

Environmental Awareness Week

....pages 3, 6, & 12

Holberg Stands Down

.... page 11



TOTEM TIMES

Canadian Forces Base Comox B.C.



VOL 35 NO 10

3 JUNE 1993

COST: PRICELESS

A Community Success

By Sharla Hunter

Residents of Ward 8 are pleased with the recent paint job on their playground equipment.

The Community Council suggested that each Ward Representative is responsible for arranging his or her ward playground equipment to be painted. Since we have several teens in our ward, I asked if they would be interested in helping. Their response was "Just let us know when, and we'll be there!"

The weather wasn't enthusiastic - it rained for almost a month. This did not dampen the teens' spirits, in fact, they told more teens about it and within a few weeks the Family Resource Centre phoned with names of other teens wanting to help. We had more help than was needed to just paint our ward. Since all of our children use the school's playground during and after school, I approached Airport School about painting the equipment there and they were thrilled at the idea.

The weatherman finally was forecasting a sunny weekend for 15 & 16 May. Even though it was spitting rain at 9 a.m. Saturday morning, teens still showed up ready to paint. They were eager to get started, so with some adults, teens and pre-teens at 9:30 a.m. we got under way. By noon Ward 8 was looking like new and the children were so excited at the look of their playground they could hardly wait for the paint to dry. With our original goal completed, we then proceeded to Airport School. The weather turned hot but the painting continued until half of the equipment was completed. It was 9 p.m. and time to quit. A lot had been done on our first day.

Sunday proved to be another scorcher of a day, and the painting got under way before 9 a.m. It was hard going during late morning and early afternoon with the intense heat beating down, but

some were persistent, they wanted to get the job done. By 8 p.m. the job was completed, the playground equipment looked bright and cheerful with its new colours. The painters were tired but pleased when they heard the children saying how nice it looked. Many children thanked the painters as they eagerly waited to play on the equipment.

I would like to thank the following for generously donating their time to paint, for getting supplies, clean up, and for supporting us:

Adults: Mrs. Kim Wendland, Mrs. Sharon Rodrigue, Mrs. Nicole Chretien, Mrs. Sue Power, Mrs. Rosline Turcotte, and Mr. Roger Archambault.

Children: Ian & Allison Power, Brandi Langevin, Rebecca & James Hunter.

Pre-Teens & Teens: Cathy Turcotte, Jason Hunter, Tamara McIssac, Darren Astles, Michael Porter, J.J. Langevin, Terra Savoie, Shannon Vance, Jennifer Rodrigue, Amber Bell, Jennifer Chretien, Ryan Gustoffson, John Hunter, Peter LeBurel, Amanda Kitchen. A very special thank you to Yan Chretien. He donated 20 hours of painting and encouraged others to help out. He did a wonderful job.

Thank you to the many teens (sorry I didn't catch all your names) who helped in keeping the excited children off the equipment until it was dry.

Teens, I truly thank you, because you unselfishly gave your time and it was a pleasure to work with you. I am proud of the effort you put into completing Ward 8 and Airport School playground equipment.

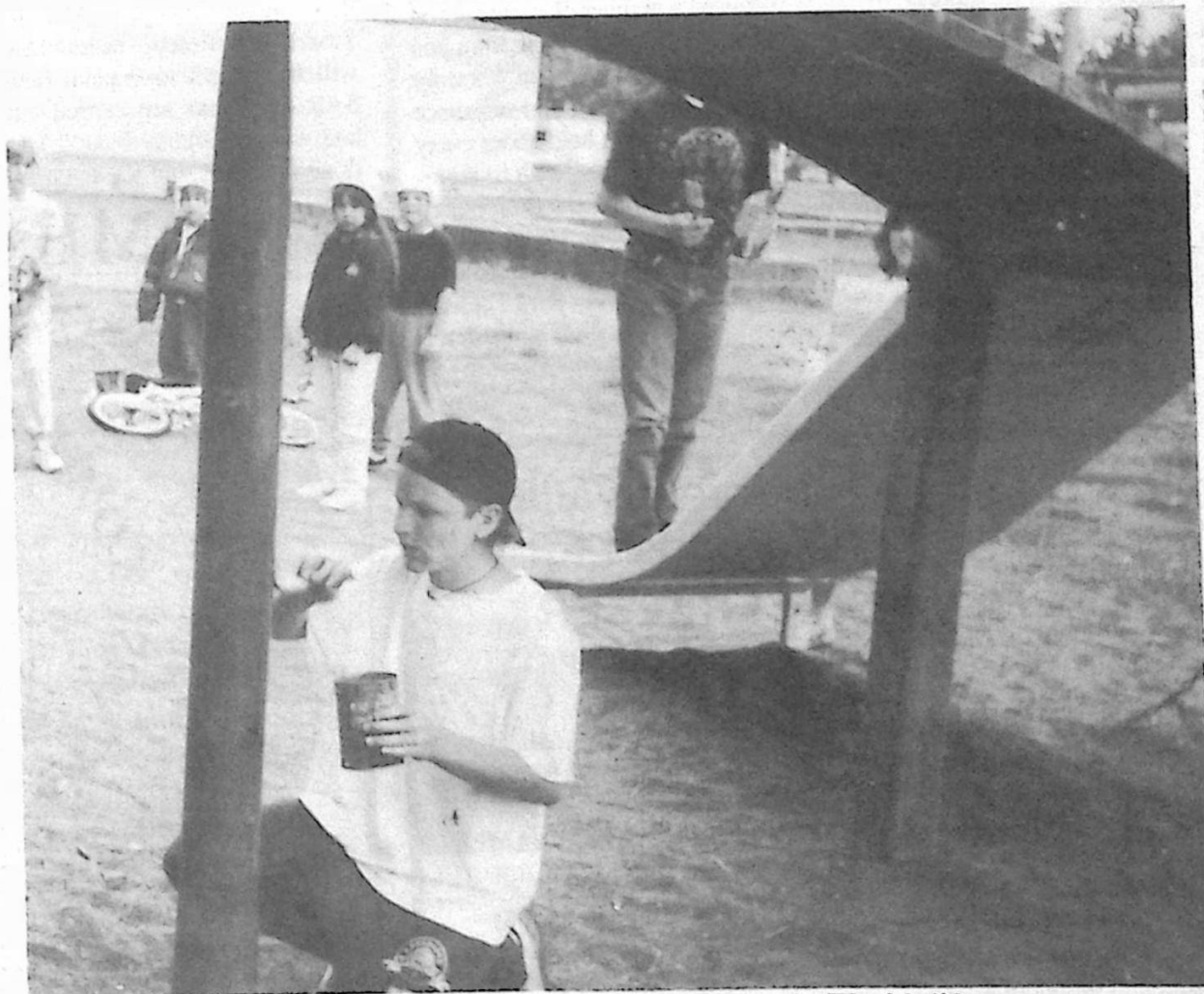
Ward 8 Wallace Gardens Community Council Representative, Sharla Hunter

Teen Contribution (1)



Jennifer Rodrigues and Terra Savoie slap the yellow paint on a receptacle...

Teen Contribution (2)



....while Yan Chretien applies a coat of blue to the Ward 8 slide.

On & Off the Base

PMQ Family Fun



PMQ teen Amber Bell and friends

Wallace Garden News

A lot of things are happening in PMQ's, most of them obvious but I think they are significant enough to mention. On 1 May we had a PMQ cleanup and BBQ. We assembled at the Airport School, divided into two groups and picked up litter throughout the MQ area as well as along Little River and Ryan Roads. Then the participants had hot dogs, t-shirts, juice and coffee. All the children, including some from outside the MQ area, received McDonald's Gift Certificates (thanks George.) Two pickup trucks of litter were collected, making this a very successful event. Thanks to all who turned up and worked through a very wet morning.

On 20 May we had our Awards Night, where we honoured our community volunteers. Not only do we have individuals involved in the various clubs, but there is also support from local enterprises such as Sieffert Farms, Good's Groceries, and Tim Horton's Donuts. WLog and WAdmin sections provide the bulk of our Base support.

Coming up on 4 June, the Military Police are holding a Bicycle Rodeo at Airport School, and on 5 June we are having our annual Spring Garage Sale. A special dry trash pickup will be arranged for shortly after this day. Of course, we are still in the planning stages but it looks like we will offer a Summer Program similar to last year's.

The Council is constantly

seeking volunteers to beautify the PMQ area. The Teen Club surprised us by voluntarily painting some of the playground equipment. It looks great and we as a community certainly benefit from this kind of activity. Our thanks go to those teens who participated. We are looking for volunteers to do more of the playground equipment and other jobs.

Just a reminder that the PMQ Association office has relocated and is now in the Canex Building, next to the Barber Shop. The new hours of operation are 0900 to 1300 Monday to Friday.

Next time you meet someone on the sidewalk say "Hello" and let them know we are a friendly community. Parents please make sure that your children play safely.

Ward Councillors Needed

We are in urgent need of Ward Councillors. Postings have caused a number of vacancies on the council. All we ask from you as a councillor is about 2 hours a month of your time and assistance with the events held about every six weeks. If you wish to represent your ward on the council please call Linda Rose at local 8571 or come out to a council meeting held every third Tuesday of the month at 1900 hours in the Community Centre. Hope to see you there.

For Most Conspicuous Bravery

Canada finally has its own family of medals for military bravery. A Canadianized version of the famed Victoria Cross and two new medals, the Star of Military Valour and the Medal of Military Valour, were approved by the Queen in February.

The VC and all other British decorations were excluded from the Canadian system of honours and awards in 1972 when the federal government created a purely Canadian family of bravery medals, topped by the Cross of Valour. But that new family did not include a distinct set of military bravery medals.

Many Canadians, particularly veterans, immediately called for the creation of a separate family of medals for military heroism and for the return of the prestigious VC. Others wanted to replace the VC with a new Canadian medal for military bravery.

While the debate raged, the medals created in 1972 served the dual purpose of recognizing both civilian and military heroism. In fact, the first two Crosses of Valour were awarded posthumously to Canadian sailors for their heroism following an explosion in October 1969 aboard HMCS Kootenay which killed nine sailors.

According to the official citations: CP01 Vaino Olavi Partanen, in the face of quickly spreading fire and smoke and "in full knowledge that he was in mortal danger," stayed behind to give the watch officer on the bridge vital information about how the situation was unfolding.

PO2 Lewis John Stringer coordinated the evacuation of the ship's cafeteria. After waiting until the last sailor was out, he collapsed in the galley. He was rescued, but died later as a result of smoke inhalation.

However, the Cross of Valour has never been awarded for bravery under combat conditions, unlike Canada's second highest civilian bravery medal, the Star of Courage.

Of the Star's 335 recipients, 37 were members of the CF. Twenty-seven won it while in the line of duty, including several who displayed exceptional heroism while serving on international peacekeeping operations.

In response to those who argued that Canada needed to make a clean break from the British honours system, many supporters of the VC argued it was more than just a British medal.

"It is the most coveted and rare of all valour awards, anywhere," wrote columnist Peter Wor-

thington. Others pointed out that the VC, awarded to 93 Canadians since it was created by Queen Victoria in 1856, was as much a part of Canadian heritage as British.

This was recognized by Britain when, in a 1961 Royal Warrant, it authorized all Commonwealth countries to issue the VC in their own names, subject to the formal approval of the Queen.

In 1987, Prime Minister Mulroney asked officials at Canada's honours and awards directorate at Government House to study the possibility of "Canadianizing" the VA - a step which Australia took when it nationalized the VC in 1991.

His goal, the prime minister said, was to "reconcile two significant objectives: the continued development of a truly Canadian system of honours, and the maintenance of an important link with our military and Commonwealth heritage."

Then, prodded by a private member's bill introduced to Parliament in October 1991 by Doug Fee, member for Red Deer, Alta., the Government decided to include the VC in the new family of military bravery medals that had been under consideration for some time.

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Harbour Days

In recognition of National Boating Week, Comox Harbour will be hosting the largest boat parade on Vancouver Island on 6 June 93.

To help mark the occasion and to underline the importance of safe boating, 442 Search and Rescue Squadron will display a CH-113 Labrador helicopter. As well, Search and Rescue technicians will be present to explain how SAR operations are carried out and what individual boaters can do to better prepare for an emergency.

agency.

The Labrador and SAR display is only one of the many events scheduled for the Comox Harbour opening day. Other events include a boat show, marine swap meet, and other interesting displays. "Black Duck," the rescue boat, will attend, and ceremonies will be held by HMCS Quadra.

Featured as the reviewing vessel for the sailpast is the RCMP's catamaran, "Nadon." At over 17 meters in length, and powered by

two 850 HP diesel engines, the Nadon will make an impressive centrepiece. It will also mark the first public display of the catamaran in Comox Harbour.

Additionally, the RCMP will have a display booth set up to inform the general public about safe boating operations.

For more information on the Comox Harbour Days, please contact Bob Stevenson at 339-7222.

COME ONE - COME ALL

NO BOAT TOO BIG!

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COMOX HARBOUR BOAT PARADE
SUNDAY 06 JUNE 1993 AT 2:00 P.M.
PARADE FORMS UP AT 1:30 PM
OFFSHORE FROM GOVERNMENT DOCK

On & Off the Base

Environmental Awareness Week

The theme this year during Environment Week is **Environmental Awareness**. While I would like to think that we practice the 3Rs all year long (and that's reducing, re-using and recycling, for those who were wondering), it is always worthwhile re-emphasizing these basic principles of environmental awareness. During this past year, we have made significant progress at 19 Wing Comox towards more environmentally responsible management - the introduction of the cardboard-only dumpsters, the completion of the Base Hazardous Material Storage Facility, and the acquisition of marine spill containment equipment readily come to mind. But the real secret to carrying out environmentally friendly operations is the effort each of us puts into our individual tasks. This issue of the Totem Times has a number of articles, helpful hints, reminders and notices which I hope will pique your interest and personal commitment to greater environmental awareness, both at work and at home.

A major step forward in the 19 Wing Environmental Program has been the completion of the CFB Comox Environmental Baseline Study. This study was conducted by GCG Dillon Consulting Ltd. of Edmonton and is a critical step towards positive environmental stewardship. The study has examined all activities, units and areas resident at CFB Comox, and compared them to current federal, provincial and/or municipal environmental legislation. While we are by no means in full compliance, a general assessment of the study has been most encouraging and we can now better direct our efforts to those areas requiring attention. On the positive side, many of the deficiencies noted in the study can be rectified with better housekeeping in the workplace. Others require careful thought

and consultation to develop proper operating procedures and training. Finally, a few will require the ever elusive \$\$, but those can be programmed and corrected (some already have been) in an organized manner.

Another positive action which I am personally very happy to see completed is the successful staffing of the Wing Environmental Protection Officer position. The WEnvPO is a new position created at CFBs across Canada in recognition of the increasing importance and workload associated with environmental monitoring. Mr. Bob Allan has joined the 19 Wing Construction Engineering Flight staff, effective 1 June 93. Bob hails from Whitehorse and was formerly an Environment Canada inspector. He brings with him a great deal of knowledge and experience which will assist all 19 Wing personnel and units to be more environmentally responsible.

I encourage all 19 Wing personnel to renew your commitment to the environment during **Environmental Awareness Week**. Daily messages will be posted at the Base Main Exit to remind you. Take some time to walk in the woods and see the beauty that surrounds us here in the Comox Valley, and reflect on how fragile it is. Talk to your kids about the environment - you may find them much more aware than you think. Finally, take the time to do at least one positive thing for the environment - park the car and walk to work; clean out the shed of old paint cans and junk; remove those oily rags, tins, and empty containers which tend to collect in the shop. And remember that we did not inherit this Earth from our parents, we are borrowing it from our kids!

Your Energy Use Is Costing You And The Environment

Energy is the life blood of our industrial society. It drives our

commerce and industry, transports us and our products around the globe and heats our homes. Our every action consumes energy. In Canada, approximately 36 percent is provided by oil, and 26 percent by natural gas. Water power supplies another 12 percent, and nuclear energy, 9 percent. Coal is responsible for 11 percent, and renewables, such as biomass (tree bark and pieces) and solar, provide another 6 percent.

Canadians, the largest per capita users of energy in the world, have a voracious appetite. Some of this high level of consumption can be attributed to cold winters and long distances. However, much is due to poor conservation, caused by an abundance of energy sources. Unfortunately, we have chosen to emphasize sources which are polluting and non-renewable. Only now are we beginning to realize the real price of fuels and the steep price for us and the environment.

As more and more easily accessible energy sources are used up, such as oil and hydroelectric power, and as demand grows, the costs of development, transportation and pollution abatement keep increasing and are passed along to you. The price of oil, as our domestic supplies fail to meet demand, jumped from \$1.50 to a high of \$41 in 1979, levelling off to the current \$20 range. The price of electricity in Canada grows annually at a rate of 5 to 8 percent.

Utilities now are finding that it is cheaper to assist their customers, with cash incentives and technical assistance, to practice conservation and improve efficiency than it is to build new generating facilities. No wonder. Where, previously provincial governments had to borrow hundreds of millions to build electricity plants, today the cost is counted in the multi-billions for

Continued on page 6

Enviro-Inserts

One litre of oil can contaminate 2 million litres of water. In fact, one drop of oil can render up to 25 litres of water unfit for drinking.

Wastes are simply resources out of place. Always remember that one man's trash is another man's treasure.

Every year, businesses in Canada pitch out 6.6 million tonnes of garbage. That's enough to fill 2300 football fields to the top of the goal posts.

Every four years, an area of Canadian forests equal in size to Vancouver Island is cut down.

