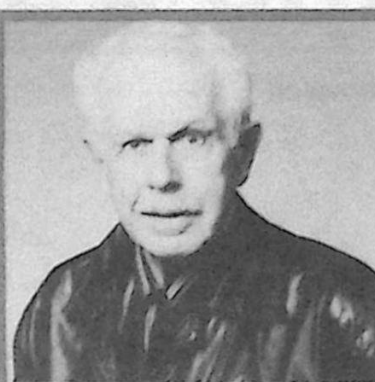




442 Changes Command

... page 9



Gordon Wagner:

His stories begin on page 3



TOTEM TIMES

Canadian Forces Base Comox B.C.

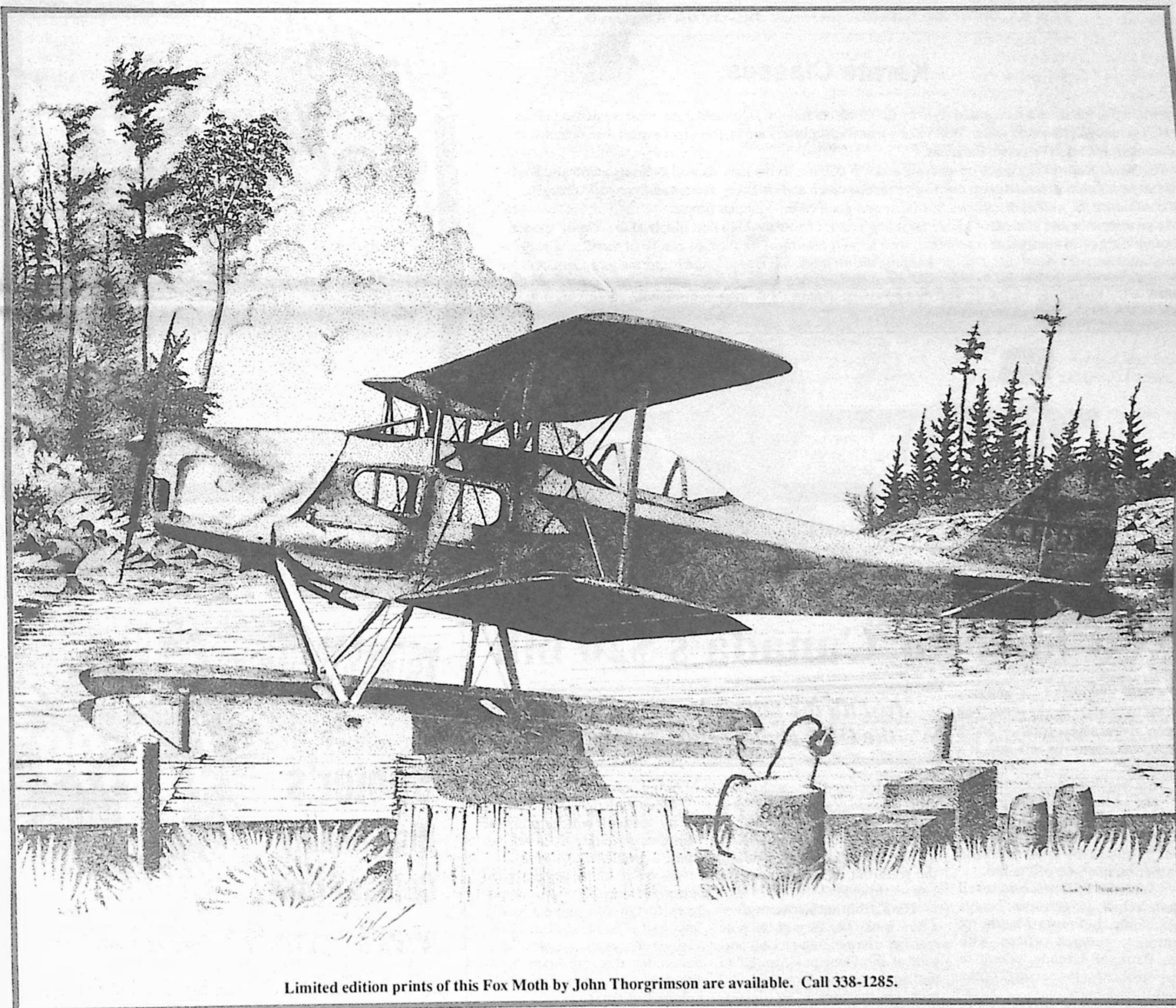


VOL 35 NO 14

12 AUGUST 1993

COST: PRICELESS

Fox Moth



Limited edition prints of this Fox Moth by John Thorgrimson are available. Call 338-1285.

Baden Shuts Down in December

On 8 July 1953, Group Capt R.S. Turnbull assumed command of the newly completed RCAF airfield at Baden-Soellingen, then designated 4(F) Wing. On Friday, 30 Jul 93 a small, but

moving, parade and reception were held to mark the deactivation of CFB Baden-Soellingen, effective 31 Jul, 2400 hrs. Baden will remain active as a detachment of Lahr until complete

closure occurs in December of this year.

Throughout its history, Baden-Soellingen and 4(F) Wing have served Canada extremely well. Baden has always been one of

Nato's premier air bases: well-equipped, well-defended and, above all else, manned with the most professional personnel a commander could ask for. During three different genera-

tions - the Sabre and CF-100 era, the CF-104 Starfighter era and, most recently, the CF-18 Hornet era - Soellingen has served as not only an important frontline air-

Continued on page 6

On & Off the Base

Hail and Farewell



LCol P.A. Drover bids farewell to the troops: He's our new Wing Ops O.

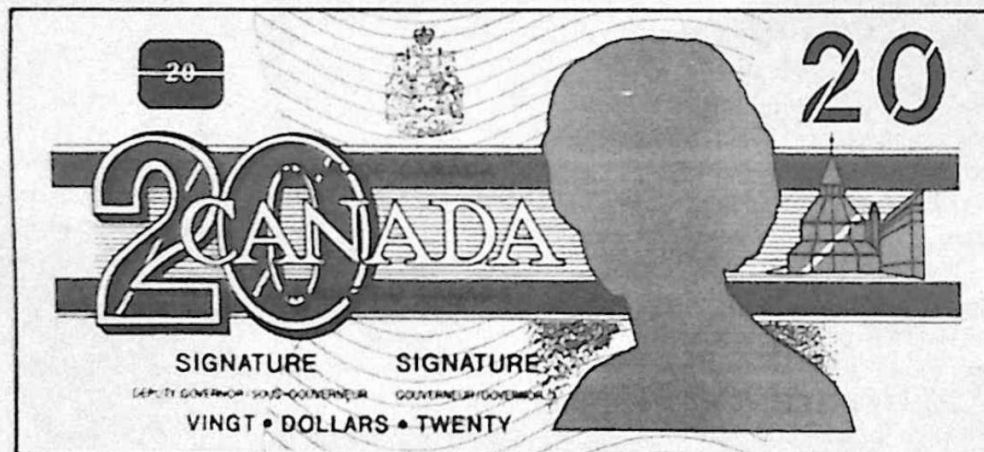
Karate Classes

Wado Kai karate is a recognised style by the Confederation of Japan and is an off-shoot of Wado Ryu which is recognized world wide. Wado Kai's main headquarters are in Toronto, Ontario with branches in Edmonton, B.C. and Freeport, Bahamas.

