

Triathlon!

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The Merlin Engine by Duke Warren

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TOTEM TIMES

Canadian Forces Base Comox B.C.

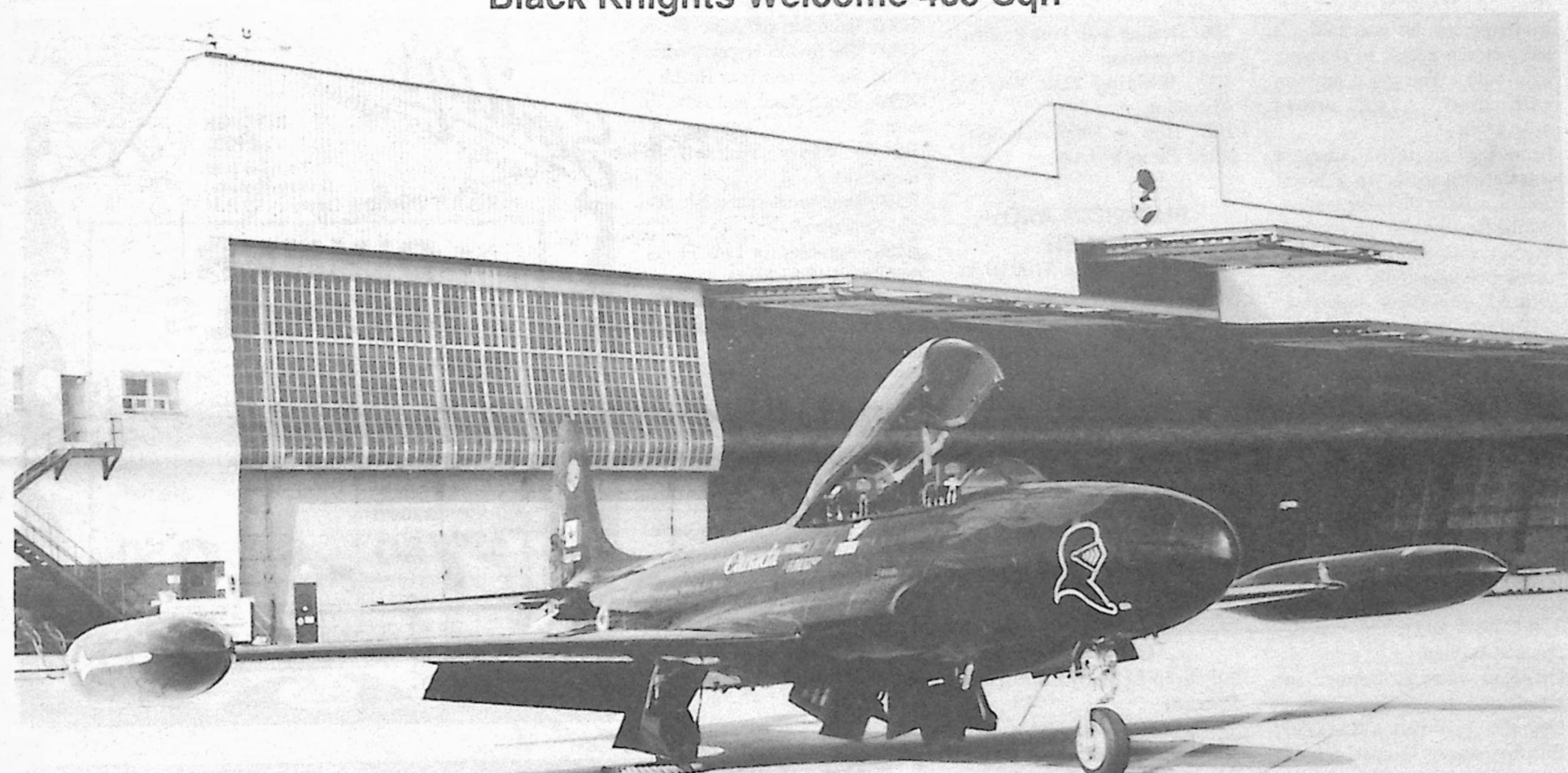


VOL 35 NO 13

29 JULY 1993

COST: PRICELESS

Black Knights Welcome 409 Sqn



409 Returns

Clockwise from the top, specially painted black T-33 flew in a formation welcoming 409 Sqn as its reserve "Twin"; the Wing Commander, Col T.B. Rogers accepts the 409 Sqn colours for CO 409 LCol T. Hunt (R); and, the Padre blesses the colours. All occurred on parade on July 13 at CFB Comox.



On & Off the Base

From the Desk of HamishH

Meanderings of our Denman Island Correspondent

During a budget debate, the opposition's financial critic asked in the House of the Minister of Finance: "In view of the recent report that in an eastern seaboard province it requires three government workers to change a light bulb, will the Minister inform the House how many workers it takes here to change a light bulb?"

The Minister replied that he did not have that information at hand, but he would endeavour to have the information available at a later date. After further questioning from the opposition, it was decided the information would be forthcoming in three days.

When the Minister enquired of the government workers' spokesperson he was told, "It takes eleven people to change a light bulb. You got a problem with that?" (CE please note....Ed.)

Following the public outcry, it was decided to set up a Royal Commission to study the matter.

While the commission was "sitting" it was decided that no burned out light bulbs could be replaced, so battery operated lights were rented as replacements whenever a light bulb burned out. The commission "sat" for three months before bringing their findings to the government.

It was then decided to form a Crown Corporation to look after the changing of light bulbs. Following the formation of the corporation, it was decided to install new fixtures, each having two light bulbs. It was reasoned that light bulbs would not have to be changed as often.

However, costs continued to spiral and, after further outcries from the opposition, a "Court of Enquiry" was set up consisting of two government members, one member from the opposition and a plumber.

The enquiry decided that, in order to save the taxpayers money, the government should contract out the changing of burned-out light bulbs to a private contractor, providing that it was a union company.

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A long time ago the "good old days" were often called "these trying times."

Card games can be extremely expensive - similar to another game in which you get to hold hands.

When we came home from work we sometimes used to ask, "Hi honey, what's cooking?" Now we might enquire, "What's thawing?"

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On & Off the Base

The Merlin Story

By Duke Warren



Duke Warren circa 1942

Everyone knows the Spitfire story, how it was designed by Reginald Joseph Mitchell, based on some of the knowledge gained from the building of the Supermarine Schneider Trophy seaplane racers. However, it is acknowledged that without the Merlin engine the Spitfire would not have been the exceptional aircraft that it was. In the follow-

ing paragraphs some interesting facts about the Merlin engine will be revealed. It is presumed the reader will be familiar with the technical details, twelve cylinder "V" design, liquid cooled, supercharger, etc. The Battle of Britain was a pivot point in WWII, and in the history of the world, and the Merlin engine was an important factor in

the success of the Royal Air Force. The Merlin engine design and development was a private venture by Rolls Royce. No government funding was provided, and it was known as PV 12 (Private Venture). The engine was first flown on 12 April, 1935, in a Hawker Hart bi-plane.

By a strange chance, both the ME 109 and HE 113 fighters in Germany were first flown with Rolls Royce engines, the Kestrel, as the Daimler-Benz was not yet available. And as a further note - the ME 109s featured in the post-war Battle of Britain film were Spanish ME 109s fitted with Merlin engines.

Merlins, in many different Mk's, were fitted to Spitfires, Hurricanes, Defiants, Wellingtons, Lancasters, Halifaxes, Mustangs, and Mosquitos. When the Allison engine, Mustang, first came to England it was very fast - 350 mph at low altitude, but pretty useless above 10,000 feet. However, when fitted with the Merlin, the speed increased to 450 mph and it had excellent performance at altitude. The official record for a piston engine aircraft is held by a Mustang, 499.048 mph, powered by a Griffon engine, a later development of the Merlin. (Steve Hinton - Mud Lake, Tonopah Nevada, 14 August, 1979.)

Churchill considered the Merlin so important that early in the war he secretly ordered a set of drawings sent to America in case England was overrun. In 1940 Lord Beaverbrook arranged for production in the USA, and they were made in the Packard plant at Detroit. Henry Ford turned down the chance to make the world's greatest engine because he thought Britain would lose the war.

All aircrew who have flown in Merlin engine aircraft will pay tribute to the performance of the engines. Although the North Star was noisy, at least one knew the engines were doing their job! Lord Trenchard, when reviewing the Battle of Britain, gave full credit to the Merlin engine as one of the chief factors in the RAF victory.

But I think one of the greatest tributes is in Derby, at the Rolls Royce factory. Here in the front hall is a stained glass window featuring a young pilot, as a memorial to all the pilots of the Hurricanes and Spitfires who defeated the Luftwaffe. The inscription reads: "To the pilots of the Royal Air Force who, in the Battle of Britain, turned the work of our hands into the salvation of our country."

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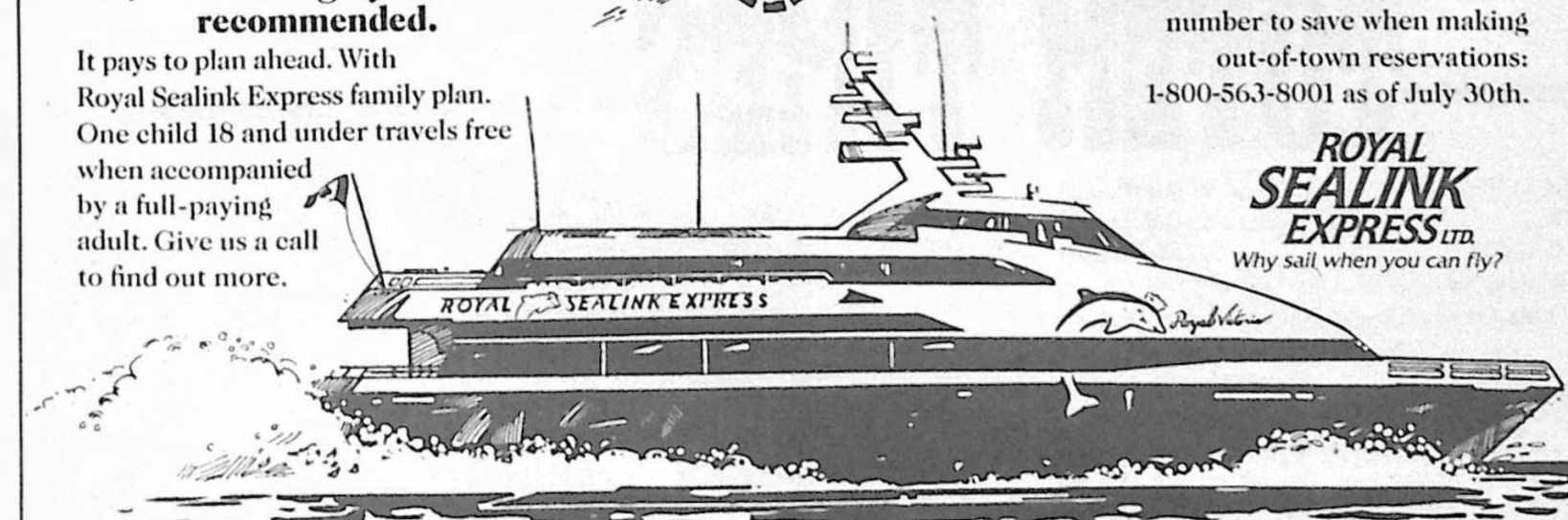
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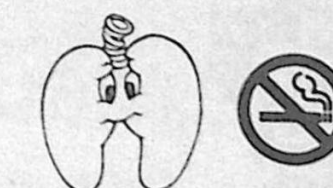
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Editorial



Norm Blondel

Mean it, Mikey

The news, published in local newspapers last week that a decision to restart construction on the Vancouver Island Highway is a strong possibility this fall, will be greeted with a mixture of scepticism and hope by all of us who take our lives and self-possession in hand whenever we travel the twisting, turning, frustrating, at times maddening, stretch of road that B.C. is pleased to call the Island Highway.

The provincial government was promising a safe, straight and fast Island Highway when I arrived here in 1970. Our cow-track has always figured largely in pre-election promises, no matter who was running for office. But, perhaps the hour is now at hand.

Opposition to the new highway exists, of course, from a vociferous minority which seems to live in a utopian fog. On local access TV last week, a spokesman for this blissful little group suggested we all drive slower, like they do on the Dyke Road. We already drive slower on the Island Highway. With tourists and overly timid types plugging along at a daring 20 kph below the legal speed limit, how can we do otherwise? In summer it takes five hours to travel to Victoria, nominally a three hour trip, plus stops. Our utopian cloud-dweller suggested "more trains," when the present Dayliner already runs below capacity and loses bundles of tax-money. Besides, how do you get around Nanaimo or Victoria without your car? Not everybody likes buses or can afford taxis.