If all the paper consumed in Canada each year were recycled,

80 million trees would be saved and about 35 percent of our waste would be diverted from landfill.

Total water use in Canada averages about 4,000 litres per person per day. Of that, about 285 litres is for direct personal use, and about 3,715 litres is required by the industrial, commercial and institutional sectors which serve us.

Fixing one dripping tap reduces water consumption by approximately 25 litres per day.

A bus carries the same number of people as 40 commuter automobiles, with 39 fewer exhaust pipes. Of course, bikes and sneakers can carry the same number with 40 fewer pipes.

Environment Week
Semaine de l'environnement
JUNE 5-12 JUIN
1993
Canada

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BC Environment

NEW REGULATION IN EFFECT...
CFCs to go. For good.

British Columbia's new Ozone Protection Regulation went into effect on February 23, 1993.

- The regulation controls the use of CFCs, halons, and other substances that damage the ozone layer.
- CFCs are used in equipment like refrigerators, air conditioners, and motor vehicle air conditioners.

Repair technicians who deal with this type of equipment must have completed an Environment Canada training course by July 1, 1993.

For information on this course, call your local community college or the Heating, Refrigerating and Air Conditioning Institute of Canada's toll-free number (1-800-661-3369).

For more information on this regulation, call the B.C. Recycling Hotline: 1-800-667-4321.

Editorial



Norm Blondel

The Dam-Busters

Operation Chastise

Part 2

By John Novak



A Sad Event

After heroic efforts to keep the Salvation Army Canteen going, continuing losses and insufficient support have forced the closing of the CFB Comox institution, effective Friday, 4 June. A Salvation Army presence on this base will also end with Major Dodge's posting.

Their many friends here will want to wish to Dodges all the best in the future. Bon voyage, Winston and Cora.

Our Letters Policy

We print all correspondence meeting the guidelines of CFAO 57-5, including letters where the writer(s) wish to have their names withheld. However, all letters must be signed, and include the writer's address or telephone number. The writers can express their own opinions, but should avoid targeting individuals or organizations.

Our Photos Policy

To avoid being deluged by presentation pictures, we will, after this catch-up edition, adopt the following procedure: where more than two photos with the same presenter are submitted, we require a group picture. If a group picture is not supplied, single column, recipient only pictures will be published. Promotion pictures below Corporal rank will not be published. Presenters are requested to ensure a group picture is taken when multiple presentations are made. Captions must accompany all photographs. Some pictures may appear in later editions of the Totem Times if space is not available when they are first received. Contributors are reminded that our deadline for all material is noon on Mondays. If you require a publishing schedule, please contact our office at 339-2541.

CFB Comox Service Person of the Quarter Cpl Paul Briand



LCol Cleland CO of 414 Sqn congratulates Cpl Briand on receiving the CFB Comox Service Person of the Quarter Award. Cpl Briand has demonstrated a professional attitude and superior leadership abilities. He has proven to be a highly valued member of Sqn and has been very active in the local community. Paul is a true team player who donates much of his spare time to the youth of the community through his involvement as an instructor with the Sea Cadet Corps. A very well done, Paul, from all the Black Knights. Totis viribus.

W/C Gibson, 24 years old, had flown on 173 operations, and was overdue for a rest from flying

duties. But Harris invited Gibson to "do one more trip" with a new squadron, and Gibson would be allowed to choose his own crews. Because "Operation Chastise" was classified "Top Secret," Gibson had to make his decision on the basis that he could not be given any details about the operation, except that it was an important one. He accepted the assignment, and within a week 147 air crew from various squadrons began to arrive at the Scampton, Lincolnshire base to form 617 Squadron. These crews, who were the cream of Bomber Command, had completed two tours of duty. They were now to engage in intensive, low level flying exercises by day and night, for a period of eight weeks prior to the date of the operation which was to be the night of 16-17 May.

While the aircrews were engaged in their "dress rehearsals," the ground crews were undergoing exhausting periods of work. In addition to the routine maintenance of the Lancs, there were major modifications to be carried out. Extensive repairs were required when on one exercise, six out of twelve aircraft were seriously damaged. The modification that taxed inventiveness and ingenuity proved to be in the adaptation of the weapon to the aircraft. Code-named "Upkeep," its appearance resembled a large oil drum. It weighed 9,250 lbs., which included 6,600 lbs. of RDX explosive. It contained three hydrostatic fuses that could be set to detonate the explosive at the correct depth to inflict maximum damage. It was 50 in. in diameter, and 60 in. in length. In essence Wallis' bomb was a large depth charge, except that a radical form of delivery would have to be employed. Besides the critical parameters of height, speed and distance, the weapon would have to be dropped in a back-spinning mode. This motion was necessary in order for it to skim across the dam lake's surface and bounce, avoiding the anti-torpedo nets. Then, making contact with the dam's face, the final momentum of the weapon's spinning would allow it to sink down the

underwater section of the dam's face.

Due to its size, the weapon could not be completely contained in the Lancaster's bomb bay. The bomb bay doors were removed, and the weapon was installed across the width of the bay. It was slung between two V-shaped arms, each arm being hinged in a fore and aft direction. Both ends of the weapon's casing contained a hollow circular track. Disc wheels of the same diameter as the tracks were attached to the V-shaped arms. These disc wheels mated up with the circular tracks on the weapon. A hydraulic motor in the fuselage was used to belt-drive one of the discs which, in turn, engaged the weapon causing it to spin backwards at a speed of 500 rpm. Upon release by the bomb aimer, the V-shaped arms were sharply forced outwards, allowing the spinning weapon to fall free.

As the weapon delivery problem was being solved through invention, ingenuity, trial and error, others were also dealt with. Maintaining a height of 60 ft. and a distance of 400 to 450 ft. from the dam were overcome with two simple and yet effective ideas. Spotlights were attached fore and aft on the underside of the Lanc's fuselage, and then adjusted at a downward angle. When the two spotlight beams (observable from the cockpit) intersected on the surface of the water, the plane was at the precise height of 60 ft. To aid the bomb aimer in gauging an accurate distance from the dam, a cheaply made triangular bombsight was devised. Fashioned out of plywood, it had a peephole sight at its apex and a nail at each end of its base. By spying through the peephole and superimposing the nails upon the dam's twin towers, correct timing of the weapon's release was possible. Another innovation was the installation of VHF communications in all aircraft for clear transmission between aircraft and with #5 Bomber Group HQ at Grantham, Lincolnshire. Finally, after many weeks of training, trials and

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Letters

50th Congratulations

From Brigadier-General B.D. Bowen, CD to the Base Commander, filed with this newspaper for publication:

Dear Terry,

Thanks for your letter, the "Totem Times" and a section of "Comox District Free Press." It's obvious that both 19 Wing and the local communities captured the significance of your first 50 years in the valley. The "Totem Times" is particularly well done and I extend my congratulations to all who made it so - well done and I

encourage you to continue on this track. There's no doubt about CFB Comox's future; it will continue to mature as one of Canada's premier air bases and a bastion for maritime air operations in the Pacific, and worldwide for that matter. Congratulations on your first 50 years and best wishes as you and your staff set the course for the future!

Cheers,
Barry

A Letter from Harry

Dear Sir,

Permit me to say that I read with considerable interest the history of the Base in the last issue and that at "least" my name was mentioned.

But woe! is me. Despite the fact that I was a pilot, I was the first CTECH (BTSO) on the scene, having arrived on 3 June, 1952 and held that position for three years and wasn't even invited to participate in the 50th Anniversary or partake of a morsel of that delicious looking birthday cake.

Likewise I missed out on the 69th birthday of the RCAF and I am one of the few still living of that early era having entered the service before its third birthday. I funded, from my meagre resour-

ces, the necessary liquid refreshment for both the SGT's and Officer's Mess and located both temporarily in a lean-to of the Station Theatre, now the museum and was the first PMC of the Officer's Mess. I might also add that it was yours truly who took the "flak" for rebuilding the present Mess from the "fireplace up" instead of a mere refurbishing job.

Let me conclude by saying that despite the fact that I have been retired for 34 years, I am determined to live another 17 years at which time I have calculated that I will have recovered all of my pension fund contributions.

So there is time yet!
#249 W/C H. Bryant (Ret'd)

CFB Comox Teen Club

The CFB Comox Teen Club is made up of "Base dependant" teens from the PMQs as well as from the Comox Valley. Our Steering Committee, which makes decisions, is made up of representatives of teens, parents, volunteers, and Family Resource Centre staff. Our regularly scheduled activities include: baseball (Tuesdays), floor hockey and sports (Wednesdays), and dances (Fridays). We also hold special events, such as ski trips, beach parties, and trips to waterslide parks.

As well, we volunteer for the good of the community. Some

projects which we have participated in include helping the PMQ Family Fun Day (clowns, face painting, and children's games), running Halloween games for PMQ children, manning a concession booth at the Comox Air Show, delivering newsletters for the Family Resource Centre, and painting the PMQ playground equipment. Upcoming projects include delivering more newsletters, assisting with the resurfacing of the Base baseball diamonds, and assisting with the Resource Centre Family Fun Festival. The Festival is 9 July and we hope to see you there!

New Chief in 19 Ams



CWO Harrison, 19 AMS, was promoted 1 Jun 93. Presented by Col T.B. Rogers, WComd and CWO Sarty WCWO.

Comment

PMQ Youth OK

To: Names withheld by request
Re: Youth behaviour in PMQ's

Wallace Gardens has the largest number of children per capita of any community in the Comox Valley - for that matter, probably on Vancouver Island. Children from the "married patch" have certain advantages over many of their counterparts in civilian life. The family has a regular income, adequate quarters are provided, and convenient school, church and recreational facilities exist.

They are, however, subjected to pressures which unsettle and, on the surface, harden them. The family is uprooted frequently, fathers or mothers are away for long periods, and friends disappear with every crop of postings. In their need to find stability and security, they strive to develop friendships in this uncertain environment whereas those children who reside in essentially one community have their friendships securely established.

Young people have strong needs for recognition and status, for respect and self-esteem, for honest guidance and a sympathetic ear. Where these genuine needs are not met, and when the restless concerns of youth are ignored, delinquency arises.

Our adults of tomorrow must be helped to develop positive social attitudes, self-sufficiency in interpersonal relationships, and a co-operative relationship with authorities.

There are also two other very important qualities that most of the young people of Wallace Gardens possess: maturity and respect for authority. The contact that the Military Police have with our youth confirms this on a daily basis. Like any other Canadian community, we have a few problem children but, I can assure you, very few, and usually the same ones. These few are dealt with under the law to the fullest extent possible. It may also surprise you to know that many offences being committed in our community are being done by children other than military dependants. One has only to read the local papers to realize that the behaviour of most of our PMQ youth is outstanding in comparison.

Your letter states that there is a "decaying behaviour of most of our pre-teen and teenage population." You went on to list some past examples, most of which were not reported to the Military Police. A review of our files does not reflect an increase in crime in the PMQ's. In fact, our records indicate a decline. Yes, there is some vandalism and theft of personal property (usually bicycles left unsecured.) In order to minimize and eliminate these crimes the Military Police must be informed in a timely manner of any suspicious activity.

There are also many other organizations or individuals to whom you can address your concerns: PMQ Council, Family Support Centre, Wing Housing Officer, Padres, Wing Social

Worker, Wing Chief Warrant Officer, Commanding Officers, Branch Heads or the Wing Commander.

I can assure you that all "authorities" take complaints and concerns of the nature you outline very seriously. It is therefore requested that any concerned resident of PMQ's address their complaints to the Military Police, or one of the organizations/individuals listed above.

Finally, the Military Police congratulate and commend all of the outstanding youths who reside in our military community. Well done!!! We know you are the majority.

Sincerely,
Capt Paul Weed
Wing Security Officer

Thanks, Teens

To: "Teens" of Wallace Gardens

Dear Teens,

On behalf of the staff and students of Airport School, I wish to thank you for volunteering your time to paint our playground equipment. It is refreshing to find young people who are willing to give unselfishly of their time to assist others.

The playground equipment looks fabulous and the students love the colours.

We appreciate your efforts.
Yours truly,
D. Costain, Principal
Airport Elementary School

It's a Martin Mars

Dear Editor,

Your latest aircraft in Trivia is one that has been observed by many B.C. residents over the years, especially Vancouver Islanders. It is the JRM-3 Martin Mars flying boat.

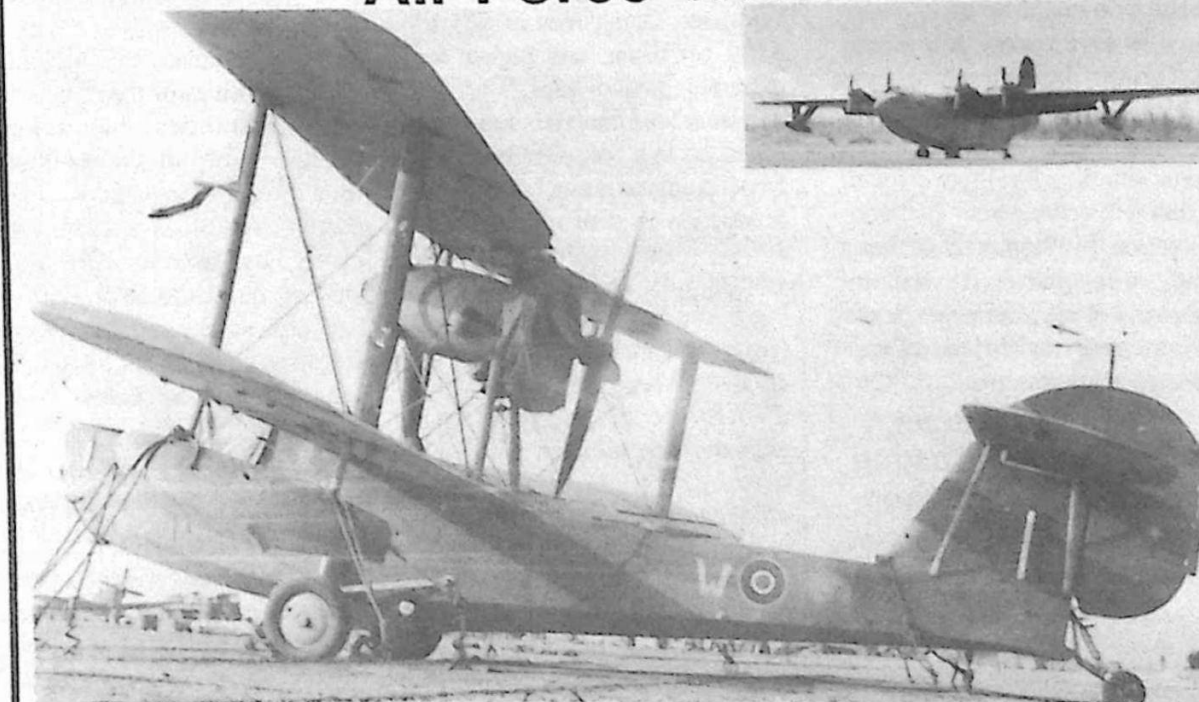
Built by the Glenn Martin company as a military transport, it first flew in 1942. Only five were built, one of them being the prototype. The other four entered service with the US Navy in 1946,

and for the next ten years they operated between San Francisco and Honolulu.

They were given names and considered part of the navy's

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Air Force Trivia



Trivia Answer (inset)

Martin Mars JRM-3
See John Novak's letter

TOTEM TIMES

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OUR NEW FAX 339-5209

Section News

More Environment

Continued from page 3

undertakings such as the James Bay hydroelectric project in Quebec. Programs providing rebates on energy efficient motors and lighting or assisting organizations to assess and improve their energy use represent the best use of resources and achieve the goals of reliable supply and environmental protection far more effectively.

What we haven't counted - until now - is the profound impact of our energy development use on the environment. Hydroelectric dams flood arable lands and harm downstream fisheries. Coal-fired thermal electric plants cause acid rain and toxic fallout. Nuclear power plants leave us with highly toxic radioactive wastes and the fear of nuclear accidents. Drilling for oil tampers with delicate ecosystems, and shipping oil runs the risk of spillage. No matter how careful or conscientious suppliers of these resources are, accidents happen. Burning fossil fuels such as gasoline and diesel has given us a plague of air-pollution problems, from urban smog, to the most dire, global climate change. We must be smart enough to develop an energy strategy which is secure, dependable and environmentally sound.

The most effective antidote to the rising costs and environmental damage of energy use is a three-point emergency plan: conserve what sources of energy we have by eliminating wastefulness; be more efficient in how we use energy by improving or changing processes, equipment and practices; use and encourage alternatives to non-renewable energy sources, such as solar, wind and geothermal.

Obviously, greater and greater legislative pressure may come to bear on energy use in the workplace. For example, the federal government discussion paper recommends that the federal government implement a new Energy Efficiency Act to set mandatory minimum standards for energy efficiency, as well as a permanent task force to look at increasing energy-efficiency requirements across all sectors, including commercial, institutional and industrial. Why wait for that when you could be taking steps now to save energy and money and protect the environment from a very serious threat.

There are a host of measures - some simple, some more difficult - that will reduce your fuel consumption by thousands of litres and your electricity use by thousands of kilowatt hours, while brightening the future of our overtaxed environment.