The Wado Kai style focusses on sparring and self defense techniques, as well as Kata (or forms). Wado Kai can be a family oriented sport catering to men, women and children. Karate tends to build character, self confidence, as well as discipline, flexibility and good cardio vascular fitness.

As an instructor and student of karate for many years, I know the high cost involved in a family sport. Therefore no special equipment is required, such as a Gi (uniform) for the first couple of months. The only requirements are gym pants and T-shirt. Keeping the membership fees affordable is a main concern.

The classes will be instructed by Bob Harlock, a second degree Black Belt, with 12 years experience in the martial arts. Karate can be fun as well as a good self defense. For more information, please call Bob Harlock at 339-0957. (See ad on page 13.)



New look for Canada's \$20 bill

THE \$20 BILL, Canada's most popular bank note, has been given a new look — and a new, easy way to tell that it's genuine.

The big difference?

The addition of an Optical Security Device or OSD, a small square of ultrathin reflective film you'll find in the upper left hand corner on the face of the bill.

"With the OSD, it's easy to tell that a bill is genuine," says Micheline Lefebvre-Manthorp, currency research officer with the Bank of Canada, which is responsible for the security of the country's money.

"Simply check that the OSD changes color from gold to green when it is tilted under light."

All it takes is a quick look. "Many people," she added, "don't know what the Optical Security Device is for or how to use it — even though it appears on the new \$50, \$100 and \$1,000 notes."

This powerful new anti-counterfeiting technology, pioneered in Canada, was developed by the Bank of Canada in co-operation

with the National Research Council of Canada, Vadeko Agra Technologies Inc. and a number of other private sector companies.

The OSD has put Canada in the forefront of bank note security worldwide.

The \$20 bill has also been given a new look. The face of the note features a larger, more recent portrait of the Queen — similar to that on the current \$2 and \$1,000 bills. On the back is an illustration of two loons. The predominant color of the note is green.

The new bills will gradually replace \$20 notes of previous series as they become worn and are withdrawn from circulation. Of course, all \$20 notes — old as well as new — can be used to make payments.

Other graphic features that make Canadian notes difficult to reproduce include microprinting, fine-line patterns and a rainbow

of pastel colors.

Along with the OSD, these security features will help ensure that counterfeiting does not become a problem in Canada.

As with other newly designed notes, the new \$20 bill incorporates features to assist visually impaired persons to identify the various denominations as well as bar codes that facilitate high-speed mechanized sorting of large volumes of notes.

The \$20 note is the most commonly used bill. There are approximately 350 million in circulation, valued at some \$7 billion. A \$20 bill has an average life expectancy of about two years.

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Feature

Here we go: The first of many stories by local author Gordon Wagner. Parental discretion advised....Ed.

Ms. Fleetfoot

by Gordon Wagner

I'm getting sick 'n' tired of childbearing. There isn't much more that can happen to me. I've given five births in five years. I'm getting tired of walking around with a swollen belly. I don't need the job of looking after bawling kids and licking dirty bottoms. Besides, I've had a breech birth; I've been artificially impregnated; and the last time I had an embryo transplant. I went way past my time and had a Caesarean.

I don't get much kick out of love-making. I get this horny feeling every three weeks, and there isn't much I can do about it because there are no males around. If I happen to be around the yard when it happens, they herd me into a corral and send for the doctor. I can always tell when he arrives. I can smell the lysol. I'm forced into a squeeze. I can't move. Someone grabs my tail and holds it high over my back. An arm shoved up my rectum makes me crap. I hear curses from behind me. Then I feel a hard, cold piece of steel wiggling around inside me. I wonder what the hell they are doing.

"Okay, girl," I hear someone say, "just take it easy. I have found the opening, and here is a shot of semen from Gallant Lad. You should have a bonny baby nine months from now."

They turn me loose and I gallop down the pasture. I'm looking for a male. Right now any bull would do.

My Name is Fleetfoot

My name is Fleetfoot. My grandmother was a purebred Holstein from the Jones's dairy on the Headquarters Road. My grandfather, a purebred Hereford from John Lewis' herd, lived just up the road. I am the spitting image of my mother, Ladybird. A jet black cape hangs over most of my body. A neat, white under-vest extends along my belly, up my udder and tips my tail. I have the white head of my Hereford ancestors. A black patch, the size of a baseball, covers my left eye.

I was born on the Joe Girard ranch, on the north bank of Black Creek, about half way between Courtenay and Campbell River. It's on the east side of the Island Highway, the first driveway past Black Creek's brand-new bridge, the place with the sign "Rhubarb For Sale." I liked Joe's ranch, and I really never understood why I had to leave.

You humans are three or four years old before you start to remember things. We bovines, with our accelerated life-style, start remembering at birth. My first memory was the smell of my mother and the shivering cold of my snow-covered birth-bed. I remember the warmth of my mother's rough tongue as she bathed me and kept the blood circulating through my bony legs. I

remember how shaky I was as I searched for my first meal and found my mother's swollen teat. I remember the first taste of her milk and the delicious warmth that spread through my body. I remember the first time I saw a human, Joe Girard. He smelt of smoke. I have been afraid of smoke ever since. I remember the fear that made me lie motionless, almost afraid to breathe.

Joe lifted up my tail. He must have been speaking to my mother and he sounded angry. "Another damn heifer. That's the third heifer you've had Ladybird. You know I can't make any money if you keep having heifers. I'm in the beef business, I need bull calves for the fall sales."

He picked me up and made me stand on my shaky legs and he chased my mother and me down a narrow winding path. My eyesight was poor and I followed my mother's smell. The snow hurt my tender hooves and I staggered and stumbled into Joe's barn.

"Here, Ladybird, you and your baby, get into this pen. I'll get the Missus to see your new baby. She likes to name all our calves."

"She's a fine looking heifer, Joe. I like her lines. She's built like a race horse. Let's call her Fleetfoot."

I don't suppose I'm extraordinary. I just feel that way some days, especially since I've been living at the Flying-W-Ranch. I am seven years old now and if I walked on two legs like you do, I'd be in my late twenties. I have had four children but it's the fifth I want to tell you about.

Yes, my dear, I understand you've had your fourth and that you had a tough delivery and had to have a Caesarean, a common occurrence amongst you bipeds. Well, let me tell you about my operation. I'd better start at the beginning.