There are a number of reasons why the provincial government appears on the verge of a change of heart about a safe, relatively straight Island Highway, some of them political, an area in which our guidelines demand we refrain from comment. But, most of us in or out of uniform, have to face that road several times a year, and are at risk when we do.

So, it is fair to ask Premier Harcourt, if he is promising us a decent, safe highway this time, to "Mean it, Mikey."

Photo Credit

Sometimes, here at the Fishwrapper, our editorial mind slips into neutral, especially Wednesday mornings when we are rushing to completion and anxious to get back to our gardening. That's when mistakes and omissions happen. In our July 15 edition we failed to note that our front page pic of Megan Craddock was the work of Base Photo's MCpl Rod Cando. Our apologies to Rod and his fellow professionals at Base Photo.

CHANGE OF COMMAND 442 (T&R SQN) - 4 AUG 93

Command of 442 (T&R) Sqn will change from LCol P.A. Drover to LCol E.W. Hardy at a Change of Command Parade and Ceremony to be held at 1000 hrs, 4 Aug 93.

The parade will take place on the tarmac area between #1 Hangar and #7 Hangar. In the event of inclement weather, the parade will be held inside #1 Hangar.

GUEST OF HONOUR

COMD ATG, BGen Brace, will be visiting Comox and attending the ceremonies.

Reserves: View from the Top

An interview with Brig-Gen Rick Linden

Reported courtesy "Excelsior," the Air Reserve Newsletter.

The six years since unveiling of the 1987 Defence White Paper have brought wide-ranging and significant changes for the Air Reserve, and, indeed, all areas of the Canadian Forces - changes that will continue to unfold for some time to come. To put these developments in perspective, Excelsior managing editor Maj Mike Minnich spoke with Brig-Gen Rick Linden, commander of Air Reserve Group since the spring of 1990 and recently designated the next Chief of Reserves and Cadets. Here are the highlights:

Excelsior: Although much progress has been made in executing the 1987 Defence White Paper's plans for significant Air Reserve growth in both personnel and activities, the past 18 months have seen a number of decisions to cut back defence spending, reduce Regular Force strength, pull out from our bases in Germany, and so forth. Where does the Air Reserve "master plan" stand today?

BGen Linden: The original plan saw us growing to 3,251 Air Reservists by the year 2002, initially in increments of 122 per year, then by 150 per year starting in 1993-94. In fact, Air Command has found that they'd like even more Air Reservists - to an end-state of around 4,356, and ideally sooner than 2002 - and has submitted revised growth plans to NDHQ.

"As the air force shrinks in size, it only makes sense to have more Reservists, since our job is to augment the Regular Force."

As the Regular air force shrinks in size, it only makes sense to have more Reservists, since our job is to augment the Regular Force. Unfortunately, the urgent need to reduce government spending meant that our approved

growth for 1992-93 was cut to just 40 persons, and for the new fiscal year that began in April we're facing a budget cut of three per cent.

However, NDHQ is now taking another look at Reserve growth, and I'm optimistic that our expansion plans will soon be back on track.

Excelsior: Turning to the Nov 1992 Auditor-General's report on the Reserve Force, there were numerous criticisms of the Reserve in areas such as training standards, promotion qualifications, operational readiness and so forth. However, if one actually read the whole report, it's clear that most of these applied to the Militia and Naval Reserve. How do you feel the Air Reserve actually fared in that document?

BGen Linden: Well, it's important to keep in mind that the revitalization of all the Reserves in Canada only really got started after the 1987 White Paper, so these actions had only been under way for two or three years when the Auditor General's staff began its research. In fairness to the other Reserve components, I believe they had made additional progress by the time the report was finally released.

For the Air Reserve, it's true that this report frequently notes that we were "scoped-out" of certain areas of investigation because it was determined that those problems didn't exist in our organization. This fact often wasn't made clear in the media reports.

For example, two of the areas criticized in the report were Reserve training standards and promotion policy. The Air Reserve follows Regular Force standards in both these areas. Realizing this, the Auditor General's staff focused on the other Reserve components. Their resulting criticisms, therefore, simply didn't apply to the Air Reserve.

My only concern about this report was to make sure that our own people - Regulars and Reser-

vists - who work in and with the Air Reserve, realized these things. Therefore, we prepared a question-and-answer document that went to all our commanding officers, base commanders and other appropriate people who could get the word out in their units that this report really couldn't find much bad to say about us.

"We now have a good idea where the air force will need Reservists during the next five-to-ten years."

Excelsior: Logically, one of the basic things a military reserve force must have is a mobilization plan whereby everyone - Reservists and Regulars - knows exactly what duties the Reservists will have in a national emergency. For a long time, the Air Reserve lacked any such comprehensive plan. Where do we stand today?

BGen Linden: We've moved a long way in the last three years. Air Command has been defining the "Integrated Air Force Establishment." This process is well advanced, and we now have a good idea of where the air force will need Reservists in the next five to ten years.

A specific example is in the CF-18 community. There are sufficient Regular Force personnel to run 15 aircraft squadrons, but there are good operational reasons to have 18 aircraft in a squadron. With the return of our CF-18s from Germany, there are now sufficient aircraft to do this, and Fighter Group is planning on using Air Reservists - groundcrew and aircrew - who will provide the required number of additional personnel.

Once these "integrated establishments" are published across the air force, virtually every Air Reservist will know exactly what their job and unit would be in the event of mobilization - and that includes members of the Supplementary Ready Reserve.

continued on page 20

NEXT DEADLINE 9 AUG

TOTEM TIMES

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OUR NEW FAX 339-5209

Comment

Trivia Answer

PBY Catalina

by Lt(N) Dave Scanlon

The needs of today's "veterans" are very different from those of veterans of past conflicts. In bygone wars, tours of duty often lasted years, not months. And when veterans returned, few had jobs or pensions waiting. The veterans of today's international peacekeeping and humanitarian missions return home after a six-month or one-year tour to a secure job and, with enough time served, a modest pension.

Thus, they have no need for the host of benefits created to assist veterans of past wars, and their dependants. 16 statutes and 32 regulations aimed at veterans remain on the books today. In this century, Canada has sent troops to four conflicts recognized in legislation as "theatres of war." More than 100,000 Canadians died in those conflicts and some 200,000 returned with serious injuries or diseases.

Those with disabilities clearly traceable to war service were given small pensions, which followed the British example set by Queen Elizabeth I with her introduction of the Pension Act in the mid-16th century.

"The able-bodied veteran, however, has, through the years, been left to fend for himself, with the exception of those who were willing and capable of settling on the land," wrote Walter Woods, a deputy minister for Veterans Affairs in the 1940's.

The tradition of veterans' land grants was introduced to the west by the Roman general Gaius Marius, in about 100 BC. Many nations adopted it, including Canada. Veterans of the American Revolutionary War, the War of 1812, the Fenian Raids, and the South African Boer War were all offered plots of land.

But the sheer numbers of veterans produced by the First World War demanded broader measures. Thus, veterans of the Great War were offered education and employment programs, disability pensions, as well as land grants. However, in the 1920's it quickly became evident there wasn't enough being done for veterans of the First World War. Many of them, entering their 30's and 40's, were having trouble finding, or keeping, jobs.

In 1930, the Minister of Pensions and National Health, James Horace King, proposed legislation to assist veterans hindered by early aging, or otherwise debilitated by the less obvious effects of front-line service. "It has become increasingly apparent," King told parliament, "that some provision inevitably must be made to provide for the aged and unemployable veteran whose condition may not be directly traceable, under our present legislation, to war service."

The MP from Kootenay, B.C., pointed out that many veterans had "aged before their time." Veterans were also facing particularly hard times because of the deepening recession, soon to be called the Great Depression.

That year, the House of Commons passed the War Veterans Allowance Act and directed that the Act be "liberally construed and interpreted to the end that the obligation of the people and Government of Canada to those that have served their country so well and to their dependants may be fulfilled."

Five conflicts are recognized in the Act: the Riel Rebellion, 1885; the South African Boer War, 1898 - 1902; the First World War, 1914 - 1921 (when occupation troops came home after the last treaties were signed); the Second World War, 1939 - 1945; and the Korean War 1950 - 1953. No one is collecting the allowance for the North-West Field

Force sent to quell the Riel Rebellion, but there are still five widows collecting one for the Boer War. And there are thousands of veterans, widows, widowers, and orphans collecting allowances for the latter three wars.

To receive an allowance a veteran, first, must have served in an "actual theatre of war" recognized in the Act; second, must have an income that falls below an amount set by Veterans Affairs Canada; and third, must meet a residency requirement. Men must be 60 or older and women 55 or older, though allowances can be awarded at an earlier age in specified circumstances.

As well, those in receipt of a disability pension for an injury "received or aggravated" or found "permanently unemployable" because of wartime service are also eligible.

The aim of the allowance is to ensure that veterans are guaranteed a minimum standard of living until they receive their old age benefits, when their income will be reassessed. The allowance is adjusted to cover spouses and dependants, and there are provisions for widows, widowers, and orphans.

The other important benefit extended to war veterans is disability pensions. Such pensions are awarded by the Canadian Pension Commission created by the Pension Act, although the application process is administered by Veterans Affairs.

CF members are covered by the Pension Act while on duty, and those serving in "special duty areas" are covered 24 hours a day. Special duty areas are so deemed by the government, on the recommendation of National Defence, when they are found to pose exceptional danger to service members.

Dear Sir,
The Consolidated Aircraft Corporation was mainly noted for its wartime production of the B-24 Liberator bomber. In addition, this company also designed and produced what became a highly versatile craft in both the war and post-war eras.

Initially designated as the XP2Y-1, it was a twin engined high wing flying boat. Ordered in 1933 by the US Navy for patrol purposes, it entered service in 1935 as the PBY Catalina. An amphibious version, BPY-5A, came into service in early 1941.

PBYs that were built to RCAF specifications were called Cansos. These aircraft were to earn the reputation of being one of the most famous maritime patrol craft of WWII. They saw service with the US Navy, the RAF, and RCAF squadrons during the Battle of the Atlantic, and were employed extensively in the Pacific.

A total of 3290 PBYs were built, of which some 722 were produced in Canada, by Canadair of Montreal, and Boeing in Van-

couver. During WWII, fourteen RCAF squadrons were equipped with PBYs. On 24 June 1944, F/L D.E. Hornell and crew of Canso #9754, of 162 Squadron, were on patrol out of Wick, Scotland. They engaged and sank U-boat 1225, but the aircraft sustained heavy damage from the U-boat's defensive fire, and it had to be ditched.

The crew spent 21 hours in the sea and two crew members expired while awaiting rescue. F/L Hornell died shortly after being picked up. He was posthumously awarded the Victoria Cross for "inspiring leadership, valour, and devotion to duty."

The Canso remained in RCAF service until April 1962 when the last one was retired at RCAF Station Downsview, in conjunction with a 162 Squadron reunion.

After leaving the air force, several of the Cansos continued to provide sterling service with civilian operators in survey work, and in forest fire fighting duties.

Yours sincerely,
John Novak

BOpsO - promoted & posted



LCol (now Col) Challander receives a departure gift from the Wing Commander, Col T.B. Rogers (L).