Your Hazardous Materials Are Costing You And The Environment

In the enthusiastic surge of production since World War II, the number and use of chemicals have grown dramatically, not just of specialized compounds, but by large industries, used "everyday" chemicals in everyday products used by or-

ganizations like yours. Chemicals provide myriad benefits to modern society, but many of them also pose risks to the environment, and to human health and safety. Until recently, we had little idea just how much risk. Assuming the solution to pollution was dilution, we flushed or threw them away as if the environment would somehow dissipate them. What workplace hasn't tossed batteries, oil, pesticides, old paint and solvents into the garbage or down the drain?

It turns out that many of these everyday materials and supplies are not as benign as we once thought. Indeed, many are now recognized as hazardous. When released in the environment, chemical contaminants can combine to create new ones. Far from dissipating, they persist in the air, water and soil, absorbed first by lower organisms, then accumulating up the food chain. Thus, the total bottom line from the use and improper handling of hazardous materials is the damage to the environment and our health - because what poisons the environment also poisons us.

To tighten the reins on hazardous materials, federal and provincial regulations are making it harder to introduce new ones, either as raw or finished products, and costlier to improperly handle them or simply dispose of them. For organizations that generate a lot of hazardous waste, that expense is significant, and rising.

Corporate liability in the form of punitive fines and site clean-ups can cost in the millions of dollars. An ounce of prevention would have been worth a pound of cure in cases like the Niagara River, into which 160 old or poorly constructed landfills leak an estimated 315 kilograms of contaminants per day. A similar amount of contaminants is still discharged from the industries and municipalities also situated by the river.

Disposal rates are soaring too: in Ontario, for example, they can range from \$100 to \$350 per tonne and higher, depending on the type and toxicity of waste. Smaller organizations, which are more likely dealing in drum quantities, are facing fees of \$25 to \$100 per drum, and higher for extremely toxic wastes.

Hazardous materials must be managed in a conscientious way from "cradle to grave," from their production to their ultimate disposal. Every organization must comply with, and it is hoped exceed, the existing regulations. However, legislation alone is not enough. Where there are no controls for certain materials and amounts, you must impose your own. First and foremost: eliminate the use of hazardous materials in your workplace wherever possible; next, reduce the toxicity and volume of those you must use, then reuse and recycle them; finally, properly handle, store and discard them, as required. The advice of waste-disposal specialists will be helpful.

More Dambusters

Continued from page 4

tribulations, 617 Squadron was ready.

Orders came down from HQ to carry out the attack on the Mohne, Eder, and Some dams, the raid to take place on the night of 16-17 May. Because there would be a full moon that night, no other bomber squadrons would be operating and consequently, 617 Squadron would be facing the entire German defence system alone. Many accounts have been written about that operation, the details well known. Undoubtedly the best rendition of them all is that of the gallant leader of the attacking force, W/C Gibson.

As to the results of the raid, the Mohne and Eder dams were breached extensively while the Sorpe, it being an earthen structure only, sustained minimal damage, in spite of a direct hit. It was estimated that the dams which were breached released some 250 million tons of water which flooded the surrounding countryside for many miles. Railroads and bridges were swept away, armament factories and coal mines were inundated. The dams were not restored until the end of August 1943. The side effect of this enforced repair work was to be the diversion of 7,000 construction workers (mainly conscripted and slave labour) from defence projects on the Channel coast which were being built against an expected invasion.

One hundred and thirty three Commonwealth aircrew mem-

bers took members took part in the dam busting operation, 29 of them being Canadians. Losses were heavy: eight out of 19 of the RAF's top crews, 56 men, did not return. For his part in the raid, W/C Gibson was awarded the Victoria Cross, and 34 other members of the squadron were also decorated. Air Chief Marshal Harris was impressed by this feat of precision bombing, and although 617 Squadron had suffered heavy losses, he would not allow it to be disbanded. He ensured that it would be rebuilt for the performance of similar tasks in the future.

W/C Gibson was taken off operational flying and given a desk job at the Air Ministry. He hated this assignment with a passion, and it was during this period that he wrote his book "Enemy Coast Ahead." It is still considered to be the best of all personal bomber pilot narratives ever written. After completion of his book, Gibson's discontent with his mundane job grew daily, even to the point of clashing with his superiors. He did receive a break from boring routine duties when he accompanied Prime Minister Winston Churchill to the Quebec Conference. Upon his return to Britain, Gibson cajoled and pleaded with his superiors to allow him to return to operational flying. They turned a deaf ear to his requests, as they considered him too valuable to risk on a routine bombing operation. It was not until September 1944 that

he was finally allowed to take part in "one more op." On 19 September, while flying in the role of Master Bomber over Munchen Gladbach, Germany, his Mosquito aircraft was hit by flak. W/C Gibson and his navigator, Sqdn. Leader J.B. Warwick, were both killed when enroute to their home base. They crashed in Holland and are both buried in that country.

Barnes Wallis, who was shattered by the loss of so many young men who died while proving his theories, went on to design other "super" bombs, namely the "Tallboy" and the "Grand Slam."

After WWII the British Government paid out large sums of money to inventors whose ideas had aided in the war effort. This program was known as "The Royal Awards to Inventors." Wallis was a recipient and it was said that he donated part of his award to the dependants of those men who were lost in the operation.

The Dam Busters raid became an epic in the annals of RAF history and it still stirs the imagination to this day!

Footnote: There are two publications that are required reading for those of our readers who might be interested in the personal and authentic details of the raid itself. They are "Enemy Coast Ahead" by Guy Gibson and "The Dam Busters" by Paul Brickhill.

to conduct our daily business. The problem is, with 16.3 million vehicles on Canada's roads, nearly 23,000 private and commercial airplanes in our skies, together burning billions of litres of fossil fuel a year that foul our atmosphere, it's become far too expensive a habit - for you and the environment.

The minute one of your fleet takes to the street with an ill-tuned engine or soft tires, your gasoline or diesel bill rises. Whenever airline seats are booked for business meetings that could have been convened as a tele-conference, your organization is spending more than it needs to. Every day employees motor into the parking lot with empty passenger seats, their earnings are being wasted. Ever-rising fuel costs ensure that the price organizations pay for making environmentally unsound transportation choices will continue to increase.

Those unsound choices also make us poor in ways beyond dollars and cents. Cars and trucks are the single largest source of urban smog and of the "greenhouse" gases that are contributing to global climate change. The automobile is fuelled by an expensive and non-renewable resource - petroleum. The roadway and parking network required has forced the paving of precious greenspace and farmland. Indeed, automobiles and their support network are the single largest demand on the world's natural resources, and a

major source of pollution and hazardous waste. The average driver trails a plume of poisonous exhaust, synthetic rubber-tire dust, oil drippings, and ozone-destroying refrigerants that escape from air-conditioners.

What a wonderful world it would be if everyone again lived and carried out their business near their place of work, reducing the need for such polluting vehicles. But short of banning the automobile, we can take steps, mandatory and voluntary, to better the situation. Our governments are now threatening or legislating tougher emission standards, tire taxes and gas-guzzler taxes to minimize the environmental impact of future generations of vehicles. You can minimize the impact of existing forms of workplace transportation - your fleet, employee travel, courier services - by using them more conservatively, by being more efficient when you use them, and by finding more effective alternatives to their use.

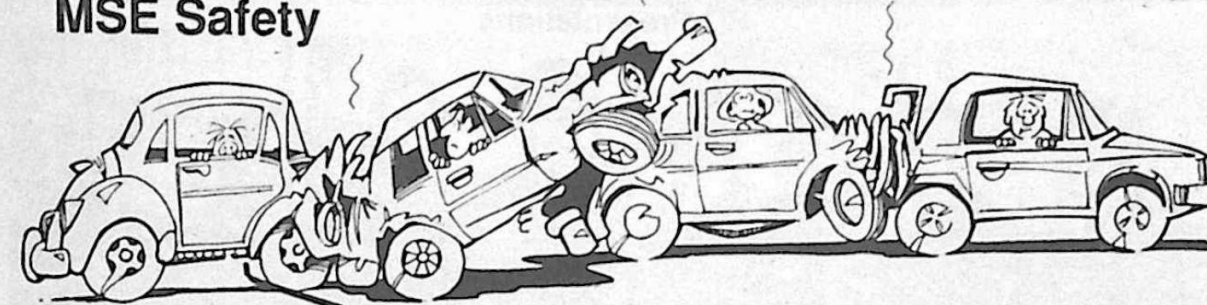
The more prudent and creative you are in making environmentally friendly transportation choices, the fewer resources you'll waste, both natural and financial.

What Can We Do About The Garbage We Generate?

One ton of garbage! That's the amount that the average citizen of the Comox Valley generates each year as a resident of the most wasteful province in the world's most

Continued on page 12

MSE Safety



Split Second Death Count

If you think travelling at 90 kmh is too slow for you, find out what one wrong move at this speed can do to you.

Out of automotive crash research at Cornell University Medical College has come the terrifying picture of what happens to steel and glass, flesh and blood, in the split-second a human being is hurled to eternity. This is the slow-motion reconstruction of what happens when a car, travelling at 90 kmh hits a tree.

1/10 second - Front bumper and chrome frosting of the grill collapses. Slivers of steel penetrate the tree one and half inches or more.

2/10 second - Hood crumples as it rises, smashing into the windshield. Spinning rear wheels leave the ground. Grill disintegrates. Fenders come in contact with the tree, forcing rear parts to splay out over the front door. Heavy structural members of the car begin to act as a brake on the terrific forward momentum of the 2- 1/2 ton body, but the driver's body continues to move forward at the vehicle's original speed, a force of 20 times gravity, his body weighing 3,200 pounds. His legs, ramrod straight, snap at knee joints.

3/10 second - Driver's body is now off the seat, torso upright, broken knees pressing against the dashboard. Plastic and steel frame of the steering wheel begins to bend under his terrible death grip. His head is now near the sunvisor, his chest above the steering column.

4/10 second - Car's front 24 inches have been completely demolished but the rear end is still travelling at an estimated 55 kmh. Driver's body is still travelling at 90 kmh. The half ton motor block crunches into the tree. Rear roof of the car, like a bucking horse, rises high enough to scrape bark off low branches.

5/10 second - Driver's fear-frozen hands bend the steering column into an almost vertical position. Force of gravity impales him on the steering wheel shaft. Jagged steel punctures lung and intercostal arteries. Blood spurts into his lungs.

6/10 second - So great is the force of the impact that the driver's feet are ripped from his tightly laced shoes. The brake pedal shears off at the floor boards. Chassis bends in the middle, shearing body bolts. Driver's head smashes into the windshield. Rear of the car

begins its downward fall, spinning wheels digging into the ground.

7/10 second - The entire writhing body of the car is forced out of shape. Hinges tear. Doors spring open. In one last convulsion the seat rams forward, pinning the driver against the steel of the steering shaft. Blood leaps from his mouth, shock has frozen his heart.

He is now dead!!!

Drivers Quote of the Day

Some fool motorists are always trying to get ahead. They could use one!

Question

What is the safest speed at which you can negotiate a curve?

- a. the posted speed limit
- b. under the posted speed limit
- c. the speed at which you have full control, without exceeding the posted speed limit
- d. at whatever speed you feel comfortable as the posted speed limit is only a suggested speed.

Answer

c. The speed at which you have full control without exceeding the posted speed limit.

Long Service Awards



Back Row L-R: F. Campbell, N. Girard, H. Copeland, N. Stolarchuk, D. Anderson, E. Loftkrantz. Front Row L-R Col T.B. Rogers WComd, S. Evans, K. Reilly, H. Mazerolle.

137(T) Flight Langar 1952-1957

If you served at Langar and are interested in a reunion, please contact: D.A. Smith, 2315 Esther Place, Victoria, B.C. V9B 2E5, or G.P. Heinekey, 3684 McIvor Avenue, Victoria, B.C. V8P 4E8

Section News

Supply Signals

We, the Crystal Ball Team, were thumbing through the Totem Times recently and discovered that we had not submitted our article for a long time. So, have we got an awful for you!

In the last three months, we've participated in a myriad of events, starting with the Logistics Birthday Party - thank you to WO Doug Korfman for organizing such a successful function. Then on to the Supply Ski Day - thanks to Cpl Dan Renwick for ordering the nice weather and co-ordinating the entire event. Winter Carnival was a hoot (as gauged by the accompanying photo!) We hosed the Pacific Region Logspiel and had a great time meeting up with old acquaintances and making new friends. Congrats to WO Reg Lavoie and his committee for organizing a terrific three day extravaganza.

On to hockey: a well deserved congratulations to our men's team in the Inter section Playoffs - which they won - and for a valiant effort in the Commander's Cup - which they did not. An honourable mention goes to the Snow to Surf team, the Crazy Eights - enough said!

In the Tears and Cheers Dept: Cheers for Cpl Judy Arseneault for

These Supply Guys are a Hoot!



Supply "Bin Rats" performed in Winter Carnival '93

gibson & kelly
baristers and solicitors
wishes to congratulate
DOROTHY MARCILLE, LLB

on the occasion of her call to the Bar of the Law Society of British Columbia on May 14, 1993.



Dorothy is a graduate of the University of Victoria Law School and is fluently bilingual. She will be practicing in the areas of civil and criminal litigation, family law and wills and estates. N'hésitez-pas a consulter Dorothee si vous avez besoin de conseils juridiques en francais.

GIBSON & KELLY is a full service law firm serving the Comox Valley from its office at the corner of Fifth Street and Fitzgerald Avenue in Courtenay.

505 Fifth Street
Courtenay, B.C.
V9N 1K2

Phone 334-2416
Fax: 334-3198

Section News



407 Squadron



LCol P.J. Kendall, CO 407 (MP) Sqn presented the following promotions/awards: Capt T. Patterson, Pilot Standards and Training Course Certificate; Sgt S.E. Dornan, AESOP Certificate of Appointment as Lead AESOP; Cpl S.J. Jackson (AESOP) promoted to MCpl; Capt C. Craddock, Maritime Patrol Crew Commander Certificate; Cpl B.G. Hollington (AESOP) promoted to MCpl.



Argus Project

Steady work on the Argus restoration has continued since our last report. It's really too much fun to call it "work" though. Some of you may have missed yet another opportunity to get in on something as popular as bungee jumping: the infamous Argus wash job! The one we did recently helped in 712's appearance, and allowed us to examine her a bit closer for corrosion. The smell and heat of recently-run engines, and the ever present drip of warm oil is missed by all who came on out to help.

As you go by the aircraft, you may find that there is always something to notice. It took three people to lower the flaps all the way to the full flap position manually. The HF2 longwire has just reminded us that it too needs some attention. Opening the engine cowlings and the bomb bay doors has become a regular occurrence on the weekends. The level of activity in and around the aircraft makes the casual observer wonder if it's being prepared for takeoff. There is always some form of interior work under way at the same time. The galley and flight station are being gutted temporarily for a final corrosion inspection check. The results of these inspections will be formu-

lated into a Business Plan. The plan will highlight the cost and manhours needed to restore the Argus, and this plan will need approval by the Wing Commander for that work to commence.

A group of Air Cadets received a thorough walkaround outside the Argus, and completed their tour by examining the inside and trying out some of the seats. I got a big grin from one of the Air Cadets when I mentioned that torpedoes were dropped from that aircraft position. We welcome these tours, and are very willing to share our interest in this project with anyone.

To ensure that a record of 712's progress is kept, Rory Campbell (of ProCam Productions of Comox) has volunteered to document the restoration using film and stills.

Two weeks ago, our co-chairman, Tracy Reid, visited 732 at Mountainview, Ontario, and took several photos of the stripped but well-preserved aircraft we show you today. The interior insulation is immaculate! The tail number of this airframe indicates it was a Mark 2 version of the Argus with a smaller nose radar blister than what 712 has. While stored at Mountainview, the nose radar and

Continued on page 10

407 Presentations

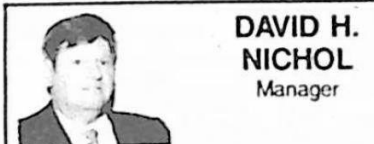


(L-R) MCpl W.T. Jenkins, Cpl L.J. Gallant, Cpl J.L.C. Labrie, MCpl V.L. McCabe, Cpl C.J. Hann, MCpl M.R. Pickering and Cpl D.C. Kensley were presented their Canadian Forces Decoration by LCol P.J. Kendall, CO 407 (MP) Sqn.



Kuwait Medal

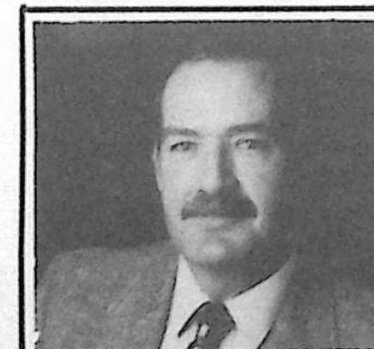
On 29 Apr 93 Cpl Lovelace received the Kuwait Medal. During his tour he worked at QM in 1 Can F Hospital, an experience he described as very rewarding and a thrill to be part of such an elaborate organization.



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Manager

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Maj D.B. Baker, 407 (MP) Sqn SAMO, presents Cpl K. Christensen with the first seal to her third scroll for Aerobic Excellence. Cpl Christensen has been involved in the CF Fitness Program for the past 12 years and has accumulated 26,000 points by running, swimming and cycling.

All members wishing to participate in the Physical Fitness Award for Aerobic Excellence Program are more than welcome. This award provides recognition for members who demonstrate an exceptional level of aerobic fitness. To qualify for the award a member must accumulate 200 units by participating in aerobically oriented activities in less than two years. In addition, when applying for your seal, you must have completed and passed the CF Express evaluation. Prior to commencing, members must register with the PERI staff at the gymnasium. For more info see CFAO 50-1 annex C or PERI Staff at loc 8315.