First Cow on the Ranch

I was the first cow on Gordon Wagner's Flying-W-Ranch. He had been a land surveyor most of his life and for forty years he tramped around the Comox Valley. He sold his business to McElhanney's Surveys, of Vancouver. He retired and had exchanged twenty acres of swamp at the end of Sand Pines Road for his survey bill. Farming had been one of Gordon's first loves. In the early years of his surveying career, with his wife, Ivy, and their four children, he had farmed the original five-acre Flying-W-Ranch on the Cumberland Road.

At Sand Pines, a sandy knoll on the south edge of the swamp provided enough land for the farmyard. A clump of long, straight second-growth Douglas Firs provided enough logs to build a handsome barn. When I arrived, Gordon had half the swamp cleared and the first crop of hay

bulged from the barn.

I was the farm's only cow. Gordon and Ivy's granddaughters, Kathy and Raphael, each had a horse in the pasture, but I didn't find horses much company. The west wind carried the smell of cow. I couldn't see them but in the still of the night I could hear their chatter.

Snotty Simmentals

I wasn't alone for long. Gordon brought home four Simmentals he had bought at an auction in Langley. They hardly spoke to me. All they ever talked about was their blood lines and what part of Europe they were from. Yellow tags decorated their ears and they boasted about their tattoos. I got darn tired of listening to their gossip.

I got good at eavesdropping and understanding the English language. I listened one day as Gordon's friend, Al Dzuba, another Simmental farmer, talked about embryo transplants. I didn't understand what they were discussing until a year later.

"Gordon, I have a veterinarian coming from Calgary to do embryo transplants. I would like to use your cow, Jacqui, as a donor."

"What does that mean?" Gordon asked.

"Jacqui is a damn fine animal with good family lines and an easy calfer. We will inseminate her with either Gallant or Signal semen. It is all a matter of timing. I have eighteen cross-bred cows to use as recipients. If we are lucky this one-time operation will give me stock for a breeding herd."

"We must use hormones to get all the animals in heat simultaneously. The first hormone shot will bring on a cycle, another shot will make them cycle twenty-one days later. When we give Jacqui hers we will give her a fertility hormone to increase her ovaries egg production."

Then I heard my name mentioned. "If you wish, we could use Fleetfoot as a recipient. I can give her shots when I tend to Jacqui."

I listened as Al explained his plan. "When I get a definite date from the Calgary vet, we'll start the shots. It will be pretty wild around my place with eighteen animals in heat at the same time. The second shot will make sure they are all in heat when the vet arrives. When we give the second shot, we will artificially inseminate Jacqui. Three weeks later she should have a uterus full of embryos."

"We'll do the transplant at my farm and take Fleetfoot and Jacqui over there the day before. If things go well we should get a dozen or more calves, born about the same day and all will be brothers and sisters. I hope they are all heifers. The bull calves will be expensive offspring to raise for beef."

One Saturday morning Gor-

don had Jacqui and me in the corral when Al Dzuba arrived and gave us our first shots. Not long after I got that horny feeling long before my period. Three weeks later Al gave us a second shot.

I listened as Al said, "Gordon, I'll be back in a week to give Jacqui her fertility pill. Let me know when Jacqui comes in heat and we'll give her some Gallant Lad's semen. Four or five days later we'll do the embryo transplants."

Eighteen Horny Cows

Twenty-one days later Jacqui and I had another ride in Bud Colbow's cattle-truck to Al Dzuba's farm. They put me in the pasture with eighteen other horny cows. We were all darn stiff and sore before our cycle ended. Jacqui got her injection of Gallant Lad's semen and had a quiet stall in Al's barn. I missed Jacqui and wished I could have been with her in the barn instead of with a herd of rambunctious cows. Four days later, on a fine sunny Saturday, the vet and his assistant arrived from Calgary.

Later, when I had a chance to talk to Jacqui, I learned about what happened to her. Al had a small trailer set near the barn with a thermostat to keep the temperature at ninety-eight degrees. They put Jacqui in the squeeze, inserted a syringe into her uterus to flush out the embryos, emptied the contents into a tall beaker and rushed it to the trailer.

Everything was quiet with all eyes on the trailer. I listened to the small talk as Al and Gordon acted like expectant fathers waiting for news from the delivery room.

The trailer door opened and I heard the vet say, "Al, we've got twenty-five of the healthiest embryos I have ever seen. Get your first recipient into the squeeze."

"We'll do Fleetfoot first. She's a docile girl and shouldn't give us any problem," Jacqui heard Al say.

Next thing I knew, they forced me into a squeeze for the umpteenth time in the last few weeks. I just stood and waited. It's when you kick and buck that you hurt yourself. I listened as the vet explained what he was about to do.

"Cows have two uteri but usually only one is active," I felt his hand and arm go up my rectum and then he continued. "This cow's right uterus is the active one and it is soft and pliable, just like it should be." I watched as he moved around to my right side and poked me gently in my upper gut.

"I will make an incision about ten inches below the pin bone just clear of the last rib. Hand me those clippers, Joe, so I can get rid of her excess hair."

I listened to the hum of the clippers and waited.

"That's clean enough and I'll sterilize the area with alcohol and cut an opening about three inches long."

I winced as I felt his scalpel cut through my hide.

"When we were in the trailer you saw the tiny pink embryo floating in the solution," said the vet. "We let the embryo settle to the bottom. Now, Joe will bring me an embryo in an eye-dropper with a needle sharp opening. He'll pack the dropper in warm towels to maintain the body temperature. A chill from this cooler air could kill the embryo."

It hurt as he put his hand inside my belly. "Okay, Joe, I see you're ready," the vet said as he continued. "The cow's uterus ends in a horn-like stub about the size of my finger. Here it is."

I tried to turn to see the horn of my uterus, but all I could do was listen.

"Give me the eye-dropper, Joe. Now watch as I prick the sharp end of the dropper into the finger-like horn. One quick squeeze sends the embryo into its new home. I'll tuck the horn (the uterus back into Fleetfoot's belly and sew up the incision with a disinfectant, g. Fleetfoot an antibiotic shot turn her out to pasture."

Tiny Pink Embryo

Gordon herded me into the barn right alongside Jacqui, and treated me to a gallon of dairy mash. I listened to the bawling of excited cows and the swearing of exasperated cowhands while they planted embryos into fifteen cows.

It was mid-August when they held the sexual jamboree on Al Dzuba's farm. Gordon wintered eighteen of us girls. All those nervous, stuckup Simmental gals calved in January and February. A couple of the heifers had trouble with their first babies and had to have them pulled. I have never heard a cow moan and suffer the way young Sapphire did when her calf was pulled.

"We won't have any trouble with Fleetfoot," I heard Gordon say. "She should calf close to her gestation time of 293 days on 3 June."