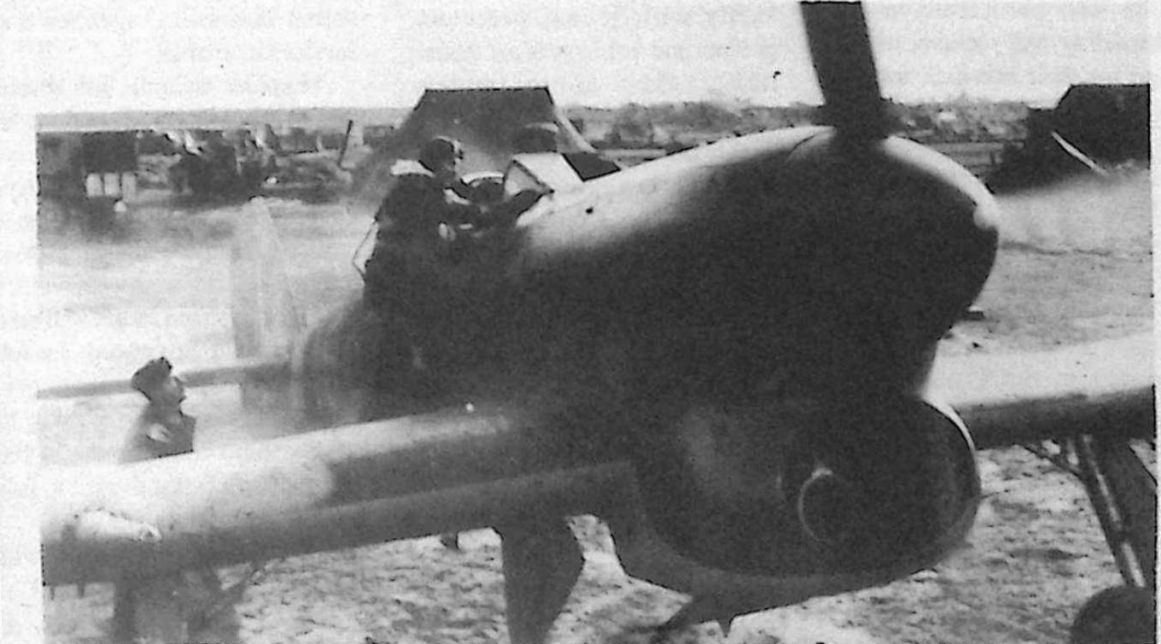
NEXT DEADLINE 9 AUG

Veterans



In bygone wars, tours of duty often lasted years, not months. When veterans returned, few had jobs or pensions waiting.

Air Force Trivia

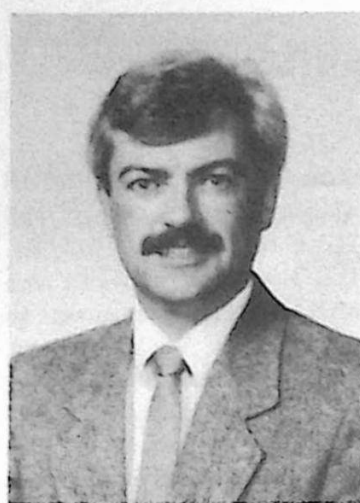


Trivia Answer
PBY-5A Catalina.

The Canso is amphibious

Section News

New WEPO



Bob Allan

Bob Allan is the answer! And who is Bob Allan? The new 19 Wing Environmental Protection Officer, and our expert advisor on all environmental matters. Obviously, fuel spills are only one aspect to a total environmental program, but Bob can help you

Fuel Spill: Who Ya Gonna Call?

handle almost any environmental problem in conjunction with the other organizations of 19 Wing.

So what makes Bob an expert? Let me tell you!! Bob was the top candidate nationally for the 13 new Base Environmental Officer positions; so that alone tell us quite a bit.

Over the last 19 years Bob has been with the B.C. Ministry of the Environment, Environment Canada and the private sector; with experience gained in habitat protection, environmental surveillance, environmental assessment and industrial programs. Bob has just joined us from his position as Head of the Enforcement and Emergencies Division,

Environmental Canada, Yukon.

As you can see, Bob has been involved in every aspect of the environmental field and can assist us with recognizing potential troubles, determining the right response and organizing forces to react as necessary. He's done it all!!

So, how ya gonna call Bob? It's as simple as calling local 8187 during normal working hours, or through the Fire Hall after hours.

On behalf of 19 Wing, we would like to welcome Bob, his wife Patricia and their children, Jason and Kathleen, to the area. Please join us in serving and enjoying the beautiful Comox Valley.

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

Scheduling Change for Child Care Programs from August 1 - 15. Due to holidays, all the Family Resource Centre Child Care Programs will be cancelled from August 1 - 15. This includes Precious Little People, Tuesdays and Thursdays, A Morning Together on Wednesdays, and Parents and Tots on Fridays.

Precious Little People Childminding Service. Are you interested in free child care while attending appointments, running errands, or just having some leisure time for yourself?

If so, Precious Little People might be the answer for you. Parents who participate in the childminding will receive, in exchange for their services, tokens good for child care at Precious Little People. If you have money, but no time to volunteer, payment for child care services is also an option.

We are open every Tuesday and Thursday from 9:00 am to 12:00 pm. Precious Little People is located at the Community Centre next to the Canex. Call Claudia at 339-8654 for more information.

Toys Wanted

We are working on building up stocks for our soon-to-open Toy Lending Library. If you have any toys, books, puzzles, games, children's audio tapes, or equipment, that you are no longer using we would greatly appreciate your donations. You can drop off donations at the FRC, or call 339-

8654 for pick up.

Employment Opportunity

The Comox Military Family Resource Centre has a job opening for a half-time Youth Worker. This position is currently 20 hours per week.

Under the supervision of the Executive Director, the Youth Worker is responsible for designing and implementing programs and activities for teens, in conjunction with the Teen Steering Committee. The Youth Worker should have an undergraduate degree in Child & Youth Care, Social Work, or equivalent knowledge and experience, and a minimum of two years experience working directly with teens. Excellent communication skills with teens, preteens, parents and volunteers are essential. Salary approximately \$14.00 per hour, depending on qualifications and experience.

Please send resume to Executive Director, Comox Military Family Resource Centre, Box 310, Lazo, B.C., V0R 2K0. Fax: 339-8673.

Teen Activities

Tuesdays & Thursdays 6:00 - 8:30 pm Teen Baseball League at the Airport Elementary sports field. We are looking for adult teams to play against.

Wednesdays 4:00 - 5:30 pm swimming at the Base Recreation Pool. Bring a friend!

Fridays 7:00 - 11:00 pm Teen Dance at Base Community Centre, next to Canex.

For more information on Teen events, contact Jennifer at 339-8654.

Recently posted to CFB Comox and not sure where to fit into the local job market?

The Comox Military Family Resource Centre and Canada Employment Centre are sponsoring a community orientation program designed to help military spouses get established in the area.

This program could be for you if you want to...

*Identify your skills in relation to the local job picture.

*Establish a network/support system in the Comox Valley.

*Increase your awareness of the community and identify potential employers to contact.

*Develop techniques to research businesses, agencies and services available.

*Explore training, job search and self employment options in the Comox Valley.

*Clarify your employment/training goals and create a realistic action plan to follow through on.

All of this, and more, will take place in a fun, fast paced, 3 week long workshop. In order to participate, you must be willing to make a time commitment to the program and be motivated to follow through on activities.

Date: The first session will start Tuesday, 5 October, 1993.

Time: Tuesday, Thursday & Friday, 9:00 am - 12 noon.

Location: CFB Comox

To register: Call the Comox Military Family Resource Centre at 339-8654. Limited enrolment.

Harvest Valley Foods Ltd.
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\$123,500 726 - 19th Street, Courtenay, 334-3563

Immaculate 3 Bed/Rancher, 1069 sq.ft. Near Elem. School, corner store & shopping mall. Tastefully decorated. Recently re-roofed & painted. Inside storm windows throughout. Upgraded insulation in floor & ceiling. Matching storage shed, 10' x 10', with cement slab. Large covered patio & private fenced yard is easily maintained & attractively landscaped. Built in dishwasher. 1 yr. old fridge/stove optional. Available end of July.

Tri-City Boot Repair & Sales
Next to Subway
Cliffe Ave & 8th St., Courtenay
Tuesday to Saturday - 9:00 - 5:30
TOP QUALITY
SHOE AND LEATHER REPAIRS

MOVIN'? AGAIN? - WHO CARES?
I DO!
I'VE BEEN THERE!
TALK TO NORMA
Bus: 338-2557 (24 hours)
Res: 338-4708 FAX 338-2559
SUTTON GROUP - SAILS WEST
AN INDEPENDENT MEMBER BROKER
2885B CLIFFE AVENUE,
COURTENAY, B.C. CANADA V9N 2L8

CFB COMOX YACHT CLUB SAILING LESSONS
Courses for dinghy program:
Basic sailing lessons will be offered as follows, please circle desired course:
July 19 - 22
Aug 9 - 12
Aug 16 - 19
All courses are four consecutive evenings from 1830 - 2130.
Course fees: \$30.00 + Club Membership (\$35.00/family/year).
PERSONAL INFORMATION
NAME: _____
ADDRESS: _____
PHONE BUS: _____ HOME: _____
Do you have any medical condition which may affect your training? _____
CONTACT: Paul Hodge, loc 8434

Section News

MSE Safety



Awareness

Statistics show that the average driver goes five years and some 65,000 kilometers between accident involvements.

This doesn't mean that if you just had a scrape of some kind you're safe for another five years or 65,000 kilometers. Neither does it mean that if it's been five years or 65,000 kilometers since you had an accident that you're due for one any day now.

Statistics don't have anything to do with it. They can't smash you up or guarantee your safety. They can't steer your vehicle or step on the brake pedal. Avoiding an accident really depends on your actions, and reactions, behind the wheel.

But you know all that. You're

a professional. In fact, you're confident that you're alert, observant and quick to spot any potentially hazardous situation, or another driver's suspicious actions.

It's easy, though, to get overconfident in yourself and other drivers, and to expect them to do what's normal in a given situation.

Similarly, you might not expect to see irregularities in this letter. So, were you observant enough to note that the second paragraph is not the same width as the others? Or that "confident" is spelled two ways?

It doesn't matter much if you miss an irregularity here, but it could be the difference between life and death on the road.

Your safety is strictly up to

you. Be aware!

DRIVERS QUESTION OF THE DAY

A flashing green light indicates:

a) an advanced green for left turns;
b) a pedestrian controlled intersection;

c) an indication the light is about to turn to red;

d) faulty wiring.
Answer: (b) A pedestrian controlled intersection.

DRIVERS QUOTE OF THE DAY

The guy was all over the road. I had to swerve a number of times before I hit him.

407 ARMO: Posted, Released and Arrived

by MCpl Spurr



The 407 Armament and Photo Section have had quite a busy summer with all the FRP releases and postings kicking in. This has dramatically reduced the number of bodies covering all the servicing and arm't related duties. Photo Section got off lucky this year or, for some, not so lucky because the FRP was not offered to them, and they are not having anybody take their release either. So this leaves but two postings;

Sgt John Mayer

John has the pleasure of going to AETE in July. Hope you enjoy a little cooler climate. John goes with a bit of short notice, perhaps a little favour to his career manager? Next posting should be good.

Cpl (W) Marty Morin

Marty will be going a little farther east - Base Photo in Petawawa, starting in August. Some black fly repellent will be in order we should think.

On 23 July we bid a final farewell to those who are still remaining and awaiting their last working day. The following is a list of those dedicated souls who have given time, humour and wisdom to this section. They will be missed by all that remain behind. Starting at the top:

MWO Bill Fisher



MWO Fisher receives his retirement gift from the SNCO's Mess, presented by WO Dunne

Bill has decided to take the plunge and quit the military, after 25 years of service, and start selling insurance in the Comox Valley. As Terry sells the new homes, Bill will probably follow her and try to sell home insurance to the new occupants. Best of luck to Bill, Terry and family!

Sgt Jerry Werther



Lt. Barton looks on as LCol Baker presents Sgt Werther with his 407 Sqn plaque.

Sgt Jerry Werther will be taking a FRP release after 28 years of service. He intends to retire in Chemainus. Jerry plans

on taking a small engine course so he can repair his riding lawnmower for the family plantation. Good luck Jerry. Say "Hi" to Mom!

MCpl Gary Wentz



MCpl Wentz receives his Certificate of Service from LCol Baker.

Gary has completed 27 years in the military and, with the FRP release, has decided to become unemployed in the Winnipeg area. He and Barb are still trying to decide on the perfect home to live in after retirement. Hope you enjoy your retirement!

MCpl Frank Sabiston



Lt. Barton tries to distract LCol Baker as he presents MCpl Sabiston with his 407 Sqn plaque.

Frank has also decided the FRP release looked too good to pass up so, after 23 years of military life, has opted to become a civilian. He intends to stay in the local area and sharpen saws for a living. We wish you the best of luck in the future Frank and Linda. Count your fingers every day Frank!

MCpl Ray Michell



MCpl Michell is presented with the 407 Arm't plaque (should go well with your kitchen cabinets) by WO Dunne.

Ray decided that a change was in order and has gone the way of the FRP release after 15 years of dedicated service. He has decided to build his dream home in Comox someday soon. He intends to work in the Curling Club and fabricate explosives in the off-season. Hope you move in soon. Good luck to Ray and Mary-Lee!

