



TOTEM TIMES



Canadian Forces Base Comox B.C.

VOL 35 NO 3

11 FEBRUARY 1993

COST: PRICELESS

King Neptune



A foretaste of our 50th anniversary of CFB Comox edition, to be published 29 April, this magnificent photograph of a 407 Sqn Lockheed Neptune is part of a collection loaned by Mrs. Norma Wade.

On & Off the Base

Royal United Services Institute

R.U.S.I. meets in Nanaimo 19 Mar

The Royal United Services Institute of Vancouver Island was founded in 1927 and now has a membership of over four hundred serving and retired officers of Canadian and Commonwealth forces, both men and women, including officers of the RCMP.

Individuals of outstanding prominence and qualifications, offering a wide range of topics from military to world affairs, are brought in to the monthly meetings as speakers. Luncheon meetings are usually held in Victoria unless the meeting entails a trip at sea. They also hold an annual military ball, a mess dinner and a summer garden party. Of course, members enjoy sharing memories; however, there is a deeper commitment, in that they believe it is up to RUSI to see that Canada is provided with adequate defence in both personnel and material resources; that it maintains its obligations through its treaties with its allies in defence and in peacekeeping roles; to ensure that the armed forces are adequately treated; and above all, to serve as a catalyst between the public and the armed forces, emphasizing the impor-

ance of the forces to the security and overall life of Canada. Furthermore, they believe that it is their duty to encourage those who are embarking on a career in the service by giving support to cadets at Royal Roads Military College and to the various cadet corps on the Island.

Captain Ted Ethier and several other former officers from Nanaimo attended the January meeting held at HMCS Malahat and heard V/Adm (Retd) Charles Thomas speak on "Canada's Defence Dilemma." The former Vice-Chief of Staff, who had resigned in 1991 over a disagreement in defence policy, stated that most of the equipment in all three services is at half life, and with some of our weary equipment as low as 25 per cent, we are terribly vulnerable. Canada has never been called to account, but we can not continue to be lucky. "Being naked, unarmed, and well-meaning," will not protect us in today's world. He went on to say "the end of the Cold War has not produced security but at the same time as budget cuts diminish our ability, we continue to send our brightest and best to the "Bosnias of the

world." Our young people deserve better equipment if they are to be called upon to serve in these areas where superior weapons are in the hands of terrorists with a willingness to use them."

Thomas emphasized the fact that the oceans of the world conceal submarines of 49 nations. Some of these are the kind of people you would not want lurking on your doorstep but they are doing it, and as a trading nation "we can not surrender the surface of the seas to the likes of Ghaddafi, Hussein or the Ayatollah of Iran."

President LCol H.E. Miskiman announced that the 19 March luncheon meeting will be held in the Senior NCOs mess at CFB Nanaimo. Lt Gen (Retd) "Reg" Lane, DSO, DFC, CD, Chairman of the Federation of Military Institutes of Canada, will be guest speaker on this first occasion. Cost is \$5.00. For more information and reservations call Ted at 758-8640 or Millie at 754-4158.

Afraid to Leave the Safety of Home?

Or do you fear
• Walking alone
• Driving alone
• Crowded places
• Department stores
• Supermarkets
• Restaurants

Do You Have....
Panic - Or States of High Anxiety?

You're not alone.

Maybe you continually ask yourself, "What's wrong with me? Am I going insane? There's no reason why I should dread that...."

"And everybody else has no problem doing that.... It all seems so silly, so stupid!"

"I can't tell anyone about it because they wouldn't understand...they'd just laugh at me for being so childish. But I just can't help it!"

Your fears may be accompanied by one or more of the following unpleasant physical feelings:

* trembling, shaky limbs
* "jelly-legs" that feel like they couldn't carry you anywhere
* sweaty hands
* a dry mouth that just can't

chew or swallow
* dizziness, giddiness, nausea
* feelings of unreality
* a palpitating, racing heart
* funny feelings in your head
* frequent trips to the toilet
* blurred vision
* and a whole host of others

You're not going insane.

Your body is reacting in a perfectly normal way to the stress your mind is placing upon it. And your mind is involved in a simple fear syndrome that affects thousands of otherwise healthy, normal people throughout Western Canada.

The condition is called Agoraphobia. Reliable medical experts have estimated that about five per cent of Canadians are Agoraphobes. The Canadian Mental Health Association asserts that Agoraphobia is not really mental illness.

Call one of us:

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

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On & Off the Base

740 Commdet CD



Cpl S.T. Dowhan received her CD from CO 740 Commdet Esquimalt, 15 Jan 93.

888 Wing Old Uniforms

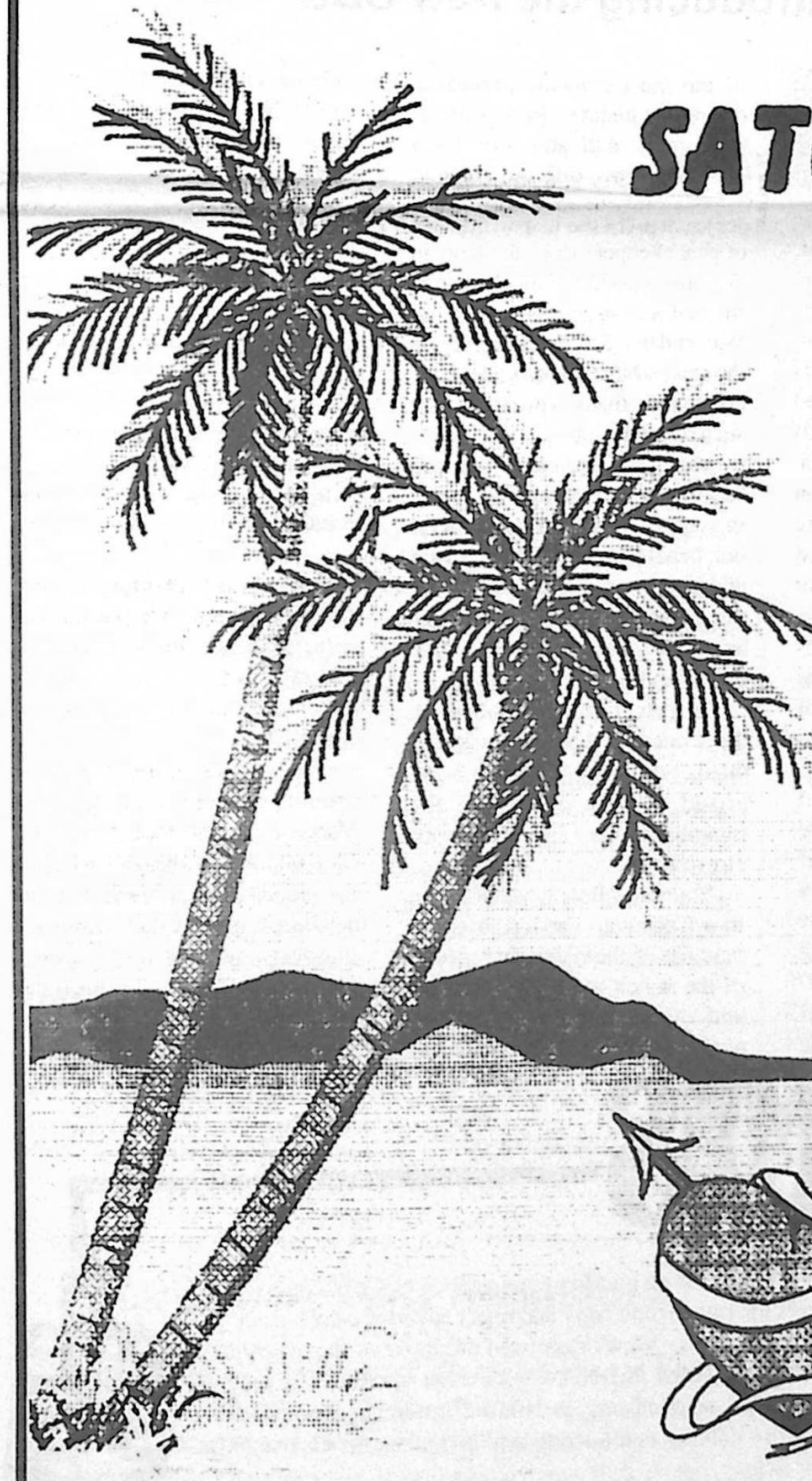


Triple Eight Wing RCAFA members hosted a Pacific Group meeting on 30 Jan. Delegates lunched at the Officers Mess, their ladies at the Old House restaurant. In the evening 110 people enjoyed a dinner courtesy of 888 Wing Ladies Auxiliary, followed by an Old Uniform dance. Congratulations to the Wing for an enjoyable and well-organized function.

ESCAPE THE RAIN, JOIN THE JUNIOR RANKS MESS SUPER BEACH PARTY

SATURDAY 13 FEB

THE FUN
STARTS AT 19:00
ADMISSION
MEMBERS \$2
NON MEMBERS \$3
ADVANCE TICKETS AVAILABLE



BRING YOUR SWEETHEART TO THE BEACH

Stage de formation en écriture simple

Un stage de formation en écriture simple aura lieu dans la Vallée de Comox, le 26-27-28 février 1993. Offert gratuitement à tous les francophones par Éducentre.

Buts: - Réaliser qu'il faut écrire simplement pour communiquer avec le public.

- Acquérir des techniques d'écriture de révision, de conception et d'évaluation selon les principes d'écriture simple.

- Intégrer les principes d'écriture simple dans le travail quotidien.

Le stage est limité à 20 personnes.

Le 26 février de 19h00 à 20h00: introduction

Le 27 février de 10h00 à 16h00: connaissance des techniques et pratique

Le 28 février de 09h00 à midi: révision, question et évaluation

Le lieu reste à déterminer. Pour plus ample information et inscription, contactez Annie Bateau 335-2593.

Youth Bowling Reps to Zone Finals

The following are the Base reps in the Youth Bowling Council's "4 Steps to Stardom" zone finals in Port Alberni:

Senior Girls Single: Roxanne Bernard
Junior Boys Single: Gordon Tordoff
Junior Girls Single: Jennifer Ryan
Bantam Boys Single: Daniel Tordoff
Bantam Boys Team: John A'Hern, Donald Manning, Jeremie Fortin, Chris McClelland and Brennan Scragg
Bantam Girls Team: Jennifer A'Hern, Tamara Currie, Trudy Fraser, Amy Harrison and Julie Fortin

Good luck to all our kids! Remember the name of the game is have fun!!

Soirée Culturelle

Association Francophone de la Vallée de Comox
en collaboration avec
L'Association Francophone de Campbell River
vous présente

Claude Champagne

et ses

Musiciens

Date: 27 février 1993 à 20h00

Endroit: Hotel Coast Westerly 1590 Cliffe Ave. Courtenay

Prix: Membres - \$8.00 Non-Membres - \$12.00

Prix des billets à la porte: \$2.00 de plus

Buffet froid servi en fin de soirée

Billets à vendre jusqu'au 25 février

Vous pouvez vous procurer des billets à l'Association et par les membres du conseil d'administration. 339-3990

Air Force Trivia



Trivia Answer

Two readers responded on this Supermarine Attacker, sometimes referred to as the "Naval Swift."

Editorial



Norm Blondel



Save the Sally!

In our quest for better health, and in observing the CF regulations about tobacco smoking inside buildings, the Salvation Army Canteen has become an unfortunate victim. There being no other meeting places (except for the messes) where one could have a puff with lunch, the "Sally" was a very popular venue indeed. An excellent, well prepared menu was the main attraction, of course, and it still is. For all of my service time, the Sally Ann was a friend, providing good food, good fellowship and quality goods where there was a Sally gift shop. That hasn't changed. It will be unfortunate indeed if, because of a drop in support, our Salvation Army canteen has to close, as indeed it will if it continues to make unsustainable losses.

It is a "tradition" with the Totem Times staff to go for a chicken burger after we've locked up another newspaper every other Wednesday, and we'll continue doing it all the time our Sally exists. We eat there at other times, too, because the food is good and the staff is friendly. We hope support will revive, because if it doesn't, this Base will suffer an irreparable loss.

Save our Sally Ann!

Retaining the Royal?

According to the National President of the Royal Canadian Air Force Association, the only thing that can save RCAFA from the effects of an attrition in membership due to ageing and other causes, is to rejoin the regular air force, so to speak, combining the Association's "Airforce" magazine with some form of successor periodical to "Roundel," replacing the title "Royal Canadian Air Force Association" with the motto "Per Ardua Ad Astra," and dropping the appellation "Royal."

Judging by the letter on page 5, a well-reasoned plea by 888 Wing's Al Scott, the National Pres. may have a fight on his hands.

As a CF editor, who is also a member of 888 Wing RCAFA, I must try to stay out of the fray and be as objective as I can about this, but if Mr. Scott's letter is any reflection of the general feeling among rank and file RCAFA members, I would recommend that the National President first conduct a plebiscite among his membership if such draconian measures are to be proceeded with.

So many members joined the RCAFA because they wanted to preserve the heritage of a great and historic military organization, that any move to transform the RCAFA into something that might be described as a "Generic" organization may cause a backlash that would make normal membership losses look like a dribble in a flood.

Please proceed with care, gentlemen. Your cure may have unforeseen side-effects.

Retiring CDS

Farewell Message

On relinquishing the position of CDS I would like to place on record for all ranks of the Canadian Forces, and for all the civilian members of the department, my admiration for their professionalism and my thanks for their assistance and comradeship over the years.

To the members of the Forces I would tell you that I have been proud to be numbered in your ranks, and to see the dedication and selflessness with which you continue to serve here at home and in the many dangerous and demanding trouble spots around the world.

To the civilian members of the department I would also say how much I have enjoyed serving alongside you, here in NDHQ and in a number of other posts, and how much I have admired your dedicated approach to your work.

Admiral J.R. Anderson

and your professionalism.

To all of you I wish much success, fortune and good luck in the future. Au revoir.

Gen. John De Chastelain
CDS

Au Revoir

En quittant le poste de chef d'état-major de la défense, j'entends exprimer aux membres des Forces canadiennes et aux employés civils du ministre mon admiration à l'égard de leur professionnalisme et ma gratitude pour l'aide et la camaraderie qu'ils m'ont apportées au cours des années.

Laissez-moi vous dire, à vous tous, combien j'ai été fier de me compter parmi vous et de constater le dévouement et le désintéressement avec les quels vous continuez de servir dans



General A.J.G.D. de Chastelain

notre pays et, à l'étranger, dans des endroits dangereux ou les difficultés sont nombreuses.