The warm showers of May lushed the pasture of the Flying-W-. The Simmental girls boasted about their new babies and were in calf again, bred with semen of champion bulls. I didn't know when the third of June would arrive. All I knew was that my belly was bigger than it had ever been. When my udder filled and my teats swelled, I knew I was past my time. Gordon called Dr. Phillipson, our local vet. He gave me a shot and told Gordon, "If she doesn't calf by tomorrow morning, let me know. I'm afraid the calf has dropped and we might

Continued on page 20

Editorial



Norm Blondel

When Old Friends Meet

Norm Blondel and Min Larkin were in their mid-teens in 1949, when they both turned up at a place, hallowed in Royal Air Force history known as RAF Halton, No.1 School of Technical Training. They were members of the 63rd entry, Aircraft Apprentices, about to embark on three years of rigorous disciplinary, physical, technical and educational training that culminated in their "Passing Out," on 2 July 1952. Canadians would call it Grad, but the passing out part held true, later that day.

Min went into aircrew training as a Signaller, later commissioning as an Airborne Electronics Operator and quickly moving up to his present rank of Group Captain, where he holds the position of Director of Discipline and Ceremonial, Royal Air Force. This is the "brat" who ran up 49 days of "Jankers" in three years! (Jankers is equivalent to C.B.; culprits were identified by a white armband - I did some too...Ed.)

We won't dwell on how far I got...it certainly wasn't Group Captain. The Royal Air Force recently deposited the RAF Colours with Air Command at Winnipeg, and Min was along in his official capacity, with wife Barbara, so they could explore part of Canada after the ceremonies. So, after 41 years, two old friends and comrades finally met again. This is an experience many of our readers have undergone, all the more poignant when the conversation turns to those who have not made it this far in life, victims of enemy action perhaps, or one of the many accidents or diseases which lie in wait for the unfortunate.

Thus, when old friends meet, it is to celebrate life as well as to reminisce about the hijinks of military teenagers. Min, at 62, is still serving regular force RAF - they keep finding things for him to do. Enjoy your Canadian holiday Min and Barbara, and thanks for the memories.

"Brats"



L-R: Julie Blondel, Barbara and Min Larkin, the Editor.

photo by Jenny Cooper

Sicily: 50th Anniversary of Invasion

In the summer of 1943, after almost four years of war in Europe, and after almost two years of discussion as to how to bring the war to an end, the Allies finally decided to attempt their first invasion of an Axis country. Their target on July 10 was the island of Sicily, which lies off Italy's "toe" on its south-west coast.

The plan, which called for six allied divisions to land by sea and one by air, was for a double campaign. Gen George S. Patton's 7th U.S. Army was to take the western part of the island while Gen Bernard Law Montgomery's 8th British Army advanced up the east coast towards the port town of Messina.

Defending the island was the 6th Italian Army, comprising two Italian infantry corps and a German Panzer corps. But still, coastal defences were generally weak. The 1st Canadian Division was to land on the left flank of the 8th Army - of which it was now a part - with an airfield near the town of Pachino as its prime objective. It would remain on the left flank as the 8th advanced inland.

How the 1st Canadian Infantry came to be in Sicily at all was, in typical Canadian fashion, surrounded by political manoeuvring. Gen A.G.L. McNaughton wanted his command, the 1st Canadian Army, to remain undivided until the time came to invade north-west Europe.

But Col J.L. Ralston, then minister of national defence, disagreed, insisting that "active employment be found for the Canadian Army (or any of its elements) at the first opportunity." The latter view won out, and in April 1943 the 1st Canadian Infantry Division began to prepare for combined operations, under the command of MGen G.G. Simonds.

The fighting element of the division comprised nine infantry battalions, including the still active Royal Canadian Regiment, Royal 22e Régiment, and Princess Patricia's Canadian Light Infantry. The nine battalions formed the 1st, 2nd, and 3rd infantry brigades.

The day of the landings, the Canadian division was spearheaded by PPCLI and the Seaforth Highlanders of Canada, who landed on the left at "Sugar Beach," RCR and the Hastings and Prince Edward Regiment landed on the right at "Roger Beach."

After an intensive aerial and naval bombardment they attacked and found resistance light to nonexistent. Even so, seven Canadians were killed and 25 wounded, but they took 650 prisoners. Next day, the Canadians moved inland into progressively rugged and mountainous country. Operations were complicated by the fact the division was the only one in the 8th Army unaccustomed to semi-tropical conditions.

But the Canadians adapted to the conditions and learned mountain warfare as they advanced, mostly into the determined resistance of Germany's Herman Goering Division. Thanks to some remarkable rock climbing by the Hastings and Prince Edward Regiment, the Canadians outflanked German positions and took the town of Assoro on July 22. Six days later, they took the nearby town of Leonforte.

For the 1st Canadian Infantry Division, the final stage of the Sicilian campaign was marked by the fall of Regalbuto on August 2. After that, with the 8th Army's front narrowing as it advanced up the eastern flank, the 1st Division was slowly pinched out and its part in the campaign brought to an

end. The division's last operation was a bloodless crossing of the Simeto River on the night of August 5, after which they moved into reserve positions.

But this was not the end of Canadian participation in the Sicilian campaign. The Ontario and Calgary regiments of the 1st Canadian Army Tank Brigade, which arrived a few days after the initial landings, continued to support the British advance until August 11. The brigade's third regiment, the Régiment de Trois-Rivières, served with the 1st Canadian Division.

By early August the Germans had deemed Sicily untenable and, on August 10, Field Marshal Albert Kesselring, commander of Germany's Mediterranean front, told Berlin "the evacuation of Sicily has started according to plan." Though harassed by allied air forces, the Germans and Italians managed to move the bulk of their forces to the mainland, mostly through Messina before it was captured on August 17.

After 38 days, the hard-fought campaign for Sicily was over. It cost 562 Canadian lives and 1,748 injured.

Sicily was the first Second World War operation that saw the full deployment of a Canadian division in battle (Dieppe involved only two brigades), so it marked the beginning of Canada's contribution to the land campaign.

In the months that followed, the campaign in the Mediterranean became a sideshow to the main event in north-west Europe. But for those who served there, the slow, grinding advance through Italy's mountainous countryside, was no less brutal.

1993 Nautical Days Memorable for 19 Wing

In this historic fiftieth anniversary year of tributes, awards and fond memories, CFB Comox has once again been honoured by the local community.

The Wing Commander and his wife, Col and Mrs. Rogers, were parade marshalls at the annual Comox Nautical Days parade. Comox Mayor Alicia Burns took advantage of the occasion to decree that the name of the paved road connecting Ryan and Knight roads will be Military Way.

"This is another example of 50 years of goodwill between the air base and the local community," said Col Rogers.

More Merlin Memories

by Tet Walston

The Merlin engine was a remarkable piece of engineering, as Duke Warren stated in his recent article. There were, however, some difficulties in attaining reliable performance in the Spitfire Mk.XI. This photo-rece version was powered by a Merlin 61/63 series which had a two stage supercharger. The Mk. IX had the same power plant, and was thus able to meet the FW 190 on equal terms. At that time the normal endurance of the IX was 2 to 2-1/2 hours.