MCpl Roger Woodward

Roger has decided his life in the military was interfering too



much with his new business of house building in the Comox Valley. Roger is taking the FRP release after 23 years of service. Sure hope you get lots of business. He is the sponsor for Woody's Peckers baseball team. Thanks for your support and good luck!

MCpl Colleen Mackie



Lt. Barton and LCol Baker present MCpl Mackie with her 407 Sqn plaque.

Colleen is actively in pursuit of furthering her education at North Island College. She retires from the military with 17 years of service. She intends to remain in the Comox Valley for the time being, hopefully employed in the continued on page 8

Section News



407 Squadron

407 Presentations



LCol P.J. Kendell, CO 407 (MP) Sqn made the following presentations to sgn members: (L-R) WO D.L. Mellway, AESOP Certificate of Appointment as Lead AESOP Certificate; Capt S.H.R. Bannister and Capt M.R. Bell, Pilot Standards and Training Course Certificate.



LCol P.J. Kendell, CO 407 (MP) Sqn presented the following promotions to sgn technicians: (L-R) WO J.F. Cook, MCpl J.B. Gagnon and (Accelerated) Cpl P.D.J. Lascelle.



LCol P.J. Kendell, CO 407 (MP) Sqn presented Sgt T.D. Brown, a Flight Engineer, his Aurora 1,000 hour pin.



LCol P.J. Kendell, CO 407 (MP) Sqn presented MWO L.M. Anderson his AESOP Certificate of Appointment as Lead AESOP Certificate.

More 407 Armament

continued from page 7

field of computer aided design. Best of luck to you and Jordan!

Sgt Roger Gallant has left to teach in Borden, but there are no people in Borden to teach. Good luck Roger and Chris.

Sgt Jim Cahill leaves to go to Esquimalt to learn French? Why learn French in Esquimalt? We should have shipped him off to St. Jean, after all, it's only one year! A la prochaine (till we meet again, or next time, or next exit.) Jim will leave his wife Linda here, or did she really want to go?

Sgt Bernie Godin has returned to his native homeland of Valcartier and will start enjoying the army life. He will be the Arm't Section translator (destroying both official languages.) Best of luck Bernie and Claudine.

MCpl Craig Saunders goes to CFAD Rocky Point to work with the civilian population there. They will try to teach him something about torpedoes, if they can get him out of the gym. Best of luck Stump, Sandy and family.

Cpl George Nijjar will be tagging along with Craig and going to CFAD Rocky Point. We hope Craig takes George under his wing, and to the gym to put some muscle on that scrawny frame. Best of luck George, Brenda and family.

Cpl Kevin Skirrow is on his way to the place where we all will probably end up - Greenwood. Being a Baptist he should fit in quite well. Enjoy your time in the valley Kevin, Donna and family. Best of luck.

Cpl Cindy Leduc



Cpl Leduc accepts her Certificate of Military Service from LCol Baker.

After 17 years of military duty, Cpl Cindy Leduc has decided to take the FRP release and remain with her husband in the Comox Valley. She plans to start a small business in town. All the best to you in the future Cindy. Up, Up and Away!



Cpl Mike Turner has already left and gone to Edmonton. He intends to pursue the career of gun shop owner. He took the FRP release after 20 years in the military!

WO Jim Cook

Dark Vader hasn't gone far. He is now in charge (so he thinks) of 19 AMS explosive area, and is in the process of empire building. Good luck and congratulations on your recent promotion.

As you can see, the Arm't Section has lost a large number of bodies this summer, but not all is lost. We are happy to say that some of the younger armourers were busy this past winter. We would like to announce the arrival of the newest and youngest members of the Arm't clan during this past "reporting period."



Cpl George Nijjar and his wife Brenda wish to announce the addition of a daughter, Yasmine, to their family. Born 11 March 93.

Lt Terry (PK) Barton would also like to announce the newest addition to his family, born 17 Jan 93, named Bear. Bear is a male lab/retriever/rottweiler cross (mongrel).

In our next article we will introduce you to all the newly posted-in, soon to become Demon tech armourers. Till next time, to hold Taz on high, Taz reigns.

drawings by:
Cpl Niesen



407 Armament Postings & Releases



407 Arm't postings and releases (L-R): MCpl Saunders (posted CFAD Rocky Point), WO Cook (posted 19 AMS), MCpl Sabiston (FRP release), MCpl Wentz (FRP release), Cpl Leduc (FRP release), MCpl Michell (FRP release), MCpl Mackie (FRP release), Sgt Werther (FRP release), Sgt Cahill (posted CFB Esquimalt). Best of luck to one and all.



Lions Annual
Nautical Days

Bingo

30 July, 1993
Friday at 7:00 pm

5 - \$100.00 Early Birds
\$100.00 Late Bird
Plus 2 special jackpots
30 fun games in all

Proceeds to local charities
Bring a friend

Games held in Lions' Den
behind the Comox library
Free Coffee



442 Squadron

SAR Henry - Two More Lives Saved

In the early hours of July 15 the standby Buffalo was launched to investigate an Emergency Locator Transmitter (ELT) reported by an airliner flying at high altitude near Prince George.

Rescue Coordination Centre, Victoria, was also aware that there was a Cessna 172 "overdue," even though no flight plan was filed.

At 0430 hours, Maj Paul and crew homed the ELT signal to a location 60 miles north of Prince George, but were unable to visually search and confirm the crash due to low clouds and darkness.

The Buffalo landed at Prince George, where flight engineer MCpl Soos refuelled and readied the aircraft for further flight. Due to poor weather conditions, and subsequent inability to parachute SAR Techs, it was decided to hire a Jet Ranger helicopter, based in Prince George, from Highland Helicopters.

In no time, pilot Jerry Widsten was ferrying SAR Techs MCpls

Gough and Lee, and a sampling of their equipment. The remaining Buffalo crew also flew back to the site where, once again, the ELT signal was homed. Fortunately, the weather improved to a point where a crash site could be confirmed beneath some fog and showers.

At approximately 0600 hours, the Jet Ranger was verbally directed to the site and, to everyone's relief, a survivor was spotted on the ground, next to the wreckage. A hand-held radio was lowered to the survivor enabling us to discover that there was a second person on board, still in the aircraft, in great pain.

The treed hillside was scanned for a landing site suitable for the Jet Ranger. The nearest site was a rock outcrop approximately two kilometres away. The two SAR Techs started out on what turned out to be a gruelling one and one half hour trek through rain soaked bush and over rugged rocky terrain, guided by a compass, hand-held radio, and the sound of the Buffalo.

As the SAR Techs neared their goal, navigator Capt Lee received word, via HF radio, that the estimate for the Labrador helicopter was two more hours. The Jet Ranger longlined medical/survival equipment to the arriving SAR Techs. Until the Labrador arrived on scene, MCpls Lee and Gough assessed, treated and humoured crash victims pilot Dan Henry and Carlos Green.

At 1030 hours the Labrador, with pilots Capt Bradbury and Capt Dayman, guided the helicopter into the hover from which, with the help of flight engineers Sgt Caughy and MCpl Lewis, SAR Techs Sgts Koronko and Harph were lowered to aid in the hoisting of the crash victims. The patients were then flown to an empty church parking lot, across the road from the Prince George Hospital, while the RCMP directed traffic.

At 1130 hours victims Henry and Green were admitted to hospital, twelve hours after their unfortunate ordeal began.

19 AMS Changes Command

It is with regret that 19 AMS bids farewell to Maj Brown. His strong leadership, dedication to his personnel, and the famous Christmas parties will be missed by all. We wish both Maj Brown and his wife Kathi all the best in his retirement.

In contrast, it is with great anticipation that we welcome Maj Ron Roos as the new CO.

Maj Roos enrolled in the CF in 1971. Upon graduation from the Royal Military College in Kingston in 1975, he was posted to Cold Lake, Alta, as a project engineer at the Aerospace Engineering Test Establishment. In

1979, he was transferred to NDHQ as a project engineer responsible for aircraft ejection seats and escape systems. From 1982 to 1984, he attended the University of Toronto where he graduated with a Master of Applied Science Degree in Human Engineering. He then returned to Ottawa as the Project Officer responsible for all Air Force and aircrew Personal Life Support Equipment.

Upon promotion to Major in 1987, he was transferred to CFB Baden where he was the Squadron Aircraft Maintenance Engineering Officer of 409 Tacti-

cal Fighter Squadron, and then the Aircraft Maintenance Officer with 1 Air Maintenance Squadron. Returning again to Ottawa in 1990, Maj Roos was posted to the Directorate of Personnel Careers Other Ranks where he was responsible for all MOC 500 Career Managers.

Maj Roos now accepts the challenge of CO 19 AMS. It is with pleasure that the members of 19 AMS welcome the new CO, his wife Sandra Jean, and their three children: Gillian, Rebecca and Paul.



Maj D.R. Brown, CO 19 AMS, conducted an awards ceremony 30 Jun 93 to honour the accomplishments of the following personnel: Front Row (L-R) WO Turner - Certificate of Service, MWO Graham - Certificate of Service, Capt Kettenacker - Canada 125 Medal, Maj Brown - Canada 125 Medal, Capt Ashcroft - Canada 125 Medal, CWO Harrison - Promotion, WO Vokey - ASIT Certification. Rear Row (L-R) Pte McKenzie - Promotion, Cpl Deley - Promotion, MCpl Johnston - Certificate of Service, Cpl Rioux - CD, MCpl Belanger - Certificate of Service, MCpl Nadeau - Promotion and CD, Cpl Lefebvre - CD, Sgt DeVries - Canada 125 Medal, WO Rest - Certificate of Service, Cpl Koning - CD, Cpl Noseworthy - Certificate of Service, Sgt Spragg - Canada 125 Medal, WO Cunniff - Certificate of Service, Cpl Gogan - ASIT Certification, Cpl Schneider - CD.

Section News

442 Sqn Change of Command

On 4 Aug. 93 Transport and Rescue Squadron will be experiencing a Change of Command. LCol P.A. Drover, Commanding Operations Officer for the last two years will be remaining in Comox as Wing Operations Officer for 19 Wing, while LCol E.W. Hardy, presently at Command and Staff College, will become the new Commanding Officer.

All are welcome to attend the Change of Command Parade which will be held between #7 Hangar (407 Sqn) and #1 Hangar

(442 Sqn), or inside #1 Hangar in inclement weather. All guests to be seated by 0945 hours please.

Reviewing Officer will be Col T.B. Rogers, Wing Commander. Also in attendance will be BGen Brace, Commander Air Transport Group.

Following the ceremony, there will be a reception for LCol Drover at the Officers' Mess. There will also be a reception for LCol Hardy at the Totem Inn Lounge (Junior Ranks Mess) beginning at 1130 hours.

442 Sqn Presentations Commissioning



Lt T.G. Livingston receives his scroll from CO 442, LCol P.A. Drover.



Cpl D.B. Smythe
Certificate of Service

CWO M.R. Anderson
Certificate of Service



MWO J.R.C. Trask
Certificate of Service

Cpl R.E. Waldon
Certificate of Service



Maj Roos (L) new 19 AMS CO, does cake cutting honours with outgoing CO Maj Brown.

Feature

Geritol Gents and Gonna Bez

Base Runners Complete Island Relay

The Island Farms Road Relay is an annual event run over the May long weekend, involving up to 120 ten-person teams, who individually, in relay format, run distances from 4.5 Km to 15.3 Km, depending upon which stage.

This year, twenty personnel from the Wing made up two teams and completed the 210 Km distance from Courtenay to Victoria.

19 Wing Comox was represented in the Master Mens (over 40) category by the "Geritol Gents" comprised of Maj Martin Lavoie, Capt Gerry Zanussi, CWO Brett MacLean, WOs Ken Rodgers and Mike Turcotte, Sgts Gary Swyers, Dave Mofford and Al Doole, Hanke Oke and Adam Simpson. The second team "Gonna Bez" competed in the Corporate Mixed and was comprised of Capt Chris

McCarthy, Rob Holland and Kevin Binnie, MWO Marty Cote, Sgt Marcel Seguin, Cpls Sean Morris, Christine LeVigne and Mike Storozuk, OS Liz Howe and Marilyn Morin.

At the end of Day 1, the Gonna Bez led the older and wiser Geritol Gents by one minute. After team debriefs, and much threatening of what they were going to do the second day, both teams settled down for some much needed rest, except for a member or two that straggled in much later during the night.