Promotion



IE Tech Pierette Meier receives her MCpl promotion from 407 SAMO, Maj Baker.

GLACIER GREENS BAR AND GRILL

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

More Bravery

Fee who proposed the bill after being approached by The Royal Canadian Legion, announced the new medals on behalf of the prime minister on 25 February.

The Canadian VC is identical to the British one except for the inscription, which has been translated into Latin and reads *Pro Valore*. The original inscription, *For Valour*, was proposed by Queen Victoria herself.

Nor have the strict awarding criteria changed, requiring an act of "most conspicuous bravery, a daring or preeminent act of valour or self-sacrifice or extreme devotion to duty, in the presence of the enemy."

Canada's second highest military decoration, the Star of Military Valour, will be awarded for "distinguished and valiant service in the presence of the enemy." And the last, the Medal of Military Valour, "shall be awarded for an act of valour or devotion to duty in the presence of the enemy."

Canada does not have to be at war for someone to win any of the three medals. "Enemy" is broadly enough defined to include acts of bravery in the face of hostile forces encountered during international peacekeeping operations.

Recipients must be a member of the Canadian Forces or of an allied armed force serving "with or in conjunction with the CF on or after 1 Jan. 93." The medals can be awarded, under the authority of Canada's Governor General, in two ways.

First, a person can be recommended by the six-person Military Valour Decorations Advisory Committee, made up of one person appointed by the Governor General and five CF members appointed by the Chief of the Defence Staff.

Second, a medal can be granted by a Canadian Forces officer holding a field command, subject to the approval of the Governor General.

The first recipients of the VC were veterans of the Crimean Campaign - including the first Canadian winner, Lt Alexander Roberts Dunn. He won the medal for heroism during the infamous Charge of the Light Brigade north of Balaklava, Crimea, in 1854.

The last winner was Lt(N) Robert Hampton Gray, who won it posthumously for successfully bombing a Japanese destroyer before his aircraft plunged into the ocean 50 feet from the ship. His mission took place on 9 Aug. 1945 - the day the atomic bomb was dropped on Nagasaki, Japan.

Two of the 39 living VC holders are Canadian. Both are Second World War veterans residing in Vancouver, B.C.

Ernest "Smokey" Smith, 78, earned his VC in October 1944 during the Italian campaign. He was with the lead elements of his battalion forming a bridgehead over a canal when the enemy counterattacked.

With the rest of his group dead or wounded, the private single-handedly took on a Panzer tank and a dozen German soldiers and

Continued from page 2

held the bridgehead.

Charles "Cecil" Merritt, 84, earned his while commanding the South Saskatchewan Regiment during the landings at Dieppe in August 1942.

When his unit was faced with crossing a key bridge under withering enemy fire, the colonel repeatedly led groups of men across, enabling them to achieve one of the day's few advances.

Later, while conducting a dangerous rearguard action, Merritt and many of his men were captured. He later received a letter at the POW camp telling him he had won the VC. He says he was surprised because as far as he was concerned, "I had simply done my job."

The VC has been awarded 1351 times, including one awarded to the United States' unknown soldier, and only 11 times since the Second World War. The last two were awarded posthumously to British soldiers killed in the Falklands War.

Winners of the British VC traditionally receive a nominal annual pension, now valued at 100 pounds. There are no pensions awarded with any of Canada's decorations.

Canada's VC, like Australia's, will likely be minted by Hancock & Co. of London, England, from the same source of bronze that has been used since the turn of the century.

The remaining brass is reportedly from a Russian cannon captured by the British at Sebastopol during the Crimean War.

As The Beacon Turns

Hey Beacon Barons, welcome to the May edition of A.T.B.T! It's been an active month around the 'ol double "Q" so I'll get right to it.

Our "50th anniversary of ATC" dinner was held awhile back at the WO and Sgt's Mess where a good "Bib 'n Tucker" turn out was on hand. It was good to see "old" faces again and share a variety of "There I was..." tour tales. A good time was had by all and I hope to see everyone again for our 75th!

Our ATCSET team (Maj Norrie and CWO Makay) visited the double "Q" earlier this month and, after their "Standard" tour of the unit, gave us the "good word" and departed for points east.

In the "Posted Out" department, rumours have turned into "messages" for a cast of controllers; Peter Wooldridge and Bob Trainor are packing for Edmonchuk, Darlene Arsenault is "down home" bound for CYAW, Doug Godden has bought in Cold Lake, Paul Anderson sold his home(s) in preparation for his "expedition" to Goose (again) and last, but not least, yours truly is getting his "kit" together for a 1 year tour at Penhold! (Back to those "little circles" again.) Speaking of which, Tom "Spitz-shinnen" Schrader is nearing the

end of his SLC course in Borden where I'm sure he is loving those daily "Volks Marches" - right Klina! He, He.

In the "Posted In" department, a cast of "new faces" include Cpl Weiss from Shearwater, Cpl Middleton (another hockey player Serg!) from Baden, MCpl Cormack from Goose Bay, Cpl Johnson from Gagetown, Lt Guinan from CYAW, Capt Woodroffe from Ottawa, Capt Cenicola via Cold Lake and finally, on Attached Posting this summer, OCDT(W) McDonnell. Welcome aboard one and all!!!

Congrats go out to a "new face" in the "CC's" office downstairs in the form of Dave "Turbo" Masnyk. Our beloved "XIFRCCCC," Paul "Figma" Anderson, was mugged out at the "Gravel Pit" last week where, along with his plaque 'n honorary membership, (good pose Paul) another presentation was given but to the NCM's of the section. Yes folks, the 93 "Officer's vs NCM's" Slowpitch Challenge Trophy went to the "Non Comms" this year, winning 16-13! Capt Tack presented the trophy to the NCM's, where he was quoted on that evening, "We had a chance, the NCM team was the best team I've ever seen!" Maybe next year guys!

(Nice "umping" "Miss Dunn!")

In the training side of the house, Capt's Trainor and Crumbback shook off their monitors this month, qualifying in the DAC and TERM seats respectively. Kent Graugard is also working solo now after recently checking out in both the Data and PAR/DSC positions. Kudos guys and thanks for the "wets!"

Capt Dunn continues her initial checkout at good 'ol CCP 62 while James "FIC" Fernandez made the move downstairs, checking out at PAR 2!

Meanwhile, upstairs in the "Steel Tree-Fort," Scott Middleton is being kept busy with his UCO in the "B" Stand slot. Keep up the good work guys 'n gals!

Well, "Beaconers," this wraps up yet another edition of A.T.B.T. but before I cap the 'ol Ink Well again, the section is looking for the next "columnist" to continue a tradition of bi-weekly "Beacon" gossip. All interested personnel are to contact MWO Dave Bews ASAP. "Until next time Beacon fans, you're cleared enroute and monitor the Beacon!"

P.S. Did you know...if an aircraft was on a really, really long final for RWY 29 at Comox, it's flight path would take it over Florida! Hmmm.

Section News

More 407 Promotions



New Sgt DaSilva receives his hooks from 407 CO LCol P.J. Kendall.



AF Tech Cpl Steve Bennet receives his MCpl promotion from 407 SAMO, Maj Baker.



AF Tech MCpl Rick Guerin receives his MCpl promotion from 407 SAMO, Maj Baker.



AF Tech Cpl Kendall receives his hooks from 407 SAMO, Maj Baker.

Section News

442 Squadron

442 Awards

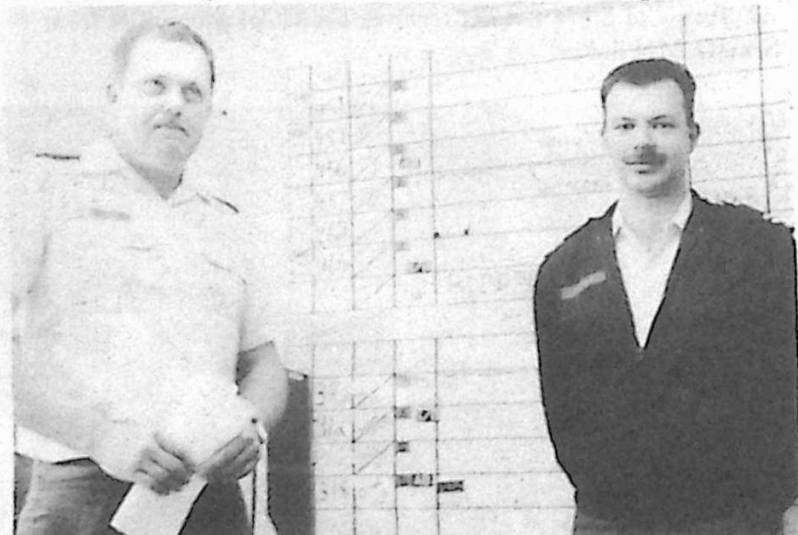


Maj Reyenga receives the Liberation of Kuwait medal from CO 442, LCol Drover.



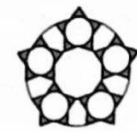
Cpl D.A. Russell, AF Tech, receives his hooks from 442 SAMEO, Maj P.G. Abbot.

442 Squadron - 100% Serviceability!



Capt Alain Carrier and MWO Gary Boyd recently teamed up to produce 10 out of 10. This rare achievement was made possible by coincidental completion of Buffalo and Labrador periodic inspections and a whole lot of hard work by all members of 442 Squadron. Congratulations 442!

NATIONAL ACCESS AWARENESS WEEK



National Access Awareness Week is a community-based initiative aimed at creating access for persons with disabilities.

Focusing on key areas of community life through the five target aspects of Transportation, Housing, Employment, Recreation, and Education, NAAW encourages communities to:

- assess their levels of accessibility;
 - raise public awareness of existing barriers;
 - take action to remove these barriers.
- It is intended that NAAW will lead to substantial long-term changes such as:
- greater accessibility to buildings and services;
 - integrated education and recreational activities;
 - increased employment opportunities for people with disabilities.

There is much work to be done to make our community accessible to citizens with disabilities. You can make a difference!

Need a hand? We're here to help!

Contact your unit Referral Agent

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

Employee Assistance Program is a Joint Union/Management Program

WHAT'S YOUR HURRY, B.C.?

YOUR LOCAL POLICE ICBC

More Argus

Continued from page 8

a blade from each propeller has been removed from this sister ship. Did you notice? This was necessary for the Airbag Lifting Trials. Argus 732 is also used for Battle Damage Repair, and RCMP anti-terrorist training.

To Hear the Mighty Roar

by David Hall

Why the Argus you may ask. The thing is old its day has passed; Just leave it sitting on the grass. Not on your life, you can kiss my base pass! This civilian will hear the roar: Four mighty Wrights Shaking windows, opening doors. I've dreamed of this for many years So don't throw a wrench into the gears. My father, their fathers and many more, Whether dead or alive, will hear that roar. So leave us alone, don't give us any razz. If you want to help, We could use some gas. The octane, you see, is very rare. So by the time we're finished The stuff could be there. Then plug her in and count to ten: The Argus soon will be flying again.

The next meeting is on 6 June at the RCAFA 888 Wing at 3 p.m. (1500 hrs). Come out and help save an Argus. For more information, contact Karl Smith at 339-7950.



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Section News

Final Parade



Col O'Rourke accompanied by Det Comd Capt Godin and LCol Stevens (FGHQ) inspect Detachment Holberg personnel.

Holberg Stands Down

Fighter Group/Canadian NORAD Region Headquarters (FGCANRHQ) Detachment Holberg ceased operations 22 March 93. The Detachment was formed in August 1990, following the closure of Canadian Forces Station (CFS) Holberg and its mission was to continue providing NORAD with long-range radar and air/ground/air radio coverage on Canada's west coast. The site's aging radar equipment is currently being replaced with a state-of-the-art system, General Electric's AN/FPS 117. The new system, scheduled to be fully operational by end July 93, will be unmanned. The Detachment's military complement of 33 personnel is being reassigned to other units.

Holberg is one of four sites

designated to become Canadian Coastal Radar (CCR) installations. The other CCR sites are Gander, Nfld, Barrington, NS and Sydney, NS. The CCR sites are an important element of the North American Air Defence Modernization (NAADM) project, initiated in 1985 as a joint initiative between the US and Canada. The CCR sites will be remotely monitored and operated by personnel of 22 Radar Control Wing in North Bay, Ont. The equipment systems at CCR Holberg will be maintained by technicians from 19 Wing Comox.

A parade was held at 19 Wing Comox on 23 April 93 to officially stand down the Detachment. Col T. O'Rourke, Deputy Chief of Staff Intelligence, Plans and Requirements, Fighter Group/

Canadian NORAD Region Headquarters, North Bay was the reviewing officer and presided over the signing ceremony. Also in attendance from FGHQ were LCol E. Stevens, Senior Staff Officer Current Operations and Chief Warrant Officer R. Mackay, Fighter Group Chief Warrant Officer. A social event was held that evening at the RCAFA Wing to mark the unit's closure.

Personnel of FGCANRHQ Detachment Holberg wish to express their sincere appreciation to 19 Wing Comox for its excellent logistics, administrative and personnel support to the unit. That support was crucial and enabled Detachment Holberg to fully meet its operational commitments to the end. Etre en vigie.

Holberg Awards, Col T. O'Rourke (FGHQ) presenting



Fighter Group CWO R. Mackay presenting MWO H. Gustafson, D/Det Comd., with a copy of the Unit Stand Down Certificate signed by all detachment members.



New Sgt Verne Coleman, eff. 1 May 93.



New Sgt Paul Lagacé, eff. 1 June 93.



WO Muisse, CD Second Clasp

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20-22 August 1993

For more information contact
Major Dave Dares
Chairman 50th Anniversary Committee
434 Combat Support Squadron
12 Wing, Shearwater N.S.
B0J 3A0

Phone 902 466-1918
Autovon 479-1918
Fax 902 466-1913

Front Page: Col O'Rourke and Capt Godin sign certificates to officially stand down Det. Holberg.



888 (Komox) Wing Royal Canadian Air Force Association

Regular Membership: Who is eligible?

- *** All serving military personnel at CFB Comox ***
- *** All civilian employees (DND) at CFB Comox ***
- *** All retired military and DND employees who served or worked on a Canadian Forces Air Base ***
- *** All allied military personnel serving or retired from the Air Elements of their country ***
- *** All persons in civil aviation ***
- *** All ex-Air Cadets who have served two or more years and are of the age of majority ***

Associate Membership: Who is eligible?

- *** All persons interested in aviation who support the Aims and Objectives of the RCAFA ***

For more information contact either:
Cec Donovan - 339-7292 or
Alan Scott - 339-4035

On the Base

More Environment

wasteful country. The British Columbia government has set a goal of 50 percent reduction of landfills by the year 2000, and to this end the Comox-Strathcona Regional District is developing a solid waste management plan, a process which began in 1990.

Island-wide co-operative management and marketing of recyclables are also being studied by the provincial government and the Association of Vancouver Island Municipalities. John Cooper, supervisor of the Comox Valley's 54 hectare Pidgeon Lake landfill, estimates a future of 30 years for the current site, after which time a new location for waste disposal must be designated. This will be difficult with the valley's burgeoning population, which may also make Cooper's 30-year estimate overly generous. Which lake, which wooded valley, should be sacrificed next to the Garbage God? And at what price in 2023 real estate values, contamination of ground water, and destruction of land and wildlife habitat?

These are some of the true costs of garbage disposal. But they are hidden and we hear little about them. Efforts are being made by many local businesses and by CARE (Citizens Action for Recycling and the Environment) to provide the public with more opportunities to decrease the waste stream. CARE em-

phasizes the importance of the first two Rs - Reduce and Reuse. After that, by all means Recycle!

The following is a current summary of some of your best bets for recycling in the Comox Valley:

Glass: The nearest glass recycling facility is in Vernon, and transportation costs from the island are prohibitive. However, Pidgeon Lake landfill has an ongoing need for glass which is crushed and used for road repair on site. Special bins are provided for glass there.

Purchase only beverages in refillable bottles that may be returned for deposit. Bottle your own fruits and preserves in jars that can be reused year after year. Buy B.C. wine in two or four litre bottles which can be returned for deposit to the Courtenay Bottle Depot, 1255 McPhee Avenue, 338-6013, or to the Cider Press, 835 McPhee, 334-2531.

Tin: This may be dumped in the designated barrels near the scales at the Pidgeon Lake landfill. It is collected four times a year and shipped to Budget Steel of Victoria, where it is shredded. There would be a better market for it, if increased volumes could be gathered from the whole island.

Aluminum: Soft drink and beer tins, with deposit on only, may be returned to vendors. Aluminum foil, pie plates, etc.,

are not recyclable and should be avoided.

Tires: These may be returned to the vendor when new tires are purchased or deposited at the landfill in a specially designated area. From there they are sent to Port Alberni for chipping and export as fuel for cement kilns or for manufacturing into mats and other products. At Pidgeon Lake, two tires without rims may be deposited per trip at no charge. Additional tires are charged by weight at \$27 per tonne.

Motor Oil and Car Batteries: Used motor oil may be deposited at most service stations, and vendors are now obligated to take back used oil and batteries when new products are purchased. Batteries may also be taken to the Courtenay Bottle Depot, 1255 McPhee. Mohawk is the only petroleum company in Western Canada with a special refinery for recycling oil. The local Mohawk Station is at 2350 Cliffe Ave., Courtenay, 334-2811. All Mohawk oil contains re-refined oil.