At RAF Benson, several Mk. IXs were modified for PR operations. The fuselage was altered to accept two cameras aft of the cockpit, and "D" type wings were attached. These wings each carried 66 gallons of fuel in leading edge tanks. The oil capacity was increased by 10 gallons, stored in a deep "chin" tank. All weapons and armour plate were removed, and the windscreen was only clear Perspex. The version was designated Mk. XI, and was soon to be built in large numbers.

The Mk. XI had an endurance of over six hours (at high altitudes) and since this entailed a more complicated fuel supply system, problems arose which had not been experienced in the Mk. IX. After about two hours at 25,000 ft. the engine would cough, splutter and cut out, then pick up again and repeat the sequence. This was not too alarming if over friendly territory, but required tightening of the sphincter if over the enemy, or 300 miles out to sea!

Since this problem did not arise in all machines, the cause was mysterious and difficult to diagnose. When it happened, it was found that the best course of action was to throttle back, close wing tank fuel cocks and return to main tank. Pump the priming pump and the engine might run for a while (of course, one would have also turned for home!). Reduction of height came automatically and, with luck, the engine would pick up and run normally at 15,000 ft. or so, though this was not always the case. Sometimes recovery did not take place until lower altitudes were reached.

Research at the squadron level took some time and many test flights to high altitude. At last it was determined that effervescence in the fuel caused by lack of atmospheric pressure was producing air locks, and thus engine failure.

It was obvious that a time/altitude factor was involved and, since the tanks were sealed, or pressurised as we called it, the air

bubbles in the fuel were being released into the intake lines for the super-charger. If the tanks were allowed to bleed off the air to the outside in a progressive rate, all would be well. This modification was effected and the faithful Merlin behaved as expected.

Why only some aircraft? There are no two identical machines, and never will be. Some obviously had air leaks in the fuel system, when the "perfect" ones did not. So better was actually worse!

However, some pilots reported an unexpected rise in oil temperature, with its attendant drop in oil pressure. Once again, this was time/altitude connected, a situation a bit twitchy if on "ops!"

More hard work at squadron level, more research and test flights. The oil cooler for the Merlin 61/63 was mounted under the left wing of the Mk. XI, and was much larger than earlier marks. In the oil system was a valve which remained closed when the supply oil was cold and very viscous. This was to allow the oil to reach normal temperatures quickly when starting up, then the valve would open to admit more oil, and the cooler would keep the viscosity/temperature within normal ranges.

In the case of the Mk. XI, the long flights at high altitude made the oil cooler too efficient. It was cooling the oil so much that the viscosity valve was not admitting fresh oil to the engine. The same oil remaining in the engine just got hotter and hotter, and thinner and thinner. Not nice! The cure - blank off part of the oil cooler.

We will never know how many XIs and pilots may have been lost through these defects, but I believe some were. I experienced both problems, but was lucky on these occasions.

The Merlin was a wonderful engine, but a lack of study and testing by the boffins when extended duration was planned was inexcusable. The Mk. XI was not the Mk. IX as we found out, but no one said it would be easy! Nevertheless, my mount, Spit.XI EN 422 was the best - once the bugs were sorted out. After all, she always brought me back!

Footnote for Mk.V pilots: The Spit.IV(PR) was essentially a Spit.V so why, you will ask, had it none of the problems detailed above?

Answer: we both had the Merlin 45/46 which had only a single stage supercharger.

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Comment

Typhoon & Tempest

By John Novak

modity in those "dark days" it remained in service.

Gradually through both modification, and improved engine service, the aircraft made a comeback that was outstanding. It finally demonstrated its tremendous value as a low level tactical aircraft, and was capable of catching up with any Luftwaffe fighter-bomber at low level. Proving itself to be a devastating ground attack fighter, it was utilised on many offensive daylight sweeps into Nazi occupied Europe. Its armament load carrying capability, high speed, and ability to absorb battle damage marked the "Tiffie" as a tough "warhorse." In spite of its early rejection it redeemed itself admirably during the D Day invasion, and subsequent Battle of Normandy.

Armed with four cannon, and either eight rocket projectiles, or two 1000 lb. bombs, it was literally an airborne artillery machine and created havoc among German panzer divisions. In one particular action against an armoured column, Typhoons caused it to retreat from an intended assault on the Allied front. In aiding the advance of Allied ground forces no German target was spared. Bridges, fortifications, supply trains, flak towers, troop movements, V1 sites, and airfields were all to feel the unleashed fury of the aptly named Typhoon.

Among the many RAF squadrons that operated them, there were also three RCAF squadrons (438, 439 and 440), that were attached to the RAF's

Second Tactical Air Force.

A total of 3330 Typhoons were built during the war year and their specs were:

Wingspan - 41 ft. 7 ins.
Length - 31 ft. 11 ins.
Power - 2180 HP Napier Sabre
Top speed - 405 mph
Armament - 4 x 20 mm Hispano cannon, 2 x 1000 lb. bombs, or 8 x 60 lb. rockets.
Max. take-off weight - 11,400 lbs.

Landing speed - 120 mph.

During the early development of the Typhoon severe buffeting in flight was traced to the pattern of airflow around its thick aerofoil. A project to produce a thin wing Typhoon was launched and the production of this variant, known as the Tempest V, commenced in 1943. Its construction encompassed a thin elliptical wing and a longer fuselage, which contained fuel previously carried in the thick wing of the Typhoon. This variant surpassed the Typhoon's top speed by some 40 mph and, unlike its predecessor, turned out to be an excellent air superiority fighter.

Tempest MKV's first went into action in 1944 against Hitler's secret weapon the V1 and destroyed more of these flying bombs than any other fighter. A grand total of over 600.

After W.W.II later versions of the Tempest, with higher powered Sabre and Bristol Centaurus engines, served with the RAF until 1951. A number of these types were supplied of the air forces of India and Pakistan.

Air Commander's Farewell

LGen Huddleston

As I leave your midst after an exciting and satisfying career, foremost within it these last two years as your Commander, I feel distinctly privileged to have served with you.