Aux employés civils du ministère, je tiens à vous dire à quel point je me suis plu à travailler à vos côtés, ici au quartier général et dans bon nombre d'autres postes, et combien j'ai admiré votre dévouement ainsi que votre professionnalisme.

Bonne chance à tous. Tous mes vœux de succès et de bonheur. Au revoir.

Gen. John De Chastelain

Introducing the New CDS

At a brief ceremony at Government house on 4 Jan 93 I formally assumed command of the Canadian Armed Forces.

The text of my speech follows: Your Excellencies, Madame Minister, General De Chastelain, honoured guests. As I assume command of Canada's armed forces, I am mindful of the tremendous responsibility that this entails. However, I have received many kind and supportive words from many people across Canada. That support, both in spirit and in kind, will be most welcome through the years ahead. I intend to draw on the outstanding talent we have in both the Canadian Armed Forces and the Department of National Defence to deal with the many challenges we will face in a world that is changing ever so rapidly.

I wish to acknowledge and thank General De Chastelain for his outstanding leadership and support over the past three and a quarter years as the Chief of Defence Staff. Since assuming command in September 1989, General De Chastelain has led the Canadian Forces through one

of the most dynamic periods in our recent history. He has led us with great skill and diplomacy through a very difficult internal security operation, the Gulf War, deployment of the largest number of peacekeepers since the Korean War and a period of much change in our force structure as the Cold War ended. Sir, on behalf of all those who have served under your command, thank you for doing such a superb job.

Mrs. De Chastelain, you too have been an outstanding leader in your own right. Your work on our behalf, both here in Canada and in the many countries you and the General have visited, has brought great credit to the Canadian Forces.

On behalf of all members of the Canadian Forces I wish to thank you both. We are very proud of you and your accomplishments. In naval terms, Bravo Zulu.

Your Excellency, when at sea in a Canadian warship, it is the practice of the oncoming officer of the watch to call the Captain and report the assumption of responsibility for the control and

safe navigation of the ship. I would like to do that now and report to you that "I have the watch."

Over the coming months I intend to be out and about to meet and speak with as many of you as possible. I am extremely proud of the work being done by the Canadian Forces and the civilian members of DND. Your efforts are not going unnoticed and are very much appreciated by our fellow citizens. Well done to all of you. I am extremely proud and privileged to be your commander.

Au cours d'une brève cérémonie qui a eu lieu ce matin à la résidence du gouverneur général, j'ai pris officiellement le commandement des Forces canadiennes.

Voici le discours que j'ai prononcé: Vos Excellences, Madame la ministre, General De Chastelain, distingués invités. En prenant le commandement des Forces armées du Canada, je suis fort conscient de l'énorme tâche qui m'attend. J'ai reçu de nombreux mots d'encourage-

Continued on page 6

Comment

Courteous CFB Drivers

Dear Sir:

It is always with quite an "Oh No!" feeling that a bus driver stops at a stop sign and is faced with a steady stream of opposing traffic. Such is the occurrence at the Ryan and Little River Roads intersection, particularly in the early morning. The bus drivers stop and prepare to wait an eternity while visions of lateness and rain-soaked passengers put guilt in their heads.

Never have we had to wait more than ten seconds!

It is with great appreciation I

write this letter to thank the many courteous CFB Comox employees who stop to allow our buses to safely pass through the intersection.

I know you can't hear us but we all say aloud "Thank you, thank you" as we take the break offered.

Sincerely,
Sarah McKay
(on behalf of the Watson & Ash school bus and transit bus drivers)

Supermarine Attacker (1)

Dear Editor

The aircraft in Trivia for 28 Jan 93 is a Supermarine Attacker F.B.2. This aircraft was originally intended for the Royal Air Force, and first flew on 27 July 1946. The Attacker was not adopted by the RAF, but 36 were purchased by the Pakistan Air Force. Later prototypes were navalized, and the type was adopted by the Royal Navy. Fitted with a Rolls Royce Nene

engine the Attacker F.B.2 had a maximum speed of 590 mph at sea level and a range of 1200 miles. The armament was four 20 mm Hispano cannon and provision was made for the carriage of bombs and rocket projectiles. Wing span and length were 37 feet.

Sincerely,
H.W. Holmes

Supermarine Attacker (2)

Dear Editor

The aircraft featured in the 28 Jan 93 edition in Air Force Trivia is, of course, not Air Force at all but a Royal Navy Supermarine Attacker. The Attacker was designed to specifications drawn up in 1944 and made its first flight in 1946. The aircraft, powered by a Rolls-Royce Nene 3 engine producing 5100 lbs of thrust, became the RN's first standard single seat carrier jet fighter and was introduced into service in 1951. A copy of the engine powered the MiG-15, the Attacker's potential adversary.

The aircraft was a "tail dragger" which received favourable attention in some circles within both the RN and USN as it facilitated launching by catapult and provided tail down attitude on approach for a carrier landing. Several prototypes were lost (with their test pilots) as the introduction of clean, i.e. no propeller, high speed aircraft with initial aileron problems and "snaking," a form of directional instability, all

presented a very large learning curve.

The Attacker flew with 800, 803 and 890 Sqns of the Royal Navy and was finally withdrawn from front line service in 1954. The aircraft was also used by the Pakistan Air Force who brought 36 Mk 1's. The Attacker registered quite a few firsts as it was the first jet aircraft to enter full squadron service with the RN. It experienced the first use of the Martin-Baker automatic ejection seat (in 1953) and was one of the first aircraft to use a flight recorder. Performance was max speed of 590 mph and service ceiling of 45,000 ft. Armament consisted of four 20 mm Hispano cannon and it could carry two 1,000 lb bombs or four 300 lb rockets.

Sincerely,
W. Postma
Major
Commandant AFIS
CFB Comox

Keep the Royal!

Dear Sir:

The Royal Canadian Air Force Association was formed on 21 May 1948 by an Order-in-Council of the Government of Canada. The RCAFA ensign received Royal approval as the Royal Canadian Air Force Association ensign in September of 1973.

There is presently a strong movement at our national headquarters in Ottawa and Air Command in Winnipeg to change the name of the Royal Canadian Air Force Association to a name that deletes "Royal." I for one am against any such move that would change our name or delete "Royal" from it.

One premise for this change is that our name does not reflect that current and recently retired Air Force personnel are eligible for membership in our Association. All this doubt because of the "Royal?" It has been suggested that "a recruiting campaign addressed to current and recently retired Air Force personnel be initiated following the name change." Does this mean that if we do not change our name there will be no more support for the Royal Canadian Air Force Association?

My suggestion is to forget about attempting to change our name and encourage current and recently retired Air Force personnel to join our Association in supporting our aims and objectives. This could easily be accomplished through newsletters, magazines, Routine Orders, and briefings by Base and Squadron Commanders.

Another premise is that ex-

RCAF personnel are dying off and our numbers are decreasing. This may be so of our wartime ex-RCAF personnel; however, there are thousands upon thousands of ex-RCAF personnel that served during peacetime from 1946-1968, and their ages range anywhere from approximately 43 to 70 plus.

My suggestion to national headquarters is to forget about changing our name and conduct an intense campaign to locate and attract these lost souls into joining their Association and also, in conjunction with Air Command, conduct an effective and intense recruiting program to attract the younger airmen/airwomen of today's Airforce. Recruiting of the "New Blue" does not appear to be a problem when your Wing Quarters are located near an air base and you have an active membership and dedicated Wing Executive Council.

Another reason for not changing our name is the horrific expense that would be incurred by national headquarters, which would subsequently be passed on to Wings and then to Wing members. National headquarters currently receives \$24.00 in fees from Wings on a per capita basis, and they have difficulty making ends meet. What would happen when all these extra expenses are incurred to change our name? There is no doubt in my mind that our national fees would increase dramatically if our name is changed. The following are just some of the expenses that would be incurred with a name change.

This is by no means a complete list; however, it gives you something to think about.

1. Additional expense to the Canadian government (we taxpayers) to amend the previous Order-in-Council;

2. Changes to the Constitution and By-Laws;

3. Changes to all booklets that make up the Association's operating manual;

4. Changes to membership certificates (of which there are probably thousands left);

5. Changes to membership lapel pins (probably thousands left);

6. Changes to membership Long Service lapel pins (same as above);

7. Changes to Association window decals (as above);

8. Changes to all Association regalia items (as above);

9. Changes to all Association stationary items (as above); and

10. Changes etc. etc. etc. ad infinitum.

There are just a few of the more obvious reasons that occur to me why a name change is objectionable, unjustified and terribly expensive.

Sincerely,
Al Scott
RCAF (Retd.)

Editor's Note: Members of 888 Wing, Royal Canadian Air Force Association, can express their view on the proposed change by signing a Yes/No ballot at the Wing. Check the Wing calendar in this newspaper for 888 Wing hours of operation.

Airfield Vandalism

A Letter from the Base Flight Safety Officer

By Maj V.V. Kippel

"Aircraft Crashes Off to Side of Runway in Fog." This could have been the headline as a consequence of damage at CFB Comox caused by vandals on Sunday 31 January. Sometime, probably after dark, a person or persons unknown climbed over the perimeter fence at CFB Comox and destroyed or damaged about sixteen high intensity approach lights. To those not familiar with an aerodrome, and the myriad of lights and signs that one sees when taxiing out as a passenger on a commercial air flight, it may seem that a few broken or missing lights is not a big deal.

This however, is not the case.

Try to imagine a pilot, the pilot of your flight, bringing you back from holidays with your wife and children, fighting strong gusty winds on a dark and foggy night. He has been looking for those approach lights for the last 30 seconds—at last he sees them! He makes a last second correction to line up with the centre of the lights which tells him where the centre of the runway is but tragically crashes off the side into Sieffert's Farm.

The vandals had apparently removed or destroyed most of the lights on one side near the approach end of the runway. In addition, they had turned one of the green lights, indicating the landing end, around so that it was

showing red, the far end of the runway. In this particular case, there were enough lights remaining and the weather was sufficiently good that the pilot didn't have to rely on the lights as an approach aid.

At this time we ask anyone who sees or is aware of someone who has tampered with, or who is apparently in the act of tampering with anything near the runways to call the Base Duty Operations Officer at 339-8429 or the local police. We are indeed fortunate that in this rather peaceful Comox Valley community we do not experience this sort of vandalism very frequently and can rely on the civic-minded citizens for their full assistance and co-operation.

Notice to PMQ Residents

This is your community! Please help us keep it clean. We ask that you don't put your garbage out the night before pick-up. Please place your garbage in containers on the morning of your scheduled pick-up. This will keep the birds and animals from getting into it.

This is your community. Let's all help keep it clean for everyone to enjoy!

TOTEM TIMES

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Section News



414 Sqn

414 Sqn Promotions



CO 414 Sqn, LCol Cleland, presenting Capt John Haugen with his new rank effective 13 Feb 93.



Maj Lavoie, SAMEO 414 Sqn, presenting Cpl Paul Walter with his hooks.

More New CDS

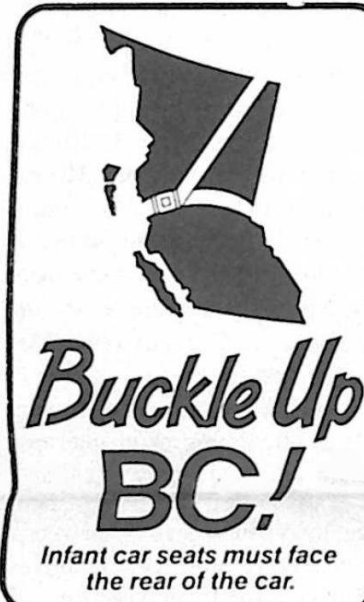
ment venant de plusieurs personnes partout au Canada. Cet appui, autant en pensées qu'en actes, me sera fort utile au cours des prochaines années. J'entends faire appel à l'exceptionnel talent des membres des Forces canadiennes et du personnel du ministère de la défense nationale pour relever les nombreux défis qui s'annoncent en ces temps de changements rapides.

Je désire souligner les remarquables qualités de chef dont à fait preuve le général De Chastelain durant plus de trois ans en assumant son mandat de chef d'état-major de la défense et le remerciement de son soutien. Depuis qu'il a pris le commandement des FC en 1989, le général De Chastelain a mené les troupes des FC pendant une des périodes les plus mouvementées de notre récente histoire. Il a su diriger de main de maître et avec diplomatie une

opération de sécurité interne très complexe, la participation du Canada à la guerre du Golfe, et le déploiement du plus grand nombre de soldats de la paix depuis la guerre de Corée. Il faut se rappeler que cette période a également été marquée par d'importants changements à la structure des forces en raison de la fin de la guerre froide. General, au nom de tous ceux qui ont servi sous vos ordres, je tiens à vous féliciter de votre magnifique travail.

Madame De Chastelain, vous avez aussi été un chef d'une rare qualité. Les tâches que vous avez remplies pour les FC, au Canada et dans les nombreux pays que vous avez visités avec votre mari, leur ont fait honneur.

Au nom des membres des Forces canadiennes, je veux vous remercier. Nous sommes très fiers de vous deux et de vos ac-



Continued from page 4

complissements. Dans les termes de la marine, Bravo Zulu.

Votre Excellence, en mer sur un bâtiment de guerre, c'est la coutume pour le futur officier de quart d'appeler le capitaine et de se rapporter à lui pour prendre la responsabilité du contrôle et de la sécurité du navire. J'aimerais faire de même à ce moment-ci, en me rapportant à vous et en vous disant: J'ai le quart.

Au cours des prochains mois, j'ai l'intention de rencontrer le plus de gens possible. Je suis très fier du travail que les membres des Forces canadiennes et les employés du ministère accomplissent. Vos efforts ne passent pas inaperçus et les canadiens vous en sont très reconnaissants. Mes félicitations. Je suis très fier et honoré d'être votre chef.

Ladies Auxiliary



Royal Canadian Air Force Association
888 (Komox) Wing

Annual "Gourmet Night"

Saturday, 27 February 1993

90 Tickets \$15.00 Each

Music by the Campa 3 Piece Trio

Menu: Vichyssoise
Crevette des Jaunes
Salade de Romaine et L'Oranges
Boeuf Wellington
Chou-fleur au Gratin
Mort au Chocolat
Thé et Café
And All The Wine You Can Pay For



Posted to Kingston in 1993?



