F/O Gordon White, was captured by the Japanese, tortured, then executed in Mandalay. He was one of my friends.

Peter however, another friend, is alive and well.

About Trivia

Short Sturgeon

Dear Editor

The aircraft featured in the recent Air Force Trivia is a Short Sturgeon TT.2 carrier-based target tug. A total of 23 were produced for the Fleet Air Arm and these were allocated serial numbers TS475 to TS497. Powered by two Rolls Royce Merlin engines of 2080 hp, the Sturgeon had a maximum cruise

speed of 366 mph at 24,400 feet.

Originally conceived as a naval reconnaissance bomber to meet specification S11/43, the first prototype flew in June 1946. Span was 60 feet and length 49 feet.

Sincerely
H.W. Holmes

Why did they do it?

Duke Warren

The Galafilm series, "The Valour and the Horror" has given rise to a great deal of controversy. Produced by the McKenna Brothers, in co-operation with the National Film Board, the film was aired last spring and may be shown again this spring. The major disagreement over the contents and presentation of the film concerns Bomber Command and the Canadian Army in Normandy.

In the Bomber Command episode, the film portrays RCAF aircrew as murderers of German civilians following orders from Air Marshal Harris, Air Officer Commanding RAF Bomber Command. The Normandy section stresses the poor leadership of senior Canadian Army officers - and suggests that Canadian soldiers executed German prisoners.

A video has been produced under the direction of H.C. "Cliff" Chadderton, Chief Executive Officer of the War Amputations of Canada organization. Chadderton himself is a war amp, as the result of fighting in the Normandy campaign. When the McKenna brothers were criticized for their misleading statements they stated their research was "bulletproof." Chadderton has called his video "Bulletproof, You Be The Judge."

Calmly and deliberately (surprising, since Chadderton

feels very strongly about the misrepresentation), Chadderton selects statements made in the McKenna's version of events and shows how respected historians have written about the same events, and in many cases several historians agree with each other but not with the McKennas.

One of the troubling aspects of this controversy in my opinion has been the cry of "censorship" raised by the McKennas and others when responsible members of the public contradicted the McKenna version of events. It was rather like Zundel pleading freedom of speech when he denied the Holocaust took place and attempted to change history.

The question remains, why did the McKennas produce the film slanted the way it was. In fairness, it has been suggested they are of the Viet Nam generation and were so horrified by what took place they felt they should show how WW II was also a horrifying episode in the history of the world. That it was true - as all will agree - but their research could have been more thorough to produce an accurate portrayal of events. Others have suggested it was a case of producing a film in such a way as to create controversy and headlines. Something like the British tabloid press.

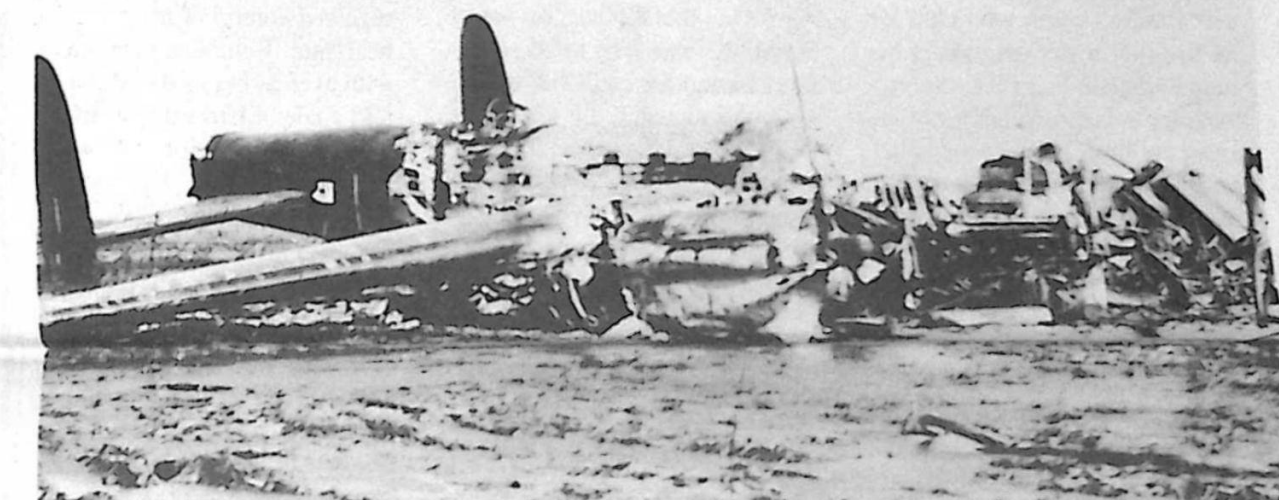
continued on page 6

Before....



Lanc, KB700 (see letter below, look for Col Rogers' Dad)

After



After 50 sorties, it hit a ditch digger.

A Lancaster Story

Dear Editor

The enclosed photos may be of interest for publication in Totem Times. In the one of an aircrew of 419 Sqn you will find, second from the right, the rear gunner who just happens to be Hal Rogers, DFC, the father of Col T.B. Rogers, Base Commander, CFB Comox. I served with Hal at Cold Lake as photographer at which time I got the photo from

him. The aircraft in that photo is Lancaster KB700, the first Canadian built model.

The second photo is of the same aircraft after returning from its 50th operational sortie, a raid to Nuremberg on 2-3 Jan 1945. The aircraft, after landing, was taxiing back to dispersal when it collided with a ditch digger. The aircraft caught fire and was

destroyed. Fortunately the crew made a hasty exit and no one was harmed in any way.

It is also interesting to note that KB700 was delivered to the UK in Sept 1943, and was flown there by Sqn Ldr Reg Lane, who was recently made an Honorary Colonel of 442 Sqn.

Sincerely
H.W. Holmes

Air Force Trivia



Trivia Answer

Right on, Harry Holmes: This is a Short Sturgeon, used mainly for target towing, around 1952. Photo courtesy Gerry Gerow, from the archives of John Cameron.

Section News



Across the Moat

It's time to once again peer out into the land and bring you tales of the Knights.

Not so long ago, the Knights were sitting around the Round Table discussing recipes for mead when Sir Bill (the real Sir) came down the halls with the following tale.

"A horse from one of the neighbouring castles has wandered off. It is hurt and cannot return. One of us must sally forth to deliver parts that may be sewn on and thus make it well again. Its journey took it almost to the edge of the Earth; I therefore seek a Knight who has no fear, for he must journey far from the castle to unexplored lands, and there may be dragons there."

With cries of "I have no fear!" and "pick me! pick me!" a Knight was finally chosen who claimed he had met many dragons in his time and slain them all. Soon a message was dispatched from far away to bring bad tidings that would strike fear into the very heart of Sir Bill's budget manager.

"Forsooth, I have injured my steed also, and I too need help to..."

Sir Ed (The Fast) packed his things and departed forthwith for Nevada (The Land of Slot). He was seen to carry an article that resembled a green shade, which he claimed would serve to keep the sun from his eyes while doing battle with the fearsome soldiers of the Tables there. Soon, Sir Bill again received bad news.

"Like many times before, my steed is also hurt, and I too am forced to stay against my will."

Sir Bill despatched again another Knight. Soon it would appear that everyone from the castle had gone off on a new Crusade. Sir Ed was ill prepared to spend many days in the Land

of Slot, as he had but one change of armour. There are those who said that even that was in danger of being taken as a trophy by the scurrilous soldiers with whom he was doing battle daily. Finally all was fixed, and the Knights returned to the castle; tired, broke, and somewhat smelly from being in the sun too long.

A Knight has been elevated to the grade of KFC (Knight First Class). To you from other castles who are having this read to you: before you try to score a point, be it known that there are no second class Knights. Sir Ted (The Young) is now a Captain of the Guard. Congratulations from all the other Knights. May one soon see evidence of copious quantities of mead?

Sir Don (Commander of the Flight) disdains the quiet life. To show the other Knights his warm nature, he was seen to be swimming in another moat full of ice, on a day that shall be known as Boxing. He claims it is the only test of courage that can be found at this time of year, other than that of facing the consequences of a meal too large. There is some talk of changing his aka to Sir Shud-

It came one day that the sun shone brightly, and the blue sky was like an empty case that awaited the strokes of a master artist. One who fancied himself a budding Picasso saddled his steed and went forth to create a masterpiece that would forever live in the minds of those who saw it. It would appear that the practice of carrying gold upon the shoulder causes some sort of parasitic drag. Urging his mount to a gallop, our artist commenced a brushstroke that would be truly awesome.

Halfway through this graceful curve, the gallop changed to a canter, and the once docile steed



More Duke

If that was their intention they were highly successful.

It is recommended that anyone who saw "The Valour and The Horror" watch Chadderton's rebuttal on Channel 10 at 8:30 p.m. Tuesday 2 Feb and 1:30 p.m.

on Wednesday 3 Feb. In addition to the item by item rebuttal of some of the McKennas' fallacious arguments, there are wonderful photos of wartime aircraft and scenes from the Battle for Normandy.

WO & Sgt's Mess Jan. & Feb. 1993 Calendar

Thursday 28 Jan.....Men's Darts, 1900 hrs
Friday 29 Jan.....Bingo, TBA flyer
Friday 5 Feb.....TGIF - Submarines & Chips
Monday 8 Feb.....Wives Club Meeting, 2000 hrs
Thursday 11 Feb.....Men's Darts, 1900 hrs
Friday 12 Feb.....TGIF - Chicken & Chips
Saturday 13 Feb.....Valentine's Dinner & Dance
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Section News



BAMSO News

Safety Systems

Safety systems sections are established on all operational bases and units where commitments require the use of aerospace life support equipment. This safety systems section is part of the BAMSO branch incorporated in the BTSO organization.

Within 407 Sqn we are responsible for the maintenance of all items of aerospace life support equipment on the CP-140 Aurora aircraft. We maintain oxygen/fire extinguisher system and all of the survival and emergency equipment on board. This equipment includes liferafts, quick-don immersion suits, life jackets, first aid kits, basic kits, emergency radios, etc. We also maintain the Sea SKAD (sea survival kit air droppable). All told, over 750 pieces of emergency equipment on the Auroras alone are maintained.

This section supports and maintains equipment plus conducts familiarization for aircrew in 414 Sqn, 441 Sqn, the two corps of air and sea cadets, as well as the RCMP helicopter detachment.

The logistics support for the CF Survival Training School includes inspecting, maintaining and organizing all safety equipment for sea survival training, along with assisting the instruction in various areas, such as short briefings on use of the special equipment and safety precautions; helping on the tower and in the water by observing the students' progress; simulated parachute descent by para-sailing and the technique for proper water entry; and teaching survival techniques in a single or multiple place liferaft.

So as you can see, the Safety Systems trade has a broader scope than many people realize. In turn, we hope that this brief job description will assist you in understanding our trade a little better.

NDT

Now that you, the Totem Times reader, are aware of the existence of NonDestructive Testing (see 03 Dec 92 Totem Times article), I'd like to explain what the various NDT methods are, their applications and limitations. (After all, inquiring minds

want to know!)