Despite the uncertainty of the times, you have made me prouder than at any point in our recent history. You have served Canada

superbly at home and abroad. You have exploited the strengths of the Air Force as a team and demonstrated your willingness to adapt to new circumstances and the new concepts which accompany them. In consequence, you have opened up new horizons for the Air Force and shown that the contribution of each member,

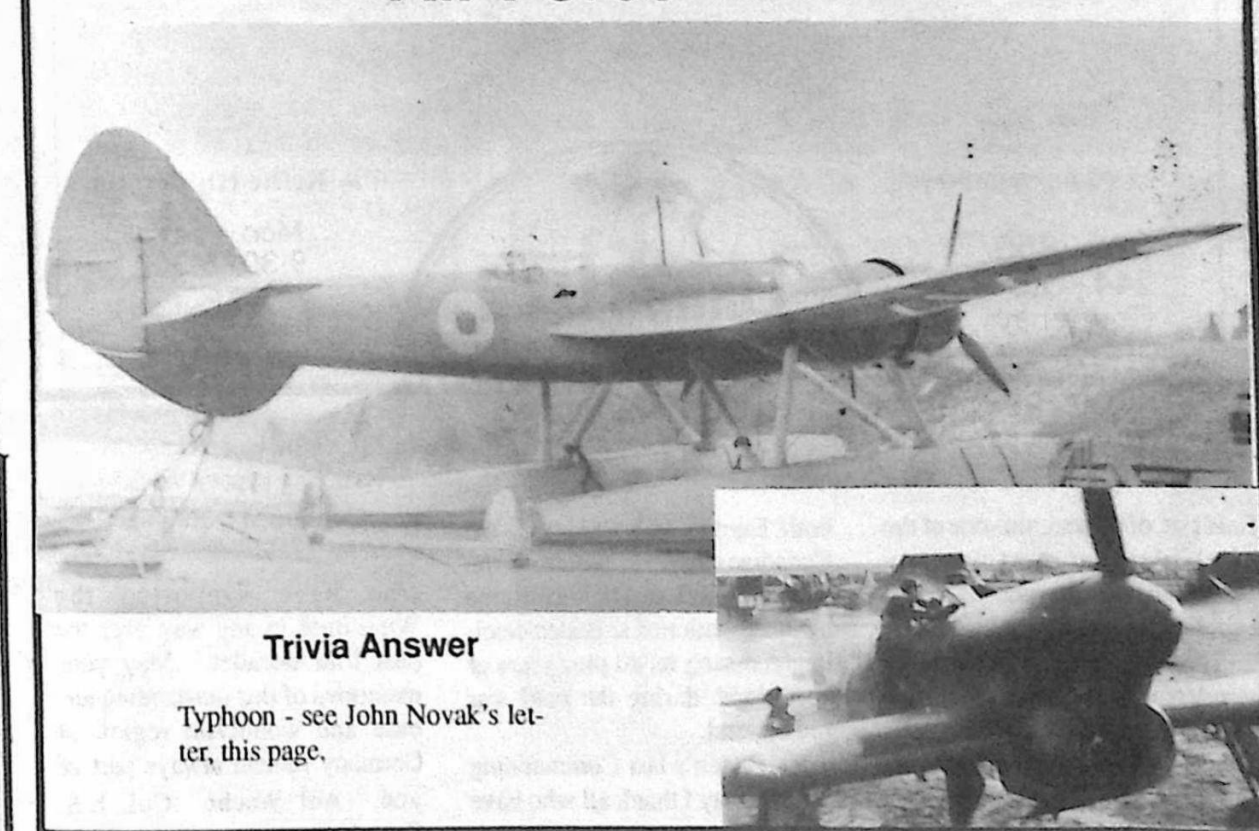
military and civilian alike, can grow, enriching our professional and our family lives.

I have sung your praises to my successor, LGen Clements, who will lead you, with commitment and conviction, further down this road. Give him the support and loyalty you have me. I will watch your future successes with pride.

Air Force Trivia

Trivia Answer

Typhoon - see John Novak's letter, this page.



TOTEM TIMES

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OUR NEW FAX 339-5209

Section News

Cyprus: a Different Perspective

Dear Mr. Blondel,
As I have an English cousin who has lived in Cyprus for many years, and because we have a fairly regular correspondence, she often sends me clippings that might be of interest. This one, enclosed, possibly gives a different point of view as to the departure of the Canadians as peace-keepers.

In her letter she mentions that there have been rumours that a force from Argentina might form part of a replacement and she wonders about the effect of that. I wish she had sent the entire page of the Cyprus Weekly as it seemed a lot of interesting information might have been on it.

My cousin, until her retirement a few years back, worked for the United Nations and thus had contact with many Canadians during their terms in Cyprus. I wonder if any service people here at Comox ever knew Nora Bridger, or her husband Bill, and daughter Diana.

I hope you find the item of interest to use in the Totem Times.

Yours sincerely,
Lorna Cormack

IT'S A MATTER OF
LIFE AND BREATH
DON'T SMOKE
British Columbia Lung Association

Maple Leaf lowered as
Canadians break UNFICYP
links

by Bouli Hadjioannou
The Maple Leaf flag was lowered outside the Ledra Palace Hotel at sunset on Wednesday, ending Canada's 29-year contribution to UNFICYP and leaving over-stretched Austrian and British contingents in charge of keeping the peace along the 180 km buffer zone.

As the 2nd Regiment of the Royal Canadian Horse Artillery, the last of 35,000 Canadian soldiers to serve here, marched away from the former five-star hotel which has been their headquarters since 1974 to the strains of "Auld Lang Syne," there was still no indication as to who may replace them.

"We celebrate the huge, generous, brave and selfless contribution Canada has made to peacekeeping in Cyprus," force commander Maj-Gen Michael Minehane told the parade.

Foreign diplomats, Nicosia Mayor Lellos Demetriades, Canadian, Greek and Turkish Cypriot journalists were among the guests at the hour-long farewell parade, which closed the chapter on two generations of Canadian peacekeepers in Cyprus.

Stages

The troops handed over control at midnight on Tuesday and will begin leaving the island in stages over the next few months.

To the music of the band of the Worcestershire and Sherwood Foresters, two companies of the 514-strong Canadian contingent marched into the grounds of Ledra Palace and stood to attention in front of six armoured personnel carriers and the flags of the nine countries contributing to UNFICYP.

Maj-Gen Brian Vernon, commander of the Canadian Land Force Central Area, who flew in specially, said Cyprus had given his country's army invaluable experience in peacekeeping.

Volleys

"Canada has eight peace-keeping operations and many of the officers learnt their craft of peacekeeping in Cyprus," he said. His address was followed by three volleys - feu de joie. And as the band played "O Canada" the Maple Leaf was lowered.

Later, in the conference room of the Ledra Palace, Vernon presented a plaque to the Nicosia Mayor commemorating Canada's participation in UNFICYP, the last 23 years spent on the Nicosia Green Line. It bore the names of the 28 Canadians who died on duty in Cyprus - two killed during Turkey's invasion of 1974.

"You have kept Nicosia from harming itself. You did it well.

On many occasions you were tough and quite rightly so. Thank you," the Mayor of Nicosia replied, accepting the plaque.

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Section News

Reflexes!

Athletes will tell you that it was the beginning of the end for them when their reflexes began to go.

The boxer who can't get his glove up in time to block that knockout blow; the batter who can't quite get around on the fast one any more; the fullback who's a little slow picking up the right place to cut; they're on their way out when their reflexes aren't as fast as they once were.

Some athletes compensate for slowed reflexes by being more alert, by thinking ahead, by being a little smarter. Their careers last longer.

What about reflexes in driving? First of all, just what is a reflex? It's the physical action that results when you spot an emergency that demands some kind of action. That's making it awfully simple. There's really a lot more to it than that.

We can illustrate it better by making up a situation and following the whole thing through from beginning to end.