Don Wyld, CD1, RRS
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If a posting to our beautiful "Limestone City" of Kingston is where you are headed, please give me a call on the "TOLL FREE" number below, and I will send you a "Worry-Enders Kit of Kingston" containing maps, home prices, school information, shopping facilities, transportation & much more.

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Treat Your Valentine

Feb. 14 4 pm-8 pm
VALENTINE'S DINNER
Oriental Sweet 'n Sour Prawns
with Chow Mein Noodles or
Teriyaki 8 oz. New York Steak

Choice of potato. Includes soup
or salad & our special
sweetheart dessert

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QUEEN 2pc. \$499		QUEEN \$499		DOUBLE 2pc. \$349	
				QUEEN 2pc. \$399	

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Section News



Demon Doin's

Well, we all thought that January would be a slow month on Squadron, but once again Sqn Ops managed to fool us. Most crews were kept busy flying sub-exes and mini-exercises (in fact, some crews doubled their hours for October and November combined).

The month started out quietly enough, with everyone straggling in slowly from their holidays. The first week of January saw the Air Nav career manager visit. Few surprises there – it is still the best time to be a nav, and most people seemed to get the postings they had expected. Rumour has it that Crew 2's own acoustic god is being sent to torture the wee ones in Winnipeg, where he will no doubt be sharing digs with the Squadron's own Romulan Capt Dave "Trekkie" Malinski.

To boost morale and increase tactical awareness, the Sqn sent 5 members down to Halifax on the Tactical Directors Course. As luck would have it, the course ended with informal meetings being held at the annual Zoomie Super-Weepers Friday night. Here course members were able to talk to their Greenwood counterparts and some local fish-heads (and Barney was able to flirt with the General's daughter). A good time was had by all, even if they did miss first class seats on the ride home thanks to someone, who shall remain nameless, who misplaced his ticket the next morning (you still owe beers for that one, Bryan!).

January saw a lot of snow for Comox, and a few unusual automobile tricks – just ask Capt Graham Denniston how well his front lawn doubles as a parking lot. Many people were left begging rides from their 4-wheeling friends, as our cars were hopeless on the Comox roads. The winter wonderland was great to see, but we're all happy that our roads are no longer skating rinks, especially the Zinckman. After carefully planning a romantic getaway in Tofino, he carefully navigated his truck into the ditch – not the best start to the weekend!

January 22 was Sqn ski day. The weather was clear and a million, and everyone enjoyed themselves on the slopes. It would appear, however, that Sir Rodney MacMillan was a little ram-bunctious in his first ski attempts of the season, as one of his early runs of the morning had him tackling a defenseless Brian Clancy. Rod's luck was not with him that day. Squadron madman Steve Wilson, who apparently substitutes speed for skill on the slopes, managed to hurtle into Rod, causing the two of them to do the old human snowball down the slope. Rodney, unaware that it was Steve who had caused the accident, could be found muttering obscenities at those *#@?! rude skiers on the hill.

Not to be outdone by Sir Rodney's escapades on the slopes, Barney Rubble was out in full force at the Squadron's luncheon on 27 January. You'll have to

see him for details, though. After the luncheon, the crews retired to the back bar to do some damage to the crud table. Crew 1 are now the Squadron crud champions (thanks to Crew 2's DT who stepped aside in hopes of being treated favourably in the upcoming crew checks). Maj Gibbs was the honourable referee of the match, and things were proceeding smoothly until there was a little question of just how far a certain ball did roll. Barney, leaping to the rescue of the Maj, managed to rip his flight suit while removing what appeared to be a very small tape measure from his pocket. Not to be outdone by the Rubble-man, Crew 2's very own Suby was taken for a ride down the shuffleboard table – courtesy of the 10 or 12 guys who had the courage to take him on.

The rest of the month proceeded quietly enough. Crew 2's only away trip was taken by "the Sand" Klammer, as she sipped margaritas on the beaches of Mexico. We said goodbye to 407's favourite accident victim, Capt Lube Lipishack, as he moved down the hall to Base Ops for the remainder of his tour. The Squadron would like to say a big Congrats to Josée Lecompte. She is engaged to be married to former Demon Hank "the hunk" Kamphius. Congratulations are also in order to the busy Pte Humphrey, whose wife is expecting their third child in September.

Nuff said.

BAMSO Promotion



MCpl S. Maier receiving promotion to Sgt from BAMSO Maj D.R. Brown on 21 Jan 93.

Junior Ranks Mess Jan. & Feb. 1993 Calendar

Friday 12 Feb.....TGIF Darts (Food Available)
Followed by DJ
Saturday 13 Feb.....Beach Party
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Jerry Boucher

Hello!

Allow me to introduce myself. My name is Gerald (Jerry) Boucher. I spent 29 years in the Armed Forces, including 18 years in Search and Rescue as a SAR Tech (Para-Rescue). I am now a sales associate for HomeLife/Harbour Realty in the beautiful Comox Valley.

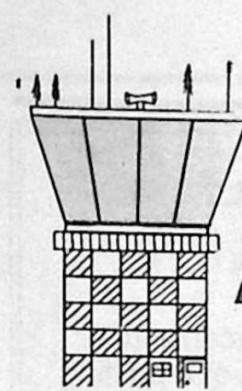
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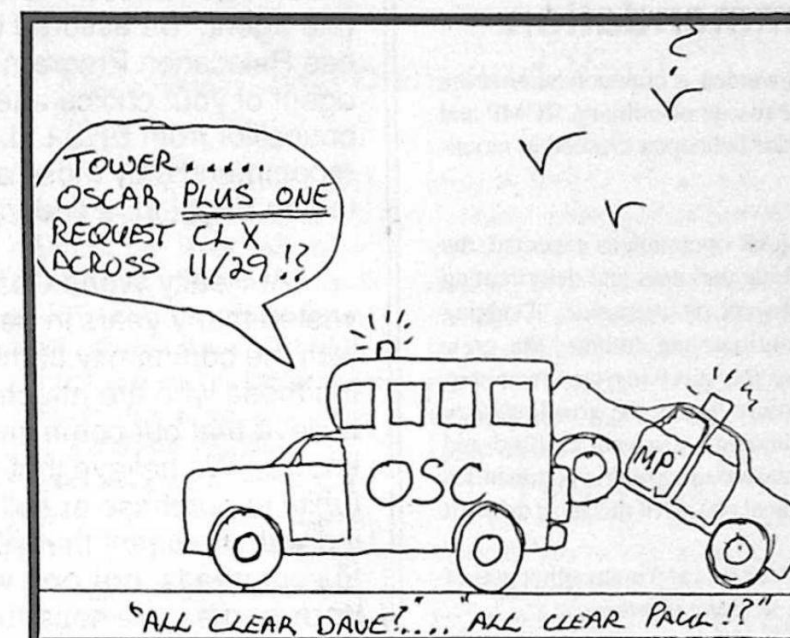
Section News



As the Beacon Turns

Hello once again, Beacon buffs, and Happy Valentine's Day! Ah February, it's not only that time of year for those "love birds" but...it's when the temperature gets back up to mid-"teens"! Got to like it! Speaking of "backing up," the OSC vehicle (affectionately known as "Oscar") made the news (not to mention a "scene" hee, hee) while responding to "the bells" awhile back. To keep it short 'n' sweet, let's just say a certain C.C. (from the "dark" side) really "kept close contact" with one of the other ERP vehicles. Hee, hee. (In Paul's defense, I heard there's a recall on all '93 OSCs equipped with a certain "Nav" aid! Yuk, yuk.) In keeping with the "contact" theme of things, Tom "Shultz" Schrader found himself on his back being "hit" during a recent morning hockey practice. He wasn't even touched by another hockey player (and there was only one other player there, I might add) but was body-checked by a... "Hockey Net!" Yes sir, with the nets remaining on top of the boards after the ice was cleaned, Kline's head was down and...well, you can guess the rest. (Don't worry, Kline, the Base Commander's Cup is a "No Hit" tournament. Hee, hee, hee.)

At the Casino Commandore last weekend, another form of "hitting" was going on and after all

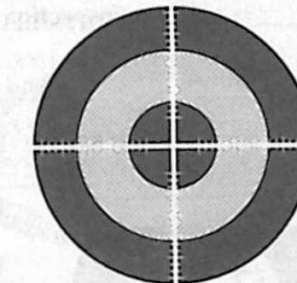


the passin' and callin' was over, the big winner was none other than our resident Card Shark, J.P. Way to go, J.P., I'll getcha next time. In the Rumour Mill, Capt Godden is posted to Cold Lake (again!) and Jim Houston isn't posted out this year after all! Welcome back, Jim! Training continues with Rolie, Kelly and Bill being kept busy downstairs while Pat and Rob undergo checkout in their respective positions upstairs. And finally, it has been a strange couple of months (to say the least) for unserviceabilities at both work areas.

Our techs have been troubleshooting everything that "blinks"

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MP Promotions



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BSecurO Capt Weed presents Cpl Mike Rodgers with his hooks. Cpl Rodgers is a Military Policeman.



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Section News



442

Squadron

RCMP Cpl, Constable receive Commendation

RCMP Corporal Don Clifford and Constable Glenn Krebs have been awarded a commendation from Commander Air Transport Group, BGen Brace, for their participation in the rescue of military, RCMP and Provincial Emergency personnel injured when a 442 Squadron rescue Labrador helicopter crashed in mountainous terrain near Bella Coola, B.C. in April, 1992.

The commendation read as follows:

On 30 April 1992, alerted the fact that Rescue 311 failed to return from SAR operation as expected, the crew of Rescue 312 immediately launched to investigate. Braving encroaching darkness and deteriorating weather, the crew located the strewn wreckage of the helicopter on a windswept mountainside. Dodging snowshowers and battling severe updrafts, flying debris, whiteout conditions and fatigue, the crew manoeuvred the helicopter to a position to conduct hoisting operations for the surviving crewmembers. Taxing the aircraft to its limits, the crew displayed amazing skill and composure during the gruelling sixty minutes it took to rescue eleven survivors, some of whom were critically injured. Corporal Clifford and Constable Krebs volunteered to return to the search area with Rescue 312. They are to be highly commended for the dedication and professionalism demonstrated during the rescue and medical phases of this most difficult rescue.

442 Transport & Rescue Squadron is grateful to the members of the RCMP for this and many other acts of courage and professionalism they have displayed over the past decades while working together.

News from the Zoo

What's orange and white, travels 40 miles per hour across the ground, and hurts when it stops? Ask any of the SAR techs training on the new CSAR-4 square parachutes that question, and they will tell you it's a SAR tech who makes the mistake of turning his chute with the wind below 200 feet above ground.

The SAR techs at 442 are in the process of acquiring and training on our new square canopy. Learning how to pack both the main and reserve chutes to the demanding standards of Kenny, Bill, Tony and Norm (our highly trained experts) has taken its toll on the shop; many of the students have been found cowering in the corner of the coffee shop not wanting to leave.

During the actual jump training, we have learned that flying a square is much like flying an

airplane: some people make good pilots, and others (like myself) require a little more practice before a landing can be considered anything more than a "controlled crash." Landing with your gear up will result in more than your ego being a little bruised.

To date roughly two-thirds of the shop has completed the basic six jumps required to be qualified as a packer/rigger. Most of those have finished the water jump and are working on confined area landings and equipment jumps. With luck and a steady supply of new chutes from the manufacturer, we should be jumping them operationally by the end of April.

The party season seems to be over, and everyone is slowly returning to the grind of courses, standby, and training trips. A welcome surprise in the shop was

the unexpected return of "The Kirkulator," Kirk Steeves. It seems that the military was somewhat premature in announcing the early retirement of Kirk as he has returned to haunt the halls of the SAR Tech shop.

New equipment additions to the shop include hand-held Global Positioning Satellite systems, and night vision goggles. The SAR truck may soon be seen (or not seen) travelling the local logging roads by night in the interest of teaching us recognition of objects in this up-to-now-unfamiliar environment. Any of the Navigators who fear for their jobs because of our GPS can rest easy. We still need someone to make coffee while we are busy saving lives.

Until the next time you need a SAR tech, fly safely!!!

AN OPEN LETTER TO ALL MILITARY PERSONNEL

The last thing you need when faced with a buying or selling decision as a result of a posting is confusion about who to select as your real estate agent. Be assured that the Canadian Forces Relocation Program allows you to select the agent of your choice after an interview with a councillor from ERS Ltd. However, ERS Ltd. will recommend only those agents who have agreed to pay ERS Ltd. a finders fee.

At Realty World Coast Country, we have invested many years in developing a relationship with the community of the Comox Valley including those who are attached to CFB Comox. We believe that our commitment and success is well known. We believe that you deserve the opportunity to purchase or sell your property by dealing with the agent that you select as best suited to your needs, **not one who will pay to get your name.** We hope that when you consider our proven record of service and our network of co-operating agents across Canada, you will select the company that sells more real estate in the Comox Valley than any other --- Realty World Coast Country.

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Al Chappin

I have lived in the Comox Valley with my wife and family on and off since 1977 and have recently retired, after 25 years, from the Canadian Forces.

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Section News

MSE Safety



Weather, Bicycles, Motorcycles and You!

There are sunny days ahead, that's true, but don't forget that spring weather is changeable. It's also time for the two-wheelers and pedestrians to blossom out...and hey, that might even include you (you're not always sitting in that vehicle). Spring is a good time to be alive...and stay alive. Here are a few tips for you and your family.

Weather

You can expect all kinds of stuff when it comes to Spring weather, so be prepared. Make sure your windshield wiper blades are in good working order. When off the road, test them by running your washers a few minutes. If the wipers clear off the windshield without a smear within a few swings, they're fine. If not, the next spring rain will find you peering through deadly optical illusions.

Remember that fog does peculiar things to a driver. For example, it makes things seem further away than they really are; fog clouds your perception of speed, so you think you're going slower than you really are; and red lights, such as tail lights or flashing warning lights, become almost invisible. The solution, of course, is to reduce your speed...as much as is necessary.

Bicycles

How much does your child know about safe bicycling? How's his or her biking skills?

Have you checked them out? Your child needs to know the rules of the road and more. Check with the school, local safety council or police department and find out about bicycle training courses offered in your area. It's one of the best safety investments you can make.