We'll start off this series of articles with a look at Liquid Penetrant Inspection (LPI). LPI is a rapid, economical means of inspecting non-porous materials for defects that are open to the surface. As with most of the NDT methods, LPI came into its own as a result of the war effort (WW II), when large manufacturers, primarily in the aircraft industries, were discovering the value of Quality Control (QC). Detecting manufacturing or processing defects in the then exotic materials of aluminum, magnesium, stainless steel, and the myriad alloy combinations these materials allowed, all of which were non-magnetic, was of increasing importance. Losing aircraft before they even made it into battle did not sit well with the government who paid the bills, and sat even worse with the pilots who preferred not to test their silk, especially over the big pond.

So technologists began expanding and perfecting an old inspection method called "oil and whiting," used to inspect the drive wheels of rail locomotives. In this process, the wheels were dipped in hot oil, allowed to drip dry, then coated with a fine white chalk dust. The inspector would then check for tell-tale wet lines in the chalk dust, indicating a defect in the wheel from which the oil was weeping. Though the products used today are highly refined and specialized (visible or fluorescent penetrants; solvent removable, water wash, hydrophilic or lipophilic emulsifiers; aqueous, non-aqueous or dry powder developers) the basis for LPI remains the same.

In the CF, visible dye penetrants are not used to inspect aircraft, engine or missile parts and/or components. Because of their greater sensitivity, fluorescent penetrants are the only penetrants used (crack widths as small as .000005" in chromium and .000016" in aluminum forgings have been detected). The most common check carried out on aircraft is Type I Method C, a solvent-removable fluorescent penetrant inspection, so we'll look at this process from start to finish.

First the area has to be stripped

of paints or sealants, and pre-cleaned with a degreasing type solvent. This allows the penetrant (a high grade penetrating oil with a fluorescent dye incorporated into it) access to the defect opening. Next the penetrant is applied and allowed to remain on the part a minimum of 30 minutes, a process called "dwelling."

During this penetrant dwell time, capillary action (a combination of viscosity, cohesion, adhesion and surface tension forces) enables the penetrant to thoroughly enter into the defect. After the dwell time has elapsed the area is wiped with a cloth dampened (not soaked) with a solvent. This leaves the surface of the inspection area free from penetrant, while at the same time not washing the penetrant out of the defect. This procedure is carried out in a darkened condition with the aid of a black light, the only way you can see a thin film of fluorescent penetrant. When sufficiently cleaned, a fine translucent layer of developer is applied and allowed to dwell 15 minutes. The developer dries to a fine powder and acts as both a blotter (reverse capillary action) drawing the penetrant out of the defect, and as a contrasting background from which the penetrant stands out. The inspector then checks, in a darkened condition, for a fine brilliant yellowish green indication denoting a defect, which is then marked for repair or replacement. If no defect is evident, the area is cleaned and repainted or sealed as before, inspection complete.

LPI does have its limitations. You cannot detect discontinuities that do not break the surface of the material, casting porosities for instance (T-bird speed brake frames), nor can you inspect materials with a porous surface, as the penetrant would be impossible to remove. But carried out within proper guidelines, LPI is a very effective inspection tool.

So now if you see an NDT technician sitting around, apparently doing nothing, chances are he's in the middle of a critical inspection, awaiting the required dwell time...well, that's what we're going to say!!

Lead AES Ops appointed



L-R: Sgt B.J. Rowlands, MWOT.A. Walker and Sgt J.F. Wilson were appointed Lead AES Ops and received their certificates from the CO 407 (MP) Sqn, LCol P.J. Kendell.

407 Suggestion Award



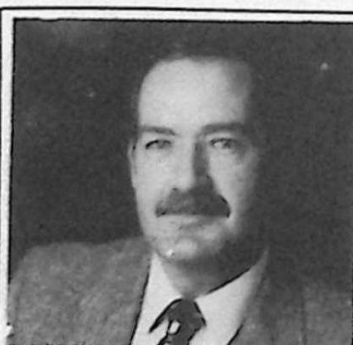
Maj D.B. Baker, SAMO 407 (MP) Sqn., presenting a suggestion award cheque to MCpl Egan who designed a mini POND 6 (Portable Engine Oil Dispenser) to be used on the CF-18 aircraft when deployed away from home base. MCpl Egan is currently employed in 407 Servicing.

407 Tech of the Month



Cpl Skwirut, Serv/Support Section, accepting congratulations for achieving "Tech of the Month" from Maj Baker, 407 Sqn SAMO. Well done, Rob.

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1993 Naval Communicators Reunion

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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.
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Pacific Region Hockey Championship

1 - 5 Feb 93

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1330 Mon - Thurs
1800 Mon - Thurs
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Section News



407 Squadron

2500 hour Aurora Pins



L-R: Top Row: Sgt B.J. Rowlands, Maj J.R. Vezina, Capt G.W. Denniston, Capt S.J. Wilson and Capt J.A. Gavlas. Bottom Row: WO J.L.C. Lapointe, Capt J.R.S. Plourde, Maj U. Jaggi, Maj H.A. Hynes and Capt C.M. Straub received their 2,500 Hour CP-140 Aurora pins from the CO 407 (MP) Sqn, LCol P.J. Kendall.

1000 hour Aurora Pins



L-R: Top Row: Capt G.J. Roth, Capt M. Subchak, Capt R. Landry, Lt(N) P.A. Sutton, Capt W.F. Seymour, Capt D.M. Taylor, Sgt S.L. Woodrow. Bottom Row: Capt W.C. Cummins, Capt T.G. Patterson, Capt K.A. Zinck, Capt R.A. Potts, Sgt J.A. Sweet, Sgt J.O.J. Hardy, Sgt S.E. Dornan received their 1,000 Hour CP-140 Aurora pins from the CO 407 (MP) Sqn, LCol P.J. Kendall.

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407 CDs



Sgt S.R. Thomas, AES Op with 407 (MP) Sqn was presented his CD by the CO, LCol P.J. Kendall.



Maj H.A. Hynes, CD



Maj S.J. Brabant, CD

407 Promotions



Sgt Cahill

407 Certificates



Maj J.C. Godwin, MP Crew Commander Certificate



MCpl Saunders



Capt K.B. Almeda, MP Crew Commander Certificate



MCpl Buck



Capt G.J. Reid, two seals to CF Aerobic Award of Excellence

NEXT DEADLINE
8 FEBRUARY

Section News

As the Beacon Turns

Hello again, Beacon Barons, and welcome back to ATC's version of "I heard it through the Grapevine!" Things have been rather quiet around the ol' Double "Q" Ranch lately but I did manage to scrape up a few things of note. It was a real "dog-day afternoon" in the Tower awhile back when a couple of local K-9s were sighted crossing Rwy 11/29! (And without clearance I might add!) The "woofers" were later apprehended safe'n'sound with the help of our beloved MPs and one of our resident "Birdmen." (Hey Alex...who says your job is strictly for the "birds!" Hee, hee, hee) Speaking of the Steel Tree-fort, a couple of our Terminal Controllers will be spending some "shift" time in the VFR den soon. Capt Rob "DAC" Dimmer (commencing 01 Feb) and Capt Bob "Threshold" Trainor (com-

mencing 01 Mar) will be "seeing the light of day" again and will witness the last of the snow and ice leave us for another year (or two or three....). Speaking of "leaving," the Occifer Career Manager was here recently and the news is that a few of our commissioned comrades will have their PLCC cards in hand come this APS. Capt Anderson will be packing his sled for Goose Bay (anyone know where you can get a good deal on a dog-team? Hee, hee), and Capt Godden will be off to...."Comox again!!" From "postings" we go to "training." Capt Olohan, Lt Lapointe and Cpl Best continue their Radar check-outs while Annie "DMTI" Dorval requalified in the Data Slot. Meanwhile, upstairs you've got your basic Pte Jammie Marshal qualifying in the "B" Stand position (Welcome aboard, by the

way Jammie!) and your standard MCpl Pat Leonard continuing his checkout in both the "B" Stand and Ground Control CCP's. In the sporting world, the Base "Oops" Orcas are limping their way into the second half of the Intersection Hockey season but they're optimistic! (That's because it can't get any worse!) Those "Mighty Ducks" still have a chance to make the playoffs in the "B" Division since everyone is starting the second half with "zero" points and the top four making the playoffs! So....come on out and be a Base Ops athletic supporter! That does it for another edition of A.T.B.T. so until the next time, "Cleared Take-Off; and monitor the Beacon!"

P.S. SuperBowl prediction - Dallas 30 Buffalo 17!

CFB Comox Winter Festival

The CFB Comox Winter Festival dates are 3 - 5 March 93. This does not leave a lot of time since March will be here before we know it.

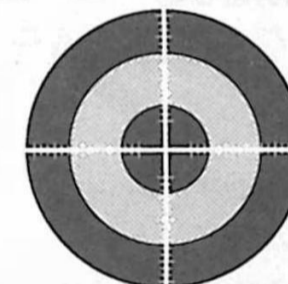
A logo for this year's button has been selected and the winners' names along with their pictures will be published in the next issue of the Totem Times.

As with any event of this magnitude, volunteers will be required and anyone wishing to assist in any capacity will be greatly appreciated. There is a list elsewhere in this issue of personnel to contact if you have any ideas or want information.

There will be lots to do. Watch for flyers and notices advertising the events. Get involved and have lots of fun.

NEXT DEADLINE 8 FEBRUARY 93

TAX TIME DEFENCE STRATEGY SERVICE RSP



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Your tax savings could be substantial! You can deposit now for the 1993 taxation year and benefit from tax-sheltered interest compounding.

For individuals participating in a Defined Benefit Pension Plan, such as Service Members and Civil Servants, the limit for 1993 is 18% of your earned income for 1992 to a maximum of \$12,500, whichever is less, minus your pension adjustment. The Pension Adjustment is the deemed value of your pension accrual for the previous year which will be reported by your employer on your T-4 slip.

Each year on your income tax assessment, Revenue Canada will report your contribution limit for the current year and any carried forward contributions from previous years.

The Service RSP is administered by Canada Trust - a leader in RSPs - and gives you:

- bonus rate on savings and certificate options
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- friendly, knowledgeable service

Réduisez vos impôts substantiellement! Vous pouvez déposer dès maintenant pour l'année d'imposition 1993 et tirer profit d'un intérêt composé non imposable.

Pour toute personne participant à un régime de retraite à prestation déterminée tel qu'un membre des forces canadiennes et un employé du Gouvernement, la limite de contributions pour 1993 est égale au moins élevé de 12 500 \$ ou 18 % de votre revenu gagné de 1992, moins votre facteur d'équivalence.

Le facteur d'équivalence représente la valeur estimée du montant accumulé pour la retraite au cours de l'année précédente, montant que votre employeur indique sur votre formulaire T4.

Sur votre avis de cotisations d'impôt, à tout les ans Revenu Canada indique votre limite de contributions pour l'année courante et toute contributions non-utilisées durant les années antérieures.