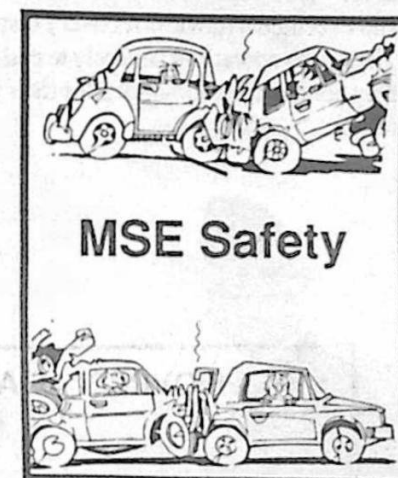
You're driving along when the brake lights of the vehicle ahead suddenly light up. Maybe a car pulled in front of him unexpectedly or a pedestrian stepped out into his path.

Okay. Your eyes see those brake lights and register this fact in your brain. Then another part of the brain takes over and decides what action is needed. A third part of the brain gets the message and passes it on to whatever part of the body is going to perform the action.

In this case, your foot gets the word to move from the ac-

celerator to the brake pedal. As it hits the pedal the reflex action is complete. The brakes now take over.

This whole reflex action happens much faster than it takes to tell about it. In fact, the average person could perform what we just described in less than a second! Fast, isn't it? Real split-second stuff.



But here's something important to remember about this action. This whole operation, which actually lasted less than a second, would take 14 metres of road space if you were doing 65 km/h, 16.5 metres if you were going 80, and 20 metres if you were doing 95. In other words, before you actually get the brakes going for you, you've travelled quite a few metres toward the object or situation you want to avoid.

You might come to what seems to be an obvious conclusion - that you can improve your driving by speeding up your reaction time. But it doesn't work

out that way.

It's almost physically impossible to speed up your reflex actions. It's hardly worth the time you might take trying to do it.

There's an easier way. It's to drive so that split-second reflex actions won't be necessary to help you avoid a hazardous situation. If you have plenty of follow distance - not just the recommended minimum - you'll be able to stop with room to spare. A fraction of a second won't be so important.

The faster your speed, the more distance you need to stop. The reflex action time may remain the same but the high rate of speed allows your vehicle to cover more ground while the action's taking place.

So, as your speed increases you're going to have to be more alert and look further ahead for troublesome traffic situations.

Remember that your physical reflexes take time and distance. Drive so you'll have that time and distance in an emergency.

Question

The time from the moment you recognize a hazard to the moment you depress the brake pedal is called:

- A) braking time;
- B) stopping distance;
- C) safety time;
- D) reaction time.

Answer

D) reaction time.

Quip

She suddenly saw me, lost her head and we met!

Lure of the Yukon

By Hamish

Hamish(Present and Unaccounted For!)

"It's the Spell of the Yukon Calling"

Yes, I'm pulling my sleeping bag down off the shelf, throwing a few virtuals into the grub box and along with my "navigator," Sparky the terrier, we'll be heading the old van in a northerly direction.

Sparky alerts me to any moose, bear, skunk or even a squirrel on the road ahead. He always wants me to stop and let him out so he can run up and "escort them safely out of harm's way!" However, I usually convince him they are smart enough to evacuate the scene soon enough though I sometimes slow down in order to try and get in a brief video shot.

We're heading north for a couple of months. Some say, "Up north." Perhaps that is because north is up at the top on all maps while south is down at the bottom. However, to be politically correct for the gold-rush by way of Canada's major rivers run north,

with a few exceptions in B.C. But even the waters of the mighty Peace and Liard rivers, which run from west to east, eventually empty into the Arctic Ocean.

While in the Yukon I will be looking up former friends and associates with whom I worked more than 50 years ago along the Yukon River. (Yukon in the native language meaning "big.") I usually return every three or four years, and their numbers become fewer each time.

Even in the present age of increased knowledge and communications I still meet people who think the Yukon is a part of Alaska. More so father east and south. When I was living in the Yukon I once received a letter from a business in Winnipeg addressed, "Yukon, Alaska."

Many Americans, and also Canadians to a lesser extent, consider the Klondike as being in Alaska. That probably goes back to the early 1900's when many American prospectors and miners left for the gold-rush by way of Seattle. They mostly landed at

Skagway, Alaska, and headed overland through north-western B.C. and on into south-western Yukon but few knew where the boundaries were.

Eventually a customs office was set up at the Alaska - B.C. border, high up in the mountain pass. At the B/C. Yukon boundary a sign was set up indicating "B.C./Y.T." which was soon dubbed "Be Careful You Tourists."

We hope to return south and home before the tourist season gets too heavy and perhaps before schools are "out," not that many of them were that much "in" this year...at least in some school districts!

Congratulations to the staff members of the Totem Times office on a job well done in putting out the special 50th Anniversary edition.

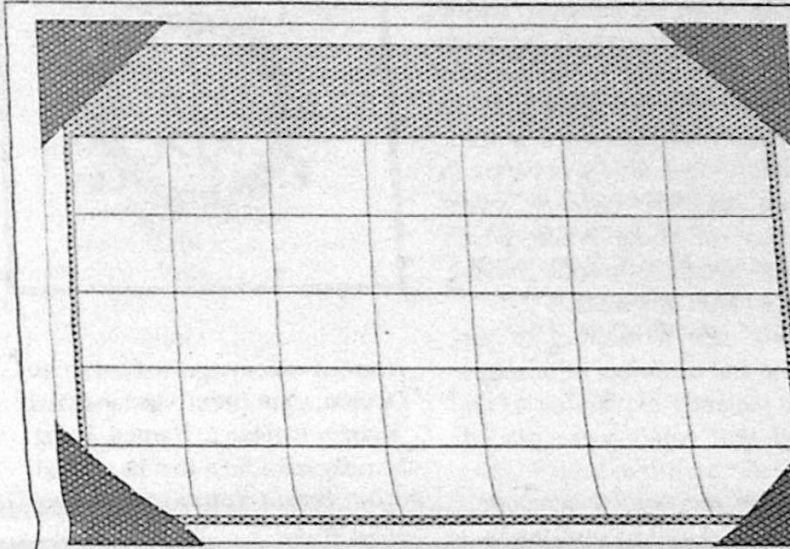
We'll sign off with today's quote: "Before I was married I had six theories about bringing up children. Now I am married, have six children and no theories about bringing up children."

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NEXT DEADLINE 30 AUG

More Baden

field but, of course, also one of the most pleasant postings any Canadian service person could experience.

The impending closure of this wonderful base - and to a degree its change of status to a detachment as of July 31 - are sad to contemplate. But, as we know, circumstances have changed in

both Europe and Canada. All Canadians can be proud of the excellent work that has been done by those stationed at Baden-Soellingen during its 40 plus years of operations, during the cold war and beyond.