Compost: Organic waste (including household and garden) constitutes up to 30 percent of the waste stream. Start a backyard compost pile and watch your garden flourish, or donate this type of waste to a neighbour with a green thumb. Residents of Comox may drop off yard waste (excluding branches) at the

Public Works Yard, 1390 Torrence Road. CARE has also initiated a pilot project for composting which began this spring.

Scrap Gyproc: Inclusion of scrap drywall in the landfill has been banned by the Victoria and Nanaimo regional districts. When it is buried, gyproc produces hydrogen sulphide, a noxious, evil-smelling gas. Tipping fees have increased (\$120 per tonne in Nanaimo) to cover shipping costs to a plant in Vancouver where the waste is re-processed into new sheets of wall-board. Pidgeon Lake landfill continues to accept gyproc; however, a ban could be instituted in the future.

Toxic and Hazardous Waste: Collection and storage

facilities are shamefully non-existent in the Valley. These wastes pose a continual threat of contamination to soil and to water systems (including ground water and marine habitat). According to John Cooper, a program of ground water monitoring will start this spring at Pidgeon Lake landfill. It is interesting to note that the latter is situated above the Valley's drinking water supply at Comox Lake. Landfill leachate has the potential to drain into this reservoir, although past hydrogeological studies have shown that drainage is in another direction. Refrain from buying herbicides, pesticides, paint solvents, or if you must, buy only the amount that you can use.

407 Achievement Award



407 (MP) Sqn SAMO Maj D.B. Baker, presents Cpl Colin Kelley with his ATAT Honours Achievement Certificate. Cpl Kelley is a member of 407 Photo Servicing's 1 Crew. Well done Colin!

Feature

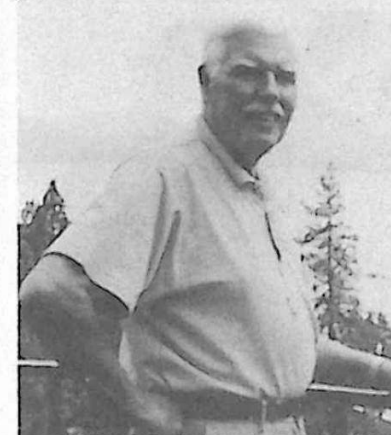
The Albatross - Life Continues



Part 2 -

Test Flying

By Frank Steven



Frank Steven

There were other differences between this flight and others. For the crossing we flew 6,000 lbs. over gross, relative to the civilian All Up Weight, carrying 10,000 lbs. of fuel. This gave us lots of margin for the longest leg of 1,400 n.m. 9.3 hour flight from St. John's to the Azores. We had no worries about navigation. Litton kindly installed a \$45,000 Omega Long Range Nav. system as well as a \$110,000 Inertial Navigation System (INS). What a giant leap from our machines in the sixties with only Loran and ADF.

Since the Albatross had not received its Certificate of Airworthiness prior to departure, we flew the Atlantic as an "experimental" aircraft. A special ferry permit was obtained in order that we could carry a full capacity fuel load for the long over-water legs.

Our original plan was to fly direct to Bermuda and then to Spain, but Bermuda no longer had Avgas, only Jet fuel. Hence the

route change via the Azores. However, before we could leave West Palm Beach (home of the FAA Southern Region), we had to make a large circuit of the field to demonstrate to them that the machine could haul the load. Bags of cement instead of the relief crew and baggage. The FAA inspector declined a seat on this flight!

The specifications for the civil G-111 called for a useful load of 7,965 lbs. for seaplane operations and 7,205 lbs. for land. Total fuel in the main was 662 gallons, or 3,750 lbs. For this flight we carried our normal RCAF capacity, ie. fuel in external drop tanks as well as fuel in the floats. Ferry capacity was therefore 10,000 lbs. The G-111 All Up Take-off weight is 30,605 lbs. for land. We had to demonstrate with an AUP weight of 10,000 lbs, a breeze really when you consider this was the weight normally used in the RCAF.

The flight test complete, and subsequent paperwork cleared, we were finally ready for the

great event. Although there were only three qualified crew - Fred Rowley copilot, Larry Jackson engineer and myself - all Gruman employees, the remaining four were permitted to accompany us as they were pilots (admittedly private). Three were Resorts personnel and one an associate editor of AOPA (Aircraft Owner and Pilots Association). The modern airline interior of the aircraft was in contrast to the deep rumblings of Wright engines as they fired up, anxious to haul us into the air. They are now known as Wright 982ch9he3 9-cylinder engines (the original Wright Cyclone R-1820-76) and rated at 1475 HP. They are 50 HP less than the R-1820-82 which engined our RCAF machines. The considerable soundproofing installed in the cabin and flight deck so improved the comfort level that the pilots could easily talk to each other without headsets. Military aircrew, particularly radio officers who sat up by the starboard propeller, would think they were

in a Rolls Royce compared to the equipment they knew.

Our first leg to Bangor, Maine, served as a good test of the machine's endurance and of the navigation equipment. The Omega indicated a wind of 12 knots from 173 deg., and a ground speed of 145K. However, a wind shift off the Carolinas slowed us down to a little better than 100K!

Nevertheless, everything had gone very smoothly on the nine-hour flight mostly over water. At the end of the day, as N112FB sat in the clear, smogless air at Bangor, our engineer checked her over carefully. Larry was happy with his engine's performance. Fuel consumption was 100 gph,

with no unusual oil consumption. In fact, weather accounted for the only real problems of the whole trip.

The next day, St. John's was down with a reported visibility of a quarter of a mile, so it was the following day before we arrived in Newfoundland. The flight was in cloud most of the way, including a full instrument approach through snow showers, but we had averaged a ground speed of 190K. Another two days of weather-watching kept us grounded as a result of a deep low over northern Canada, but late blooming daffodils served as a reminder that spring was just arriving over the Atlantic.

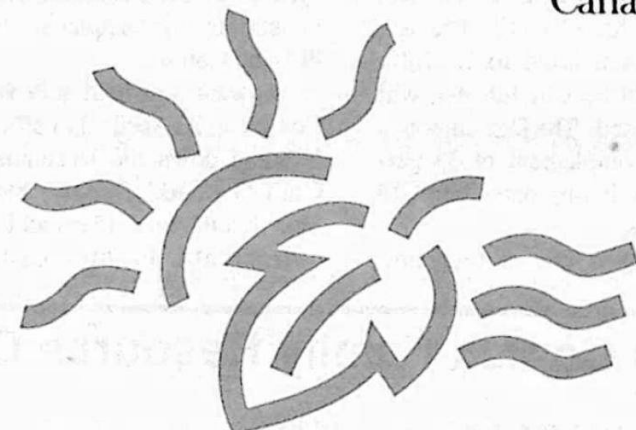


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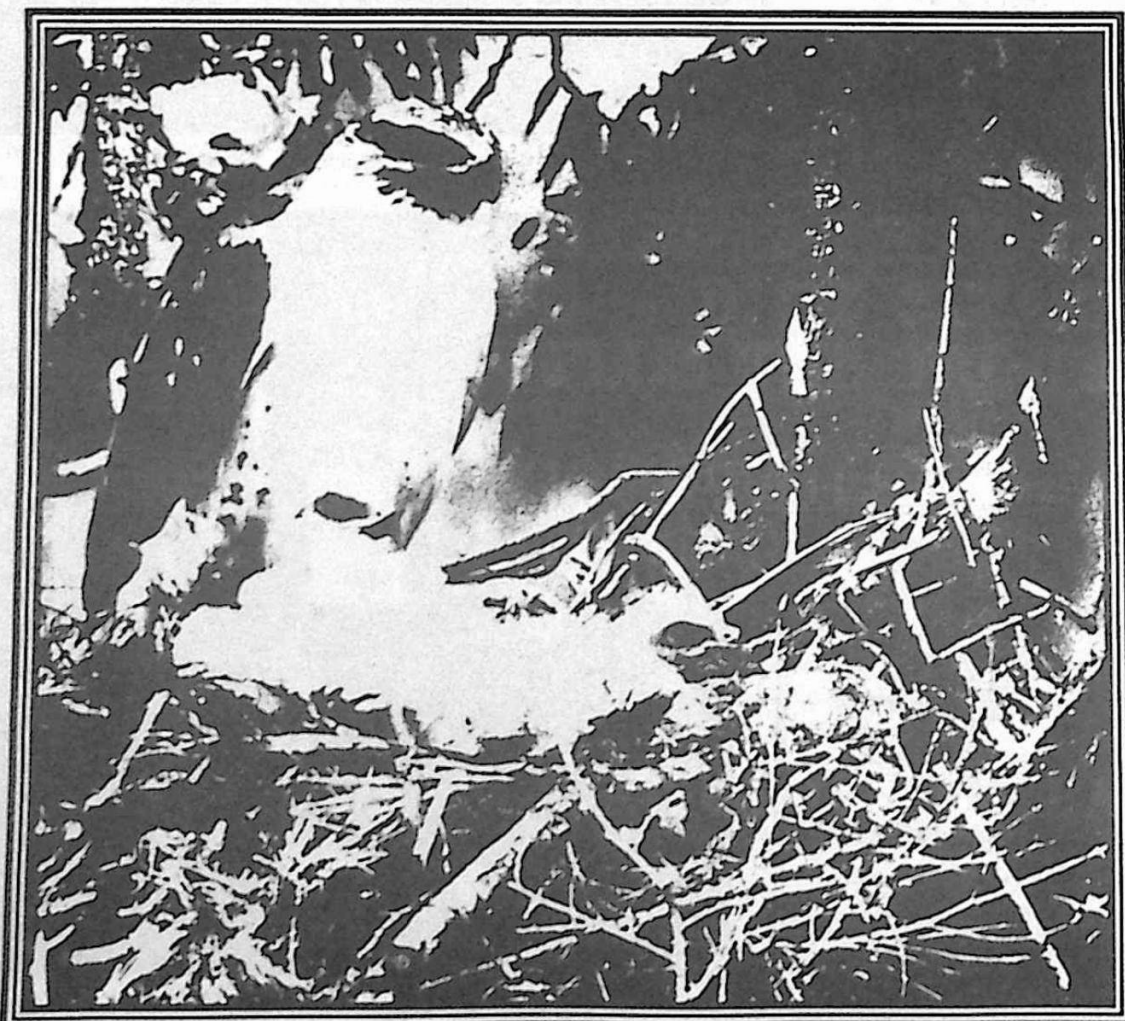
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Canada



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- Meet or exceed the letter and spirit of all applicable federal environmental laws and, where appropriate, to be compatible with provincial and international standards;
- Improve the level of awareness throughout the Canadian Forces and the Department of National Defence of the environmental and health benefits and risks of operational decisions, and to encourage and recognize the actions of personnel;
- Apply environmentally responsible management practices to hazardous substances used in operations, including biological products, specifically with regard to the acquisition, handling, storage, safety in use, transportation and disposal of such substances;
- Ensure that environmental considerations are integrated into procurement policies and practices;
- Seek cost-effective ways of reducing the consumption of raw materials, toxic substances, energy, water and other resources, and of reducing the generation of waste and noise associated with day-to-day operations; and
- Acquire, manage and dispose of lands in a manner that is environmentally sound, including the protection of ecologically significant areas.



Photography Group Defence Research Establishment Suffield • Ferruginous Hawk (Buteo regalis)

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19 JUNE 1993

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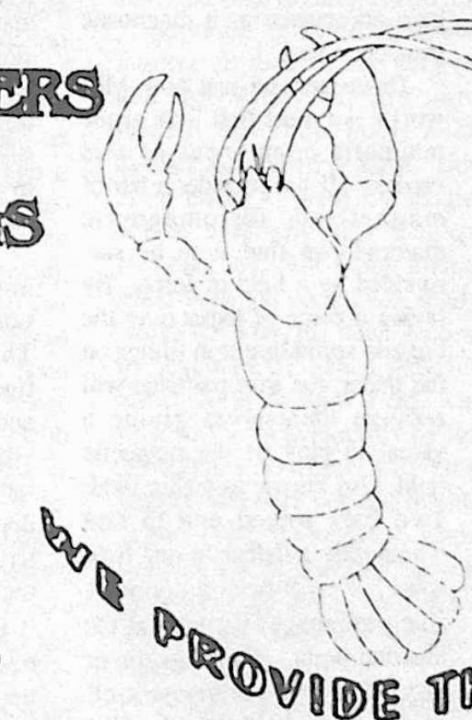
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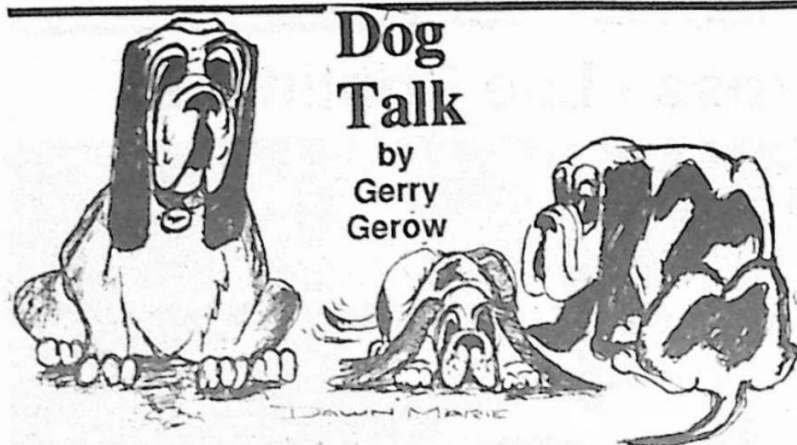


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"IT'S LIKE A PARTY IN YOUR PANTS"

Leisure



Dog Talk

by
Gerry Gerow

Pet Purchaser Protection

This week a training book, *Training Your Dog*, by John Rogerson, Howell Book House, New York, and Maxwell Macmillan, Don Mills, Ontario. \$21.95.

John Rogerson has been involved in training dogs, and working as a dog behaviour consultant, in England, for over 20 years. His book does get a little deep at times, but all in all the basic training methods are here, with a few new twists. The author stresses the fact that dogs are thinking animals, and bases his training methods on this fact. This is a well illustrated 202-page hard cover edition which is also indexed, something not found in most training books. Rogerson has also added an appendix, which lists recommended names for dogs, a nice addition. This one was only published lately, so you may not find it in the book stores, but you can order it from Howell, or Maxwell Macmillan at 1-800-465-5273.

The British Columbia SPCA has proposed a Pet Purchaser Protection Act which, as well as requiring the vendor of a pet to pay for any medical treatment required which has resulted from a condition existing when the pet was delivered, also states: "If the Vendor advertises or claims that the pet is of a certain breed, guarantee, for a period of one year from the date of delivery, that the pet is of the breed claimed; and if the vendor advertises or claims

that the pet is registerable in Canada as being of a certain breed, guarantee for a period of one year from the date of delivery, that the pet is registerable as claimed."

Under "Remedies," the proposed act states that the purchaser may return the pet to the vendor for a refund of two times the purchase price, or keep the pet and require the vendor to refund one and a half times the purchase price.

The pet store owners are going to be screaming at their legislators, because if this act is passed, it will cause them to stop what they are doing, and if they continue selling puppies at all, they will have to be properly certified stock and not stuff sent up from American puppy farms. If this act is passed, I suspect that the pet stores will be out of the puppy slavery business, because no self respecting breeder will market their puppies through a pet store.

Will this act be adopted? Personally, I doubt it. Our MLAs are famous for waffling over things like this. But it should be, and if it is, it will be a great day for the doggies.

The entire proposed act has been published in the May issue of *Dogs in Canada*, and the Canadian Kennel Club, at 100-89 Skyway Avenue, Etobicoke, Ontario, M9W 6R4, invites your comments on it.

740 Comm Det Promotion



Cpl J.A. Olasz receives his hooks from 740 Comd. Capt D.W. Young

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THURSDAY 3 JUNE 1993

WLogO Awards



WLogO Awards Day held 30 Apr 93. The following persons were honoured: Back row L-R: MCpl Battersby, WSUpO, CD; Mr. Jack Clark, WtNo, Retirement Scroll 34 years; Mr. Bob Bird, WtNo, Retirement Scroll 40 years; MCpl de Denu, WtNo, "LAC K.M. Gravell G.M. Award" as outstanding candidate of his flight on JLC; CPO1 Hazelwood, WtNo, Marine Section Snowbird Appreciation poster; Front row L-R: Mr. Nick Stolarchuk, WCEO, Retirement Scroll 38 years; LCol King, WLogO and MWO Cote, WCEO, Silver Seal for Aerobic Excellence.

19 A.M.S.

NDT

In the years prior to 1920 the term Nondestructive Testing (NDT) had not yet acquired a meaning or found a place in the engineering language. There were many testing methods at the time, but NDT as such, was not yet in existence.

Following the end of World War I, Mr. William E. Hoke, working for the Bureau of Standards, found that the metallic grindings from steel parts being ground while held in a magnetic chuck often formed patterns on the face of the parts. These patterns corresponded to cracks in the surface of the parts. This discovery was the basis for the NDT method that would become known as Magnetic Particle Inspection (MPI).

Although the basis for this method was known before 1920, it was not until 1934, when Mr. A.V. de Forest and Mr. F.B. Doane formed the Magnaflux Corporation, that MPI began to gain acceptance as a diagnostic inspection tool.