And while we're on bikes, we estimate up to 95 per cent of cyclists are riding without adequate lights or reflectors after dusk. And that's the time when a lot of serious accidents occur. Surprisingly, most of these after-dark cyclists are teenagers and adults -- not children. Remember, bicycle lights and reflectors are not just a legal requirement -- they're common sense. So are bike helmets, come to that!

Motorcycles

Motorcycles have some advantages over bicycles. They can move a lot faster and will roar around you along with cars. But, in the final analysis, they're just as vulnerable. You seldom see a mere fender bender between a motorcycle and a car or truck. The motorcycle is usually damaged badly and its rider is often hurt.

It's hard to judge the speed or distance of a motorcycle when you see it from ahead or behind. In fact, it's hard to see it at all because so little surface is visible. Allow extra room to compensate for this when you pass a motor-

cycle.

Many motorcyclists are involved in crashes each year resulting in thousands of injuries and numerous deaths. About half the fatal motorcycle accidents do not involve another vehicle; the majority are a result of excessive speed and/or loss of control.

Pedestrians

As a sometime pedestrian yourself, you're well aware that no one is more vulnerable in traffic. Remember that when you get behind the wheel.

Give the pedestrian a break, even if he's in the wrong, because he, not you, will get hurt if you hit him. Many pedestrians are struck by vehicles every year...many of them die. Crossing the street is risky business.

Healthy adults, of course know the risks and can take care of themselves. It's probably through their own carelessness if they get hurt. But some pedestrians need all the help they can get. Children, in particular, pose a danger at all times. They can jump out in front of your vehicle when you least expect it.

Know when you're in the vicinity of schools and playgrounds, and be especially cautious for youngsters at play. If you see a ball flying out into the roadway, assume a child is right behind it.

Likewise, older people need

your help. They may not see or hear well, and may walk so slowly that they can't cross an intersection before the light changes. You may have to stop and block traffic for a few seconds to assure that an elderly walker gets to the curb safely. Now and then, you may have to get out of your vehicle and lend a hand.

Question

A flashing green light indicates?

- An advanced green for left turns;
- A pedestrian controlled intersection;
- An indication the light is about to turn to red; or
- Faulty wiring.

Answer

b. A pedestrian controlled intersection. (Editor's Note: This answer is correct in B.C. In other jurisdictions, the flashing green may have a different meaning. Be sure you know what it means in your province.)

Driver's Quote

"A pedestrian hit me and went under my car."



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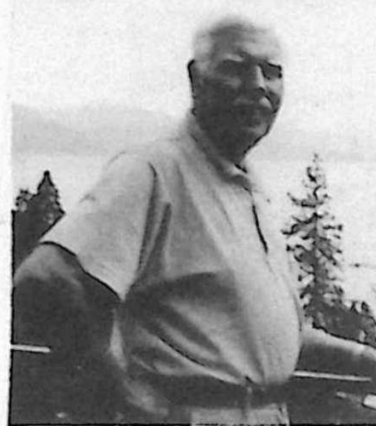
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Oh what a feeling!

NEXT DEADLINE 22 FEBRUARY 93

Feature



Frank Steven

Left to ourselves but mindful of our shadows in the rear, Carl and I looked at each other with wry smiles and agreed that there had to be a certain amount of safety being on the river and not out in the open sea! There was no point in circling indefinitely since it brought us no closer to land, but by shutting down perhaps the drift would take us closer inshore. Meanwhile the engineer, having checked the security of the hull, came to the cockpit with the disquieting information that we were taking water in the bow compartment at what he considered a dangerous rate. While this discourse was taking place, what appeared to be a log with about a dozen round balls strung out at even intervals along its length seemed to be drifting towards us. As it slowly came into view, we could see that it was not a log but a dugout canoe propelled by a small outboard and containing twelve rather dishevelled natives, their long black hair falling about their bare shoulders, copper skins glistening with perspiration in the humid tropical air.

As they drew alongside, the Indian at the tiller swung the boat deftly around our float, coming alongside so that he was directly below me on the port side, affording me an excellent view of the inside of the canoe. It was about twenty feet long and about two feet wide, just enough room for the crew to sit with their legs crossed, one behind the other, with about six inches freeboard. Not at all what I would have thought of as a particularly seaworthy vessel but obviously one in which they had sufficient faith to leave shore notwithstanding the seeming lack of paddles and the considerable amount of water sloshing about on the bottom. Asking them in English if there was a larger boat available to tow us got no response, but the one controlling the motor pointed to his rope and then to our bow, indicating his willingness to try pulling us to shore. I must admit they really did try but it was no use. Attempting to move over fifteen tons with a small kicker seemed the height of impudence as the stern of their canoe snaked back and forth, churning a white froth but going absolutely nowhere.

It was obvious that we would have to try another tactic before their boat was swamped or the line snagged in their propeller. By shouting and waving our arms they got the message to disconnect and pulled away chattering among themselves as they headed back in the direction from which they had appeared. No doubt all this strange activity with helicop-

Albatross

Part 5 - Captured!

By Frank Steven

ters circling overhead and a large aircraft on the water must have added some spice to their otherwise routine life as backwater fishermen.

All pondering on the lifestyle of the canoeists ceased abruptly, though, when one of the choppers, an Aerospatiale, loomed in front of the cockpit, its thrashing blades coming perilously close to our antenna on top of the wing while spray covered our windshield. A rope with cleat attached hung from its winch as they signalled their intention to tow us when we had secured the line. Our engineer, who had been recovering our bow rope, tossed it into the bow hatch, untying it quickly from the bollard. We sat watching helplessly as he now attempted to catch the swinging cleat from his precarious perch above the radome. He was successful on the fourth attempt and once it was attached to the bollard, he gave the thumbs up to the helicopter crew who now paid out the rope as they slowly moved away and ascended to about fifty feet. As the slack was carefully taken up we could feel a reluctant movement in the hull, but forward motion was being impeded by the downwash from the rotors which also caused our cockpit controls to snap sharply so that we had to move fast to avoid a broken wrist or ankle! It didn't take long for something else to break, though, as the strain proved too much for the rope and it broke, snaking to the water and leaving us with about 20 feet of line still attached to the Albatross. So much for the second attempt, but we were about to see how determined these people were to help us (so we thought) as the second chopper moved in to try a similar operation. This was the bigger of the two machines, a Bell 205, so perhaps with more power and hopefully heavier line, it could do what its partner had been unable to accomplish. We were prepared this time, braced on the controls to avoid damage to ourselves. We did not even consider the usual protection of control surfaces and bell-cranks - that would have been looking too far ahead - right now was our only concern! Our engineer caught the proffered line and deftly clamped it over the bollard but alas - too much power. This time, bollard and cleat left the aircraft, narrowly missing the engineer as they flew out ahead like a pendulum! That was it as far as I was concerned, so I waved the helicopter away and decided that the least we could do was make a try at single engine taxi with a drogue deployed to counteract the propeller pull. It was a manoeuvre I had taught and practiced many times in the RCAF boat school and with the prevailing light wind and a lot of luck perhaps we could do the impossible!

While the engineer was locating the drogue I fired up the port engine and commenced a slow turn to starboard. This was a great mistake! It had not occurred to me that a flying boat engineer from Grumman had never been shown this technique but there he was, climbing out on the starboard wing and attaching the rope to the float! Instead of providing drag against the live engine enabling us to taxi in a straight line, all this would do was increase the turning rate to starboard! I therefore cut the engine and shouted to him to bring it across to the port float and bring the spill line in through the main entrance door on the port side. Even now, though, our problems were not lessening as, with a shout, our hard working crewman slipped off the wing, narrowly missing the float as he hit the murky water! Fortunately he was a strong swimmer and shortly he appeared at the main door on the port side, where Carl helped him aboard dripping wet and a little crestfallen but none the worse for his experience. Throughout all this, I had remained in the cockpit. It seemed best to try to keep



Towed in by the military

the drift controlled by rudder, and besides it was something positive to do in a situation which appeared to be getting completely out of our hands.

At this point I spotted a cabin cruiser heading towards us at high speed, his bow high and trailing a long white wake. Help was at hand - or so I thought. I called to the crew, alerting them, and began packing up the aircraft logs, navigation papers and maps. A final check of the cockpit to ensure all the switches were off and I was ready to go aft, this time to discuss calmly how best to get the aircraft safely to shore. I was sure that our partner aircraft had been instrumental in getting help to us. I had just stepped over the sill of the bulkhead door into the main cabin when I was awed by

the sight of half a dozen men scrambling in the main entrance door at the opposite end of the cabin. They were shouting in Spanish while brandishing automatic weapons, leaving us in no doubt what they wanted. In fact Carl and Warner, who had been at the rear door, were being forced against the side of the aircraft with their hands raised. It was my turn next as one of the wild-eyed boarding party detached himself from the group and came forward, motioning and shouting for me to do the same. It was now all too clear that they were not here to help us, and the full realisation of our predicament (landing what appeared to be a military aircraft of an enemy country in their territory) hit home with considerable impact.

This Crazy English

An Observation or Two from the Desk of Hamish

Recently a TV newsman was reporting on a moose on the loose in a B.C. town and jokingly, I think, asked whether the plural of moose was "mooses."

This brought to mind the following verse we learned back in grammar school:

If the plural of goose is geese,
The plural of mouse should be mice.

If the plural of mouse is mice,
The plural of house should be hices!

And if the masculine gender is he, his and him,

Then the feminine gender should be she, shis and shim!!

While we're on the subject, there is the story of the new immigrant arriving from Scotland. While travelling by train in northern Ontario, another passenger pointed out a moose running

along the edge of the right of way. "Look, there's a moose." The Scot looked and exclaimed, "Ach mon, if that's a moose (mouse) what's a rat look like?"

How about the new train traveller in the lower berth when the guy in the upper berth felt sick and called out, "Look out below!" The lower berth occupant stuck his head out at the inopportune moment, then cried out, "What for you say 'look out' when you mean 'look in'!"

Then there was the newcomer who was having trouble with learning English and finally gave up in disgust one day when he read a newspaper headline: "Exodus" pronounced success.

Under the heading, It ain't amusing, it's confusing, we leave you to pick your way through this:



By Hamish

They stopped to stare at the man on the stair.

The hair on the stair wore long black hair,

But he was aware he had nothing to wear.

It was all he could bear; his pants were threadbare.

Should the hair wear his hair down to there?

And what made it worse in this crazy verse

The bear in his lair didn't care!!

ENUFF ALREADY!

No! Not Enuff; we need more of this stuff....Ed.

The Salvation Army Snack Bar, situated in the Recreation building, would like to remind our regular customers that we are still in operation. We are here to serve you and we now offer a clean smoke-free environment where you can sit and enjoy our delicious food with your friends.

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Our hours of operation are 7:30 a.m. to 2:00 p.m. If you haven't been here as yet, please come and check us out!!!

If we can be of any assistance to you in any way, please contact me, at any time. Phone the office at 339-7821.

We sincerely thank our faithful customers who continue to support us. God bless you all!!!
Major Winston Dodge Administrator



Feature

In Quest of the Anson

RBL member Russel Humphrey reminisces about his time in Canada

Reprinted from Royal British Legion Journal, submitted by John Williams, Courtenay.

Who remembers the majestic yellow Mark I Anson...that brave two-engine aircraft which featured so prominently during World War II?

Mainly used for the purpose of transport and training, these planes could once be seen flying all over the British Isles and, indeed, in South Africa and Canada...and sometimes, when they strayed a bit off course, they were even sighted over Niagara Falls and Buffalo, New York. I know, because way back in 1942, while serving in the RAF, I was introduced to those wonderful flying machines at No. 33 Air Navigation School in Mount Hope, Hamilton, Ontario.

And so it came about that on one extremely hot August afternoon, I soared for the first time into a magnificently blue Canadian sky and began a two and a quarter year tour as a staff wireless-operator, engaged in training the original "green" navigators-to-be in the art of mastering air-to-ground radio communication by the use of Morse code. During those three-hour duration flights, many ad-

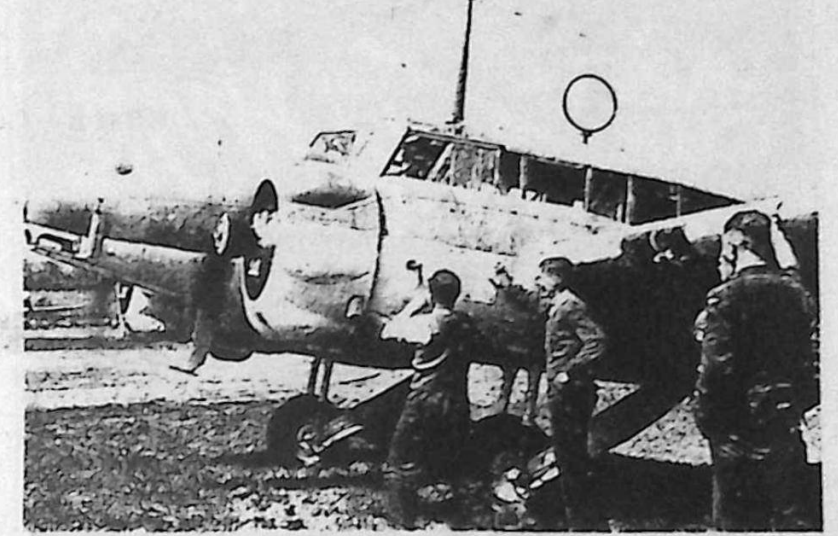
ventures were in store for us. Besides the long hot summers, there were the long, hard, extremely cold winters, when temperatures very often plummeted to more than 20 below zero (Fahrenheit). During those icy months, it was actually possible to land an Anson on the surface of Lake Ontario when the ice had reached an incredible thickness of three feet.

Meanwhile, on our base at Mount Hope, there were humorous and tragic incidents. There was the case of one particular Anson (before my time out there) which developed engine trouble and obliged the crew to bale out in a hurry. They all landed safely in the centre of Buffalo, New York, (one of them in a tree) and as the incident took place just before the bombing of Pearl Harbor, all the crew were interned in the USA until after 7 December 1941. Rumours that one or two RAF personnel flew with packed weekend cases in anticipation of a similar coup, I hasten to add, were looked upon as unfounded. Then there was the time in the summer of 1943 when

my Anson was forced to land in a bit of a panic at Brantford, Ontario during a freak thunderstorm with torrential rain.