Le RER militaire géré par la Canada Trust, chef de file des RER, vous offre les avantages suivants:

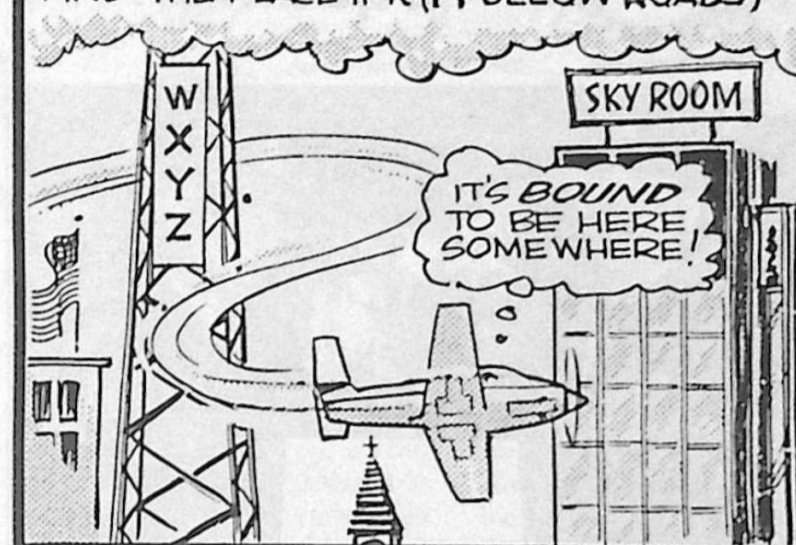
- Des taux bonifiés pour les options épargne et certificats
- Un grand choix de placement: épargne, certificats de placement et fonds communs de placement
- De l'intérêt qui s'accumule dès le jour du dépôt
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For information, contact your local branch or your SISIP/SRSP advisor. Pour tout renseignement, visitez notre succursale la plus proche ou votre conseiller RARM/RERM.

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1 EARLY BIRD = WINNER TAKES POT

1 LATE BIRD = WINNER TAKES POT

1 JACK POT = \$100.00

FOOD; SANDWICHES & VEG. WILL BE SERVED

Section News



442 Squadron

Argus Restoration – Progress Report

For the 23 years that the CP-107 Argus flew, 1958 – 81, she left a definite impression regardless of your association with her.

– The Argus is a thing of beauty, an object of affection, even romance. – Kenny Wellis, Summerside

– Flying in an Argus was an experience one would never forget. When it was very cold outside, so it often was inside. When it was very warm outside, so it was inside.

– Many fine meals were custom prepared in the galley of the Argus. – MCpl George White

Those of us who have flown, maintained or simply watched (and heard) this grand aeroplane will never forget her. Whether she was loved or cursed, or both, it must be impossible to feel neutral about something that has been so much a part of our lives. She has crackled on the ramp in Thule and hummed on the ramp

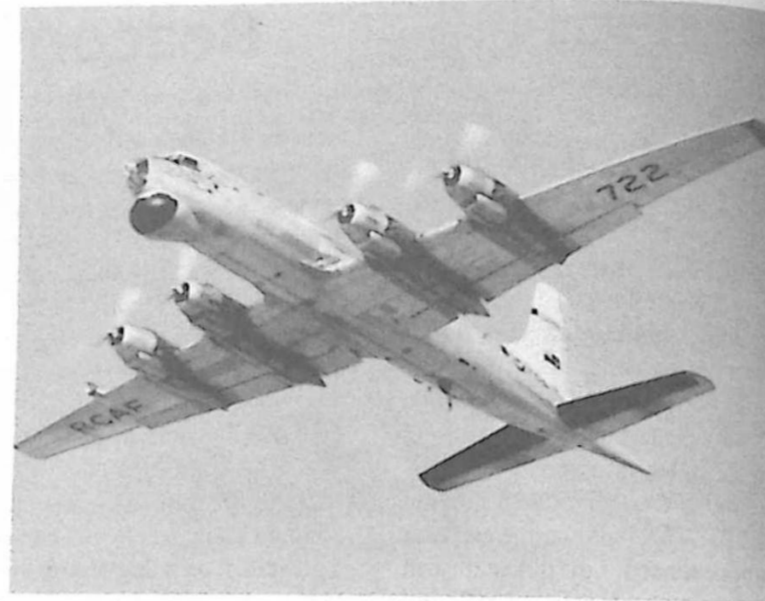
in Roosevelt Roads. She has forgiven ham fists and foul weather, endured mockery and new pilots, done all that was asked of her and more. – Author Unknown

Argus 712 now sits on the ramp between 1 and 7 Hangars awaiting Base approval so that the grime and corrosion collected over the past 12 years can be

removed by individuals who care.

The Comox Heritage Aircraft Society's Argus Committee is looking for volunteers, military and civilian. The next meeting is at the RCAFA 888 Wing, Sunday 7 Feb at 1500 hrs.

Come on out and help Save The Argus.



We don't have an air photo of 712; hope this will do....Ed.



Members of 442 Sqn received the Air Transport Group Commander's Commendation from BGen Brace, Commander Air Transport Group, in recognition of the outstanding efforts which resulted in the successful rescue of the crew of a crashed aircraft in extremely demanding condition. Maj Greenaway accepting, other recipients shown below.



MCpl Harper



WO Beattie



MCpl Poirier



Capt Mills



MCpl Pinnault



Junior Ranks Mess

Jan. & Feb. 1993 Calendar

Friday 29 Jan.....TGIF Euchre
Subs will be served, followed by DJ
Friday 05 Feb.....TGIF Cribbage
Followed by DJ
Friday 12 Feb.....TGIF Shufflecan
Followed by DJ
Saturday 13 Feb.....Beach Party

Admission \$2 members, \$3 guests
Advance tickets available at Mess Office
Doors open at 1900 Call 8430 for more information

OFFICERS' MESS JAN. & FEB. 1993 CALENDAR

Wednesdays -
OFFICERS' MESS COFFEE HOUR. Coffee will be served in the lounge at 1000 hrs. All Officers are invited to attend. Dress of the day.
Fridays -
TGIF. Food as indicated 1700-1800 hrs. Spouses and guests welcome after 1700 hrs. Please purchase meal ticket for non-Mess members.

UPCOMING EVENTS FOR FEBRUARY
Valentine's Dance
MAG Council Mess Dinner

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Section News

CO 442 Commendation



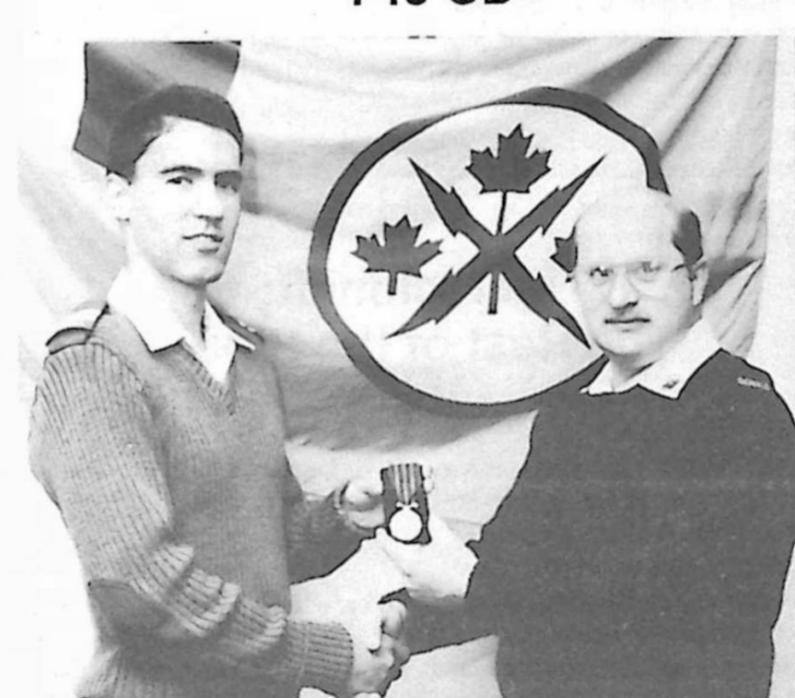
BPAdmO Capt McLachlan receives the CO's Commendation from LCol Drover, CO 442 Sqn, in recognition of his outstanding support to the Sqn.

ARAF Promotion



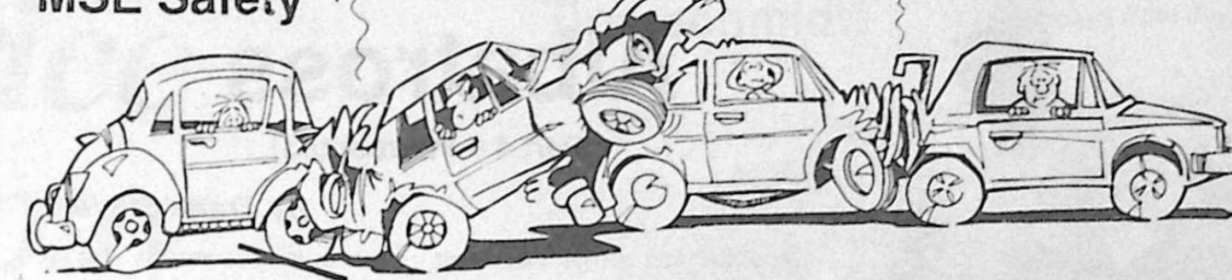
ARAF Flt Comd Maj Preus presents Cpl Bob Wentz with his hooks. Bob is an IE Tech with the Avionics Section on 442 Sqn.

740 CD



MCpl D.G. Bedard received his CD 27 Nov 92 from Capt D.W. Young.

MSE Safety



You, Seatbelts & the Law

Misconceptions concerning seat belt use are created by different situations, such as collision types, vehicle speeds and masses, and occupant seating. Some drivers and passengers feel that seat belts are most effective for low impact accidents; they feel seat belt use is ineffective in reducing the chances of sustaining major injury or of being killed. Some individuals feel that seat belts are only effective for the front seat, since presumably for the rear seat there is already sufficient "padding" between the occupant and the point of impact. This perception is especially given that in many cases it is small children who occupy the rear seat position in a vehicle, without full seat belt protection.

Misconceptions concerning the effectiveness of seat belts may contribute to a lack of compliance that varies from situation to situation. It is unlikely that failure to comply with seat belt regulations is simply a matter of rational concerns about personal choices and freedoms. More likely it is a matter of ignorance considering the true nature of their effectiveness in reducing injuries and fatalities from road accidents.

The Law

British Columbia's seat belt law protects you and your family. Here's how it works:

– Both drivers and passengers must use seat belts while in a vehicle.

– In vehicles having separate lap and shoulder belts, use of the complete system is strongly recommended, even if the law only requires the use of the lap belt.

– Where lap and shoulder harness are a fixed combination, both must be worn.

– Drivers are responsible for seat belt use by passengers up to 15 years old. Younger passengers must be secured with seat belts and/or child safety seats.