To understand just how MPI works, we must first look at the magnetic component of this process. If we consider a bar of magnetized ferromagnetic material, we find it to be surrounded by a field of force. By laying a piece of paper over the bar and sprinkling iron filings on the paper, the iron particles will arrange themselves giving a visual display of the magnetic field, also known as a flux field. Two bars joined end to end (simulating a defect in one long solid bar) will have a considerable gathering of particles at the junction point. The magnetic or flux field is trying to arrange itself as one large field, but the flux leakage at the junction point must jump across a relatively high reluctance air gap (minute, but still there). The iron filings offer a lower reluctance path to the magnetic flux and are therefore drawn to and bridge the air gap,

giving a clearly visible outline of the simulated defect. Unfortunately, we cannot inspect non-ferrous items with this procedure, for example, aluminum cannot be magnetized and cannot be tested with MPI.

The following is a step by step of the MPI inspection procedure. Once the part to be inspected has been determined to be a ferrous material, it is then cleaned of all greases, oils, and loose flaking paint. Unlike Liquid Penetrant Inspection, LPI, the paint (provided it's not thicker than .08mm) does not have to be removed.

Then the part is magnetized. If it's a small part that has been removed from the aircraft, it's generally routed to the NDT shop and inspected at the large MPI bench unit. If it must remain on the aircraft then a portable MPI yoke is used and it is inspected in-situ. While the magnetizing current is being applied, a prepared suspension medium is applied to the part. This suspension consists of extremely fine ferrous particles that have been treated with a fluorescent dye, suspended in an oil based carrier to allow for better mobility of the particles.

The part is then viewed by the inspector under darkened conditions with the aid of a black light. The fine ferrous particles fluoresce under these conditions, and the inspector is looking for a visible build up of particles, thus indicating flux leakage of some degree in that area. Now the interpretation of the indication by the inspector must be made. Is it actually a defect or just a non-relevant indication (an indication that is supposed to be there, such as thread roots, key ways, drilled oil passages, etc.). This is where the experience of the NDT inspector is important.

Next the part is de-magnetized. This step is important in that while a part is magnetized, it is impossible to clean off all the ferrous particles adhering to its surface, and as these can become a future source of wear or contamination, it is imperative that they be removed. More importantly, the slight residual magnetic field may interfere with the aircraft navigation, instrumentation, or weapons guidance systems - not good for pilots, or those on the receiving end of a mis-guided weapon.

Finally, a post-clean process is carried out and the appropriate paperwork filled in (defective parts routed for re-work or disposal, serviceable items back to originator for continued use).

That's it. No paint stripping, no dwell times to wait out (much to the chagrin of our smokers), a quick and efficient inspection method.

These are a few of the finer details that NDT technicians must know, but the most important detail being "don't wear your wrist watch while carrying out MPI." It has a way of magnetizing the movement pieces of older style watches, bringing them to a standstill, and on the newer quartz watches, the frequency of the expanding/collapsing magnetic field can speed up your day considerably.

IE/IS Labs

The arrival of spring has birds chirping, leaves greening, geoducks ducking, and vent caps popping. Vent caps? That's right: spurred by a couple of exercises, the boys in the Bat Cave (Battery Shop - part of IE/IS Labs) have been staggering under the weight of battery demands. Not to toot our own horns, but we have to convince our supervisors that we're staggering for a proper military reason, and in a proper military fashion. Amidst this raucous caucus of acid and current, the Maritimer, Jamie Antle, and the Kraut, myself, are learning the ropes. When we're not learning the ropes, Pat Boulanger and Rick Levine teach us useful

continued on page 15

THURSDAY 3 JUNE 1993

Exploring Anger

By Jürgen Jung

There are few people who are comfortable with their anger. Why? It appears, anger is an inconvenient and misunderstood emotion: it questions, challenges and confronts what others do and those others often do not like to hear what we have to say.

Most of us as children were not taught how to recognize and deal with our anger. As a result we developed very ineffective patterns. We may have learned not to express anger - to avoid, deny, or push aside any emerging feelings of irritation and annoyance. Or we may have learned to shout, explode and threaten others, which is why anger often gets confused with hostility and violence. Of course, neither of those two approaches work very well.

We may not feel comfortable with anger, but whether we like it or not it plays a significant role in our close interpersonal relationships. Anger comes from the heart - it wants to connect. It is a natural reaction to protect ourselves - a message that we are hurting, that our rights have been violated and our needs and wants are not met. By communicating anger we share these irritations and resentments with the goal to resolve our interpersonal conflicts. Anger is also a way of saying: "No more! I want you to stop!" - to set limits.

Because most of us have learned and experienced hurtful and destructive ways of expressing anger we must go through a process of re-learning before we can actually appreciate the positive effects of anger. In order to regain our ability to express anger effectively we must first become

aware of it and acknowledge it. We need to learn what triggers and escalates our anger and to recognize the different levels of anger. Sometimes it is more effective to express your anger immediately and sometimes it is better to take a time-out. It will take some practice to express anger assertively without attacking others in a way that causes them to become aggressive in return.

The importance of finding a balanced "middle path" between stuffed anger and destructive anger is best illustrated by the following story:

Once upon a time there was a rattlesnake which lived near a village. When the villagers went outside their village the rattlesnake would often bite them.

Many became fearful and refused to ever leave their village. One day the village elders summoned the rattlesnake to them and by means of a spell, made the snake promise it would never bite anyone again.

Soon it became known that the snake had lost its venom and was no longer a threat. People grew unafraid of the rattlesnake and began to tease and hit it.

Some time later the elders summoned the snake again to see if it had kept its promise. The rattlesnake was bleeding in several places and it told the elders it had been badly abused ever since it had kept its promise.

The village elders shook their heads and said: "We told you not to bite but we didn't tell you not to hiss!"

Jürgen Jung is a Registered Clinical Counsellor in Private Practice.

Francophone Survey

The Association Francophone de la Vallée de Comox has recently launched a survey that has been funded by Employment and Immigration Canada, Courtenay office. The study will identify the needs of adult education in the valley with a focus especially on those who have difficulties in writing, reading and math in their mother tongue, French.

Until the end of July, the survey will determine the number of French-speaking adults in the valley and what they really need. A questionnaire has already been mailed out to over 500 households that are expected to be Francophone. The survey asks 20 questions on a range of topics, such as general background, language used most, level of education, interests, occupation and age. The study will then examine the community organizations that provide services to determine what gaps exist.

This survey is part of a provincial action plan on French literacy. Over the past years,

many Francophone organizations in British Columbia noticed that a lot of French-speaking people couldn't be fully integrated into the English society. They found those with the most difficulty had low literacy skills in French as well as English. Two years ago, a French learning centre was established in Vancouver to help the francophones with their reading and writing skills and day to day life skills. This experience was so positive that studies have been conducted all over the province that will assist francophones with low French literacy skills in taking control of their own lives. Those studies are either under way or completed in Powell River, Vancouver and Victoria. More francophones will have the opportunity to develop their fundamental skills in French so they have a more successful transition to upgrade their work skills in English. If you are francophone and you have not received a questionnaire yet, or if you want more information, please contact Annie Buteau at 334-4415.



Carolyn Haight

The Summer Meal

What's the perfect meal on a hot summer day? A salad, of course! Salads are more than just a bit of lettuce in a side dish. They can be made to make a well-balanced meal that will fill you right up.

A "healthy salad" has a lot of colour and flavour with almost no fat. To keep the fat, calories, and cholesterol to a minimum, be sure to skip trimmings such as cheese, bacon bits, fried croutons, and small olives.

Here are some flavourful suggestions to cut the fat out of salads:

- Use chicken, vegetable, or beef broth instead of oil when making salad dressing. (Boil the broth until syrup-like.)
- Garlic will add zest to any salad!

- Try using a scant amount of sesame oil, virgin olive oil, or herb flavoured oils. Remember, a little of these oils goes a long way.
- Red wine vinegar, balsamic vinegar, or fruit juices (such as lemon) will give salad a terrific taste, making the use of high-fat ingredients unnecessary.

- Herbs and seasoning salt also add an abundance of flavour. So take advantage of the fresh vegetables when they are plentiful and make a summer meal.

Low-fat Chicken Caesar Salad (4 Servings)

CROUTONS:
2 cups Italian bread, cubed
3 cloves minced garlic
2 T. finely chopped parsley
SALAD:
1-1/2 cups chicken broth
1 bay leaf
1 tsp. pepper
1 lb. boneless, skinless chicken breasts
1/2 can (2 oz.) flat anchovy fil-

lets, drained
2 T. olive oil
2 T. red-wine vinegar
1-1/2 T. Dijon mustard
1 T. lemon juice
1 T. grated Parmesan cheese
1 tsp. Worcestershire sauce
1 clove garlic, finely chopped
2 large heads romaine lettuce, rinsed and dried
1. For croutons, heat oven to 350 degrees. Bake 1/2 inch cubed croutons on ungreased baking sheet. Bake, turning, until golden brown. Place in paper bag with garlic cloves and parsley and toss to coat. Set aside.
2. In large skillet bring chicken broth, bay leaf, and pepper to boil. Reduce heat to medium and add chicken breasts. Simmer about 8 minutes until fully cooked. Remove chicken and cool to room temperature. Cut into strips. Reserve 1/3 cup broth and strain through a sieve. (Keep remainder of broth for use another time.)
3. In small bowl toss romaine lettuce with chicken. Pour dressing over salad and toss to coat well; sprinkle with croutons (12 g fat).

Skinny Chef's Salad (4 Servings)

12 small new potatoes
1/2 lb. green beans
1 head iceberg lettuce, rinsed, dried, and torn into pieces
1 bunch chicory, rinsed, dried, and torn into pieces
1/2 lb. turkey breast (cooked), and sliced
3 carrots, pared and sliced
2 hard-boiled eggs, peeled and quartered
1/4 lb. light Jarlsberg cheese, cut into strips
low-fat Russian dressing, or dressing of choice
1. In medium saucepan cook

potatoes until fork-tender. Using a slotted spoon, remove to colander. Add green beans to saucepan and cook until crisp-tender. Drain in colander. Run cold water over both until cool. Cut potatoes into quarters.
2. Line serving platter with lettuce. Place turkey, carrots, green beans, potatoes, eggs, and cheese on lettuce. Serve dressing on side. (9 g fat.)

separated from the rest of us raffia by a metal door and a menacing "No unauthorized entry" sign, which leads us to believe that the IS component is developing a top secret playing card for Bicycle. That door is also the reason why I don't have any dirt on Mike, Carl, Keenan, or Mark. Annette, however, keeps us in junk food and spare parts, so she gets a special mention.

As for shop rotations: Battery Shop veterans Rod Funk and George Gebauer have settled nicely into the Lab, where they now rub shoulders with, among others, Greg Broadbent, whose jokes are almost, but not quite, as funny as Chevron commercials. Kim Fournier did a fantastic job

organizing ski days for the section this winter; I suspect that's why he hasn't been moved yet. Simon Hutchins won the draw to do the morning shift in the Bat Cave, so he now slaves away down there. Newly arrived are Dan Doust, on his ATAT rotation from 442 Sqn, and Nancy Richard, who is in from Germany and unfortunately hospitalized. At the time of writing, her condition is still unclear.

That's the update for this edition; you can all start breathing again. The law of averages dictates that someone in our section will do something silly and/or worthwhile before the next deadline, so look for the "IE/IS Labs" label, your symbol for quality news.

Vegetable, Couscous and Chick-pea Salad

DRESSING:
1/2 cup apple-cider vinegar
2 T. Dijon mustard
2 T. water
1/2 tsp. minced garlic
1 tsp. salt
1/2 tsp. pepper
1/4 cup chopped parsley

SALAD:
3 cups cooked couscous (follow directions on package)
1 small head broccoli (4 cups)
1/2 head cauliflower florets (4 cups)
1/2 cup chopped green onions
1 can (10.3 oz.) chick peas (garbanzo beans), rinsed and drained
4 cups sliced mushrooms (1 lb.)
2 red bell peppers, sliced
1 yellow bell pepper, sliced
1. In small bowl combine vinegar, mustard, water, garlic, salt, pepper, and parsley. Set aside.
2. In large pot of boiling water cook broccoli and cauliflower until crisp-tender. Drain in a colander and run under cold water until cooled.
3. Toss couscous with green onions, chick-peas, and half the dressing. Place in centre of serving platter and surround with remaining vegetables. Drizzle with rest of the dressing. (3 g fat.)

3 cups cooked couscous (follow directions on package)
1 small head broccoli (4 cups)
1/2 head cauliflower florets (4 cups)
1/2 cup chopped green onions
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NEXT DEADLINE
21 JUNE - NOON

Continued from page 14

Health & Fitness



TAKING CARE OF YOURSELF

By Gail Dal-Santo, RN
Health Promotion Consultant
REGISTERED NURSES ASSOCIATION OF B.C.

Volunteer Yourself

A woman with a twinkle in her eye arrives at our community health drop-in program to weigh and measure infants. It's obvious that she loves small children.

A man with cancer answers the phone and encourages another with the same diagnosis to come to his support group for mutual aid and the sharing of hope.

Four years ago, my mother joined a seniors wellness centre to expand her own horizons. Today, at 79, she is happy and active and, in fact, expanding the horizons of other seniors who are shut-ins. She loves phoning me to chat about her experiences.

What do all of these people have in common? They are all volunteers who work for nothing. But the work they do is invaluable.

It's also fun. According to a national survey, volunteers are satisfied with their activities 90 per cent of the time. They like the way their organizations run, the way they are treated by professional staff, and the other volunteers they get to know. In fact, three-quarters were willing to give extra time when needed, especially in special situations.

If you're interested in becoming a volunteer, first consider what you might like to do. Volunteering is a two-way street. You can best help other people if you are doing

something you enjoy and if you like sharing with others.

Don't be discouraged from volunteering because you don't think you have enough education or you're unemployed. Half of the volunteers in Canada have a high school education or less. Lots of volunteers are unemployed or out of the workforce.

There's many things you can do to help, no matter what your background or education. You can help shut-in seniors by volunteering to do their household repairs or by driving for Meals on Wheels. You can work in a hospital auxiliary thrift shop. You can join an adult literacy program and help other adults learn how to read. There are many things you can do to help and many skills that you can share with other people.

Once you've determined how you'd like to help, go ahead and volunteer your services. If you don't know someone who is already a volunteer, visit the volunteer centre of an organization which interests you or drop into a volunteer bureau in your community. Just offer your time and energy and ask what opportunities are available for you.

More than five million Canadians work as volunteers. But there's always room for one more. Why not you?

Warn kids about hidden dangers

"Don't touch used needles or condoms. If you find them anywhere go and tell a grown-up."

That's the message to give your children.

Used needles and condoms are thrown away and hidden in a lot of different places—school grounds, parking lots, the street, the park, the woods, washrooms, garbage cans, behind bushes and just about anywhere else.

Both could be dangerous if infected with viruses that cause AIDS or Hepatitis B, which are each serious diseases. Although not all needles and condoms are infected, there is no way of knowing which are safe.

If you often find needles or condoms where you live, tell someone in charge. If you find them in your apartment building or rented housing, speak to the landlord or manager.

If you find them in public places, like parks, call your local health unit. But, most importantly, be sure that the needles or condoms are removed.

Be very careful if you are getting rid of used needles or condoms yourself. Make sure you wear gloves when dealing with both. Use tongs to pick up needles, then put them in a puncture-proof jar or can and put on the lid. If you don't have

tongs, use pliers or any other tool so you don't have to touch the needle. Your most important concern is don't PRICK yourself!

A condom can be picked up by putting the plastic bag over your hand like a mitten. When you have grasped the condom, flip the bag over it and knot the bag, the same way dog owners often do when disposing of their pet's droppings.

When you are done, remember to wash your hands well with lots of soap and hot water.

You can get rid of condoms safely by simply throwing them in the garbage enclosed inside the plastic bag. But needles should be taken to your local health unit or police station for disposal. DO NOT dispose of needles by throwing them in the garbage! You will seriously endanger other people. Needles can only be safely eliminated by burning them at very high temperatures. For this reason they are best destroyed by specialists in medical waste disposal. If in doubt, phone your local health unit and ask for their advice.

Take time to teach your children what they should do if they find used needles or condoms and remember what to do yourself. You will both be safer for it and so will your community.

info health

Dr. Bob Young

Beware the Demon Opium

"Beware of the demon opium" was the standard advice to medical students until relatively recently. Our teachers were not too worried about us using it personally - that would have finished our fledgling careers then and there!

No, they were cautioning us about prescribing morphine and other potent narcotics. We were left with the impression that the opioids (morphine and similar pain relieving drugs) were for short-term use after operations, following an injury, or for a few days before an anticipated death. "And keep the dose as low as you can," we were reminded.

The major concern was addiction. It was thought that if you gave a patient morphine for very long, or used more than small amounts, the person would be "hooked" forever. I think we all imagined our future practices shrinking as our morphine-be-sotted patients hid themselves off to opium dens.

No one ever explained why

withholding comforting morphine from a dying patient was so important - surely addiction then would not matter.

It is much different now. We know a lot more about both pain and morphine. Hospices and pain clinics have done a lot of research and have a wealth of experience with the opioids. Many myths have been shattered, perhaps the most important one being the belief that addiction was inevitable.

This just doesn't happen when morphine is used for acute pain. It's almost as though the pain soaks up the drug, leaving none to cause dependency. Even patients with chronic pain who need the drug for long periods rarely want to continue if they are fortunate enough to have the pain-producing illness subside.

The minimal-dose myth has also been shattered. While most doctors still, almost automatically, order "5 to 15 milligrams every 4 to 6 hours" as a starting dose, we no longer hesitate to in-

crease it as required. We now believe our patients when they tell us they are not getting enough morphine to be comfortable.