The following summer, I was disturbed to learn as we were flying at 2000 feet over London, Ontario that both of our engines were cutting out; a message to base, informing them that these engines were "missing" brought the reply, "Who took them?" We eventually crash landed at London, losing both our wings between two trees in the process. Fortunately, no one was hurt, but that same year, in a December blizzard, the crew of one Anson lost their lives just before Christmas because the recall signal XX905 (Return to base and land immediately) had been sent too late. The pilot, Sgt. Board, was only 19 and had only recently been posted to Mount Hope; the wireless-operator "Doc" Johnson was a close colleague of mine. All these incidents are recorded in the official Anson book of records, but personally known only to a few.

At the end of our tour of duty (we were the last contingent in



Hamilton) most of us were posted overseas again. I eventually ended up in Burma and survived to see the Japanese envoys fly into Mingladon in 1945. But the sad part of all this lies in the fact that although reunions were eagerly discussed before our departure from Canada (our Group Captain wanted the "Boys of Hamilton" to meet up once a year in London (England) and every four years in Canada) not one reunion ever materialised.

And then...early in 1989, one wife, two daughters, and four grandchildren later, in the fourth year of my retirement, and after 40 years in the Civil Service, I wrote to the editor of the *Hamilton Spectator* to enquire what had become of Mount Hope after all

these years. The response was immediate: I had made the editor's day. He informed me that although there had not been any RAF reunions there, a Canadian "War-plane Heritage" exhibition had taken place only that year to mark the 50th anniversary of the outbreak of the war. The editor sent me photographs of several of the planes which had been restored and told me that he thought there was one surviving Anson tucked away in the corner of one of the hangars. Two years later, my wife persuaded me to visit the RAF Museum at Colindale and look for an Anson there. Alas, not one surviving plane had managed to occupy its place of glory even there. We heard that there was

Continued on page 16



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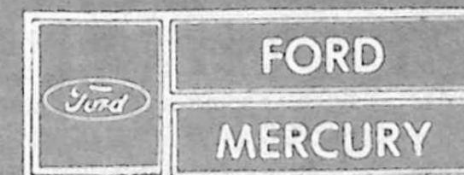
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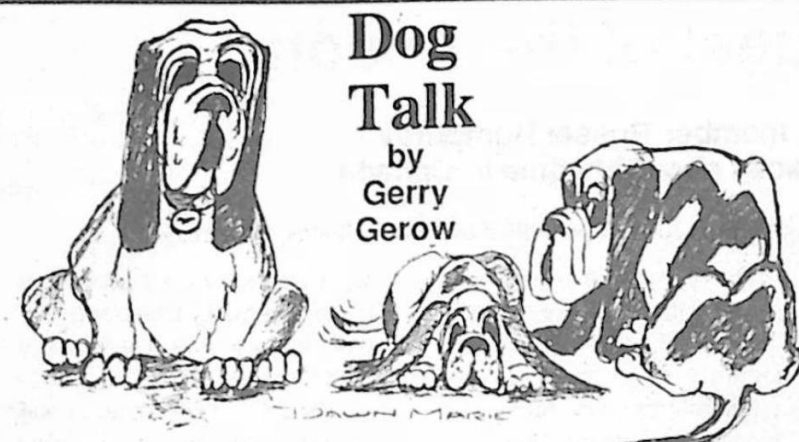
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Dog Talk

by
Gerry Gerow

The Dog Mind

A very interesting book this week. The Dog's Mind, by Dr. Bruce Fogle, D.V.M., Howell Book House, New York, and Maxwell Macmillan, Toronto, Ontario. \$19.50.

This is a 224-page paperback, which keeps the price down. I found it really fascinating. Bruce Fogle is a practicing veterinarian who has written several books on behaviour problems in pets.

This is a book about how the dog's mind works, and what makes him/her different from us and from other animals. How does a dog perceive the world about it. How do they see, hear, learn and relate to their owners. It is all here in easy to understand format. Certainly a book which will help dog owners relate to their pets or helpers. Everyone who is serious about working and training a dog should read this book. Why do they do the things they do? This book will answer

your questions. If it's not in the book store, you can ask them to order it for you from the publishers.

One of the subjects covered in this book is a dog's scenting ability - something that has always intrigued me. A human has around five million scent receptors in his/her nose. The dog has 220 million. The average dog has about seven square meters of nasal membrane compared to our half a meter, according to Dr. Fogle. He goes on to say that "the average dog has such acutely sensitive scenting ability that it can detect and identify smells that are so dilute that even the most sensitive of scientific instruments cannot measure them."

I spent the last weekend at a large dog show on the B.C. Lower Mainland. It was a real thrill to watch one of our local junior handlers win the British Columbia handling championship.

Thirteen-year-old Candi Jensen did a magnificent job of impressing the judges to win the competition. She now will travel to Ontario later in the year to compete in the national finals. And she has an excellent chance to win it all. We're certainly pulling for her. Training and handling dogs is an excellent way for young people to use up their energy, and certainly beats "hanging out" around the shopping malls.

Various types of training can be undertaken by youngsters and it is not expensive. The most common is, of course, obedience training. One does not have to have a purebred dog to enjoy this sport. Any mutt can give hours of pleasure and enjoyment in this way. Many people have purebred pets who are spayed or neutered, and while these dogs cannot at present be entered in the Canadian Kennel Club dog shows, they can be entered in obedience trials. Obedience classes are run in every location, and it is only necessary to watch the papers or ask around to find the location.

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.

VALENTINE'S DANCE
- Saturday 13 Feb 1900 for 1930 hrs.

LADIES CLUB
- Wednesday 17 Feb

SKI DAY
- Thursday 18 Feb Bus

MAG MESS DINNER
- Wednesday 24 Feb 1900 for 1930 hrs.

FAMILY DINNER
- Sunday 28 Feb

CFB Comox Family Support Centre

Hours of Operation: 7:30 - 4:30, Mon to Fri
Address: 119 Little River Road

Mailing Address: Family Support Centre, CFB Comox
Lazo, BC V0R 2K0

All Services are
Confidential

Services available:

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

Ongoing programs:

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



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

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

Teen Events

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

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

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

For more information on Teen events call Jennifer at 339-8655

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 Monday 1 March, 3:45 - 5:45 p.m. at the FSC. Information and support. New people welcome. Call Mara at 339-8655 for more information.

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.

February Special Events

Community Meeting for Parents of Teens - Tuesday evening, 23 February, 6:30 - 8:30 p.m. at the AFIS Theatre behind the museum. An opportunity for parents to have input into programs and regulations for teen activities. Sponsored by the FSC.

Self-Esteem Workshop - Four sessions, Tuesday evenings: 16 & 23 February, 2 & 9 March, 6:30 - 8:30 at the FSC. Personal goals, personal values, feeling good about me. Call 339-8655 for registration.

Emergency First Aid Childcare (certified course) - This course will teach parents and caregivers First Aid skills to protect and save children's lives. Location: Building 22, NBC classroom

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 at 339-8655.
To ensure minimum participation registration is required for all special events.
All Services / Workshops / Groups are confidential

Country Kitchen

Dinner for Two



By Carolyn Haight

One Minute Vichyssoise (6-8 Servings)

1 cup chicken broth
2 or 3 sprigs parsley
2 green onions
1 can potato soup
1 1/2 cups cold light cream
nutmeg
chopped chives
Place first four ingredients in the blender and blend until smooth. Add cream. Chill thoroughly and serve with a garnish of nutmeg sprinkles and chives.

Lemon Chicken (2 Servings)

2 T. oil
1/2 small bunch broccoli
4 small red potatoes
1 small red pepper
1 small onion
2 large chicken breast halves
salt
1 T. lemon juice
1/2 tsp. thyme
pepper
Place oil in a 13" x 9" roasting pan. Place pan in oven and preheat to 425° F. Cut broccoli into 2" x 1" pieces. Cut each potato into quarters. Cut red pepper into 3/4" wide strips. Cut onion into 8 wedges. Put salt on chicken and place skin-side down in hot oil in pan. Roast 5 minutes or until chicken skin is brown. Remove pan from oven, and turn chicken over. Add vegetables and sprinkle chicken and vegetables with lemon juice, thyme, pepper and salt. Roast 30 minutes or until chicken juice runs clear when pierced with a knife, and vegetables are tender. Stir once halfway through cooking time. When done, place chicken and vegetables on 2 plates. Add 2 T. hot water to drippings in roasting pan, stirring to loosen brown bits from bottom of pan, and pour over chicken.

Black & White Cheesecake (2 Servings)
5 chocolate wafers
1 T. margarine, softened
6 oz. light cream cheese, softened
1/4 cup confectioners' sugar
1/2 tsp vanilla
1/4 cup frozen light whipped topping, thawed
2 one-oz. squares semisweet chocolate
mint leaves and raspberries for garnish
Line two ramekins or custard cups with foil. Finely crush the chocolate wafers. In small bowl, mix chocolate wafer crumbs with margarine. Press half of crumb mixture onto bottom of each ramekin and set aside. In small bowl, beat cream cheese, confectioners' sugar and vanilla until smooth. With spatula, gently fold whipped topping into cream cheese mixture until blended. Spoon half of cream cheese mixture into ramekins,

smoothing to level top. Heat 1 square semisweet chocolate on low until melted, stirring constantly. Fold melted chocolate into remaining cream cheese mixture in bowl. Spoon chocolate cream cheese mixture over first layer, and smooth top. Cover cheesecake desserts with plastic wrap and chill for at least 4 hours. To serve, melt remaining square of semisweet chocolate and spoon into small plastic bag. Cut a small opening in corner of bag. Pipe a decorative design with melted chocolate onto 2 dessert plates. Remove foil with cheesecakes from ramekins, peel off foil and invert desserts onto chocolate design on plates. Garnish with mint leaves and raspberries.

Not enough time to make a full course dinner? Go out to a favourite restaurant for the meal, but come home for "Sweetheart Cake" dessert.

Sweetheart Cake

2 medium lemons
1 large orange
1 cup cake flour
3/4 cup sugar
1 1/2 tsp baking powder
1/4 tsp salt
2 T. oil
1 tsp vanilla
4 large egg yolks
8 large egg whites
1/2 tsp cream of tartar
Citrus Glaze (see below)
1 cup frozen light whipped topping, thawed
strips of orange peel and rose for garnish
Squeeze 1/4 cup juice from lemons. Grate peel and squeeze 1/4 cup juice from orange. In large bowl, mix cake flour, sugar, baking powder and salt. In small bowl with whisk, beat lemon juice, orange peel and juice, oil, vanilla and egg yolks. Beat yolk mixture into flour mixture until blended. Preheat oven to 325° F. In large bowl, beat egg whites and cream of tartar until stiff peaks form, then gently fold egg-white mixture into batter just until blended. Pour batter into 2 ungreased 9-inch heart-shaped cake pans. Round 9-inch pans will also work. Bake 20 minutes or until golden and tops spring back. Cool cakes in pans on wire racks 10 minutes. Remove cakes with metal spatula and cool completely on racks. Prepare Citrus Glaze. Place 1 cake layer on cake plate, spread with whipped topping and top with second cake layer. Spread Citrus Glaze on top of cake, then spread to cover the sides. To serve, sprinkle orange peel around edge of cake and garnish center with rose.

Citrus Glaze
In small bowl mix 2 cups confectioners' sugar, 3 T. orange juice, 2 tsp. grated orange peel, 1 tsp. vanilla and 1/4 tsp. salt. Add an additional 1/2 tsp. orange juice if needed for easier spreading.

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Father Vickers



Father Veilleux



Hail and Farewell

Retirement claimed the Roman Catholic Padre of CFB Comox in December 1992. After shepherding his flock here for a number of years, Father J.C.A. Veilleux has taken up permanent residence in the Comox Valley. We welcome his successor, Father Raymond C. Vickers, who came to us from his position as Base Chaplain at CFB Greenwood.

"Father Ray" was born in Cape Breton, 15th of 16 children. He was educated at Riverview High School, Xavier Junior College, Cape Breton; St. Francis Xavier University (BA, 1959); and St.

Augustine's Seminary at Toronto (BTheology, 1962).

He was ordained priest 28 April 1963 at Kingston, Ont., and was parish priest for some years in the Kingston area. In 1983 he became Civilian Officiating Clergyman at CFB Kingston, a member of the militia, Princess of Wales Own Regiment. Joining the Regular Forces in 1986, he was posted to Ottawa North. In 1988 a posting to Golan Heights and the UN in Israel was followed by his posting to Greenwood in October 1988. He was promoted Major 1 Jan 1991 and posted to CFB Comox 27 July 1992.

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Nearly half of us will die of heart disease or stroke. Please give generously to the Heart and Stroke Foundation. By funding the education programs and research that lead to medical breakthroughs, you might not only save lives, but save the lives of those you love. **HELP US BEAT CANADA'S #1 KILLER.**

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Health & Fitness

To Your Health

Health information from the Registered Nurses Association of British Columbia

Take Steps for Healthier Bones

Broken hips and severe back pain are the concerns nurses hear most often from people about osteoporosis – a painful and disabling condition caused by bones which gradually become thin and brittle as people grow older.

But those suffering from this condition are also concerned about gradual loss of height, stooped posture, fatigue, and difficulty getting around. They worry that the next time they sneeze they may break a bone in their back, that opening a window could fracture a wrist, or that even the next strong hug might crack a rib!

Any adult can be affected by osteoporosis but it is most frequent in women. In fact, one out of every four women over age 50 will suffer from the condition. Over age 70, one-half will be affected.

Fortunately, you can do something to help yourself. Steps – yes, literally steps – can be taken to help prevent osteoporosis. Exercise, particularly weight-bearing exercise, is a must for maintaining strong bones. The more work a bone has to do, the stronger it becomes. Exercise can also be useful in preventing the condition from getting worse once bone loss has begun. It's never too soon nor too late to get moving.

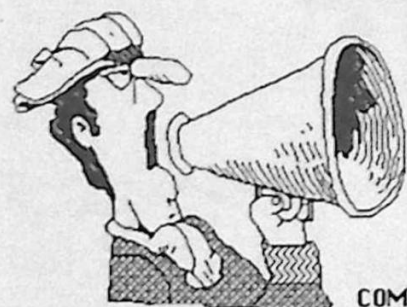
Weight-bearing exercises are any activities that make a muscle work against gravity, like walking or jogging. The space program has demonstrated the importance of gravity in the process. When astronauts exercise in space they do so without gravity. Despite the exercise, in a weightless environment they still lose bone. That's why swimming doesn't work as an exercise to preserve bone strength. Water carries the weight of the swimmer.