Peace officers throughout British Columbia may check drivers and passengers for seat belts and/or child safety seats. A violation of any of the regulations outlined makes the offender liable for a fine up to \$100.

Seat Belts for Adults

Seat belts must be used properly in order to be effective. Here are some basic rules:

Buckle lap belts across the hips.

In a collision, your seat belt restrains you against a violent force, so it is important that the belt presses against the solid portion of your body. Lap belts should fit snug and low on the hips so the pelvic bones can provide solid resistance. Loosely worn belts over the stomach can cause injury.

Adjust seat belts to suit your own body.

When getting into someone else's car, take the trouble to re-adjust the belt. A loose belt will not properly restrain you in a collision. Shoulder belts should be snug yet loose enough to allow an inch or two between the belt and chest. Seat belts don't have to be uncomfortable and some seat belts can be extended by approved attachments.

Seat Belts for Children

Automobile crashes kill more children than any other cause. You can reduce the risk of injury and death by taking time to show them how to buckle up properly or by fastening them in a child safety seat. Remember they learn from your example.

There are three types of safety seats:

1. Infant seats for infants;
2. Convertible seats for infants and toddlers; and
3. Toddler seats for toddlers only.

The child safety seat is anchored by a lap belt and the child is held in the seat by a harness. A tether strap is used to fasten the top of the seat to the body of the vehicle when the child safety seat is facing forward. Ensure you follow the manufacturer's instructions when installing and placing your child in a child safety seat.

All child safety seats sold in Canada meet federal standards.

Infants (under 20 lbs. or 9 kg) – Must be properly restrained in a child safety seat facing the rear.

Toddlers (20 lbs. or 9 kg and less than 40 lbs. or 18 kg) – Must be properly secured in a child safety seat facing forward when travelling in a vehicle driven by the parent or guardian.

– In a vehicle driven by anyone else, a lap belt must be used, but a child safety seat is strongly recommended.

Preschoolers (40 lbs. or 18 kg and over) – Must wear a properly adjusted lap belt, no matter whose vehicle they are in.

– A full seat belt assembly can be used if the shoulder harness doesn't lie flat across the child's face and neck. If it does, tuck the shoulder harness behind the child's back.

Parents may choose to buy a booster seat to position the lap belt in the proper place and improve the child's view from the back seat.

Over 6 years old – Must wear the complete seat belt assembly, properly adjusted and securely fastened.

Seating

The safest place for your child is in the back seat. That's where the child safety seat should be

installed. If you're driving alone, it can be put in the front seat so you can keep an eye on the road and your child.

If you plan to rent or buy a second hand seat, be sure it has never been in a collision, that it meets government standards, and that the seat comes complete, including instructions. The seat you choose must fit your child and your vehicle. Check it. And then check it again.

The Facts

Wearing seat belts is the law in British Columbia. Why?

– Reduce personal injuries and fatalities.

– Reduce cost to the public.

Year after year, in countries around the world and other Canadian provinces, it's proven that injury and fatality rates drop significantly when seat belt use is mandatory. And that is not the only reason seat belt laws make good sense. Here in British Columbia, taxpayers save millions of dollars when seat belt use is increased.

Question – True or False?

Loosely worn lap belts placed over the stomach could cause injury if a collision should occur.

Answer

True, lap belts should fit snug and low on the hips so the pelvic bones can provide solid resistance if a collision should occur.

Driver's Quote

"...but my driving is just around town."

While the chances of serious injury are much greater at high speeds, the total number of accidents is far greater at low speeds. Research shows that the majority of traffic accidents happen at speeds of less than 50 km/hr and that two thirds of all injuries and half of all fatalities occur at these low speeds.

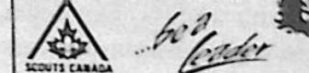
"...but I'd rather be thrown clear of an accident."

Current research shows you are 25 times more likely to die if thrown from your car in an accident. Less than one half of one per cent of all crashes which cause injuries involve fire or water submersion. Wearing a seat belt gives you a better chance of staying conscious and escaping.

Thought for the Day

Let your family benefit by your safety.

Environmentalists
Start Here



Feature



Frank Steven

During this ferry from Santiago our main concern had been the engines of the other aircraft. Not only had they lost one already but their number one engine had been giving them a number of small problems, occasionally sticking in reverse, burning more oil than all the others, and running at slightly higher temperatures. It was with complete amazement then that within five minutes of our halfway contact, our number two engine interrupted the cockpit complacency by a loud backfire supported by wild oscillations of manifold pressure and RPM. The aircraft immediately began a convulsive juddering so pronounced that I had difficulty getting my fingers on the mixture controls on the overhead quadrant to advance them to the "rich" position. An increase in power prior to feathering elicited only a further increase in the shaking. Retarding the throttle gave a rewarding reduction in fuselage gyration and so once more the instrument panel came into focus. I hesitated to feather now because holding just under nineteen inches of MAP the engine smoothed out considerably, giving us about one third power. Now that things had settled down a bit in the cockpit we could take stock of our predicament and devise a course of action.

Our wing man moved in closer and slightly above on our starboard side to report that we were trailing considerable smoke from the upper exhaust stacks but no flame was evident. We were no longer in sight of land but I estimated we were northwest of Talara and into the Gulf of Guayaquil so that by taking up a heading of 045° I hoped we would be on course for the airport at Guayaquil and at least for a shoreline! Mindful of the Peruvian order not to return to their country regardless of an emergency, I still felt that Ecuador would be reasonably friendly. I could not have been more wrong.

If my DR position was correct, we had about one hundred and twenty nautical miles to go, or just over an hour's flying. By carrying climb power on number one engine and partial on the other, we were drifting down at fifty feet per minute and maintaining 115K. Just in case, we had our engineer check the ten-man dinghy, positioning it near the rear exit along with the ration kit. By conserving power on the good engine we hoped to prolong its life, calculating that we had about three hours' fuel in the main tanks at this power and keeping the drop tanks on in case we needed extra when we got down to single engine height of three

Albatross

Part 4 - Intercepted!

By Frank Steven

thousand feet at our calculated weight.

Meantime we had switched to the emergency frequency of 121.5 and started our "Mayday" calls to Guayaquil, initially without success. It seemed the other aircraft was also monitoring our transmissions and continued to watch the ailing engine. Frequently he would inform us that the smoke was flaring up but we would be fully aware that deterioration was taking place, as we had to progressively reduce the power on it to avoid the excessive vibration which accompanied these bursts of smoke. Our eyes strained ahead, anxiously awaiting sight of land, and finally when we were down to about four thousand feet, we could faintly discern a shoreline - certainly it was surf breaking on shore as it appeared in a straight continuous line on the horizon, considerably different from the broken white caps of the open sea. Would we be on the correct track, or had I not allowed enough starboard correction and would find ourselves out on the Pacific coastline of Ecuador at Salinas too far west? Luck was with us! First, because at about 3,000 feet, I was sure we had made landfall at Punta Del Morro on the north shore of the Gulf and about fifty miles from Guayaquil itself. Secondly, Guayaquil now finally acknowledged our Mayday and in fact acceded to our request of a straight-in on runway 03. A few more miles and we should be OK, but even with maximum continuous setting, we could not defer the loss of height. And then the clincher - "497 Juliet this is Guayaquil control, runway change to 21, acknowledge." I was about to say we would not have enough height for even a circuit, having feathered the sick engine, when once more the headphones crackled - "497 Juliet disregard, you must land immediately, repeat immediately!" I could not understand why such a change in commands had taken place but then it became very clear indeed...here were two olive green army helicopters complete with machine guns and angry looking soldiers coming in on our port side and slightly ahead, wildly motioning with their hands for us to land! In the cockpit we were too busy checking airspeed (which was decaying), adding power and watching the menacing choppers to find out what had happened to our partner. There was no doubt we would have to land, it was obvious that we were too low to make the airport anyway, and those guns were very convincing, so I signalled them by pointing and transmitting blind since we were not getting any more from the radios.

The choppers seemed to understand and pulled away, fortunately providing us with some

maneuvering room. By now we were down to 800 feet and back to 100K with full power on one side. A check of the water below us indicated we were downwind with about a 15K factor. To be able to make any turns safely we must lose weight by releasing our droptanks. On the Albatross these are 300 gallon tanks slung one under each wing, the release mechanism activated by a guarded switch on the main console. We had been unable to do a functional check on the tanks except to determine that electrical power was available to the wing squib bolts and in addition my doubts were increased by inexperience - this would be the first time that I had fired them off in five thousand hours of Albatross flying! There was not much time to wonder though, so up with the guard and switch forward. The tanks dropped away beautifully as per the manual write-up and the aircraft responded to the loss of 3600 pounds with a satisfying increase in altitude and airspeed. We had not seen any boats below us so were satisfied that no damage had been done as we now circled for a landing. The helicopters were not in sight but somehow I had the feeling they were not far away.

Choosing a landing area in the centre of the inlet, which at this point was about two miles wide, it was evident that the water would be deep enough, particularly when a large deepseas marker buoy was spotted not far from our touchdown. The water



By Hamish

You may recall I was telling you about my grandson enquiring as to whether I had ever flown any planes like the jets that occasionally fly over. He's referring to the roaring blowtorches that fly low and slow (around Mach 2) over our quiet country abode and scare the chickens so they won't lay for the rest of the week.

I told him we didn't have jets back then, but I had flown a "secret weapon" that was given the code name, "Tigerschmidt."

You may also recall that the fell asleep while I was trying to describe some of the technical aspects of the Tigerschmidt so I cut the rest of the story short.

Well, a few days later he was out "helping" me again on the woodpile. A small private plane flew over, which prompted him to

Interception



Army chopper takes Albatross in tow

was grey and dirty looking, and with the sun obscured by an overcast sky, it was impossible to tell if there was any debris to cause damage to the hull. The landing and runout was smooth though, and once we were hull down and settled in a shallow turn, pulled around by the live engine at idle, we could look skyward for signs of our other aircraft. Sure enough, there he was circling us about five hundred feet above and obviously trying to contact us. I had forgotten, during the period of landing preparation, that I had turned off the radios to cool them since we were not receiving any transmissions at that point, so once again I switched on to our interplane frequency and was pleased to hear them asking if we

were alright. Answering in the affirmative and that we did not appear to be sinking, we asked in return that they try to get a tow so that at least we could get to shore and perhaps be able to anchor. They advised that they would proceed to Guayaquil to get assistance and casually mentioned that we would not be alone because the two helicopters were hovering not far off but astern of us, apparently having maintained that position throughout the whole procedure of circuit, approach and landing! With this information, 497 November bade us farewell and good luck as they headed off up the inlet to the airport about thirty miles distant.

Continued in 11 Feb issue

Tigerschmidt: The Rest of the Story

ask, "You know that secret airplane you were telling me about? Was it a war plane?"