Day 2 started early with Super Dave Mofford gaining back a little of the lost time handing over to Al (Speedy) Doole. From then on the Geritol Gents saw no sign of the Gonna Bez until the top of the Malahat, when Rob Holland tapped a hot and tired Gerry

Zanussi on the shoulder as he sped past right at the exchange point, much to the happiness of his team members and the disappointment of those Geritol Gents in attendance.

However, this was short-lived as Martin (Fleet Foot) Lavoie took over and in a 39.33 minute, 10.7 Km run, put the Gents back in the lead, which they maintained to the finish.

If you wish to know how much the old guys beat the youngsters by, you'll have to find one of them and ask.

On behalf of the members of both teams, I would like to thank the units on Base which supported us, for without this support our presence in the race would not have been possible.

Geritol Gents & Gonna Bez



FITWEEK - 19 WING TRIATHALON

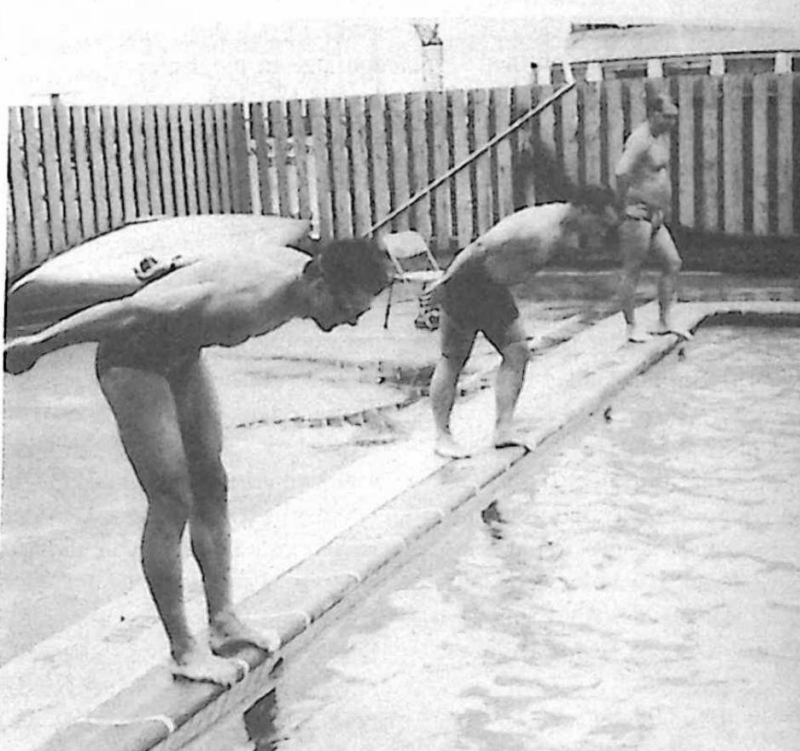
19 Wing Recreation Staff hosted a fitweek triathlon on 4 June 93. Three participants turned out.

The triathlon consisted of a 250 meter swim, 8 km bike ride and a 4 km run.

The competitors turned in the following results and standings:

	Swim	Bike	Run	Total
1st Cpl Dumonceau	2:29	15:51	9:30	27:50
2nd Capt Tack	4:09	19:51	18:50	42:50
3rd OCdt MacMullin	4:54	19:56	18:10	43:00

Congratulations to all competitors for a job well done!



On your mark, get set, swim!



(L-R) Capt Tack, Cpl Dumonceau, OCdt MacMullin.



Capt Tack starting cycle leg.

The Buffalo

Feature

by Patrick Martin

The DHC-5 Buffalo is a Canadian designed and built medium STOL tactical transport aircraft designed to follow the DHC-4 Caribou. The complete production was 126 airframes with the major users noted as Brazil, Egypt, Peru, and the Canadian Forces. Powered by two General Electric T64s, the Buffalo has an impressive STOL performance, ideal for small strip operations and slow close-quarter search patterns within confined spaces.

The fifteen CC-115 aircraft were ordered for the RCAF in 1964. These camouflaged (green/grey topside, grey underside) aircraft were delivered to 429 Squadron at RCAF Station St. Hubert for the tactical transport role. During 1970, these aircraft were reassigned to the SAR role squadrons and in 1974 underwent a modification program to provide better crew

facilities and nav aids for the new role.

For the SAR role, the aircraft camouflage was changed to white with red patches, and then further changed to a yellow with red patches scheme by 1983. 424 Squadron at CFB Tronton, Ontario, maintained several aircraft in the white scheme to facilitate marking changes to UN tasked aircraft. They also maintained four aircraft in a three tone wrap camouflage in the same colours as the CC-130 fleet.

As used by 442 Squadron, the CC-115 Buffalo carries extensive SAR related equipment. Most of the sides of the 31-foot cabin are taken up with racks of survival gear. This gear is divided between aircraft kit and the SAR gear. The aircraft gear includes, arctic kits, oxygen, shotgun, various flares, etc., plus ten days of survival gear for the crew of six, plus possible passengers.

The CC-115 Buffalo carry as a standard fit; 2 VHF AM/FM, UHF AM, HF SSB, 2 ADF, 2 VOR/ILS, TACAN, Omega, Radar, AATC, Loran C, and a GPS under trial installation.

The basic crew layout of the aircraft is two pilots in the cockpit, with the navigator's station located port side behind and below the cockpit, next to the galley located on the starboard side. Normally two SAR technicians are carried. The aft cabin provides ample room for the equipment to fit. Standard fit has bench seats for eight personnel, plus four "airline" seats (taken from the CC-106 Yukon), and two casualty litters. The high wing design provides an excellent view through blister windows for observers. Optimum loiter time is six and a half hours, depending on conditions and load.

The SAR technicians gear includes shelter, food supplies, ELT

homer for ground use, medical kits, extraction gear, parachutes, flares, a life raft system stretching on deployment to 1120 feet, data buoy markers and radios. A SAR toboggan can be dropped by parachute with two 100 foot "timber" extensions to increase chances of forest penetration.

A droppable pump contained within an aluminum drum, with eight hours of fuel, is also carried. This is designed to be dropped to vessels taking on water. It can pump 5000 gallons per hour with a 50 foot discharge hose a 10 foot intake, and can lift water 20 feet. This system is air droppable, using a former CF-101 Voodoo drogue chute, and has a light beacon for night drops. Normal daytime equipment and drops are done at a minimum of 8000 feet and at night 1200 feet, unless conditions dictate an override, at the crew's discretion. SAR technician personnel carry a GPS for ground use.

Until 1992, the Buffalo continued in the SAR role across Canada when it was replaced in all SAR tasked units, except 442

Squadron, by the former transport role Hercules. 424 and 413 currently each fly a pair of the CC-130E Hercules. This aircraft is thought to be unsuitable for the SAR role in British Columbia, due to its high stalling speed and wide turning radius, it does not suit the valleys that predominate west coast geography. The Buffalo fleet currently averages around 15,000 hours per airframe. Several are in storage at Mountain View, Ontario, providing a source of replacement and rotation airframes for the sole remaining user, 442 Squadron.

Several have been completely overhauled by Field Aviation Company of Calgary, with the last of the current program CC-115465 delivered in May 1992. This aircraft was involved in a landing accident two years ago at CFB Trenton, resulting in extensive nose and wing damage.

Field Aviation have completed work on Buffalo belonging to the Air Forces of Togo, United

continued on page 17

THE LEGENDARY ARROW

338-7855
244 - 5th St.,
Courtenay

Lemon Tree

GALLERY

Mon. - Sat.
9:30 - 5:30

VISA MC

by Kellie Hipperson

"Legendary Arrow" prints at Lemon Tree

My name is Kellie Hipperson. I have recently published (a single edition), 950 *s/n Limited Edition Prints and 50 artists proofs, of my painting of the "Legendary Arrow." (Avro Arrow RL 206.) The issues behind the destruction of the Avro Arrow project may never be fully understood. This was not only the destruction of an airplane, but the rejection of success. We lost our brilliant research team that could have applied the new technological advances to many other facets outside of the aero technology. All of the information and the technology related to this project was destroyed and protected under the Governmental Official Secrets Act.

The nose of the RL-206, and one of the back landing gear, can be seen in the National Aviation Museum in Ottawa. The centre of the painting, is the (98%) complete RL-206. This plane was never flown. It was fitted, with the superior, Canadian designed, Iroquois engines. This

plane was not chopped up outside of the hangar like the others, it was in the hangar on Black Friday.

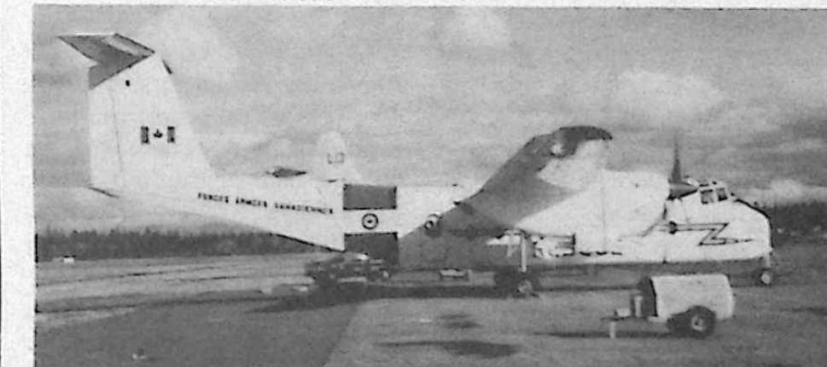
Some of the residents in the airport area claim that they heard one of the Arrow planes take off the night before they were to be destroyed. They say they know that sound, it was like no other plane that flew out of the airport. So some of us like to believe that, just maybe, there is a chance that one got away.

I honestly believe that we did lose out on something that many, many, Canadians don't even realize is part of our history. All I hope for is that we don't let this type of loss and cover-up happen again.

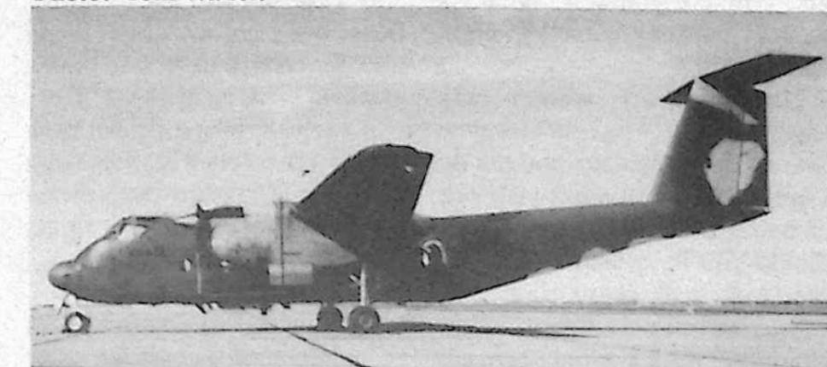
Thanking you in advance for your support.
Kellie Hipperson



CC-115463 Buffalo of 413 Squadron in the original two tone scheme. Photo: Martin collection.



CC-115458 Buffalo of 442 Squadron showing early standard SAR markings, while visiting McChord AFB on 23 September, 1972. Photo: Tom Waller.



CC-115464 Buffalo of 424 Squadron in the three tone wrap camouflage. Photo: C.L. Baldwin.



CC-115456 Buffalo of 442 Squadron stopping over at Vancouver on 27 March, 1991, in the current yellow/red scheme. Photo: Patrick Martin.

**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

NEXT DEADLINE 9 AUGUST - NOON

Health & Fitness



TAKING CARE OF YOURSELF

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

Watch out for Bugs

For most of us insect bites and stings are just an unfortunate, if painful, summer annoyance. For others, though, insect attacks can be a major health hazard.

If you've suffered serious reactions to an insect sting or multiple stings—or stings around the eyes, nose, or throat—watch out! An allergic reaction can be life-threatening if treatment isn't received quickly.

You should immediately arrange for transportation to a hospital emergency room if you experience any of the following within two hours: dizziness, feeling faint, nausea, vomiting, rapid heartbeat, difficulty breathing, skin rash, hives, or swelling around the face, nose, or throat.

That's why, if you know you're allergic, carry an insect sting kit. You can discuss your needs with a pharmacist.

Otherwise, if your reaction to bugs is normal, it's easy to take care of yourself. If you're stung by an insect with a stinger, like a honey bee, remove the stinger. Either flick it out with your finger tip or gently ease it out by scraping the skin with a knife. Be careful not to squeeze the venom sac. There may be more poison still inside. After that, wash the area well with soap and water.

Relieve pain or itching with

calamine lotion or a paste of baking soda and water. An ice pack can also help. Just wrap an ice cube or two in a wash cloth and apply to the affected area.