What does work is simple walking. Nurses recommend walking 1-1½ km daily. If daily exercise is difficult, then consider six km weekly. And, if walking doesn't appeal, there's lots of other possibilities. Jogging, skipping, aerobics, weight lifting, racquet sports, dancing, gymnastics, rowing, basketball, volleyball, skiing, and cycling uphill all qualify. Thirty minutes, three times a week will help keep your bones strong.

If you're still not inspired, maybe there's some other way to make exercise more appealing. It helps, for example, if exercise is part of your regular day. Try walking to do errands, using stairs instead of elevators and getting off the bus two stops early. Any exercise is better than none.

Be careful, though. If you have a medical condition already or have been inactive for a long time and are in an older age group, it is important to check with a doctor before embarking on an exercise program. You'll need to build up your activities more gradually. And, there may be some activities you'll have to rule out. Also, if you're a woman, too much exercise can be counter-productive. Some women exercise so much that they stop having periods. Unfortunately, by working out so energetically, such women suppress a hormone that helps to keep bones strong. Exercising to this extent may be doing more harm than good.

Moderate weight-bearing exercise is one of the keys to preventing osteoporosis. So, talk to your doctor, if necessary, then take steps for healthy bones.



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info health

Dr. Bob Young



U.S. will need our Doctors

The inauguration of Bill Clinton may signal the start of reform in the American health care system. All three candidates had wide medical planks in their platforms; Clinton perhaps stressed access to health care for the uninsured more than Bush or Perot did.

An election promise is a far cry from delivering the goods, as we all know. But there is pressure by segments of the American population for a solution. The segments add up to some 35 million people who cannot afford either medical care or insurance. The politicians will have to respond.

Expect resistance – it is certainly anticipated. It will come from insurance companies, the American Medical Association and other physician groups, and from legal organizations who fear that the lucrative medical

malpractice business will dry up.

Private health insurance companies generate about 14 per cent profit from the medical coverage they provide. Many doctors are into the medical business in a big way and will fight changes that will reduce their "income per patient." Legal firms thrive on contingency fees generated by huge settlements. Malpractice insurance premiums charged to doctors significantly increase the cost of care. Let us assume Bill Clinton is able to pull it off. Medical coverage is found for the 35 million (more people than in all of Canada) who had been minimal consumers of medical services.

Who will provide it?

Many thousands of new doctors will be required. There will be money to make new clinics and private practices economical, sound and profitable. The

public will demand access to the care that Bill Clinton has made available, and there may be a huge backlog of neglected medical problems to look after.

Look out Canada! What more obvious place for the USA to obtain large numbers of well-trained English speaking physicians and surgeons than right next door? The enticements will appear irresistible to many Canadian doctors, especially those who are disenchanted with the Canadian system.

Rumour has it that Canadian Ministers of Health are already approaching American licensing bodies in an attempt to have them find ways of restricting the entry of Canadian doctors.

The politicians keep telling us we have too many doctors. Soon they might be scrambling to keep the ones we have.

Yeast Infections

"Doctor, I have another yeast infection," or "When you gave me those antibiotics for my bronchitis, I got that discharge and itch. Will it happen again?"

Yeast vaginitis, usually caused by an organism called candida albicans, is an annoyance and more for many women. It is very common, and although it is reasonably easy to treat it tends to recur. Both the patients who have recurrent disease, and their doctors are impressed by the need for frequent treatment; the fact is that, for most women, a yeast vaginitis is likely to be a one-time event. At worst it may recur only every few years.

The high rate of recurrence in some is usually unexplained. An elevated blood sugar, as occurs in diabetics, may favour yeast growth, as does high estrogen, present during pregnancy. The low doses of estrogen in oral con-

traceptives do not affect yeast growth. Some antibiotics seem to promote recurrence, probably because they destroy normal vaginal bacteria that have served to keep the yeast in check.

It was long thought that candida was not sexually transmitted. Today we are not so sure. One-third of the partners of sufferers have been shown to carry candida, usually in the mouth or intestinal tract. The seminal vesicles, where sperm are stored, harbour the yeast in about 15 per cent of the consorts.

The vaginal infection is often a mixed one, caused by more than one germ. This is why it is important to be examined before treatment. Phoning the doctor for "more of what you prescribed last time" is not good medical practice – and you may be short-changing yourself.

Recent years have seen the in-

roduction of several effective fungicides – some capable of eradicating the infection with a single application or suppository. They have largely replaced the earlier useful but less-dependable drugs.

Taking a swab and identifying the species of yeast is important in resistant or recurrent cases. About 15 per cent of the time the yeast is candida tropicalis or candida glabrata rather than the expected albicans. Indeed, the initial drug used may eradicate the albicans, allowing the others, which sometimes resist treatment, to grow.

You will want to visit your doctor to confirm your diagnosis, discuss the best treatment for you, and determine how long the treatment should last. In selected instances it may be worth considering a course of treatment for your sexual partner also.

continued from page 13

borne...X496 – Landing and out...and of course, the favourite one of all during those blizzard nights...XX 905 – Return to base and land immediately.

In quest of the Anson...does it end here, with what is probably the last poster of the last surviving Anson in Mount Hope? Or is there yet to be an even happier ending? Contact Russell Humphrey, 111 Mill Way, Bushey, Watford, Herts, United Kingdom WD2 2AE, if you too were on Ansons.

Heritage" at Mount Hope.

Now, come on: there must be a few of you out there who still remember these incidents. Who remembers Flight Lieutenant Belyea, the French Canadian OC who was on duty the night poor old "Doc" Johnson went down? Who remembers the night when plane number 80 came in to land without the landing wheels: somebody had forgotten to wind them down. And what about those X signals? Remember them now? X195 – Air-

More Anson

just possibly one left, up in the Midlands.

However, amazingly, my wife found in the museum shop not only a poster portraying a brilliant photograph of a Mark I Anson flying low over Mount Hope, but it was, in fact, THE actual plane (number 12) which I flew in over 46 years ago. The very one the editor of the *Hamilton Spectator* had told me he had seen hiding in the hangar. The proof was written on the bottom of the poster: the photograph had been taken in 1989 at the "Canadian War-plane

On & Off the Base

ArtScene

Trumpeter

Swans

In celebration of the trumpeter swans that winter in the Valley, Wilsden Galleries presents "Trumpeter Swans and Their Habitat." The paintings and sculpture of swans give the gallery a peaceful, quiet atmosphere. The 19 B.C. artists have provided a wide variety of pieces for the show.

Several of the paintings depict familiar Valley scenes with swans coming in for a landing on a marsh, swimming in a river or puddling in a field. In "Gazebo on the Estuary," Bruce Cryer has captured the silence and the stillness of the recent cold snap. The grace of the swan shows in Fred Cameron's "Trumpeters," an oil painting executed in a colourful, loose style. Marla Wilson's acrylic "Night Moves" shows two swans in flight in a grey, darkening sky. The viewer can feel the dampness in the air and sense the power of the wing beats. This is a brooding painting, full of mystery.

Other two dimensional artists represented in this show are



"Twilight" by Nancy Hodler

Deanna Blevins, Dan Bowen, Karen Brown, Martin Brown, Colin Foo, Robert Haines, Moreen Haras, Peter Karsten, Betty Lunam, Susan Reilly, Natascha Perks and Phil Stang. Two pieces of sculpture in the show catch the viewer's eye. John Abeling has carved a preening swan from rainforest marble. Titled "Metamorphosis," the polished marble bird evolves out of the uncarved stone base. Nancy Hadler's sculpture in pink

alabaster is called "Twilight." A flowing, graceful piece, the swan is about to tuck its head under its wing. Other sculpture includes two pieces in white alabaster by Dan Cline and a basswood swan by Richard Lea. This unique display of art will continue until 20 February. Wilsden Galleries is located at 440 Anderton Avenue (by the 5th Street bridge). Hours are Tuesday to Saturday, 10 a.m. to 5 p.m. Phone 334-2286.

Heart & Stroke Month Begins



Captain R.C. Sealby (PMQ Mayor) accepts the BC and Yukon Heart and Stroke Foundation's canvassing proclamation from Mrs. Kim Jean. Mrs. Jean, President of the WOs and Sgts Mess Wives Club, and the club's members have agreed to canvass the PMQ areas for the "February is Heart Month" campaign. Please give generously.



Proclamation

As mayor of the community of Wallace Gardens, CFB Comox, I, Capt Robert C. Sealby, do hereby proclaim that

February is Heart Month

in support of the hundreds of volunteers now canvassing our community for funds to continue important heart and stroke research and education.

Heart disease and stroke remain Canada's #1 killer, but with your help we can improve your odds.

Please give generously when your Heart and Stroke Foundation volunteer calls.

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

Wednesday 17 Feb.....Ski Day
Friday 19 Feb.....TGIF – Egg Rolls, Rice, etc.
Thursday 25 Feb.....WO & Sgt's Mess Dinner
Friday 26 Feb.....TGIF & Monte Carlo Night



LEGION LOG

BRANCH 17 COURTENAY 334-4322

ENTERTAINMENT

Fri 12 Feb.....Valentine's Dance Music by Wild River
Spot Dance Prizes
Fri 19 Feb.....Music by Rawhide & Lace
Fri 26 Feb.....Music by Frontiersmen

REGULAR ACTIVITIES

BINGO.....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

SPORTS

Saturday 20 Feb.....Dart Steak Shoot
Registration 6-6:30 p.m.

"MORE PLAYERS WELCOME"
Phone 334-4322 (days) for more information

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

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

BRANCH 160 COMOX 339- 2022

ENTERTAINMENT

Fri 12 Feb.....Music by Wylie & The Other Guy
Fri 19 Feb.....Music by Alleycats
Fri 26 Feb.....Music by Skip & The Byters

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

Sunday 14 Feb.....Valentine's Dance in the Lounge
Music by Wylie & The Other Guy
From 3-7 p.m.

DAVID H. NICHOL
Manager
BRAIDWOOD FINANCIAL
One Stop
Financial Centre
PHONE: 338-2715
FAX: 338-2716
204 ISLAND HWY, NORTH
COURTENAY, BC
V9N 3P1

Larry T. Summers, CD
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"Insurance, Investment
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FAX: 334-1833

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Find the Right Career?

We can show you how to make the successful transition from the Military to a rewarding Civilian career.
You can have access to the higher paying positions, with your very desirable Military qualifications and the correct marketing techniques and job finding skills.
PHONE NOW for your FREE confidential interview and find out how: 334-2354

Public Announcements

C.V. Amateur Radio Club

The Comox Valley Amateur Radio Club holds monthly meetings the fourth Thursday of every month at the Kin Hut in Courtenay. All amateurs and prospective amateurs are welcome. For more info contact Dave Grimshire, local 8484, or the club repeater VE7 RCV, 147.91/31

Base Bowling Lanes

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

Leagues:
Youth Bowling Council - Saturdays at 10 a.m.

Mixed - Mondays, 6:45 - 9 p.m. & Wednesdays 6:30 - 9 p.m.

Ladies - Tuesdays, 6:45 - 9 p.m. & Wednesdays 1 - 3:30 p.m.

Intersection - Thursdays, 6:30 - 9:00 p.m.

For more information call Base Bowling Lanes at Loc. 8351 or contact the Rec Centre.



The Comox Glacier Wanderers

are having a 10K Valentine's Day guided Volkswalk, to start from the Griffin Pub. Registration will begin at 9:30 a.m. and the walk will begin at 10:00 a.m. sharp. Lunch will be available at the end of the walk. Come out and enjoy. Info 339-3945.

Motion Commotion Aerobics

Welcome Military, Dependents & Friends

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

Base Library Hours

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

Arena Parking

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

Aerobics

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

Dependent Use of Base Gym Facilities

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

Shepherd of the Valley Lutheran Church

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

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

Personal Exercise Program

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

Avis

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

CFS Aldergrove 50th Anniversary

CFS Aldergrove will be celebrating its 50th anniversary 1-4 July 93. Any serving or retired members who served at this station or its predecessors - Vancouver Naval Radio Station, HMCS Burrard and HMCS Aldergrove - are invited to attend the gala celebration. A number of special events are planned including ceremonial divisions, a meet and greet/BBQ, semi-formal dinner/dance, and a pancake breakfast. Personnel interested in attending should contact the 50th Anniversary Committee, CFS Aldergrove, Box 4000, Aldergrove, B.C. V0X 1A0.

celebrate its centenary in 1993 and will hold some related festivities during our visit.

All past members of 419 Sqn are invited to participate in these memorable celebrations that, we are certain, will strengthen the bond between Kamloops and the Moose Sqn.

If you are interested in attending please contact the reunion chairman, Maj Y. Bosse at AV 520-8814 or the deputy chairman, Capt D. Stone at AV 520-8819, or write to: 419 Sqn Reunion Committee, CFB Cold Lake, Medley AB, T0A 2M0. Fax: AV 520-7715 or 403-840-7715

419 Sqn Reunion

419 Sqn will hold its 50th Anniversary Reunion in Kamloops amidst other celebrations 1-3 July 1993.

On 1 July the City of Kamloops will host 419 Sqn to celebrate the adoption of the Sqn, which originally occurred in February 1943, and to present the Sqn with the "Freedom of the City." Friday 2 July will be the official 419 Sqn Reunion Day. Saturday 3 July has been designated "Military Day" by the city and will involve numerous military units parading through the city and an evening tattoo. The City of Kamloops will also

TOPS Meeting

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

Pickle Ball Tournament

The Base Gym is having a Pickle Ball Tournament during lunch hours and after work. The tournament will run for a six-week period, using the pyramid set-up. It will be a success with your participation. All interested personnel contact Cpl Carr at the Base Gym, local 8315.

Bronze Medallion Lifesaver Course

There will be a Bronze Medallion Lifesaver course commencing early March. The course will be held on Saturday and Sunday mornings at the Base Pool, and will run on time depending on participation. All interested personnel are to contact Cpl Carr at local 8315.

RECYCLE THIS
NEWSPAPER
TOTEM TIMES



BLANKET CLASSIFIEDS

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

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

BCYCNA

BRITISH COLUMBIA AND YUKON COMMUNITY NEWSPAPERS ASSOCIATION

294

AUTO

ENGINES REBUILT from \$995. 5 year 100,000 kms warranty. Bond Mechanical serving B.C. for 27 years. Phone 7 days, 8 a.m. - 8 p.m. (604)872-0641. Toll-free Mon-Fri 1-800-663-2521.