"Oh, very much so," I replied. "As a matter of fact, they probably passed down some of its secret forms of attack to the present day jet jobs. You see, one of the ways the jets work is when they see a bunch of the bad guys advancing towards the good guys, they fly down behind them, low, and open their afterburners. This deafens them so they can't hear their officers yelling at them to 'Halt!' and they keep on advancing right into the arms of the good guys and surrender without a shot being fired! That was one of the ideas they borrowed from the Tigerschmidt."

"How so? Well, the Tigerschmidt had these special wires attached to the wing struts and criss-crossed back and forth between the upper and lower wing. People thought they were there just to reinforce the wings during any strenuous manoeuvres but they were actually a

psychological warfare instrument. Pretty deep stuff, eh?"

"I told you how this Professor Skrewlusse had perfected a machine capable of copying the well known Oozelum Bird that flew in ever decreasing circles until it disappeared. Well, if a Tigerschmidt came across a bunch of bad guys it would climb to infinitesimal heights, like the Oozelum Bird, and then dive down at such a speed the ASI, that's the Airspeed Indicator, which was located out on one of the wing struts, might go right off the end of the gauge at about maybe eighty miles per hour! You see, the Tigerschmidt normally flew at about sixty. That excessive speed would start those wing strut tension wires vibrating and when the pilot moved the control stick in such a manner the vibrating wires would play "Alouette," which is Canada's national song. Eh? Oh, I'll sing it for you another time. Well, this

Continued on page 13

The price you'll pay for flying the airline more Canadians choose every day.

Book before February 3rd.

Comox return to	from
CALGARY February 4 - April 3	\$318
EDMONTON February 4 - April 3	\$346
SASKATOON February 4 - April 3	\$356
REGINA February 4 - April 3	\$374
TORONTO February 4 - April 3	\$430
WINNIPEG February 4 - April 3	\$433
OTTAWA February 4 - April 3	\$456
MONTREAL February 4 - April 3	\$474
QUÉBEC CITY February 4 - April 3	\$622
HALIFAX February 4 - April 3	\$709
ST. JOHN'S February 4 - April 3	\$892

Fares valid for sale until February 2, 1993. For travel between February 4 and April 3. Seats are limited and subject to availability. Minimum/maximum stay and other restrictions apply. Tickets are non-refundable.

Call your travel agent or Air Canada at 339-6900 for complete details.

MEMBER OF ALLIANCE OF CANADIAN TRAVEL ASSOCIATIONS

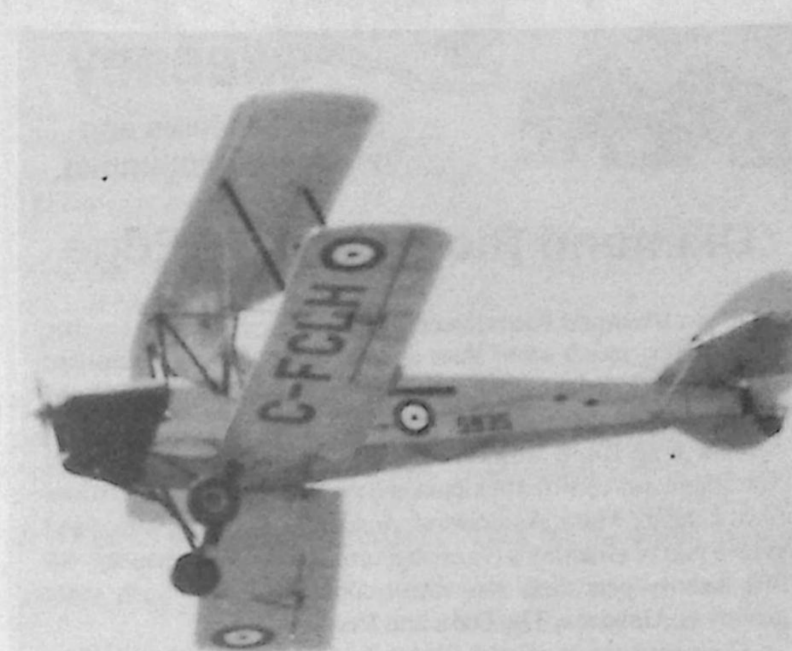
Aeroplan



NEXT DEADLINE 8 FEBRUARY 1993

Tigerschmidt!

continued from page 12



Disguised in Canadian markings, this Tigerschmidt was recently photographed secretly by our spy satellite, orbiting at around 2000 feet.

would scare the bejeebers out of the bad guys and they would all drop their guns and start yelling, "Run, it's those crazy Canucks," and they would run to the nearest bunch of good guys and surrender without firing a shot!!! That's why the Tigerschmidt didn't carry any machine guns or bombs."

"Yes, the Tigerschmidt was probably right up there with the Hurricane and the Spitfire in

helping to end the "big unpleasantness" nearly fifty years ago. Well, we better get this wood carried in before dark, eh?" They say young kids are quite impressionable. Do you think I laid it on a bit too thick?

Editor's Note: The foregoing is no longer considered "classified" and permission is given to the Ottawa Falcon and/or Airforce magazine to copy.

CHAPEL CHIMES

OUR LADY OF THE SACRED HEART CHAPEL (RC)

BASE CHAPLAIN (RC) - Maj R.C. Vickers
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.....Tuesday and Wednesday at 1930 hrs
and Thursday mornings at 0900 hrs
Changes will be announced in the bulletin

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

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

CATHOLIC WOMEN'S LEAGUE - Second Tuesday of the month in the Parish hall, preceded by Mass in the Chapel at 7:30 p.m. President: Mrs. Diane Plamondon, phone 339-0807.

CATECHISM CLASSES - September to May in the Airport 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 - during 11 a.m. Service for children under 3 yrs.

CHOIR - Practices 6:30 p.m., Thursdays at Chapel.

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



PITCH-IN AND RECYCLE



Leisure



Barry Sweeney
music reviews and
syndicated columnist

Diamond Rio's Country Edge

When **Diamond Rio** released their self-titled debut album they were hoping to get some chart action. What happened surprised everyone. Their first single **Meet In The Middle** went to #1 and everything else (**Mirror Mirror**, **Mama Don't Forget To Pray**, **Norma Jean Riley**, **Nowhere Bound**) all blew into the top five. The album was certified platinum and they've received nominations from Country Music Association, Academy of Country Music and even a pair of Grammy's (vocal and instrumental performance). All this activity puts them into direct competition with such super groups as **Alabama**, **The Oaks** and **Restless Heart**.

Their sophomore release **Closer To The Edge** (Arista) will be the acid test. It will tell whether their debut was a fluke or hard-core hit. Initial reaction says it's a bona-fide hit.

The first single **In A Week Or Two** is a poignant love ballad which has already broken top-20 and there's at least four or five tracks waiting in the wings. **Sawmill Road** is a knockout tune that deals with moral values and outside influences. The bitter-sweet **It Does Get Better Than This** is counter-balanced by the happy-go-lucky **This Romeo Ain't Got Julie Yet**. Further evidence of the group's ability to interpret a song is evidenced in the good versus evil of **Demons and Angels** and the positive message in **Nothing In This World**. If it was a test they passed with honours.

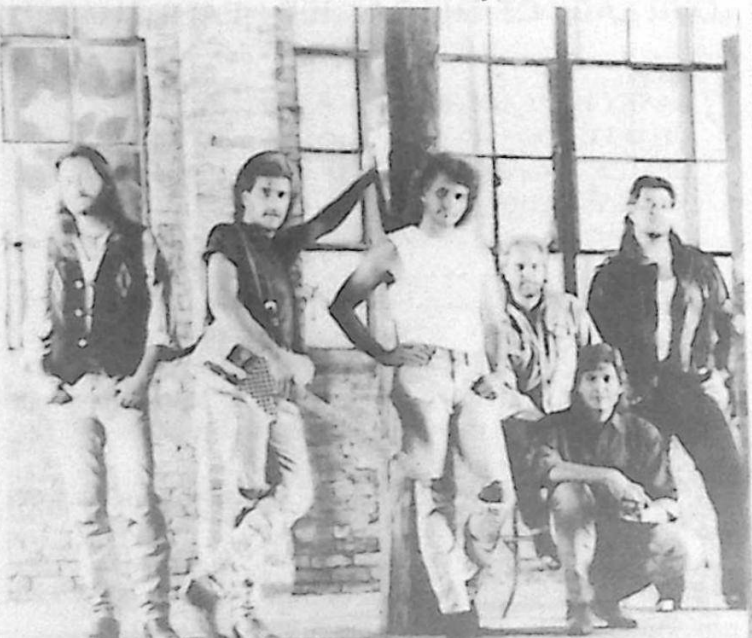
TUNG TWISTA

Chicago's **Tung Twista** recently set a new world record for the World's Fastest Rapper and has been confirmed by Guinness Book of Records. **Twista's Runtin' Off At The Mouth** (BMG/Loud/Zoo) is one of those albums that has very little going for it, unless you like a lot of fast rapping.

A couple of cuts **Razzmatazz** and **Snap Happy** are alright by themselves, but it becomes difficult to listen to a whole album.

FAST FACTS

Austin Roberts caught top-20 action in 1972 with **Something's Wrong With Me** and three years later went top-10 with **Rocky**. **Austin** a collaborator on the cartoon **Scooby Doo**.



Diamond Rio

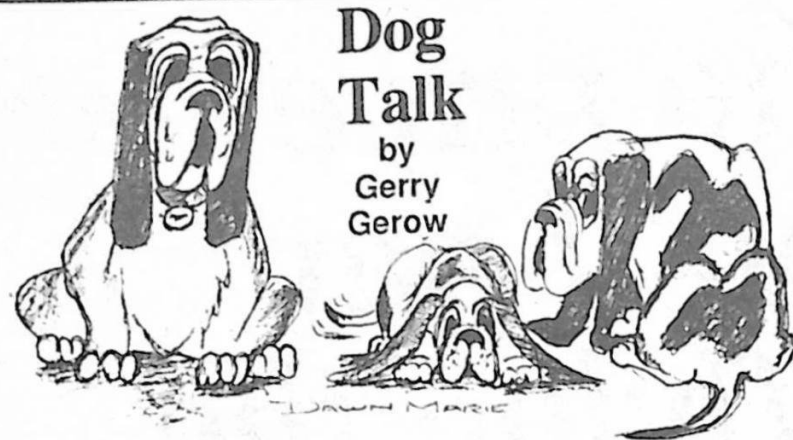
Looking for Work?

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

NEXT DEADLINE
8 FEB NOON

Dog Talk
by
Gerry Gerow

An interesting book this week. **Peak Performance**, by M. Christine Zink, D.V.M., Ph.D. Howell Book House, New York, and Maxwell Macmillan, Don Mills, Ont. \$32.50

Dr. Zink, while presently living and teaching University in the United States, was born and educated in Canada. It was here that she got her start in dogs, and she has a distinguished record in the dog world, as well as her academic qualifications.

This book's contents are just what the title says. How to feed and condition your dog to get the optimum performance from him/her. Everything you need to know when it comes to caring for your doggy companion is right here, in easy to understand layman's language. Whether you simply keep your dog as a companion and pet, a hunting friend, or want the optimum performance from him/her in the show and trial rings, there is something in here for you. I can't think of a

better book to give to a first time dog owner.