Take steps to prevent being attacked by insects. Don't wear anything that makes you look or smell like a flower during bee season. Amazingly, bees can sometimes mistake people for flowers! White or khaki are considered safer. Cover up well and tuck clothing in if you're going to be in a garden or a grassy area. Protect your feet with socks and shoes.

Bug repellents can drive away "biters", like mosquitoes and horseflies but can also attract bees and other stingers. If you want to use a repellent, buy one that contains "DEET". However, nurses caution against using a repellent that is purely "DEET". That's because some people are more sensitive to it than they are to the bugs. And use it sparingly with children.

You don't need to worry too much about bug bites and stings until you suffer a serious reaction. If you do, it's possible you may be becoming allergic. Protect yourself and your family by knowing the signs and responding quickly. If you know you are allergic to stings, wear a medical tag or bracelet and carry a sting kit.

Street sense for women

It might happen to you...

You're walking with a friend at night and part company near your bus stop. Around the corner, you see your bus approach and you decide to cut through a dark park so you don't miss it.

But suddenly you hear footsteps behind you. They're close. You walk a little faster. The footsteps speed up. With your heart pounding, you kick off your shoes and run for it. Later, as you sink into your seat on the bus, gasping for air, you ask yourself: "Can't a woman walk by herself at night without fear?"

Unfortunately, women may never be entirely safe on nighttime streets. But nurses say you can do a great deal to cut down your risk of being a victim. For example, should you have done something differently in the above example? The answer is "yes". You should ALWAYS avoid shortcuts at night through parks, vacant lots, alleys and other deserted or dark areas.

Police also advise you to stay alert. Give the impression that you're confident, in control and know where you're going. If you must walk alone after dark, plan your route in advance.

Use well-lit busy streets and know where to find phone booths, gas stations, convenience

stores, and restaurants.

As you walk, keep an eye out for shrubs, parked cars, and dark doorways where people can hide. If possible, walk closely behind a group of other people (if they look trustworthy).

If, despite your precautions, you think someone is following you, cross the street. If they stay on your heels walk faster and head for an open store, restaurant or lighted house. Scream if you're really scared.

If a car stops to ask for directions, don't get too close. Stand back far enough to be safe from a grabbing hand.

If you're driving a car and think another car is following you, don't go home. Drive to the nearest police, fire or gas station to get help.

Park your car only where it will be well lighted on your return. In an underground parking lot, make sure you know where the exit signs are before you get out of your car and lock it. When you return, walk with someone else if possible and have your key ready to slip into the lock. Always check the back seat before you get into your car.

In a perfect world, none of this would be necessary. But in an imperfect world, make sure you take steps to protect yourself.

info health

Dr. Bob Young



"Lub-Dub"

"Lub-dub" is the descriptive term for a normal heartbeat - known well enough for a cardiologist friend to use it as his vanity license plate. "Lub-dub" is the sound of a quiet heart in a quiet chest, dutifully pumping away, unheard and unheralded by its owner.

But what about "lubdub-lub-dub-lub-dub," or "lub...dub," or "lubDUB," or "lub-dub-dub, pause THUD?"

Palpitation, strictly speaking, is the awareness of your heartbeat, be it fast or slow, regular or irregular. Often, as in the case of a pounding heart after a jog or run, the person accepts the heavy beating of the heart as normal, which it is.

An unexpected or unexplained heart consciousness usually brings a patient to the doctor in a hurry, especially if there are missed beats or other irregularities present. Few things cause as much anxiety, especially if they occur in the middle of the

night.

Fortunately most palpitations are not dangerous, and many occur in brief episodes. This may make accurate diagnosis difficult - the heart seldom cooperates while the doctor has a stethoscope on the chest. You may be able to help here, by counting the heart rate, assessing the rhythm, and spacing any "missed beats."

A cardiogram will identify the abnormal rhythm. Often a 24 hour cardiogram (recorded on a cassette tape and analysed by computer) is necessary to capture transient rhythm changes. Even here, the timing of abnormal rhythms must match symptoms or awareness of palpitations before a diagnosis can be made.

With the precise arrhythmia (fault) identified, treatment can be considered. Excessive use of tobacco, caffeine (coffee and some soft drinks) or alcohol may be the cause. Quit and you are cured.

Sometimes an overactive thyroid, stress, gorging on food, or medications (including over-the-counter ones), may be the culprit. Illness with fever, particularly if a virus is involved, is another factor to consider.

Usually the palpitating heart is healthy and a good dose of reassurance is the main treatment, especially if episodes are short and not too frequent. While there are drugs that readily subdue benign palpitations, their use is rarely required.

Abnormal rhythms in a sick or diseased heart are another matter - and they may not even cause palpitations. Usually other symptoms bring the patient to the physician and a faulty rhythm is discovered then. Treatment of these is also possible - and sometimes lifesaving.

"Lubba-dub-dub," of course, is a mystery. No one knows what the hearts of the three men in the tub were doing.

Skin Infections

come increasingly virulent and invasive recently.

Common skin infections include impetigo, usually on the face and, most often, in children. Similar, but worse, is erysipelas, which imparts a bright red glow to the skin. Cellulitis is usually more extensive, involving an arm or leg, for example. It may spread through the body, carried by blood or lymph channels.

Well-recognized as being serious are the clostridial infections, caused by germs that thrive in the absence of oxygen and which cause various forms of gangrene. Also potentially serious, and worthy of more attention than they usually receive are animal (and human) bites. They harbour a wide variety of bacteria, some of which behave aggressively.

Most skin infections still respond to antibiotics although the doctors may have to do some fancy dancing and bacterial detective work to find the right

one. Hospitalization and intravenous delivery of the antibiotic is the norm in serious infections.

Often, and particularly after bites and in the case of clostridial infections, surgery is required to drain the pus from the area and remove dead tissue. Even a simple boil (a subcutaneous abscess) does much better if it is lanced and drained.

Infections of the hands, feet, and face are especially dangerous. The delicate structures of the first two are easily destroyed by infections, while the blood flow from the central face is into the skull, putting the brain at risk.

There are two messages. First, seek attention if a skin infection does not rapidly resolve. Second, return to the doctor promptly if the treatment doesn't appear to be working. You don't want your picture to be in a medical journal!

Comox Air Force Museum

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1943 - 1993
PHONE 339-8635

Leisure



Carolyn Haight

What's Berry Delicious?

Blackberry pie, blackberry crumble, and blackberry pancakes, that's what!

Recently, on a walk, I noticed the blackberry bushes finally have fruit on them, and although the berries are still green, they'll ripen in the next couple of weeks. So be patient, and you'll be able to enjoy sweet, delicious blackberry treats soon!

However, if you find this seasons' berries pucker your face, there could be a good reason. I once was told that if there's not enough sun during the growing season, the berries will be sour. To help sweeten blackberries add 1/4 to 1/2 cup of sugar, half an hour before using them, then drain well.

Here's another hint to help make the most of blackberries. If the berries are too juicy (as happens from being squished at the bottom of the pail), drain them thoroughly. Then add one scant tablespoon of flour to one cup of berries immediately before berries are added to other ingredients. Note: Stir flour into berries very gently, so as not to create more juice.

Also, after freezing blackberries there's always a lot of juice. If partially frozen berries are used and the flour proportions suggested above are added, the problem is solved.

So, if this is the season you're going to try picking blackberries, and you can brave the thorns, scrumptious blackberry desserts will be your reward!

Blackberry Coffee Loaf

(Makes 2 loaves)

3 eggs
2 cups sugar
3/4 cup milk

4 cups flour
5 tsp. baking powder
2 cups blackberries, rinsed and drained

1. Mix together eggs and sugar in a large bowl.
2. Stir in milk.
3. Stir in flour and baking powder.
4. Fold in blackberries that have been mixed with 2 T. flour.
5. Spoon mixture into two greased and floured loaf pans.
6. Bake in preheated 350° oven 55 minutes, or until centre feels firm to the touch.
7. Unmold and cool on a wire rack.

Blackberry Pancakes

(Makes 6 - 8 medium)

1 cup flour
2 tsp. baking powder
1/4 tsp. salt
2 T. sugar
1 cup milk
1 egg, well beaten
2 T. melted shortening
1/2 cup of blackberries
Mix together flour, baking powder, salt and sugar. Then mix beaten egg, milk and shortening, and add to dry ingredients. Lastly, add blackberries by folding into pancake mixture. Heat electric griddle to 400°. Use approximately 1/4 cup batter for each pancake. Cook until bubbles appear on surface of pancake, then flip to cook other side.

Blackberry Pie

Crust:
1 pound of lard
5-1/2 cups flour
1 egg
1-1/2 tsp. salt
1 tsp. sugar
1 T. vinegar
water
Cut flour into lard. Mix egg, salt, sugar and vinegar together, and

beat well. Then add enough water to egg mixture to make one cup. Pour egg mixture into flour and lard, a little at a time, until dough holds together without being sticky. Separate into six balls and wrap in plastic until used. (May be frozen.)

Filling:

4 cups of blackberries
1-1/2 cups sugar, or to taste
2 T. cornstarch (heaped)
Note: You may use 1 cup of cubed apples and three cups of blackberries for a different taste. Mix ingredients together and pour into a pie plate lined with unbaked crust. Cover with rolled out pie dough, and pinch edges together. Slice top of crust about 1 inch in the middle to let steam escape. Cook at 375° for 45 minutes - 1 hour.

Blackberry Crumble

(1 cup brown sugar
A (1 cup flour
3/4 cup rolled oats
1/2 cup melted margarine
B (4 cups blackberries

(1 cup sugar
C (2 T. cornstarch
1 cup water
1 tsp. vanilla

1. Mix (A) ingredients together and press half of this mixture into a 9" x 9" greased pan.
2. Cover with (B) blackberries.
3. Combine sugar and cornstarch, stir in water (C).
4. Cook until clear, then add vanilla.
5. Pour over blackberries.
6. Top with remaining crumbs and bake for one hour at 350°.
7. Serve with cream.

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Larry Mullen Jr.
music reviews and
syndicated columnist

U2's Zooropa

Formed in 1978, by a quartet of schoolboys at Dublin's Mount Temple school, U2 has gone from the humble beginnings of their U23 one-off 3-track EP to 14-million sales of *Rattle & Hum*, and from playing school gigs to performing for an audience estimated at a half-billion for their radio transmitted 1988 New Year's Eve show.

Through albums such as *Boy*, *October, War*, *Under a Blood Red Sky*, *Unforgettable Fire*, *Joshua Tree* and, their most recent, *Achtung Baby*, which featured *Mysterious Ways* and *One*, U2 have become one of the hottest rock events in music history. Their newly released *Zooropa* (Island) is expected to sell in such huge quantities that it will dominate the charts for the next few months.

With original members Bono (vocals), The Edge (guitar, piano), Larry Mullen Jr. (drums) and Adam Clayton (bass), U2 launch the set with the mid-tempo title track and continue through the absolute beauty of *Babyface*, and the almost seven minutes of *Lemon Numb*, the first single to be released, has already exploded at rock radio. It should be topping the charts by the time you read this column. I wouldn't be surprised to see the somewhat rocky cut of *Daddy's Gonna Pay For Your Crashed Car* get released for the singles market. However, *Babyface* is one of the best songs the group has ever recorded and this one may end up being an out-of-the-box hit for the group.

Numb, with its hypnotic beat, is counter-balanced by the infectious music of *Some Days Are Better Than Others*, but the biggest surprise here has to be Johnny Cash doing the guest vocals on the closing track of *The Wanderer*. Although with Tammy Wynette doing guest vocals on the KLF's recent chart smash, *Justified and Ancient*, maybe it shouldn't be a surprise. *The Wanderer*, with its darkly brooding lyrics and sparse instrumentation is quite good and could be a left-field hit. It will certainly help revive Cash's recording career. Set rounds out with *First Time and Dirty Days*. More than just another album, this is a musical event.

Fast Facts: Born Madonna Louise Ciccone, and known only by her first name, the multi-talented entertainer has starred in a half-dozen movies, hit with over two dozen singles and just released the romantic *Rain* from her *Erotica* album.

Remember to support your local food bank.

CFB COMOX YACHT CLUB SAILING LESSONS

Courses for dinghy program:

Sailing lessons will be offered as follows, please circle desired course:

Aug. 9 - 12 Advanced Course
Aug. 16 - 19 Basic Course

All courses are four consecutive evenings from 1830 - 2130.
Course fees: \$30.00 + Club Membership (\$35.00/family/year).