Sometimes the doses get very high. I have a patient at present who needs 400 mgms twice a day, with an additional 60 mgms several times in between for breakthrough pain - and this is not unusual. This dose would probably kill anyone who was not already on the drug, but tolerance does occur, and morphine requirements may skyrocket.

Luckily, tolerance to side effects also develops - they are seldom a problem.

Morphine and similar drugs are the most effective agents we have against both acute and chronic pain. Now that the medical profession has learned to use them properly, much needless patient suffering has been alleviated.

Cutting Costs

Prompt access to medical laboratories and x-ray facilities is absolutely essential to today's physicians. Clinical acumen and hands-on medicine is still very important in diagnosing disease, but the lab tests and body imaging now available are often crucial.

All hospitals have their own labs and x-ray facilities. Smaller ones may have to send blood and other specimens out for the fancier tests, and may not have the equipment for special x-rays.

The vast majority of tests are done in private facilities owned by pathologists or radiologists - specialist doctors trained in lab medicine or x-ray. In all cities and most towns they have offices that are situated close to, or in, medical buildings.

This is where you probably go when your doctor gives you a requisition to get a blood test, a cardiogram, or a urine test. Depending on its complexity, the

test may be done in that office, or the specimen transported to a "main lab." There, sophisticated, automated (and very expensive) equipment, run by highly trained technologists, is used to find the needed answers.

The system runs very well, is increasingly efficient (with results now often transmitted by E-mail through computers), and accurate, as independent checking of results is routine. The owners have invested millions of dollars in their equipment, and employ hundreds of staff ranging from file clerks to PhD's in biochemistry.

Recently in Saskatchewan, and now in BC, private labs are under review by Ministries of Health. The intent appears to be the removal of laboratory medicine and x-ray from the traditional fee-for-service, private enterprise realm, and perhaps place all lab work under

hospital control. "Cutting costs" is implied.

Past experience would suggest that this move would likely markedly decrease patient access and convenience, and would probably lead to delays in obtaining results. Even now it often takes longer to get results on a patient who is in hospital than on one whose work has been done by an outside lab.

"If it ain't broke..." should, I think, be the philosophy here. Laboratories, in particular, have been very responsible in designing protocols that have helped reduce costs. Their competitiveness keeps their consultation services for doctors sharp and available; the same goal of excellence strives for perfection in a demanding field.

Disrupting the status quo to test somebody's questionable master plan would be, in our opinion, disastrous.

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Sports & Recreation

Sports Awards Banquet

To make this Fall/Winter Sports Schedule's end official, 19 Wing had the first semi-annual Sports Awards Banquet.

The evening's events started off with cocktails and words of wisdom from the Wing Commander's representative, LCol Van Boeshoten. Our Wing Food Services staff then provided a very tasty buffet of chicken and all the fixin's. The jocks and jockettes relocated from the dining hall back up to the Jr Ranks' lounge.

LCol Van Boeshoten handed the helm over to MC Jake Plante.

His jokes and hilarious antics made the presentations, (which are mostly dry, and drag on 'till the night's end), a gut buster. Our MC/comedian was applauded on numerous occasions and was encored not once, but twice, after all hardware left the stage. Some of Jake's major "beefs" were that "broomball" should be played in the parking lot because it's a waste of ice time and guys with bald heads shouldn't sit so close to the lights. Right Cpl McMahon (Erkel)?!

On a more serious note, some of the evening's presentations

(not shown in pictures below) included:

-Most Valuable Player Award for Broomball at the Provincial Broomball Championships: MCpl Gino MacLeod.

-Wing Commander's Cup Champions 1993: 442 Sqn "Snakes."

-Most Points in a Season in Inter-Section Hockey: D. Wyton (RCMP team).

-Most ? Goalie Award: Cpl Paul Laveleé.

Honourable Mentions:

CFB Totems Hockey team - finished 3rd in Civilian Commercial Hockey League; finished 2nd CF Regional Championships.

CFB Totems Volleyball Team - won Regionals at CFB Chilliwack; placed 4th at CF National Championships at CFB St. Jean.

CFB Totems Broomball - won Regionals hosted by 19 Wing and were undefeated.

CFB Totems Curling - won Regionals and were skipped by at CFB Chilliwack.

CFB Totems Badminton - individual entries, MCpl Williams,

Cpl Jordan and Pte Pelletier were victorious at CF Regionals in CFB Chilliwack and are on their way to CF National at CFB Halifax. Good luck badminton players!

Sgt Peters and Cpl Arsenault were selected to augment CFB Esquimalt at CF National Broomball Championships but unable to attend.

MCpl Cormier and Cpl Fleet selected to officiate at CF National Hockey Championships.

MCpl Morrissey selected to play for CISM Basketball Team heading for Italy. So, as you can see, 19 Wing has its share of good athletes. Most of all the sports should be fun as well as competitive.

Hopefully our Spring/Summer Banquet will be as successful as this one, but remember, you make it happen. So just do it!!

A final note to all who were behind the scenes not only at the banquet but each and every competition or championship, you made it happen. So, a big thanks from the WPERO and Staff at 19 Wing.



Thursday Night Coed Volleyball Champs, "The Wrecking Crew," presented by "MC" Jake Plante to team rep Annette Hurtubise.



League President Intersection Hockey, Dave Tack, for all his devoted time to our league. Presented by LCol Van Boeshoten.



Intersection Hockey "B" Division Playoff Champs: "BArmt Rebels," presented by League President Dave Tack to Craig Howland.



Intersection Hockey League and "A" Division Playoff Champs, "The Wing Supply Selects," presented by League President Dave Tack. Accepting on behalf of the injured team captain, Gregg Carr.

Yacht Club

CFSA/CFB Comox



The 24 May weekend was the date of the club Spring Cruise, which went something like this:

"Three boats took part; Maria with Janet and I on board, Ray and Irene Uhl on Fiddler, and Robin Kays (skipper) Rick Valentine and Al Buckham on the club boat, La Lage.

Janet and I departed Quadra for Henry Bay on Friday, but after two knockdowns before we reached the green buoy, Janet declared she wasn't having fun so we turned and ran back into Quadra.

Saturday the sun was out! All three crews met down on the jetty around 0900. La Lage was first away as her crew was extremely anxious. Janet and I slipped our lines next with Fiddler close behind. The winds were out of the SE at 15 knots and we enjoyed a great reach over to Mystery Reef. However, as we rounded the buoy, the winds died. Ray and Irene, using the 4 knot rule, (ask Ray) reached the Copeland Islands about an hour and a half ahead of La Lage and Maria. They put the time to good use gathering oysters. We decided to press on to Melanie Cove of Prudeaux Haven. Fiddler arrived first and were joined first by La

Lage with Maria bringing up the rear, as usual. We all rafted to Fiddler where we enjoyed nibbles prepared by Irene with some of those oysters.

The next morning was warm and sunny but little wind. Janet and I headed for Refuge Cove to restock. Ray and Irene decided to do some fishing around King Ham Island. La Lage decided to do the grand tour and headed up Waddington Channel. We had decided that the Copelands would be a good jumping off point for our sail home.

After exploring Refuge Cove, Janet bought menthol cigarettes by mistake, but any port in a storm. We motor-sailed to the Capelands. Ray was proudly announcing to the world what a fine catch he had. La Lage and crew were heading for Cassel Falls in Teakeme Arm where Al relaxed in the cool waters. We joined Fiddler in the Copelands where Ray gave a demo to the other boaters on sail anchoring practices. An hour later we had the hook down to stay, much to the relief of the other skippers. We must have made an impression as the rest of the boats rowed out more ground tackle.

We had a quiet evening feeding the mosquitos. My ankles seemed to be their favourite spot.

The next morning brought more great sunshine but again lit-

tle wind, La Lage, which had spent the night in Refuge Cove while the crew dined on pot roast, motored by as we were departing. After 6 hours of motor sailing (we sailors will never admit to just motoring), we tied up at our slip back at Quadra.

It turned out to be a great weekend. Hopefully more boats will participate on our next cruise."

The club Open House was held on 30 May. By 1300 gloomy weather turned into glorious sun and temperatures climbed. A fresh breeze made for good sailing and a good turnout by members and newcomers alike made for a successful event. Many thanks to Fred and Barb Reed and Doug and Terry McElwee for the background work which made the day.

The keelboats must be moved from Quadra by 19 June. We should, however, have our "new" trailer sited this month. A cleanup work party will be held as soon as possible after the set up of this trailer.

Maximum participation at the CFSA hot dog stand is requested. The 6 June festivities may bring a very large turnout so lots of volunteers will be required.

Have a great summer. Next General Meeting will be in September.

NEXT DEADLINE 21 JUNE - NOON

**NEXT DEADLINE 21 JUNE
NOON**

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

Library Hours

(Library is located in Bldg. 10 next to Accommodations)

Monday	6 - 9 p.m.
Tuesday	11 a.m. - 1 p.m. & 6 - 9 p.m.
Wednesday	6 - 9 p.m.
Thursday	11 a.m. - 1 p.m. & 6 - 9 p.m.
Friday	11 a.m. - 1 p.m.
Saturday	1 - 4 p.m.
Sunday	1 - 4 p.m.

Dependant Use of Base Gym Facilities

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

Take Off Pounds Sensibly

TOPS #BC3454, Lazo, meets every Wednesday at the Base Rec Centre at 6:30 p.m. For information call Wendy at 339-9851 or Elaine at 338-1200.

Motion Commotion Aerobics & Step

Mon. Wed. Fri. 9:30 - 10:30 a.m.
- AEROBICS
Tues. Thurs. 6:45 - 7:45 p.m.
- STEP

In the Studio at the Base Gym. Dependents and Military welcome! For more info call Wendy at 339-5620.

WALLACE GARDENS COMMUNITY COUNCIL SPRING GARAGE SALE CFB COMOX PMQ AREA 5 JUNE 93 9 A.M. - 2 P.M.

La St-Jean Baptiste

L'Association Francophone de la Vallée de Comox vous invite

BBQ et Feu de Joie Samedi 19 juin

Pavillon de la plage militaire Air Force Beach de 17h30 à 20h00. Des Hamburgers et des Hot-dogs sur le gril seront servis.

Prix Membres: Hamburgers 1.50\$, Hot-dogs 1.00\$.

Prix Non-Membres: Hamburgers 2.00\$, Hot-dogs 1.50\$.

Boissons gazeuses: 1.00\$. Jus pour enfants et café: Gratuit. Chips (BBQ, vinaigre et ordinaire): 75 cents. Au coucher du soleil (21h00), allumage du traditionnel feu de la St-Jean. Nombreux prix de présence. Nota: Les boissons alcoolisées consommées durant la fête devront être en cannettes Merci!

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

Aerobics

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

32nd CISM SHOOTING CHAMPIONSHIP

CTCHQ has been given authority to organize a team to compete in the subject championship in Oslo, Norway, 1-10 July 93. For further info contact Mil Sports loc. 8542/8783 by 4 June 93.

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.

Reunion

137(T) FLT Langar U.K., 1952-57 for possible reunion. D.A. Smith, 2315 Esther Place, Victoria, B.C. V9B 2E5. G.P. Heinekey, 3684 McIvor Avenue, Victoria, B.C. V8P 4E8

Bronze Cross Course

Where: 19 Wing Comox Pool When: Sat & Sun (3:30)

Start Date: 5 June 93

Register: Rec Ctr 8542 or Shirley 338-9550

Pre-req: 14 Yrs. Bronze Medalion/Sr. RA.

Mini - Francophone (Parents et Enfants)

"Jeux, peinture, lecture, chansons, etc..." Rire assuré pour vos enfants. Venez-vous joindre à nous. Tous les lundis: de 9:00 a.m. à 11:00 a.m. au centre communautaire (près du Canex).

C'est gratuit et c'est amusant. Pour plus d'information: Suzie Beaumont 339-1372. P.S. Nous serons fermés pendant la saison estivale (juillet et août). Au plaisir de se revoir en septembre.

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.

URGENT

Host families needed for visiting Japanese youth! 16 July to 14 August. Seventh summer in Comox Valley. For information phone: 338-5396 (school) 338-7560 (home).

NEXT DEADLINE 21 JUNE

BCYCNA
BRITISH
COLUMBIA
AND YUKON
COMMUNITY
NEWSPAPERS
ASSOCIATION

BLANKET CLASSIFIEDS

These ads appear in more than 100 community newspapers in B.C. and Yukon and reach more than 3 million readers.

TO PLACE AN AD CALL THIS PAPER OR BCYCNA AT (604) 669-9222.

\$195 for 25 words

\$3.70 each additional word

AUTO

ENGINES FROM \$995. for cars and trucks. Complete rebuilds with new parts. 6 Yr/120,000 KM Warranty. 20% Down-Payments later. Bond Mechanical 8 a.m. - 8 p.m. 7 Days. 872-0641.

BEFORE YOU BUY a rebuilt engine, compare quality and service. CANADA ENGINES LTD. IS THE BEST. Cars/light Trucks from \$995. 5 Yr. limited warranty. 580-1050 (24 Hrs/7Days). 1-800-665-3570.

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 collect 538-9778.

86 VW Westfalia Camper Van Sincro, 4 wheel drive, 5 speed transmission, air conditioner, roof rack, very good condition \$16,500. 926-8893.

TRUCKS - TRUCKS. All Makes - 4X4's, 4X2's, Diesels, Supercabs. Ford, Dodge, Chevy, Imports. One call shopping. Best Prices - Best Selection. Free Credit Approval. Vancouver (604) 966-3705 John.

BUSINESS OPPORTUNITIES

HOT TUB RENTAL BUSINESS! Everything you need starting at \$2295. Recover investment with 10 rentals. Full-time or supplement current income. Call 1-800-665-1932.

FULL TIME \$\$\$ PART-TIME HOURS selling lingerie, beauty and bath products through home parties. FREE training. No investment for stock. FANTASIA 582-6684 or 1-800-363-6068.

THE AMAZING VIDEO MACHINE! \$15,000 gives you a dynamic business that runs by itself & generates income for you with peace of mind. No Overheads! No Staff! For details call: THE AVM NETWORK (604) 534-6151.

OKANAGAN ICE PLANT - Very well established. Unlimited growth potential. 120+ current accounts. Equipment, Land & Home \$370,000. or sell business only. Excellent income! (604) 836-3241.

OILFIELD SERVICE COMPANY in Grande Prairie, servicing western Canada for over 14 years, excellent opportunity to create substantial income. Selling: (personal/health). Phone: (403) 568-2233.

BUSINESS OPPORTUNITIES

REQUIRED IMMEDIATELY! Salespersons and distributors for hottest new C.D. Club in Canada. Successful applicants will enjoy huge profits and great music savings. Fundraisers Welcome. (604) 674-3025.

BUSINESS PERSONALS

FOXY ladies offer exciting personal fantasy and photos - discreet entertainment by mail. For free info write KAREN, Box 670-GB, Kelowna, B.C. V1Y 7P4. Adults Only Please!

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.

CHEF TRAINING PROGRAM. Make your future financially secure. Join Canada's fastest growing industry. Cooking is a recession-proof career. 17 Week diploma program. Gov't funding. Student loans. Continuous enrollment. Accommodation arranged. Call Registrar, DUBRILLE FRENCH CULINARY SCHOOL, Vancouver, B.C. (604) 738-3155, Toll-free 1-800-667-7288.

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) 756-2721.

Humanitarian Tax Free Grants FREE Information. Phone (604) 642-3738 or write... Grants, Box 82, Sooke, B.C. V0S 1N0. No Qualifications To Meet.

FOR SALE MISC.

WATER! WATER! WATER! It's going to be a dry summer! Ask for colour brochure. B.C.'s largest manufacturer of polyethylene water storage and septic tanks. Premier Plastics, 107-917 Cliveden, Delta. V3M 6E8. 1-800-661-4473.

STEEL BUILDINGS. Spring "SELECTION" on Future. e.g. QUONSETS 25'x30' \$4,962. 30'x40' \$6,274. 35'x50' \$8,478. STRAIGHTWALL QUONSETS 25'x30' \$5,522. 30'x40' \$6,454. Buildings are complete with endwalls and sliding door. Freight, GST included. Call 1-800-668-5111.

HEALTH

NUTRITION - Why so many serious degenerative diseases? Why cancer? Why heart disease? Why arthritis? Or Aids? Have you heard about our national nutritional package, concerning education & training in health, nutrition & life style, please call Alice Alexander at (604) 985-0559 or 1-800-565-4065. Also ask for the free booklet entitled "Treat Your Body Like A Porsche".

MACHINERY

PACIFIC FORKLIFT SALES LTD. (Est. 1972). Dozens of good used forklifts available. LP, Gas, Diesel, Electric. We Buy Tool! (604) 533-5331. Fax: (604) 533-4563 eves. Terry Simpson (604) 535-1381.

FOR SALE MISC.

Steel Buildings: B.C. Factory Outlet direct. Straightwall and quonset models. All buildings engineered & certified. Guaranteed best prices. FREE quotations: Western Building Systems 1-800-565-9800 Kelowna.

SEPTIC TANKS D-Boxes pumpout chambers polyethylene water tanks, pumps, fittings. Any water related products manufactured by Canwest Plastics, Surrey Toll-free 1-877-5983. For Dealer 596-0608.

SPRING SPECIALS. Will Deliver. Backhoes, Lowbeds, Excavators, Loaders, Graders, Compactors, Ambulances, Dump Trucks, Fire Trucks, Service Trucks, Dozers, Belly Dumps, Truck Scales, Buses. Call for complete list 493-6791.