This is a 204-page hard cover edition, well illustrated with many photos and drawings. It is just recently published, so if it's not in the book store, you can order it from Macmillan at 1-800-465-5273.

Living on Vancouver Island, one becomes used to hearing reports of cougars around populated areas, sometimes with tragic results. Just last week this came home to me in a big way. In my own residential neighbourhood, a cougar attacked and killed a juvenile golden retriever. The dog's owner managed to despatch the animal, and I understand it has been sent to a laboratory for examination. There are lots of small children in this area, and residents, while sympathizing with the dog's owner, are grateful that it wasn't a child. Somehow those who constantly lobby, with considerable success, for protection

Peak
Performance

of certain species must come to realize that there is a price to be paid for this, and it is one which most of us don't want to pay.

Most of my readers have heard me rail about not buying puppies from a pet store, and the horrendous puppy mill issue. After considerable work by dog people, the Canadian Department of Agriculture clamped down on mass importation of puppies from American kennels. Now the government has backed down after threatened trade retaliation by the United States, if we do not continue to allow them to ship this garbage into our country. The law is still in place, but it has been watered down to the stage where it has more holes in it than a sieve. There really is only one solution. Don't buy from pet shops. In fact, most knowledgeable dog people won't even buy their feed and supplies from any store that offers live dogs for sale. Despite their advertising, pet shops offer you high prices for inferior stock that in all probability can't be registered in Canada. Check it out; you'll be glad you did. And never, ever, buy a puppy or any other live animal on impulse. It will almost certainly lead to disaster.

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

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

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.

Menopause Information. Next meeting Tuesday 2 Feb, 4:30 - 5:30 p.m. at the FSC. New people welcome.

Deployment Support. Call Jo or Mara at 339-8655 for more information. Everyone Welcome.

A Morning Together. Every

Wednesday 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.

January Special Events

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 base theatre, behind the museum. From this general meeting a Parent Advisory Committee will be developed. The Parent Advisory Committee will be an on-going committee working to develop childcare needs in 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.

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.

Chocolate Making. Monday 8 Feb starting 6:30 p.m. at the FSC. Call 339-8655 for registration. Fee is \$10.00 to be paid in advance.

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.

To ensure minimum participation registration is required for all special events.

All Services / Workshops / Groups are confidential

Country Kitchen

Soup's On!

By Carolyn Haight

Mm, Mm, something smells delicious! A pot of soup is simmering on the stove, and there is nothing like the smell, or taste, of homemade soup. It takes the chill out of a cold January day (of which Comox has had its share lately), and it's very filling.

The benefits of homemade soup are countless. Nutritionally speaking, soup is the answer. Health and Welfare has recently revamped Canada's food guide, and soup can be made to fulfill virtually every section. If legumes or beans are used it will be a good source of vegetable proteins and minerals.

If however soup is made from meat bones, it is still possible to get the goodness of minerals such as calcium. Just add one teaspoon of vinegar to the stock and it will extract the many nutrients from the bones.

The versatility of homemade soup is another bonus. A person who suffers from diabetes, has high blood pressure, or is on a special diet can still enjoy a bowl of homemade soup. Any ingredient which shouldn't be consumed, like sugar or salt, can be eliminated. Alternative ingredients or spices may be used to give it up.

Soup is economical and the perfect use for last night's leftovers. Whether it's roast beef, chicken, or ham, there's a soup to be made from it.

The following soups will not only warm a cold January day, but will be sure to suit any person's palate.

January Soup

Sauté 1 lb. hamburger
1 onion
2 celery stalks
1/2 - 3/4 cup green pepper
Add 2 tsp. salt
2 T. pepper
2 tsp. sugar
3/4 tsp. paprika
1/2 - 3/4 tsp. garlic salt
3 T. parsley flakes
1 tsp vinegar
4 - 6 cups water
2 - 3 beef Oxo cubes
1 - 28 oz. can tomatoes
Simmer for one hour. Add
3 medium potatoes
3 medium carrots
1 small cabbage
Simmer for another hour. In the last 15 minutes of cooking add 1/3 cup of dry elbow macaroni. Serve with fresh buns and enjoy! Feel like homemade soup but don't have the time? Try this!

Microwave Clam Chowder

3 slices bacon, chopped
1/4 cup (50 mL) chopped green onions
1 cup (250 mL) peeled diced potatoes
1/4 cup (50 mL) flour
1/2 tsp. salt
1/4 tsp. pepper
1 cup (250 mL) drained canned corn

1 can (5 1/2 oz.) whole clams, minced (reserve juice)
1 can (13 oz.) evaporated milk
1 cup of milk
In a 2-qt. (2 L) casserole combine bacon, onions and potatoes. Microwave on high for 5 to 6 minutes, or until potatoes are tender, stirring after half the time. Stir in flour, salt, pepper and corn. Blend in evaporated milk and milk. Add clams and reserved juice. Microwave on high for 12 to 15 minutes, or until very hot, not boiling, stirring every 3 minutes.

Now, here are some soups made from leftovers.

Beef Barley Soup

2 cups diced roast beef
6 cups water
3 beef Oxo cubes
1 large onion
2 cloves garlic
2 - 3 stalks celery
2 - 3 medium carrots
salt
1 T. margarine
1 tsp. onion salt
1 tsp. garlic salt
pepper
parsley
1 1/2 cups barley, rinsed and drained
1 bay leaf

Optional:
1 cup mixed frozen vegetables
1/3 - 1/2 cup pasta
2 potatoes

Melt margarine in large pot, add onions, garlic and celery and sauté. Pour in water and add Oxo cubes and bay leaf. Simmer for a half hour. Now add roast beef, carrots, barley, onion salt, garlic salt, pepper, salt and parsley. Simmer for 1 - 2 hour or until barley is cooked.

Note: Add options in the last 15 minutes of cooking, except potatoes. Add the potatoes when you would add the carrots.

Bean Soup

2 1/2 cups cooked diced ham
1 T. margarine
1 medium onion
2 garlic cloves
1 - 2 stalks celery
3 large carrots, diced
2 chicken Oxo cubes
6 cups broth (reserved ham juice and water)
1 - 1 1/2 cups small white navy beans (rinsed, drained and soaked overnight)
1/2 - 1 cup milk
parsley
1 tsp. pepper
1 tsp. salt

If there's a ham bone, cook it in its juice plus enough water to make 6 cups. Add one tsp. of vinegar and simmer for one hour. Then continue as below.

If there's no bone, start by melting margarine in large pot. Sauté onion, garlic, and celery. Add broth, Oxo cubes and beans. Simmer one hour, then add carrots, ham, parsley, salt, pepper and milk. Simmer for at least one hour.

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

THE SAVINGS ARE WORTH WAKING UP FOR AT THE DRIFTWOOD MALL'S

**END OF
HIBERNATION
CELEBRATION!**

**WEDNESDAY - SUNDAY,
JANUARY 27 - 31st**



**Driftwood
Mall**

"The Heart of the Valley"

ENTERTAINMENT TOO!

Don't miss the Magic of:

Toothpick

**"The Clown Prince of
Canada"**

SHOWTIMES: Friday, Jan 29 - 4 and 7pm
Saturday, Jan 30 - 11am 2 & 4pm

DON'T MISS THIS

SALES EXTRAVAGANZA!!

Health & Fitness

To Your Health

Health information from the Registered Nurses Association of British Columbia

How to Care for Your Health Care System

Many people from other countries look with envy on our health care system. Quality health care is available free of charge around-the-clock to everyone.

However, that care is not really "free of charge." All of us end up paying for our health care system sooner or later - through our tax system. Is it possible for us to help keep costs for health care - and our taxes - within reasonable limits?

The simple answer is "Yes." For starters, we should try to use the form of health care that is most appropriate for us at any time. For example, many people end up in hospital emergency rooms when they don't need to be there. In fact, nurses estimate that between twenty and fifty per cent of the patients they see in emergency are not really emergencies.

Usually, these people just don't realize that it's a lot more expensive to be seen in hospital than at a doctor's office - about four times as expensive. And they don't really understand the difference between a true emergency and everyday, non-emergency health care.

So, what is a true emergency? There are not clear-cut guidelines but, generally speaking, an emergency is a serious health problem that started or got worse within the last twenty-four hours. Examples include chest pain, seizures, uncontrolled bleeding, drug overdoses, asthma, loss of consciousness, allergic reactions, broken bones, motor vehicle accidents, choking, victims of violence, drowning, paralysis, and one-sided weakness. For young children, and especially infants, even a high fever or persistent crying can indicate the need for urgent medical attention.

But often when you're trying to decide whether or not you, a friend, or a relative should go to hospital it's a difficult choice. If you're not a health care professional, how are you to decide what is - or is not - an emergency? When in doubt, or if you feel you have no better alternative, it's best to go to hospital.

Don't go, though, if you intend to use a hospital emergency room as a 24-hour doctor's office. Emergency is no place for allergy shots, removal of stitches, routine x-rays, or prescription renewals. All of these and sore throats, headaches, coughs, rashes and back pain (particularly back pain which has already lasted a few days), belong in a clinic or office.

Even if you're new to town, or just passing through, you can book an office appointment with a general practitioner. If you first try to find help from a doctor and he or she is booked up, discuss your situation with the receptionist or nurse. Sometimes they can squeeze you in if they know there's some discomfort involved or if waiting will make the problem worse.

For many of us, it's often difficult to find health care at night or during weekends. In many small communities especially, the emergency room is simply "all there is" when everything else, including doctors' offices, are shut down. When you, or someone you love is in trouble, there's nowhere else to go except emergency.

But before trouble develops you can still do your best to avoid using emergency facilities. Renew your prescriptions when needed and see your doctor on weekdays for everyday problems. If you have a special problem, like an allergy, learn the best ways to deal with it every day. Think ahead and act wisely. Don't let simple problems turn into emergencies.

The hospital emergency room will always be there when you really need it. But use it with care.

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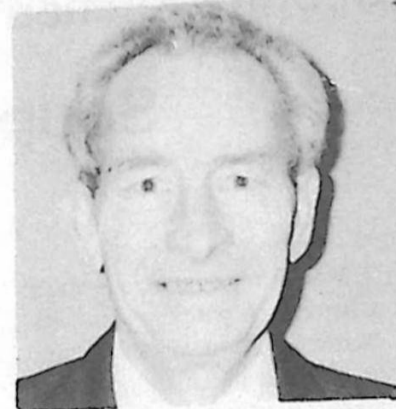
OUT OF PROVINCE TRANSFERS/PERMITS

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info health

Dr. Bob Young



MVA Injuries

Accidents on the road and highways do more than crumple metal and destroy property. They injure people, all too often fatally. It is the injured, not those killed instantly or who die on the way to the hospital that we will talk about today.

Motor vehicle accidents can cause any type of injury including wounds, fractures, near-drowning, and burns. MVAs commonly lead to fractured skulls and internal injuries. From the treatment point of view, however, it matters little whether the damage to the patient was sustained in an MVA or otherwise, although multiple injuries are more common in vehicle collisions.