PERSONAL INFORMATION

NAME: _____
ADDRESS: _____

PHONE BUS: _____ HOME: _____
Do you have any medical condition which may affect your training? _____

CONTACT: Paul Hodge, loc 8434

SUMMER POOL HOURS

Hours for casual swimming are:

Mon-Thurs: 1400 - 1600 & 1800 - 2000
Fridays: Closed for maintenance
Saturdays: 1300 - 1600
Sundays: 1300 - 1600 & 1800 - 2000

Hours for Military Lane Swim are:

Mon-Fri: 1130 - 1230

Hours for Master Swim Club are:

Mon-Fri: 0600 - 0700 & 1230 - 1330

SUMMER GYMNASIUM HOURS

Mon-Thurs: 0700 - 1530 Military/DND employees only

1530 - 1730 Open Rec

1800 - 2100 Open Rec

Friday: 0700 - 1530 Military/DND employees only

1530 - 1730 Open Rec

Saturday: 1300 - 1700 Open Rec

Sunday: 1300 - 1700 Open Rec

1800 - 2100 Open Rec

Note: Military/DND employee dependants who are involved in aquatic program or casual swimming are not permitted in gymnasium during working hours until 10 minutes prior to swim sessions. During silent hours, dependants under twelve years of age must be accompanied by an adult.

NEXT DEADLINE
9 AUGUST NOON

Foresight Avoids Spill

On Saturday, 17 July, MCpl Bill Ryan, Remote Heating Supervisor in the CE Squadron, was making his rounds of 19 Wing and the Goose Spit site when he discovered a diesel fuel spill beside one of the buildings at HMCS Quadra. Immediately Bill recognized the environmental damage that the 70 gallons of hazardous waste could do on a sand delta with a beach only 30 metres away!

Throughout the rest of that day, and into the night, members of the CE Squadron and Transportation Squadron worked feverishly to excavate and test the contaminated area and shore up the building for safety reasons. The end result was a totally successful containment of the problem and the sanitizing of the spill site.

This incident was another example of the great work ethic and capability of our people. A special thanks to Capt Al Cameron, MWO Al Buckham, Mr. Jack Bath, Sgt Owen Blake, MCpl Murray Newell, Cpl Al Gordon, Cpl Larry Grant, Cpl Robert Vachon, and our new Wing Environmental Protection Officer, Mr. Bob Allen.

NEXT DEADLINE
9 AUGUST

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.

Take Off Pounds Sensibly

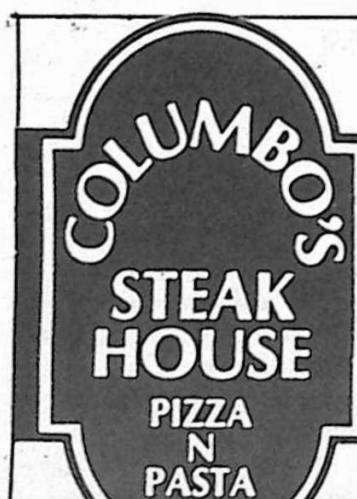
TOPS #BC3454, Lavo, meets every Wednesday at the Base Rec Centre at 6:30 p.m. For information call Wendy at 339-9851 or Elaine at 338-1200.

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.

Obituary

BETTY STEVEN
Betty Steven, beloved wife of Frank, passed away on Saturday, 24 July, after a courageous fight with cancer. A great supporter and assistant in his writing endeavours, as with his flying, she will be missed by many in the Base area, having lived here during various postings in the fifties, sixties and, the most recent, retirement from 1990.



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

SUMMER FUN 93

Registration for the 3rd session of the Red Cross Swimming Lessons and Day Camp will be held Thursday, 29 July, and Friday, 30 July, from 0900 - 1200 hours at the PMQ office in the Canex building. For further information, please contact Michelle Akey or Tammy Rogers at local 8571.

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.

19 Wing will host the 1993 Pacific Region Golf Championship 14 - 17 Sept 93

Volunteers are required to assist with spotting, scoring and general hosting duties. Volunteers are to receive permission from their Unit and then contact Military Sports at: local 8542 or 8783

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

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.

Avis

Groupe de soutien pour familles francophones centrer sur l'étude de la parole de Dieu. Rencontre tous les mercredi de 1900 - 2030. Pour information contacter Jacques ou Sylvie Fortin 339-6377.

Mini Francophone (Parents et Enfants) "JEUX, PEINTURE, LECTURE, CHANSONS, ETC..." RIRE ASSURÉ POUR VOS ENFANTS. VENEZ-VOUS JOINDRE A NOUS

Tous les lundis: de 9:00 am à 11:00 am 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.

Scout Bottle Drive

1st Lazo Scouts will be canvassing the PMQ area Saturday, 21 Aug 93, between 10:00 a.m. and 1:00 p.m. for bottles and cans (beer/pop). If you do not wish to be disturbed, please leave your contribution on your doorstep. Thank you for your support.

Personal Exercise Program

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

Dependant Use of Base Gym Facilities

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

VOLKSWALK

The Comox Glacier Wanderers are sponsoring a 10K Volkswalk on Saturday, 31 July, 1993, starting at the Marina Park, 4:00 - 5:00 p.m. Registration at the picnic area. Come out and join us. Information: 339-3945

Off the Base



Employee Assistance Programme

The following is a four part series on support groups. It is reprinted from a Royal Bank newsletter Vol.74 No.3.

Part 3: A Room and a Coffee Pot

The dynamics of support groups confirm the saying that you can't help another person without helping yourself. In the exchange of experiences, feelings and practical techniques for getting along in life, every helper becomes a "helpee."

New members meet people they can honestly respect; not case studies in a textbook of metaphorical figures in a sermon, but living human beings who "know what they're talking about," who have "been there." This empathy goes a long way towards making support groups work, particularly among those who initially had their doubts about joining. When they see individuals like themselves who are living normally and enjoying it, they realize that the problems that have dragged them down are not insoluble for anyone.

In the process of give and take, people who have lost their self-respect because of the degrading nature of their habits can regain it. Men and women who have come to think of themselves as spineless may discover untapped sources of spiritual strength when they are called upon to support others. In extremely damaging cases of addiction, a loss of self-respect is half the problem. When participation in a group helps to bring it back, half the battle is won.

"The people who influence you are the people who believe in

Your EAP Referral Agents

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

you," the Scottish writer and lecturer Henry Drummond wrote. Confidence in every person's inner strength is the philosophical backbone of any support group. Of course, not everybody follows a program through to success; in Alcoholics Anonymous, for example, roughly one-third never drink again, one-third lapse and later resume the program, and one-third resume drinking permanently. But the failure rate does not contradict the concept. The concept is that, though not everybody changes, everybody has the latent capacity for change. At the stage in their lives when people resort to joining addiction-based groups, they are usually in fairly desperate condition. Even at that, addicts will sometimes relapse into their addictive habits several times before they shed them for good. It is common practice in traditional self-help programs for members to "hit bottom" before they finally recover. But lately the movement has entered a new phase in which the healing power of mutual support is being extended to individuals who have not lost control over their lives, but who nonetheless need support.

In the past few years, literally hundreds of new groups have sprung up in North America and Western Europe. They form a distinctly late-century phenomenon which owes much to urbanization and advanced

technology. Through modern communications equipment and access to the media, people with mutual problems are able to arrange meetings and keep in touch with one another in ways that were impossible a few years ago. Telephones, faxes, answering machines, electronic billboards and the like have enabled people with unusual problems to seek each other out.

An example is alopecia areata, the total loss of hair. Men, women and children who felt they were alone in having to live with this condition now find comfort and confidence in groups that include spouses and parents, besides themselves.

While a variety of physical problems are being dealt with by recently-formed groups, family disorders continue to figure prominently in the list of those concerned with psychology. Adults who have never been able to get over the distress of growing up in dysfunctional families have joined together in groups like

Adult Prisoners of Childhood Anonymous and Healing the Inner Child. There are groups for the spouses and children of the mentally ill, for victims of family sexual and physical abuse, for violent parents, and for the parents of difficult children. There are groups for spouses suffering bereavement, and for the families of people who have committed suicide.

Usually the first thing anyone learns after joining such groups is that there are a great many others in the same situation. This helps to answer the poignant question, "Why me?" For example, the parents of teenagers who have committed suicide feel less singled out for tragedy when they sit down with others who have suffered through the same trauma. They are able to discuss their feelings of failure, shame and guilt in a way which they could not do among friends and neighbours, who are prone to pretend that nothing happened. Among themselves, the parents are able to talk about "the things we don't talk about."

In western cultures the leading taboo subject is death, especially when it comes to talking to people who are expressly threatened by it. The support group has proved to be an ideal vehicle for coming to terms with the mental turmoil, fear and alienation of conditions like cancer and AIDS. Not only can fellow-sufferers lend comfort and moral support to each other, they can gather practical information on the medical aspects of their diseases. Cancer patients trade notes on the side-effects of various treatments, and the AIDS and HIV-positive groups act as clearing houses for new information concerning AIDS.



LEGION LOG

BRANCH 17 COURTENAY 334-4322

ENTERTAINMENT

Fri 30 July.....Music by Highway 19
Fri 6 Aug.....Music by Shaboom

REGULAR ACTIVITIES

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

"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 30 July.....Music by Doug MacLean & Party Mix

Aug 06.....Music by El Dorado
Aug 13.....Music by Alleycats
Aug 20.....Music by Highway 19
Aug 27.....Music by Westwind
Sun 08 Aug.....Afternoon music by Wylie & The Other Guy

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, 8:00 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 (as required)
*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 29 August, Annual Branch Picnic at Air Force Beach, 1 - 7 p.m. Bring the family out for a fun-filled day. There will be fun, games, food and refreshments

CHAPEL CHIMES

OUR LADY OF THE SACRED HEART CHAPEL (RC)

BASE CHAPLAIN (RC) - Maj R.C. Vickers
CHAPEL - Our Lady of the Sacred Heart (on Base)
OFFICE - Headquarters, Bldg 45, Rm 48, Local 8274
MASS SCHEDULE:
Saturday.....1700 hrs
Sunday.....1000 hrs
Daily Masses.....Tuesday and Wednesday at 1900 hrs
and Thursday mornings at 0900 hrs

Changes will be announced in the bulletin

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

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

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

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

ST MICHAEL & ALL ANGELS PROTESTANT CHAPEL

BASE CHAPLAIN (P) - Maj R.E. Baker
CHAPEL - St. Michael & All Angels, Wallace Gardens, Bldg 88
OFFICE - Headquarters, Bldg 45, Room 48, Telephone 8273.
SUNDAY WORSHIP - Each Sunday at 1100 hrs.
HOLY COMMUNION - First Sunday of the month.
SUNDAY SCHOOL - In conjunction with 11 a.m. Service.
NURSERY - during 11 a.m. Service for children under 3 yrs.
CHOIR - Practices 6:30 p.m., Thursdays at Chapel.
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Fashion Show
Student fashion show using their own wardrobe. Parents and friends are cordially invited to attend. Certificates awarded.



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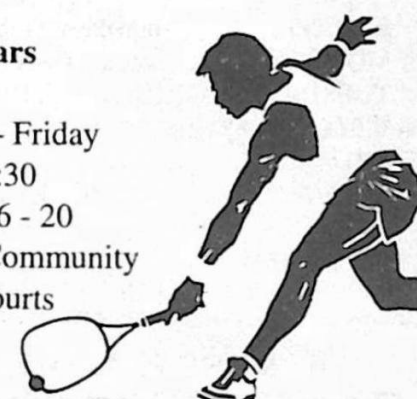
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1012 10 years + 6:15 - 7:00 pm

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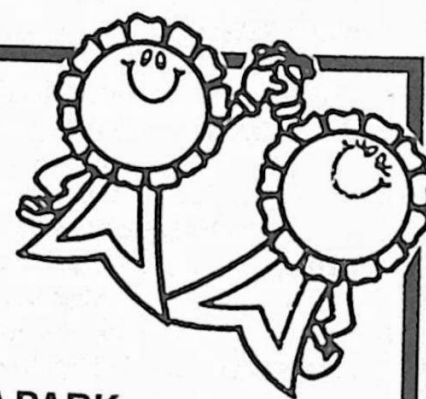
Hey
KIDS

MONDAY, AUGUST 2

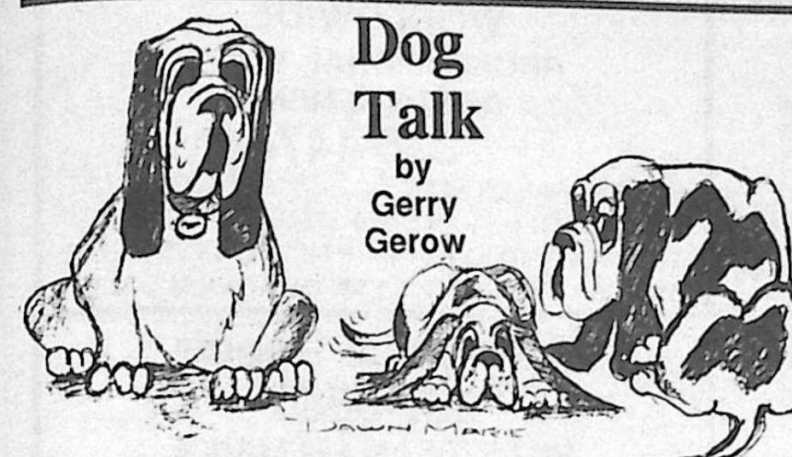
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On & Off the Base



Dog Talk by Gerry Gerow

This week, a breed book. The Complete Mastiff, by Betty Baxter and David Blaxter, Howell Book House, New York, and Maxwell Macmillan, Toronto, Ontario. \$31.95.