A WISE CHOICE. Quality Rebuilt Engines. Cars and light trucks from \$995. 5 Year, 100,000 Km limited warranty. Canada Engines Ltd. 580-1059 (7 days) 1-800-665-3570, 856-5828 (evenings).

F-250, 4X4's, Cummins Diesel, Explorers, Rangers, Trucks. Up to \$1500. cash rebate. 'O' down O.A.C. Payments from \$189/month. Phone Grant or Don collect 538-9778.

BUILDING SUPPLIES

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

HARDWOOD FLOORING **WAREHOUSE DIRECT** Mirage prefinished with 5 coats polyurethane. 3/4" Oak, Maple, Ash, Birch. Easy to install tongue & groove. Tools and video supplied. 321-5677 (Vancouver).

BUSINESS OPPORTUNITIES

Proven income from automated Video Rental Machines. 400 Already installed in national retailers. Opportunity to own your own. No Staff, No overheads. We have sites. Financing available (604)534-6151.

CANADA'S LARGEST CAL-ENDER/BUSINESS gift company needs self-starting selling to local businesses. Highest commissions. Small refundable investment required. O'Donnell-Drig 487-15 Westney South, Ajax, LIS 6W8. (416)427-8520.

BUSINESS OPPORTUNITIES

Turn your video camera into amazing homebased profits. Easy way to financial security. FREE DETAILS. Write: Sebco Publications, Box 56563, Lougheed Mall, Burnaby, B.C. V3J 7W2.

THE ORIGINAL PrettyPunch! Needed dealers in your area. The ultimate in needle punch embroidery. Western Canada based. Excellent profits to 100% Homecrafters/businesses (403)239-2828.

CAREER TRAINING

FREE "CAREER OPPORTUNITIES" GUIDE. Train-at-home for careers in Accounting, Airconditioning, Bookkeeping, Business, Electronics, Law Enforcement, Medical Secretary, Paralegal, Travel etc. 404-999 Canada Pl. (1A) Vancouver, (604)685-8923.

EDUCATION

Train to be a "CRM" - Certified Apartment Manager. Many jobs available. Over 2,000 graduates now working. Government licensed home study course. R.M.T.I. 681-5456 or 1-800-665-8339.

BE A SUCCESSFUL WRITER.... and write for money and pleasure while learning how. You get individual tuition from professional writers on all aspects of writing - romances, short stories, radio and TV scripts, articles and children's stories. Write, call or fax today for our FREE BOOK, "How To Be A Successful Writer". Toll-free 1-800-267-1829. Fax: (613)749-9551. The Writing School, 38 McArthur Ave. Suite 1865, Ottawa, On. K1L 6R2.

EMPLOYMENT OPPORTUNITIES

Employment Wanted. Qualified, experienced golf course turf manager seeking responsible position in B.C. For resume write: Bob Nichol, #3-7812 Hunterview Dr., Calgary, AB. T2K 5C9. Phone: (403)275-5214.

EMPLOYMENT OPPS.

AWARD WINNING weekly newspaper group needs assistant editor. Successful candidate will have newspaper background and good copy editing skills. Position offers competitive salary and benefits package. Send resume and support material to: Sue Gawlak, Managing Editor, St. Albert Gazette, Box 263, St. Albert, AB, T8N 1N3. Application deadline Feb. 20/93.

EMPLOYMENT WANTED

Experienced B.C. Community Newspaper Publisher/Sales Manager wishes to return to the business. Personal retail business has been sold. (Available April/93). Contact Brian 1(604)679-8904 anytime.

EQUIPMENT

BUILDINGS - ROCK-BOTTOM PRICES. B.C. Factory Outlet. Straight-sided and utility models. Example: 30'X40' \$5,225. 40'X60 \$7,968. Order for spring and save. Pioneer Steel 1-800-668-5422.

3 Mountain Logger ML200 Skidder's, with 6V53's, Clark Winch's, Good Working Order \$10,000-\$22,000. Phone 486-7468 or 486-7767.

FINANCE

Government Grants & Loans. Billions of dollars are made available to new and existing B.C. businesses. The Brad Book can show you how to get your share. Call now (604)753-9424.

FOR SALE MISC.

"HOW TO GROW YOUR OWN TOBACCO." \$10 for starter packet of seeds, plus detailed instruction booklet from Keremeos Press, Box 504, Keremeos, B.C. V0X 1N0.

Plow Trucks, Sanders, Grader with Snow Wing, Loaders, Dozers, Backhoes, Excavators, Lowbeds, Water Trucks, 1213 Crusher, Complete with power. 1-493-6791.

FOR SALE MISC.

*******SEPTIC TANKS \$549.00!** NEW GOVERNMENT CERTIFIED plastic septic tank. Guaranteed to last 5 times longer than concrete. Introductory offer INCLUDES DISTRIBUTION BOX. Value \$65.00. Visa 1-800-661-4473.

THE LAST STEEL BUILDING you'll ever need. FUTURE STEEL BUILDINGS, the recognized leader in affordable, top-quality, Arch-style Steel Buildings. Why pay more? Q30'WX38' LX14'H-\$6,274. S30'WX40' LX14'H-\$6,434. delivered. 1-800-668-5111.

GARDENING

ONE STOP GREENHOUSE SHOP. B.C. Greenhouse Builders Ltd., 7425 Hedley Ave. Burnaby, B.C. V5E 2R1. **FREE BROCHURE.** Aluminum/Glass or Aluminum/Acrylic SDP, Double-walled Greenhouses, Solariums and complete line of Greenhouse Accessories. Telephone (604)433-4220, Fax 433-1285.

HEALTH

The Problem Solver. Massaging Shoes are designed to eliminate back, leg or foot pain. Maggio's Italian Shoes, 3287 Kingsway, Vancouver, B.C. V5R 5K4. **HELP HAS ARRIVED.** Herbal Tea 100% Natural, No Side Effects. Helps Diabetes, Cholesterol Level, Effective Weight Control, Eliminates Body Fatigue by improving metabolism. Gaizze Industries International Ltd. Tel/Fax 451-9877.

SERVICES

Major ICBC motor vehicle injury claims. Joel A. Wener, trial lawyer for 24 years. Call free: 1-800-665-1138. Contingency fees available. Simon, Wener & Adler.

BLANKET CLASSIFIED ADS

An Advertising "Best Buy!"

On & Off the Base



Winter Festival Update

The Winter Festival dates are fast approaching. Do you have 3-5 March marked off on your calendar? If so you are in for a very good time.

Some fun things are going to be available. There will be opening ceremonies, a moustache contest, evening games at all three messes, a lucheon, blind volleyball, family skating and hot chocolate, tabloid games and arena games. On the final night there will be a BBQ, a lip sync contest, and of course the Much Music dance at the gym.

Each team is to supply a mascot throughout the entire Winter Festival to help promote team spirit and get everyone involved. There will be a contest to determine which team has the best mascot and a prize will be awarded to the winning mascot.

There will be a plaque for the overall winning team and a plaque for the team that displays the best team spirit. Each team should make a banner and display it around their unit prior to the Festival. The banners are to be brought to the gym for display on

the final night of the Festival.

Buttons, at a cost of \$4.00, entitle you to free admission to all events for the entire Winter Festival. The buttons should be available from your unit reps on 16 February. The cost to attend the Much Music dance without a button is \$5.00. There will be a bus to drive people to and from the dance. See the schedule.

Teams must be registered by 19 February. Contact your unit reps for further details and information.

CFB Comox No Snow Festival Bus Schedule 5 March 93

Cumberland Royston	- Post Office	17:00	18:30
	- Junction Island Highway & Royston Road	17:10	18:40
Courtenay	- Driftwood Mall	17:15	18:45
	- Safeway parking lot	17:20	18:50
	- Fitzgerald & 5th Street	17:25	18:55
Comox	- Tyee Park: Aitken & Davis	17:30	19:00
	- Robb & Anderton	17:35	19:05
	- Comox Plaza	17:40	19:10
	- Noel & Pritchard	17:45	19:15
PMQ's	- Poplar Crescent	17:50	19:20
	- Elm & Pine Crescent		
	- Elm & Oak		
	- Oak & Spruce		
	- Cedar & Spruce		
	- Cedar & Chapel cut-off		
	- Cedar & Spruce (upper)		
	- Spruce & along Maple exiting PMQ's on Maple & Ryan Road		
Arrival	- Base Gym	18:00	19:30
Departure	- Base Gym	23:00	24:00 01:00 02:00

Note: On departures from the Base Gym the bus will proceed to Comox, Courtenay, Royston and finally Cumberland

This schedule will be adhered to as closely as possible; however, it must be realized that due to unforeseen problem, etc. stops will be very brief. Personnel are advised to arrive at the pick-up points early to the advised times. It is quite possible that some deviation from the times shown will be indicated. It is requested that the buses be flagged down by personnel awaiting transportation to the various messes or Base Gym.

Are you ready for a good time?

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

"No Snow Winter Festival"

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

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

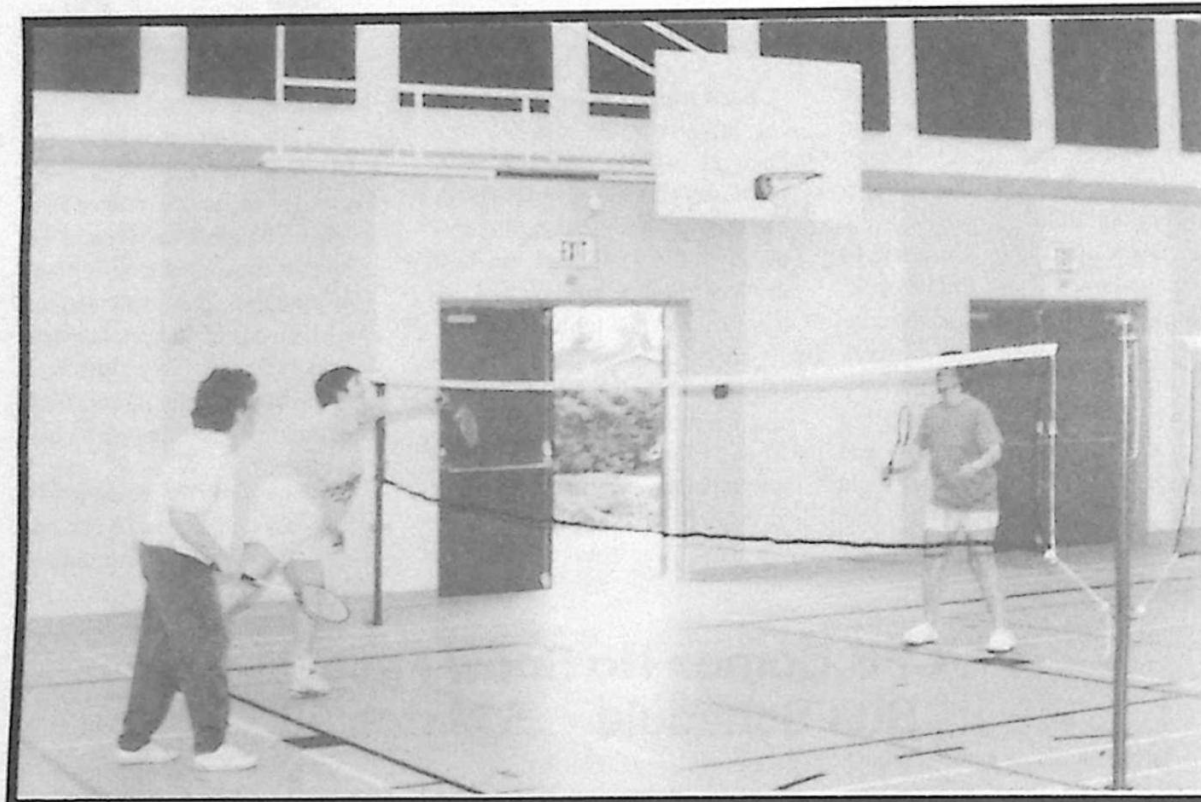
Maj Vezina	407 Sqn	8794	MCpl O'Brien	JRM	8417
Lt Parsons	BCompt	8577	Sgt Richard	BOps	8242
Cpl Grant	442 Sqn	8285	Cpl Patry	407 Sqn	8448
Capt Stephan	407 Sqn	8794	MCpl Peynenburg	BTNo	8262
Sgt O'Brien	Supply	8824	Lt LeCompt	407 Sqn	8577
Sgt De Vries	BAMSO	8551	Lt(N) Krempien	Hosp	8268
Sgt Plante	BPerO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

Your unit
Rep is
looking
for you to help make
a banner that will
demonstrate your
team's spirit for the
Comox Winter
Festival.
Get in touch with
your rep now!



COMOX COMMUNITY CENTRE

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



GET FIT! HAVE FUN! MEET FELLOW ENTHUSIASTS! PICK UP SOME POINTERS! PLAY

BADMINTON

The new Comox Community Centre is pleased to offer a variety of Badminton Programs. Drop In is \$3.21/ADULT, \$2.00/YOUTH, when room available.

MONDAYS

14 yrs. +
8:00 - 10:00 pm
Highland Secondary Sc.
Instructor:
CAROL BISSELL

WEDNESDAYS

Adult WOMEN
12:30 - 2:30 pm
Comox Community Ctr.
Instructor:
CAROL BISSELL

TUESDAYS

Adult MEN
1:00 - 3:00 pm
Comox Community Ctr.
Instructor:
VINCENT ARSENAULT

SUNDAYS

Youth
7:00 - 9:00 pm
Comox Community Ctr
Instructor:
VINCENT ARSENAULT

Want to Improve your Squash Game?

SQUASH SKILL DEVELOPMENT CLINIC

Hosted by

COMOX COMMUNITY CENTRE & COURTENAY RECREATION ASSOCIATION

Friday, Saturday & Sunday
FEBRUARY 19, 20 & 21

B.C. SQUASH INSTRUCTORS

LARRY CHRISTIANSEN
Certified A-1 Official,
Four years International Player,
Five years Instructor, Coach
and Examiner.

STUART DIXON
B-2 Certification, Level 3 Coach,
Ten Years International and Domestic
Coaching, Full Time
Professional/Private Club.