There is one special way that MVAs affect medical care and treatment costs. That is the fact that there is usually some compensation involved - a settlement for the loss of income, the pain and suffering, the temporary or permanent disability and the host of other things that are, or may be, accident related.

It surprises me that patients who are truly seriously injured seldom make a fuss over the amount they are awarded. Perhaps they are so grateful for being alive they regard the payout as a bonus. More likely the settlement is considered to be fair and reasonable. Insurers have few problems assessing injuries when x-rays, operation reports, and long stays in hospital confirm them.

No, it is the less seriously injured that often fight the proposed claim settlement. Especially when they are helped and abetted by a lawyer whose fee will be coming from that settlement.

A case must be made by these patients. They insist on returning monthly to report the progress of their injury, visit massage therapists, physiotherapists, and chiropractors (occasionally all three) several times a week - for months. They request repeat x-rays (in case something was missed) and demand CT scans and even MRI imaging. Any-

thing to look good in court.

Often these patients had admitted being "cured" and quite comfortable within a week or two of their minor accident. Two months later they are back on a regular basis, with a request from a lawyer for a medical report or opinion soon following. The insurer (ICBC in British Columbia) may require medical advice from independent doctors to counteract claims felt to be fraudulent.

Most of the cost of all this gets charged, not to ICBC, the patient, or the lawyer, but to the medical plan. It is a significant amount of money, wasted on legal finagling. Medicare can no longer afford to squander money in this matter.

But this is the way it is, and probably not about to change. These patients miraculously become well when bloated (in my opinion) settlements are made. The Americans have a name for this treatment. They call it the green poultice.

Parkinson's Disease

Parkinson's disease is a progressive degeneration of part of the brain. It causes a characteristic stumbling walk and tremor, frequent falls, rigidity, loss of facial expression and a number of equally debilitating symptoms, including the ability to think. It is a common condition among the old and not so old.

We know its cause, the death of specific nerve cells in a particular area or nucleus within the brain. These cells, when alive, form dopamine, a substance that prevents parkinsonism - comparable to the way the body's insulin prevents diabetes.

Drug treatment that squeezes more dopamine from the failing cells is available, often used with other drugs that delay dopamine destruction, allowing it to "work" longer. Parkinson's patients are given at least one of these drugs, and usually two or three.

They often work very well, especially in early cases. They are not a cure; sadly, effectiveness almost invariably wanes in a few months or years. The tired cells

can no longer perform.

There is another source of dopamine - cells from the same nucleus in another brain. These cells can be collected, preserved by storing in liquid nitrogen, and later injected into the correct area of the afflicted patient's brain.

The cells will revive, live, and produce dopamine. Some patients in the still-early investigative studies have improved.

The problem that many are finding difficult to handle is the origin of the donor nerve cells. They have to come from human fetuses that are early in their development. The only source is fetuses that have been surgically aborted. A fetus from a spontaneous (unexpected) abortion is not suitable as it may carry a disease or defect that could be transmitted - something must have caused the miscarriage.

The donor brain tissue must be mature enough to have "learned" how to produce dopamine, but young enough to resist rejection by the host or receiving brain. This window exists from about

six to eleven weeks following conception - coincidentally the time most surgical terminations of pregnancy are performed.

This, of course, raises a number of ethical questions. You will be able to think of many of them yourself. Should fetal tissue be used to treat adult patients? Is permission needed, and who is to give it? Will some abortions be arranged just to provide the needed tissue - say by a granddaughter wanting to help grandpa? And it is easy to confuse the equally contentious abortion issue with this one - a sure way to muddle our thinking.

Many minds are working on the questions raised by fetal transplants. Ethicists, doctors, even politicians are cogitating. (The U.S. government has banned the use of federal funds to support this type of research.)

Answers will come and guidelines established. They will not be acceptable to everyone.

NEXT DEADLINE
8 FEB 93

On & Off the Base

Chapel Chatter

Chapel Donations



by Padre Bob

Padre Bob says...

The snow has almost gone, the driveway is clear and we are already a month into this new year. In a sense I feel caught between the two years: still involved in completing reports on 1992 as we prepare for activities in '93. As we prepare for the Annual Meeting I can report on a few more activities of the congregation.

In 1992 St. Michael's and All Angels congregation continued to grow despite the posting season, and we have been able to support three local charities. Mr. Alan Brown, Chapel Committee Chair, presented a cheque in the amount of \$700 to Mr. Andrew Jackson, Director of the Comox Valley Food Bank, and the enclosed photo shows our Mr. Brown presenting a \$300 cheque to Diana Marlow and Sharon Williams of the Upper Island Low Income Society's Toy Shop. The other photo shows Lt Jim Gordon accepting a cheque for \$500 for the Salvation Army's Christmas Hamper Fund. The congregation also supports ten other "Wider Missions projects" which range from support to our denominational Churches' Missions activities, the Canadian Council of Churches, to hospitals in Vellore and Ludhiana, India. Through donations put into the Emergency Relief Fund the Chaplain General (P) responds to the requests of the World Council of Churches providing aid following disasters such as hurricanes or earthquakes or other situations of great need.

With Advent we began looking at the theme of light, first as we prepared for Christmas and Jesus the true light for the world, and afterwards as we share that light in the world around us. As you have heard, we join together and have a lot of fun but also we try to let our light shine as we aid others, locally as a Chapel Family and further afield as a Chaplaincy Family.

This Sunday evening (7:00 p.m.) we are holding a joint service for Week of Prayer for Christian Unity in our Chapel. Father Vickers will preach this year but says next year I will have to preach in his Chapel. Come along and join in the fun. See you in Chapel...



LEGION LOG

BRANCH 17 COURTENAY

334-4322

ENTERTAINMENT

Fri 29 Jan.....Music by Westwind
Fri 5 Feb.....Music by Shaboom
Fri 12 Feb.....Music by Wild River

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

Friday 12 Feb.....Valentine's Dance
Prizes Spot Dance Etc.

SPORTS

Saturday 20 Feb.....Dart Steak Shoot
Registration 6 p.m.
Sunday 28 Feb.....Fun Crib Tournament
Registration 12 - 1 p.m.

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(No T-SHIRTS)

BRANCH 160 COMOX
339- 2022

ENTERTAINMENT

Fri 29 Jan.....Music by Highway 19
Fri 5 Feb.....Music by Wild River
Fri 12 Feb.....Music by Wylie & The Other Guy

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

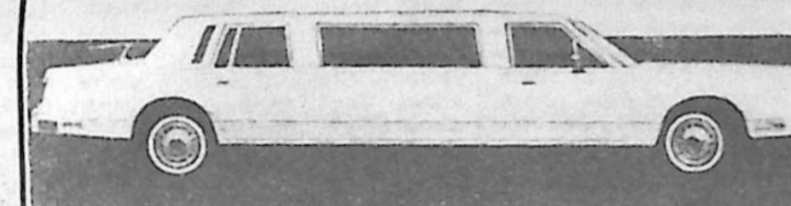
Friday 29 Jan.....Darts Steak Shoot
Upper Hall \$5.00 per player Register 6:30 Start 7:00 p.m.
Mixed Blind Draw Bring a Partner

Saturday 6 Feb.....Joint Installation of Officers
Upper Hall 6:30 p.m.

Sunday 14 Feb.....Valentine's Day Dance
Lower Lounge 2 - 6 p.m.
Music by Wylie & The Other Guy

Sunday 21 Feb.....Annual Fred Eggiman Euchre Trophy
1:00 p.m. Entry \$5.00
Bring your own partner or pick one up here.

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BRIDAL PARTY

Once again there will be a bridal party for all brides who are getting married in the Comox Valley. If you are getting married in 1993 include the Welcome Wagon's annual Bridal Party as a first step in your preparations.

It is being held Tuesday, 16 February, at the Florence Filberg Centre. Brides-to-be and their guests are invited to a complimentary evening that includes displays, fashion shows and door prizes.

The admittance is free but by invitation only. Any bride-to-be interested in attending the bridal party is asked to call Margaret Darcy at 335-2095 or Myrna Anderson at 335-1337.



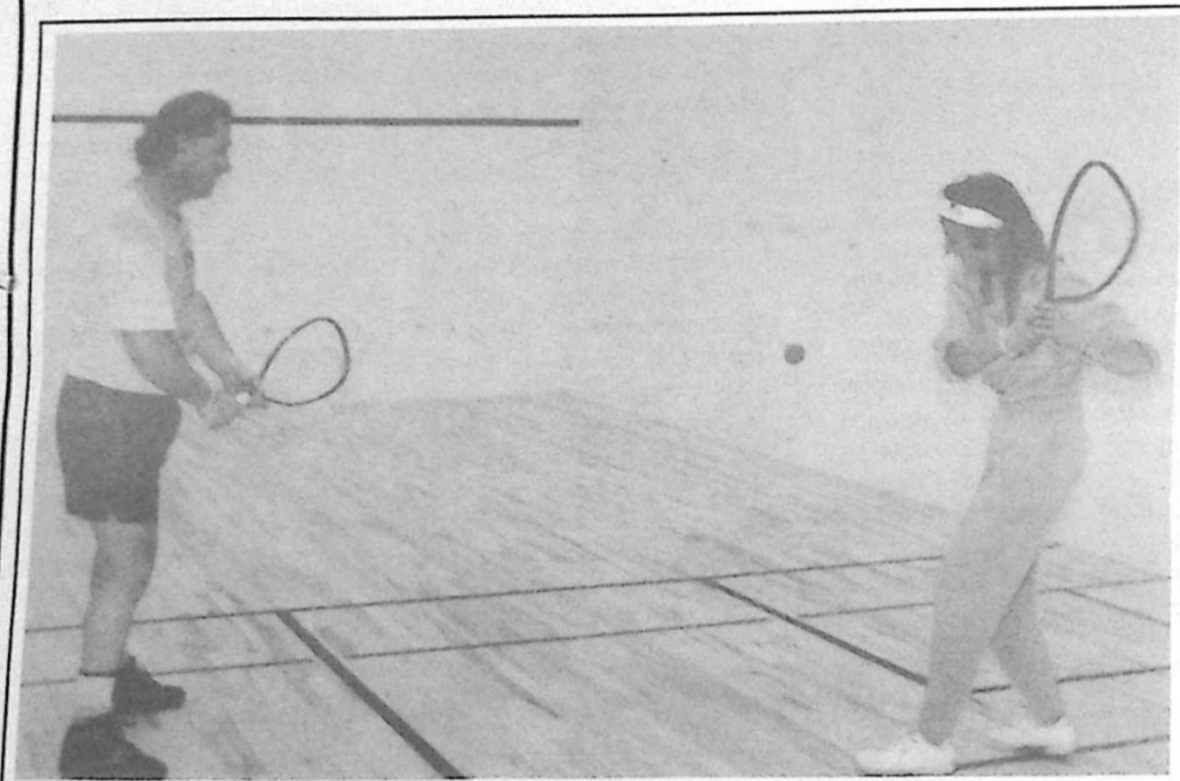
Welcome Wagon

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COMOX COMMUNITY CENTRE

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Based on 2 person use

Adults (19 yrs. +)	\$3.50/person + GST
Seniors (65 yrs. +)	\$2.00/person + GST
Juniors (15 - 18 yrs.)	\$2.00/person + GST
Youth (under 15 yrs.)	\$2.00/person

RACQUET COURT PASS CARD

Adults (19 yrs. +)	\$31.50 + GST
Seniors (65 yrs. +)	\$18.00 + GST
Juniors (15 - 18 yrs.)	\$18.00 + GST
Youth (under 15 yrs.)	\$18.00

THE NEW BLACK FIN SQUASH LEAGUE

The Black Fin Squash League plays every Tuesday evening and has eight teams with five divisions. Current standings are:

TEAM	GP
ANGLEFISH	8
BLUEBACKS	9
CAT FISH	8
DEVIL FISH	9
EELS	7
FLOUNDERS	9
GROUPERS	8
HATCHETFISH	10

LADIES DROP IN SQUASH PLAY

Ladies choice, MONDAYS and WEDNESDAYS from 9:00 to 11:00 am. Drop-in play with instruction provided.