The mastiff isn't for everyone. Why? Well, they can easily weigh over 200 pounds, and stand 30 inches high at the shoulders. This said, he is a very interesting dog, and this book says it all. The breed history is one of the best I have read. Mastiffs were originally bred as guard dogs and later used in war.

If you are going into the mastiff breed, you really should read this book. This is a 159 page hard cover edition, which is excellently illustrated with close to 100 photographs and line drawings. Everything you could wish to know is here in well laid out format. If I have a criticism, it is that there is no mention of Canada, that I can find. Not unusual in a book written in Great Britain. That said, I heartily recommend it as required reading for anyone owning, or contemplating

owning, a mastiff. It was just recently published, but you can order it by phoning Macmillan at 1-800-465-2288.

So, your beloved family pet had a litter last night. What now? First off, examine each puppy for obvious defects, and do what must be done right away, if there are any. Ensure that the mother is looking after them, that she has milk for them, and then leave them alone for a couple of days. Remember, Mother Knows Best. She knows exactly how to care for them. After a couple of days have passed, get the whole tribe, mother included, into the vet's office to be properly examined by someone who knows a lot more about things than you or I. Also, if it is a breed where the tails should be docked, now is the time.

The nursing bitch should be fed four to six times a day with foods that stimulate milk production, such as milk, raw meat, eggs, fish, liver, and such foods. Your veterinarian may also suggest some food additives. Ensure

Bull Mastiff

that the puppies are kept warm. During the first week or so of their lives, chilling is the most dangerous thing to them.

After a couple of weeks, you can start weaning them onto solid food as a supplement to their mother's milk. Pablum works very well, and some of the new puppy foods are excellent, right from the start. Personally, I use the very best of puppy food, and skip the pablum. The importance of feeding the very best, cannot be over-emphasized.

The initial immunization should be given at about six weeks of age. At this time the puppies should also be treated for worms. Despite the fact that the bitch does not have worms, it can almost be guaranteed that the puppies will. Darned if I know why.

During their first weeks of life, the puppies need constant contact with their human masters to properly assimilate into a family. This is why many pet shop puppies never quite become one of the family, because they weren't properly socialized when they were babies.

At seven to eight weeks of age the puppies are ready and should go to their new homes.

Realtors Offer Facts on RRSP Home Buyer's Plan

Residents of Vancouver Island who have been thinking of purchasing a home using their Registered Retirement Savings Plan (RRSPs) as a down payment can get updated information of the Home Buyers' Plan from local realtors.

"We have a consumer's pamphlet and a realtor's handbook which contain facts people should consider when deciding whether to use their RRSPs for a down payment," says Margaret Leck, President of the Vancouver Island Real Estate Board.

The Home Buyers' Plan was announced in the 1992 federal budget and allows Canadians to withdraw up to \$20,000 from their RRSPs to build, or buy, a home. If you have more than one RRSP you can make more than one RRSP withdrawal, providing they do not total more than the \$20,000 limit. If a spouse also contributes, a total withdrawal of \$40,000 is possible. No interest is charged and no in-

come tax is deducted as long as the funds are repaid to an RRSP according to a government repayment schedule.

The plan is available to first-time, or existing home owners, but the home buyer must enter into an agreement to buy or build a qualifying home and withdraw the RRSP funds before 2 March, 1994. The plan was originally scheduled to end in March 1993, but was extended one year due to the lobbying efforts of The Canadian Real Estate Association. More than 148,000 people had made use of the plan by 31 March, 1992.

"We are continuing to press the government to make this a permanent plan, but there are no guarantees at this stage, so people considering a purchase should do so now," adds Leck.

"The Home Buyers' Plan, combined with the lowest interest rates in years, makes this an ideal time to buy a home."

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CFB Comox Rugby Club: The First Games

Saturday, 3 July, saw the fledgling CFB Comox RFC play its first game.

Invited to a seven-a-side tournament in Campbell River on the previous Wednesday, we managed to scrape up nine players willing to make the trip. Of these nine players, two had played 7's before, two had never played rugby up to that point, and the remaining five only played the normal fifteen-a-side rugby game. From reading this you probably gather the final outcome, last in our pool.

The first game of our history pitted us against the Vancouver Meralomas, a sevens team that tours the world and has several Canadian National players. Needless to say, the outcome wasn't pretty, a lopsided victory for the Meralomas.

The second game pitted us against a mix team, called The Summer Sevens. We actually dominated the play, but couldn't capitalize on our field position. Another loss, but with the score being a little closer. In fact, we managed to put our first points of the year on the board - one try and a convert. (A try being worth 5 points, and the convert worth 2 points.) Tim Steel was the try getter and Vince Horne the convert man.

Our third game pitted us against the Velox-Valhalla from Victoria, another team featuring a few all-Canadian Na-

tional players. The result was a loss of greater proportions than the first game we played.

All in all, even though we were soundly beaten in two of the three games we played, everyone who played had a good time. It was a learning experience for those of us who had never played seven-a-side rugby, as well as for those who had never played any rugby before, and it let those of us who had played before have a bit of fun. On top of that, it gave the team some exposure to those in the rugby league who we will be competing with.

We wish to thank the nine who attended: Tim Steel, Shannon McMullen, Martin Legendre, Vince Horne, Brad Marriott, Neil Boyes, Rick Johma, Monty Hulan and Terry Shaw. Three players stood out; Tim Steel, Shannon McMullen and, one of our rookies, Martin Legendre. Well done!

As always, the Base Rugby Club continues to look for more players. We practice every Tuesday and Thursday at the base soccer field at 1800 hours.

Feel free to come out, or check routine orders for club phone numbers and give us a call, if interested.

More Buffalo

Continued from page 11

Emirates, Mauritania and Zambia, in addition to the United States Navy and Canadian Armed Forces. The current fleet ought to be able to continue with 442 Squadron as long as examples are available for overhaul. A single example, CC-115461 was lost on UN duties when shot down by three Syrian SAMs on 9 August 1974, while serving with 116 ATU.

A replacement is unlikely (as well as the funding) for the Buffalo in the foreseeable future. The stalling speed of the DASH-8 is comparable to the CC-130, thus it is a less than an ideal replace-

ment. A slow loitering speed is essential for the SAR role, as experienced by a recent USCG quarry, fuming after being overflown three times by the high speed Falcon, before being spotted.

Older types such as the DASH-7 or SD.330 could possibly be modified for the role. Field Aviation of Calgary, Alberta, are well known for custom work in modifying and maintaining special-purpose aircraft and did work on both types for the U.S. Army. Such modified items as an in-flight drop door might add to the potential list of types considered.

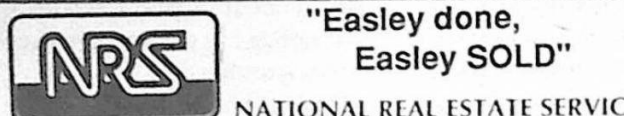
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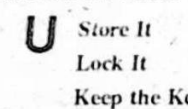


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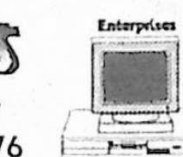
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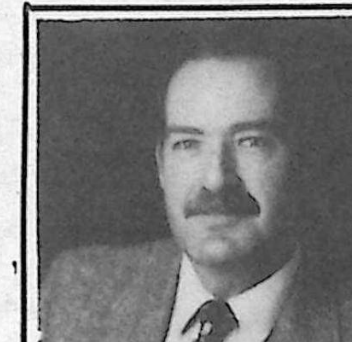
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CF News

More Reserves

Excelsior: One enduring headache for Air Reservists is training. That is, the lack of courses structured for the two weeks or whatever similar period of availability a typical reservist can offer in a single block. Regular Force-run courses may last three, six, nine or more months. Is progress being made to find alternate training methods, and what trades are providing the biggest challenges?

BGen Linden: I'd say some of the complicated electronics trades are particularly tough to train Reservists in, plus trades related to the new roles the Air Reserve is just now about to get into: flight engineers, loadmasters, SAR techs and AESOPS (airborne electronic sensor operators).

"When ARAFs were formed I was against the idea. I am happy to say that I was proved wrong."

For several years, we've been developing alternative methods of training. CFSATE at CFB Borden has begun a very significant project to develop computer-based training for Reservists. Ultimately, a variety of technical courses will be available for our people to work on at their home unit, at their own pace. Other alternatives we're pursuing

include community college training, and the recognition of civilian-acquired skills. Over the past few years, DND has become much more open to considering alternate ways of training part-timers.

Excelsior: With so much of the future growth in the Air Reserve likely to come through bigger ARAFs - where individual augmentees work to their own schedule, often scattered all across a base rather than in cohesive, Reservist-commanded stand-alone units, like squadrons, - do you feel there's a danger that such personnel may lose that special Air Reserve identity? Might this end up being a "down side" to Total Force?

BGen Linden: Well, as a matter of fact, when ARAFs were first formed back in the 1970s, I wasn't in favour of the idea, for just that reason: I thought their members would suffer from a lack of identity and esprit de corps.

However, I'm happy to say I was proved wrong in those fears. Since I've been Air Reserve Group commander, I've had many occasions to visit the ARAFs and speak with their members, and these people have a very high sense of association with both the Air Reserve and the air force generally.

Continued from page 4

In fact, there's a "flip side" to this that I should mention. When Regular Force members are posted in to work with the Air Reserve, such as in the regular support units or the tactical aviation support squadrons, I typically see a change in these members' attitudes that reflects a growing sense of pride in being part of a real Total Force operation.

"For the near term, I think that we'll see Air Reserve Group Headquarters continue in its present form."

Excelsior: On a related issue, there are rumours that a plan is afoot that would see Air Reserve Group Headquarters somehow merged into Air Command Headquarters, and cease to exist as the separate staff that we have now. Can you give us an update?

BGen Linden: The integration of Air Reserve Group Headquarters into Air Command has been considered. However, Reserve and Regular personnel and training systems are still so different that no savings would be gained.

Also I have a concern that such a move would have a detrimental effect on the Air Reserve at a critical point in the development of Total Force.

For the near term, at least, I think we'll see ARGHQ continue in its

present form.

"Our people have never failed to respond...the Oka crisis; the Gulf War...They've always done everything we've asked of them - and more."

Excelsior: May 1993 will mark your third anniversary as Air Reserve Group commander, and there will be a change of command a few months later. What are your thoughts regarding the key developments and accomplishments in and for the Air Reserve during your tour of duty here?

BGen Linden: My strongest impression of these three years is how well Air Reserve people have responded to the challenges put to them. In the last five years or so, the Air Reserve has radically changed in its size, role, and importance to the air force.

Our people have never failed to respond when special efforts were asked of them: in the Oka crisis, the Gulf War, conversion to new aircraft types, the requirement to adopt improved training standards - they've always risen to the occasion and done everything we've expected of them, and more.

In other areas: I'm delighted that 420 Sqn. has been reborn. It was pretty well a "ghost squadron" three years ago, having lost both its home base and its aircraft. Now it's operational again at Shearwater, flying T-33s and Challengers.

The conversion of 418 Squadron to CC-130s has been in the planning stage for a long time, and now, this summer, it's finally going to happen, as is described elsewhere in this issue.

"No planning is done at senior levels of Air Command that doesn't routinely look



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