"SECURITY" over 93% of homes, vehicles and people need quality, reliable and affordable security. For full product and/or distributor information call now. Robert at 932-1365.

1720 Lineal Feet of used 8" aluminum irrigation pipe. 30-40 ft. lengths. Some with 4" hydrants. Good condition. Call (604) 542-0833 between 8 a.m. - 4 p.m.

28 Ft. Gooseneck Trailer, excellent condition. Professionally rebuilt & certified April 1993. Vacuum over hydraulic brakes, loading ramp. Asking \$5500. Call Lynne 24 hrs at 545-5371 or Al 463-3167.

GARDENING

The Ultimate Gardener's Store. 1,000's of Products, Greenhouses, Hydroponics, Drip Irrigation. Huge Book Selection. 80 Page photo filled 1992 catalogue \$4. refundable on order. Western Water Farms, #103-2012 64th Ave., Langley, B.C. V3A 4P7.

HEALTH

LLAMAS (Legacy Classic Sale V). 60 Llamas being sold by auction. June 12/93. Western Exposition Fairgrounds, Red Deer, AB. Call (403) 346-3148 for details or catalogue.

MACHINERY

Blanket Classified Ads

Place your ad in over 100 community newspapers for only \$195.00. Call this newspaper or the B.C. and Yukon Community Newspapers Association at (604) 669-9222.

HEALTH

SKIN LASER SURGERY for the non-scarring removal of spider veins, birthmarks, tattoos, age spots. Call the Vancouver Skin Laser Centre at 731-5512 for information.

HELP WANTED

Licensed Auto Mechanic to work in 2 Bay Service Station in Osoyoos B.C. Wage negotiable depending on experience. Position available immediately. Phone (604) 495-6141.

TIRE OF WHAT YOU'RE DOING. Work part-time hours. Earn minimum 50,000 per year. We'll show you how Not MLM. 90's opportunity. CALL (416) 638-8383, (416) 638-8384.

WANTED: Figure Skating Coach, NCCP 1 or higher. Call Paula 523-6520 (after 5:00 p.m.) or Send Resume to: Box 1171, Logan Lake, V0K 1W0.

Stylish Canadian, quality Jeans. Everybody needs them and at these prices everybody wants them! Become part of the latest trend in-home marketing. Call Lapointe Distributors. (604) 756-0413 (Kathleen).

OVERSEAS POSITIONS. Hundreds of top paying jobs, all occupations. FREE Details. Overseas Employment Services, Dept. CA, 1255 Laird Blvd. Suite 208, Mount Royal, Quebec. H3P 2T1.

KITCHEN CABINETS

CABINETS 1/2 PRICE. In stock, countertops/vanities also. Kitchen Craft Factory outlet. Cash and Carry Cabinet Warehouse, 4278 Lougheed, Burnaby 298-9277. 1868 Spall Rd., Kelowna 860-6638. 800 Cloverdale, Victoria 389-1114.

LIVESTOCK

Privately owned waterfront cottages throughout B.C.'s Gulf Islands, Shuswap, Okanagan and other lakes. To rent or list a property for rent call "Private Getaways" 1-675-4600.

TRAVEL

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

Place your ad in over 100 community newspapers for only \$195.00. Call this newspaper or the B.C. and Yukon Community Newspapers Association at (604) 669-9222.

MISCELLANEOUS

EX ALBERTA FARMERS - Now available aerial photos of all Alberta farms taken from 1953 to 1985. We have yours. The perfect gift for retirees. 1-800-461-3276.

NOTICE

POETRY CONTEST \$12,000 in prizes. Possible publication. Send original poem 20 lines or less to: National Library of Poetry, Box 704-ND, Owings Mills, Md 21117.

PERSONAL

Male Impotence easily corrected/prevented. Risk-free trial period. Products now available without prescription. For information write/call: Performance Medical, Box 418, Valemont, B.C. V0E 2Z0. Toll-free: 1-800-663-0121.

REAL ESTATE

NEW HOMES C.M.H.C. Standards. Real houses factory-built for your site, Urban/Rural, 2X6-Walls R40/R20. Insulation Showhomes at DeMac Home Sales, Surrey. (604) 597-2181.

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.

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LEGION LOG

BRANCH 17 COURTENAY 334-4322

ENTERTAINMENT

Fri 04 June.....Music by Party Mix
Fri 11 June.....Music by El Dorado
Fri 18 June.....Music by Tony Paulin
Fri 25 June.....Music by Shaboom

REGULAR ACTIVITIES

BINGOS.....Thursdays, Fridays & Sundays at 7:00 PM
MONDAY.....FUN EUCHRE
TUESDAY.....PUB DARTS
WEDNESDAY.....FUN CRIB
THURSDAY.....FUN DARTS
FRIDAY.....TGIF & MONEY DRAW AT 5:30 - 7:30 PM
SATURDAY.....FUN BRIDGE AT 11:00 AM

EVENTS

Saturday 05 June.....Steak Barbecue, 5-6:30 PM
Sunday 13 June.....LA Appreciation Lunch, 1:00 PM
Sunday 20 June.....Father's Day Steak BBQ, 4-5:30 PM

SPORTS

18, 19 & 20 June.....Fishing Derby, \$8.00/ticket
Contact Legion for details.
Sunday 27 June.....Crib

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

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

Dress Code in effect 8 PM Fri & Sat

Building is Handicapped Friendly

BRANCH 160 COMOX 339-2022

ENTERTAINMENT

Fri 04 June.....Music by Eldorado
Fri 11 June.....Music by Highway 19
Fri 18 June.....Music by Westwind
Fri 25 June.....Music by Alleycats

REGULAR ACTIVITIES

SUNDAYS.....Lounge Hours 12:00 Noon to 7:00 PM
MONDAYS.....L.A. Drop-In Bingo, Upper Hall, 7:00 PM
Men's Dart League, Recessed until 13 Sept 93
TUESDAYS.....Ladies Crib League, Lounge, 7:30 PM
Mixed Dart League, Upper Hall, Recessed until 7 Sept 93
WEDNESDAYS.....Navy League Drop-In Bingo Upper Hall, 7:00 PM
Comox Valley Men's Crib League, Recessed until Sept '93
THURSDAYS.....* 1st Branch Exec. Mtg. Upper Hall, 8:00 PM
L.A. Executive Meeting, Upper Hall, 8:00 PM
*2nd L.A. General Meeting, Upper Hall, 8:00 PM
*3rd Branch General Meeting, Upper Hall, 8:00 PM
FRIDAYS.....TGIF in Lounge
Meat Draws in Lounge, 3:00 to 6:00 PM
Dance (normally downstairs unless advised)
SATURDAYS.....Meat Draws in Lounge, 3:00 to 6:00 PM

EVENTS

Sunday 20 June.....Father's Day, afternoon music in the Lounge by Doug MacLean

On & Off the Base

Employee Assistance Programme

Just For Today

Just for today I will live only these precious 24 hours, I will focus on now. I needn't contemplate the entire tapestry of my life, I need only consider how I shall weave the pattern of today with the thread of minutes and hours that is mine.

I will cherish the day as if it were my last. Today is yesterday's much-anticipated "some day" - tomorrow's longed-for "back when." I will hug this treasure of today to my chest, and regard the wonder of it with the same joy I behold a newborn. This day is new, and so am I.

Today I will not relive the past. I may look back, but I will not stare. I cannot live yesterday's glories, nor can I erase yesterday's mistakes. In

retrospect, I see how each event, joyful or sad, has led me to becoming who I am today. I will view my life as a journey, and gain perspective. I will not regret the past, but learn from it.

Today I will not agonize or worry about the future. Worrying is a waste of time. How many people, long since gone, worried that the Civil War would come? It came anyway. How many people have abandoned their businesses and homes to stand on a hill awaiting the end of the world? It hasn't happened yet. Tomorrow comes, for good or bad, despite the time I squander in anticipation. I will plan for tomorrow, live for today.

If my waking hours are spent recalling the past or anticipating



the future, I am throwing away life's most precious gift: today. As such, I am

COMOX COMMUNITY CENTRE

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

A SNEAK PEEK



at SUMMER '93

HANDS ON FARM
OPENS
MONDAY, JUNE 21Eli Pasquale's
GREAT CANADIAN BASKETBALL CAMP
AUGUST 16 - 208:30 - 11:30 am Gr. 5 - 7
12:00 - 3:00 pm Gr. 2 - 4
6:00 - 9:00 pm Gr. 8 - 11CAMP
FEATURES:

- Fabulous T-Shirt
- A Black's group photo
- Basketball Newsletters (tips & info)
- Daily camp prizes

FEE: \$75.00/child
\$70.00/additional
family member

DAYCAMPS

Victoria Von Kane
presents

AUGUST 9 - 13

MODELLING

8 yrs. & up
Level 1 - \$65.00
9:00 am - 12:00 noon

Develop Grace, Poise & Confidence

DRAMA WORKS

7 yrs. & up
\$65.00
1:00 - 4:00 pmHistory, Action, Dramatic Games
Improvisation, Pantomime,
Puppetry, Clowning,

Commercials & Final Performance

COUNTRY DANCING

6 - 12 yrs.
\$44.00
6:00 - 8:00 pmDances include: Cowboy
Countdown, Slap Leather Twist,
Cowboy Polka, Peter Push,
Electric Slide & more...SAILING
SCHOOLSOCCERTRON
THE WORLD CUP OF SOCCER SCHOOLS

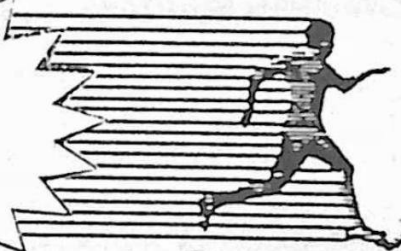
JULY 12 - 16

9:00 - noon 5 - 7 yrs.
1:00 - 4:00 pm 8 - 14 yrs.COMOX COMMUNITY
CENTRE FIELDS

\$60.00/Child

\$50.00/additional

family member

TENNIS
LESSONSSPORTS
CAMPS

DAY TRIPS

For these and many more exciting summer programs
LOOK FOR OUR SUMMER BROCHURE
WEDNESDAY, JUNE 16

Call 339-2255 for further information

On & Off the Base

Down Home
Music

On track are Them Downhomers. The Lathiges have been busy laying down solid tracks, entertaining and recording Old Tyme Atlantic Music on home territory, beautiful Vancouver Island, British Columbia.

They are appearing again this summer at The Filberg Festival (1993) by opening the entertainment on Friday, 30 July at 12:00 noon. So mark your calendars 'cause you'll hear some fancy "squeeze box-box talk" by Damian Lathige performing his own unique style of Maritime music.



Recording tracks came naturally to them, scheduling the release of Volume 3 called Downhome Tradition. This album gives their listeners a varied collection of tunes like the Jessica Polka, The Blue Canadian Rockies sung by Phylomena, and Maple Sugar, a mandolin solo by Damian.

In addition, Damian keeps busy developing his own compositions and has a growing catalogue of original tunes to his credit. Now retired five years from cranking wrenches, the ex-442 Search & Rescue helicopter technician says, "I miss my military career, but squeezing my tunes

keeps me on track and now I have a new career. These days I just don't find enough time in the day to play my music."

Them Downhomers will start a two-month tour in June, taking them to the Kimberly International Old Time Accordion Championships, and will be performing at places in between.

Smitty's Comox
FAMILY RESTAURANT

**WE HAVE NEW
WALLPAPER & A
WHOLE NEW LOOK!**

DINNER SPECIALS
June 4-10

• PEPPERCORN STEAK • CHICKEN POLYNESIAN
• VEAL CORDON BLEU • LIVER & ONIONS
• SEAFOOD TORTELLINI
includes soup or salad & our special house dessert

\$7.95-\$10.55

Takeout Window open 'til 9:30pm
on sunny days.

Across from Comox Mall; open 7 days a week 7:30am - 8:30pm

339-3911

WO & Sgt's Mess
JUNE 1993 Calendar

Friday 4 June.....Posting Party/TGIF, DJ, Steak BBQ
Friday 11 June.....TGIF, Hot Wings
Tuesday 15 June.....Golf Day
Friday 18 June.....TGIF, BBQ Ribs
Friday 25 June.....TGIF, Steaks & Corn on the Cob
FRP's dining in WO's & Sgt's Mess

OFFICERS' MESS
JUNE 1993 CALENDAR

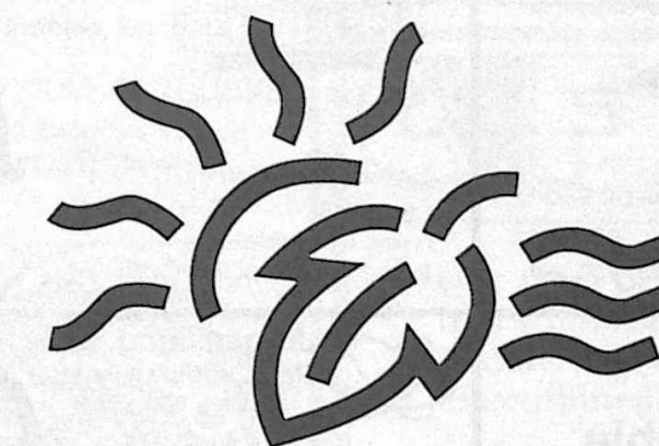
Friday 4 June.....TGIF, Submarine Sandwiches
Friday 11 June.....TGIF, BBQ Ribs and Rice
Friday 11 June.....Farewell BBQ, DJ Music
\$20.00 per couple, \$30.00 per guest couple
Friday 18 June.....TGIF, Chicken N Chips
Friday 25 June.....TGIF, Chili Dogs & Nacho Chips
Tuesday 29 June.....Mess Golf Tournament, Glacier Greens
Tee-Off 1300 hrs. GGGC members \$7.00 Non-members \$17.00

NRS NATIONAL
REAL ESTATE SERVICE1742 Cliffe Ave.
Courtenay, B.C.
V9N 2K8

Bernie Poole

Bus. (604) 334-3111
Fax (604) 338-8315
Res. (604) 339-5349

I am available to give you excellent referrals to satisfy your realty requirements at your new posting location.
Please call for a professional market analysis of your home.
Ask me about new housing alternatives in the Comox Valley.



Environment Week

National Defence has adopted a new environmental logo (above). It is to be launched during National Environmental Awareness Week, 5 - 12 June. The logo's rising sun, green leaf, and blue waves symbolize the air force, army, and navy. Environment Week originates with a private member's bill introduced to parliament in 1970 by Tom Goode, a member from British Columbia. The bill quickly gained grassroots support and was given Royal Assent in March 1971. Canada's Environment Week coincides with World Environment Day on 5 June, as proclaimed by the UN in 1972. At DND, Canada's second-largest land holder, this year's theme is "stewardship" - the commitment to build environmental concerns into everything we do. Activities at bases and stations across the country may include nature walks, environmental awareness talks, and art contests at local schools.

1 in 5
CANADIANS
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on lung disease.

Arm yourself
with the
latest
lung facts
from the B.C. Lung
Association.

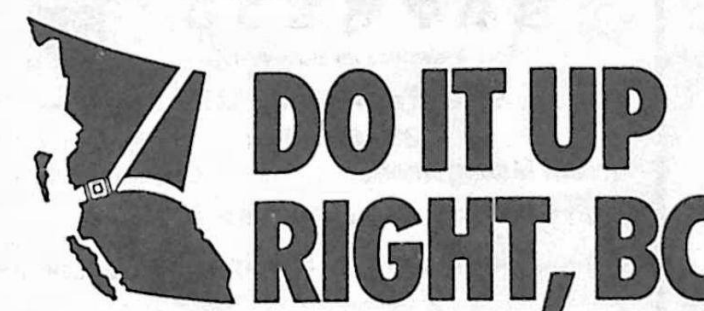


Reduce
air pollution from
residential wood smoke
and auto emissions with
tips from the Association.



Support advanced
research and province-
wide community education
programs sponsored by
your Lung Association.

B.C. Lung Association
Box 34009, Station D
Vancouver, B.C. V6J 4M2



NEXT DEADLINE 21 JUNE

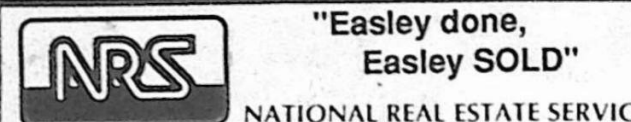
Service Directory

On & Off the Base



KEN STEWART
bus. (604) 334-1111 dir. line 684-2931 fax 338-8315
res. (604) 338-0868

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



MARGE EASLEY, C.G.A., R.I.B.C.
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res. (604) 339-7910 pager 1-978-2263

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1742 Cliffe Avenue, Courtenay, B.C. V9N 2K8



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Keep the Key
CLOSE TO THE BASE & TOWN

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

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Our new gourmet coffee bar
We serve the Service

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

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Military Tailor

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BASE TAILOR SHOP
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\$15.00 per edition
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HATS, SWEATERS, SHIRTS, PINS, PATCHES,
AND MUCH, MUCH MORE!
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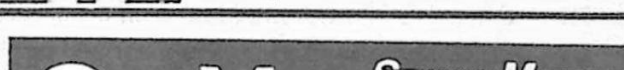
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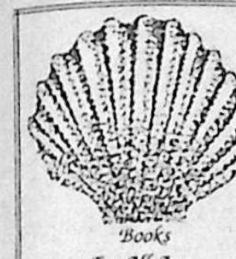
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pré-scolaire? Nom, âge, date de

naissance? _____

2. Voyez-vous l'

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