SQUASH RULES CLINIC

FRIDAY, FEBRUARY 19
6:00 PM - 8:00 PM
COMOX COMMUNITY CENTRE
FEE: \$7.00/Adult, \$3.00/Additional Family Members + GST
(Cost includes 1 Rules Book per Family)

There is a tremendous satisfaction to be gained for having a thorough knowledge of the rules of Squash. The Mini Rules Clinic provides both video presentations and practical demonstrations, as well as rules book by "Rod Symington", a simplified guide to the rules of Squash.

GROUP SKILL DEVELOPMENT

SATURDAY or SUNDAY
FEBRUARY 20 or 21
COMOX COMMUNITY CTR or
COURTENAY REC. ASSOCIATION
FEE: \$35.00/Adult, \$25.00/Juniors (15 - 18 yrs.) + GST

(Groups of four will be divided into similar abilities)
We are offering four hours staggered, two 2 hour sessions of skill development, fitness and fun for all levels of Squash Play.

GROUP MINI SKILL DEVELOPMENT CLINICS

SATURDAY or SUNDAY
FEBRUARY 20 or 21
COMOX COMMUNITY CTR. or
COURTENAY REC. ASSOCIATION
FEE: \$12.00/Adult, \$10.00/Juniors (15 - 18 yrs.) + GST

(Groups of four will be divided into similar abilities)
One hour instructional sessions to glean useful tips to improve your game for all levels of play.

SQUASH WEEKEND ROUNDUP
SUNDAY, FEBRUARY 21
4:00 - 5:30 p.m.
All participants
BLACK FIN PUB, COMOX

FOR MORE INFORMATION and PRE-REGISTRATION
PLEASE CALL:

COMOX COMMUNITY CENTRE 339-2255
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ONE NIGHT AFFAIRS

906 MAKE SUSHI
February 17
Louise Watanabi

908 GET GARDENING
March 3
Some Spring time tips.

907 TRY FENCING
February 24
David Durrant

909 CALLIGRAPHY
KNOW HOW
March 10

WHAT'S NEW?

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.



MOTHER/DAUGHTER LEARN SELF-DEFENSE

13 yrs. +
Thursday
February 11 - March 11
7:00 - 9:00 pm
Comox Community Centre
\$40.00 + GST if applicable
Single adults OK - no teens without
parent. A self-defense program
based on the S.O.S. theory of situations,
options; solutions with a
karate basis.

WATERCOLORS

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 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



On & Off the Base

Comox
Heritage
Week
13 - 20 Feb

A path of pioneer courage and community spirit will be traced by Valley Vintage Wheels in Comox on Saturday 13 February.

To mark Heritage Week, three hemlock trees will be planted by Bob Skelly, MP, Mayor Alicia Burns and Heritage Committee Chairman Councillor Barbara Price. "These beautiful native trees commemorate those which have been lost and represent the growing awareness of our need for trees," noted Councillor Price. These will be planted in the new Peace Park (Salish Park).

The public is invited to join the heritage tour in their own cars following the vintage cars carrying local dignitaries, which leave Comox Mall car park (by Port Augusta) at 1:00 p.m. Vintage cars collect from 12:30 p.m. for public viewing. Owners of vintage cars are invited to participate. For more information phone Councillor Barbara Price at 339-4015 or just come along on the day.

At the start of the tour is the Lorne Hotel, a well preserved landmark which has been the centre of this community since 1878. Built by John Fitzpatrick, the hotel was taken over in 1883 by Mr. & Mrs. Sam Cliffe.

Florence Cliffe epitomized the Comox spirit of generous caring, acting as Lorne hostess while raising 15 children (many of whom stayed in the Valley). The main saloon often served as a maternity ward and funeral parlour during the Cliffe's residence for, according to local Heritage-Committee notes, "Florence was never known to refuse a meal or a bed to any wayfarer, whether he had the price to pay for it or not...."

This year's tour follows Balmoral, passing the beautiful centrally located golf course, the old hand-crafted McQuinn



Antique cars will be featured

House, followed by the only log house in Comox and the Anderson house which dates back to 1878. Trees are specially featured with the tour passing the rare and lovely trees on the corner of Balmoral and Pritchard. The first stop is Salish Park - Peace Park for the ceremonial tree planting.

Travelling down Guthrie the beauty of the agricultural landscape inspires the eye. Three generations of the Sim family have farmed here. Heading down Church Street, the Ecclesiastical architecture of St. Peter's Church and Rectory and the old United Church are an interesting grouping.

After passing the 100-year-old St. John the Baptist Catholic Church, the tour approaches Pioneer Park which contains tombstones and memorials to early residents. Directly beyond the park is McCutcheon Point on part of which is "The Fort." Built by Sir Ernest Petter in 1938 as a private home, it is presently part of North Island College. It was so named as it was built on an Indian fort which included deep trenches for defensive lookouts, used by the first inhabitants of this Valley.

McCutcheon Point also contains the solidly-built lodge on six acres of old-growth timber known as the Crown Zellerbach

guest house. This is Comox's link with the Dunsmuir coal mag-

nates of Vancouver Island, for Elinor Dunsmuir bought the land from Lady Currie, daughter of one of the Valley's first settlers, Mr. & Mrs. William Chaworth-Musters.

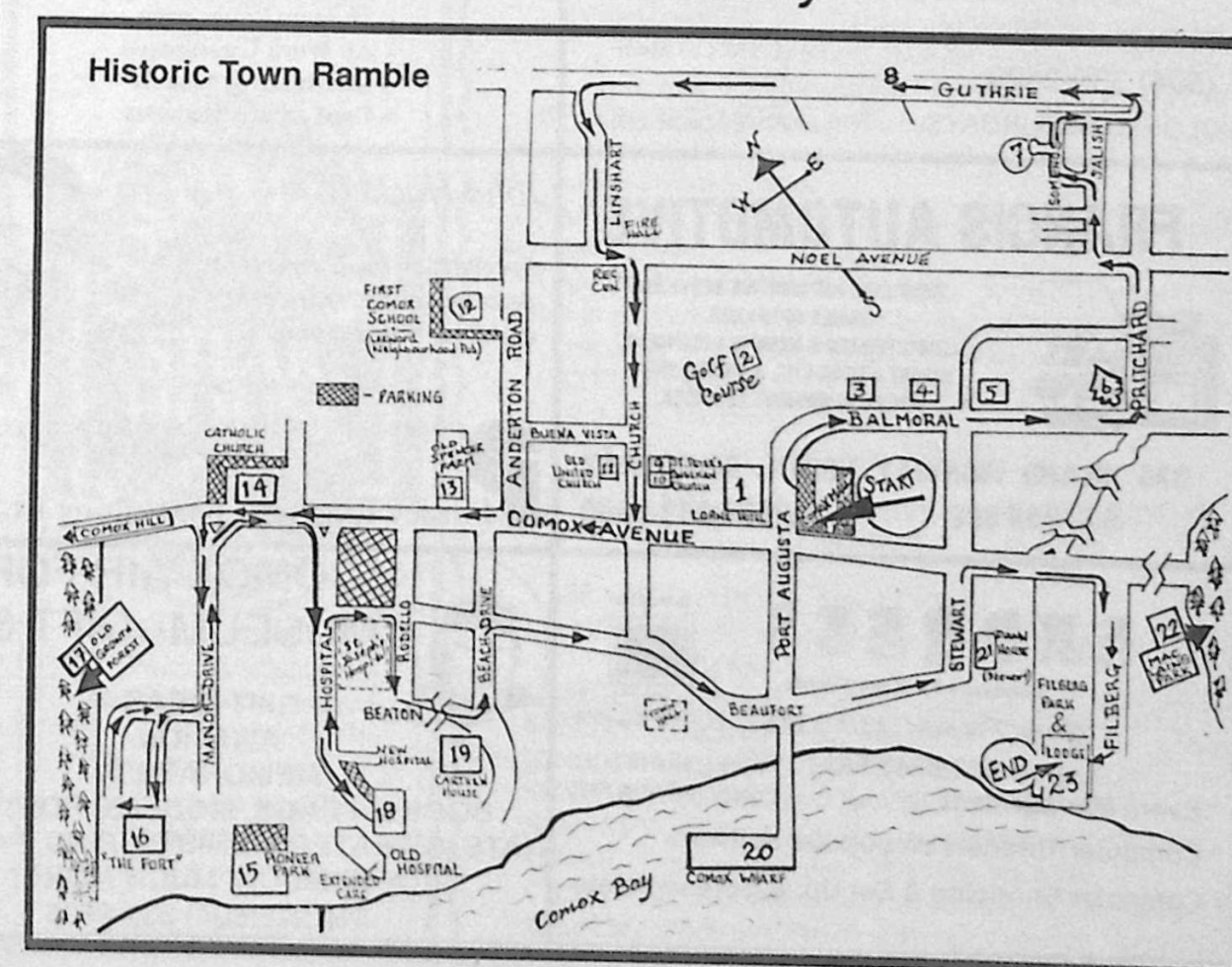
The route along Beaufort crosses the historic landing and wharf area which in 1862 was pre-empted by James Robb. All of the Comox Valley depended upon the steamships arriving at the landing for mail and supplies.

The nucleus of Comox 100 years ago included four large buildings - the Lorne Hotel, Robb's barn, Rodello's General Store, and the sea-front Elk Hotel.

The Dann house on the corner of Stewart and Beaufort is of historical interest. Mrs. Muriel Dann is a descendant of Eustace Smith, a Comox pioneer who wrote in 1895 of the settlers' emphasis in clearing land for farming. Smith felt that the destruction of valuable timber was a mistake for "the crop which was being destroyed was as valuable as any other production that could be raised on the same land over a period of years."

The tour will terminate at the Filberg Lodge where refreshments will be served.

Hunt for History



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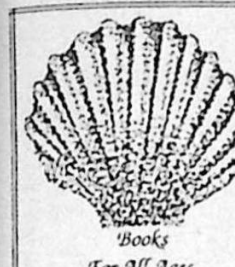
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9. Termite Hill.....Wilson
10. All Around the Town.....Clark

443 Anti-Sub/Heli
Sqn 50th in May

HS 443

of tertiary interdepartmental roles in which these helicopters may be used, i.e. sovereignty surveillance, fisheries and support of the RCMP.

50th Anniversary celebrations are planned for 21 - 24 May 93. At HS 443 we are continually attempting to contact former members who have moved and unfortunately lost contact over the years. If you are, or know someone who is, a former "alumni," please contact the Squadron at 443 Helicopter Anti-Submarine Squadron, CFB Esquimalt, FMO Victoria, B.C. V0S 1B0 or OPI Maj K. Whitehead at (604) 363-6776 or AVN 355-2000 local 6776.

Next article: The Birth of a Squadron
The Phantom Bumble Bee

Who, where or what is HS 443? Although the Squadron has been at CFB Esquimalt since before the turn of the decade, I still hear our personnel say that some people do not know we are here! Granted, we are "out of sight," being located at and operating out of Victoria International Airport near Sidney. We, in fact, will be celebrating our 50th anniversary as a Squadron this spring (May '93).

My intent in the months leading up to the 50th Anniversary celebrations is to publish a series of articles recounting the background and history of 443. Our history is diverse and colourful. During the early years of World War II we were known as the "Hornet Squadron," flying Supermarine Spitfires. Many changes have occurred since then - in our present configuration we are no longer part of a fighter wing but now operate Sikorsky Sea King helicopters in support of Maritime Forces Pacific (MAR-PAC) operations.

Two helicopter air detachments (HELAIRDETS) were sent from Nova Scotia to MARPAC in 1987 and were assigned to HMCS

Huron and HMCS Provider. In order to help reinforce the three-ocean navy commitment, HS 443, complete with headquarters, was formally transferred from the Atlantic Coast to MARPAC in 1989. HS 443 falls under the auspices of our "Wing Commander," the Base Commander of CFB Esquimalt, and the Commander of Maritime Air Group (MAG), on the East Coast; however, we are a lodger unit of CFB Esquimalt in terms of administrative and logistical support, and yet operationally we support the MARPAC fleet. (I was specifically told not to show an organizational flow chart!)

The Sea King helicopter is an all-weather day or night aircraft with detection, navigation and weapons systems that enable it to search for, locate and attack a submarine if required. It has a crew of two pilots, a tactical navigator (TACCO) and an Airborne Electronics Operator (AESOP). The five HS 443 Sea Kings also significantly enhance the capability of the Commander MARPAC to respond to the region's search and rescue needs. Furthermore, there are a number

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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.
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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.

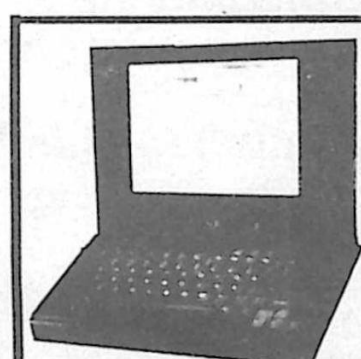
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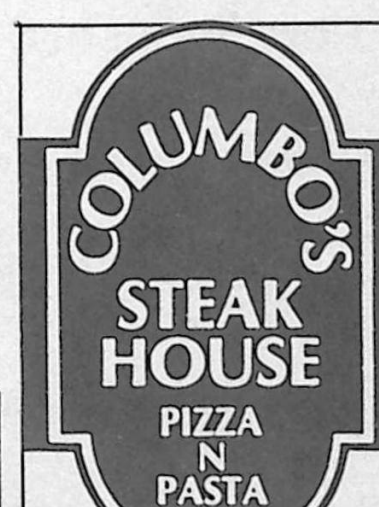
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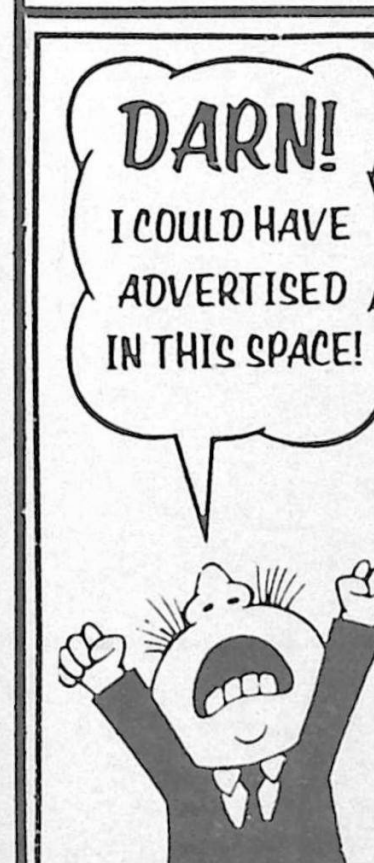
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