MEN'S DROP-IN SQUASH PLAY

Your opportunity to try out the game of Squash with instruction provided.

THURSDAYS
9:00 - 11:00 am

RACQUETBALL BOX CHALLENGE LADDER

Valley Racquetball players have renewed life utilizing our two new courts. Sign up board is ready and play begins on February 1.

SQUASH BOX CHALLENGE LADDER

For all levels of Squash players, sign-up board is ready and challenge play begins on February 1.

LOOKING AHEAD

KINDER MUSIC

4 years old SOLO
Tuesday
February 9 - May 25
9:15 - 10:30 am
Dusty's Den
\$173.00
Registration Deadline: Jan 26

EASTER BUNNIES

3 - 5 years SOLO
Friday
February 26 - April 2
Comox Community Centre
\$17.50/5 session
A pre-schooler craft program full of egg-citing Easter creations.

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8 - 16 yrs.
Tuesdays
Comox Community Centre
\$70.00
Level 1: Feb. 2 - March 2
Level 2: March 9 - April 6
Level 1 is a pre-requisite to Level 2.

WALK THE BEAT

Adults
Thursdays
January 28 - April 1
2:30 - 3:30 pm
Comox Community Centre
\$19.20 + GST
Come rain or shine walk to the beat of the BIG BAND drum for the health of it.

DRAWING/WATERCOLORS

10 yrs.
Comox Community Centre
Brian Banks
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INTRODUCTION TO
WATERCOLORS

7:00 - 10:00 pm
January 27 - February 24
A basic beginners intro to working with watercolors with sketching and composition techniques.
WATERCOLOR
TECHNIQUES

Thursday
7:00 - 10:00 pm
January 28 - February 27
For those with some previous experience with watercolors this is a chance to focus on specific problem areas.

DRAWING TECHNIQUES

Saturday
10:00 am - 1:00 pm
January 30 - February 27
Learn the basics of freehand sketching in mediums of graphite, pen and ink and ink wash

YES YOU CAN

Adults
Friday
January 29 - April 2
\$19.20 + GST
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On & Off the Base

CF Annual Sports Awards

By LCdr Mike Considine

Boucher, represented by his wife and daughter.

Shears founded the Canadian Amateur Boxing Association and was inducted into the Canadian Amateur Sports Hall of Fame and the Canadian Boxing Hall of Fame.

Boucher's impressive career spanned 17 years, from 1948 to 1965. He was the Maritime amateur boxing champion in two weight categories and represented Canada at the 1954 Commonwealth Games.

Another inductee was retired captain Lynne McAlister, better known during her CF athletic career as Lynne Bermel. She was female athlete of the year from 1987 to 1989 and national running champ from 1983 to 1989.

Behind the scenes of events such as these are organizers that, frankly, work their tails off to ensure that everything that should happen does, and at the right time. Trying to name names usually ensures that someone is forgotten so it won't be attempted here.

However, SISIP—an organization that year after year comes through with financial assistance so that the awards banquet is a first-class, professional event—should be recognized for its vital support.

We in the military think of SISIP as "the CF insurance plan run by some civvie company down east." In fact, SISIP is a DND plan run by our own people strictly for our benefit and that of retired members.

(LCdr Considine heads NDHQ's regional public affairs liaison office and attended the banquet as a representative of the CFB Esquimalt Blues old-timers hockey team, nominated for best team and coach by Maritime Command.)

Continued from page 3

The Canadian military's sports fraternity gathered in Ottawa last October to honour its heroes, past and present, at the Canadian Forces annual sports awards banquet.

The main purpose of the banquet is to choose the CF's top team, coach, official, and male and female athletes from the fine cast of nominees proposed each year by the commands.

As befits a gala affair like this, the brass were out in force, due in part to the recent program whereby every CF-sanctioned sport has a general officer as its patron. Leading the way on this night was the patron of volleyball and guest of honour, Vadm John Anderson, vice chief of the defence staff.

Anderson set the tone for the evening when he acknowledged members of the audience who had competed in past Olympics, such as Cpl Steve Cyr who last February finished 8th in the 10-kilometre biathlon at Albertville, France.

Throughout the evening the gathering was entertained by Nova Scotia's renowned John Allen Cameron. The guitarist, fiddler, singer, and joke-teller has a long history of entertaining servicemen and servicewomen—especially at isolated installations.

The guest speaker was Dr. Geoff Gowen, president of the coaching association of Canada. Gowen, also known for his colour-commentating of Olympic track and field events, offered an informed talk on "what it takes to win in the '90s."

But the highlight of the evening was the top athlete awards. The first envelope was for CF official of the year.

The winner: WO Al Gil from CFB Esquimalt, B.C. Gil is a multi-disciplined official with a

particular distinction in broomball. He was a top official at the world broomball championships held last year in Victoria.

The next envelope held the name of Capt Doris Lavoie, nominated by National Defence Headquarters and selected as 1991 CF coach of the year. He coached the regional and national volleyball champions from NDHQ and helped coach various CF "Conseil international du sport militaires" or CISM volleyball teams.

The 1991 CF team of the year hailed from CFB North Bay, Ont., representing Air Command in the sport of basketball. They were regional and national champions in addition to garnering top honours in North Bay's city league by knocking off the undefeated regular season winners.

Then came the evening's crowning moment. Cpls Jan Vincent and Jim Morrissey, both from Air Command, were crowned the CF's 1991 female and male athletes of the year.

Vincent won five gold medals and a bronze at the Canadian handgun championships in Granby, Que. She also captured a bronze at the 30th CISM world shooting championship, held in Nigeria—the first medal won by a Canadian at a CISM shooting event.

Morrissey was captain of the CFB North Bay basketball team which took the CF's regional and national championships as well as North Bay's city title. He also captained the basketball team that represented Canada in Athens, Greece, at the CISM world championship in the fall of '91.

Several members were inducted into the CF's Sports Hall of Fame. Inducted for boxing were retired staff sergeant Jerry Shears and late corporal Jerry

engineers, naval observers or logistics specialists, are aware of the many dangers they are faced with. "In addition to weapons, mines, and opposing factions, Cambodia is the home of infectious diseases, poisonous snakes, insects, and sunstroke ailments," notes MCpl Ken Klassen, a preventive medicine technician at Camp Canada.

In spite of that, however, the Canadian members of UNTAC are carrying out their mission with obvious calm and enthusiasm. They know they can handle jobs like this. Moreover, as many of them indicated, they know the hardships of their mission are not in vain and that they are helping to put Cambodia back on the road to peace.

(Capt Lavoie is the editor of Sentinel. He visited Cambodia last November.)



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NEXT DEADLINE
8 FEB NOON

More Crossroads

from a six-month tour in Cambodia. Canadian naval observers, based either at the port of Phnom Penh or the southern base of Ream, report all troop movements and, by their presence, deter the illegal activities of arms dealers, smugglers and extortionists—all of whom they have no qualms calling pirates.

PO1 Dwight Ince, a navy signalman, says he "jumped at the opportunity" to go to Cambodia. "It's not every day that a sailor gets to take part in a UN naval observation mission." He was serving in HMCS Annapolis at CFB Esquimalt, B.C.

Since he arrived in Cambodia, in June 1992, Ince has seen it all. First, he had to get acquainted with Cambodia's fleet of mostly Soviet-built vessels, more often than not in poor condition. He also had the opportunity early in his tour to experience the Cambodian lifestyle, living in a hut

with no hot water, shower or conventional toilet.

All the naval observers agree that one of the most fascinating aspects of their role is conducting patrols in the Gulf of Siam (also known as the Gulf of Thailand) or on inland rivers such as the Mekong or the Tonle Sap.

"Since I got here, I've done a bit of everything," comments Lt(N) Ted Dochau, a maritime engineer from Halifax who is fluent in Vietnamese, Thai, English and French. "I'm mainly in charge of getting the UN fleet back in shape, but I have also patrolled the waterways and boarded ships to search for weapons and contraband. We have often encountered the Khmer Rouge and members of other factions. We have always been able to convince them that we don't pose a threat to them."

Canadian soldiers and sailors in Cambodia, whether they are

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On & Off the Base

ArtScene

Wilsden Galleries has two interesting events coming up. On 30 January there will be a demonstration of classic Chinese painting in watercolour by Li Xing Bai. Born in Chendu, Szechwan province, China, in 1926, Li Xing Bai spends most of his time in China but travels to North America to lecture and to demonstrate his art. Mr Li will be painting at Wilsden from 1:00 to 3:00 on Saturday afternoon, 30 January.

From 4 to 20 February, Wilsden will be featuring "Trumpeter Swans and Their Habitat." This is a group show with paintings by Deanna Blevins, Karen Brown, Fred Cameron, Bruce Cryer, Colin Foo, Peter Karsten, Betty Lunam, Natascha Perks, Susan Reilly, Phil Stang and Marla Wilson, and sculpture by John Abeling, Dan Cline, Nancy

Trumpeter Swans



In oils and sculpture by Marla Wilson and others

Hadler, Dorsey James and Richard Lea. The artists will be in attendance Thursday evening, 4 February from 7:00 to 10:00 and Saturday afternoon, 6 February from 2:00 to 4:00.

Location: 440 Anderton Ave., Courtenay (by the 5th St. bridge)
 Hours: Tuesday to Saturday, 10 a.m. to 5 p.m. or by appointment
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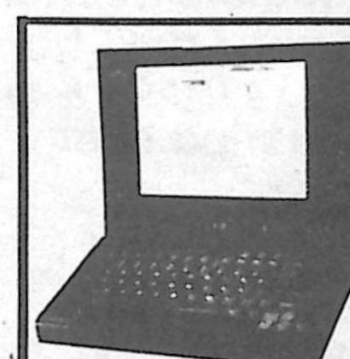
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