As Baden's last Commanding Officer, may I thank all who have served at Flugplatz Soellingen or

who have supported the Wing/Base in any way over the past four decades. May your memories of this outstanding air-base and wonderful region of Germany remain always part of you. Auf Wacht. Col. L.S. Campbell.

Continued from page 1

Section News

Demon Doin's

Airshow Season

Well, July was a slow month for us Demons. Crews had started their annual block leave periods and flying hours appeared to be slowing down. That all changed on July 4.

It seems that the RCMP found out that flying hours were scarce, and that crews were begging for things to do, so while Americans were celebrating Independence Day, 407(MP) Sqn crews were called out to do a little surveillance work for the RCMP. That managed to keep crews busy while they waited for the summer weather to finally appear, and gave everyone some hours to log.

On the lighter side of the house, the summer months bring with them the airshow season, and this year was no exception. We started things off at the end of June with Crew 1 going to Walla Walla, Washington for a static display. The crew was happy to bring back the famous "sweet onions" of Walla Walla, which can be eaten like an apple, having only a slight onion taste.

July saw a number of airshows, and a number of mishaps. After patiently explaining to the crowd that ropes were placed around the aircraft to keep people away from the belly where one could easily be hurt by protruding parts, MCpl Des Ogilvie demonstrated to onlookers what he meant by walking straight into the sono disable door - causing enough damage to require two stitches! This all happened 2 Aug in Victoria.

Not to be outdone, Capt Steve Bannister forgot to duck as he

entered the aircraft, and saw stars for quite a while as he encountered the top of the doorframe. His excuse was that the commercial steps leading up to the aircraft were higher than those normally used by Aurora crews, and in the heat of the day it had slipped his mind! (Sure Steve, we believe you.)

What Demon Doin's article would be complete without men-

tion the rest of us have to live up to!

On the topic of airshows, it seems as though our own Capt Darcy Sullivan, in charge of his crew's jaunt off to the Moosejaw airshow, managed to forget his clothing, and had to spend the weekend in his flight suit. Likely story Darc, forgetting your clothes? Those in the know happen to be aware of the fact that Darcy forgets nothing he doesn't want to - and we all know that girls are supposed to fall for a man in a flight suit - so was it really a memory lapse, or a well-planned alzheimer's?!

The Crew 3 Bacons (oops, that's Barons), would also like to announce their second place finish in the Moosejaw Airshow's Beach Volleyball tournament - the boys spent a hard six hours out in the sun to accomplish that one.

Last but not least on the airshow circuit, it seems that Crew 5's own Lt Rob Tarzwell made quite a name for himself at the Kamloops airshow. Rob conducted several personalized tours of the aircraft, unselfishly giving his time to those requesting a peek inside - the only catch? Tour-goers had to have a tiara in their possession! Apparently local pageant entrants kept Lt Tarzwell busy for quite some time showing off his knowledge of the Aurora!

Well, that's all the news for this month - you'll find most of us Demons hitting the beaches, enjoying the first bit of summer we've seen. Until next time...



tion of everyone's favourite Demon, Capt Brent Macleand, aka "Barney Rubble." Barney, being the congenial host that he is, had made fast friends with the American crew stationed up in Adak, Alaska on his crew's last driftnet patrol. Being convinced that only Barney could show them a good time, the crew met up with the Crew 5 Terminators at the Red Deer, Alberta airshow this past long weekend, looking for some down-home Canadian hospitality. That's some reputa-

ATG Commendations for 442 Injured Hikers

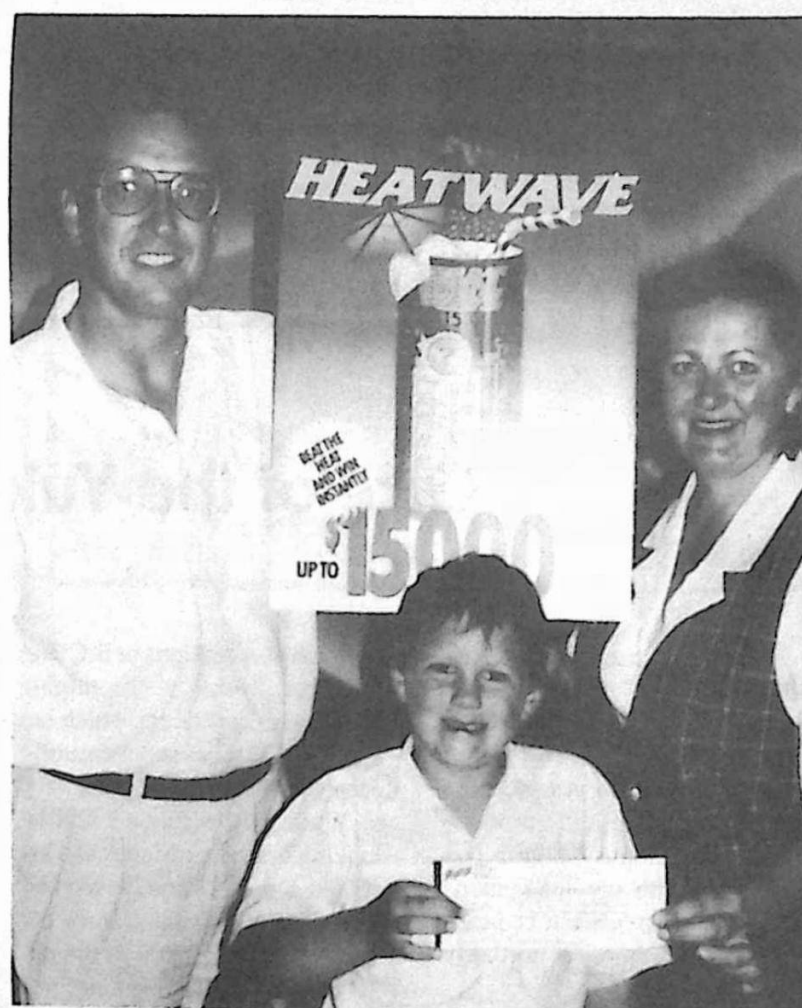
Air Transport Group Commander's Commendation was presented on 4 Aug by Atg Comm BGen Brace to the following members of 442 Sqn: Maj Clarkston, Capt Roddick, WO Beattie, Sgt Pitcher & Cpl Leclerc. The citation reads:

"On 28 Aug 1992, Labrador helicopter 312 was tasked to respond to two separate incidents involving critically injured hikers in the mountains of British Columbia. During these two missions, the crew was required to conduct precision hovering at high altitudes to effect the rescues. On the first operation, the crew was faced with the added complication of having to fight a small forest fire which they were eventually able to extinguish before evacuating the victim. The crew was subsequently tasked to rescue a badly injured hiker suffering from hypothermia, who was hanging on an ice ledge. The crew successfully established a hover at the 7,000 foot level, with the blades dangerously close to an ice wall, and executed a flawless recovery displaying textbook crew co-ordination. These two operations severely tested the professionalism of this crew, and they are highly commended for their part in these demanding and difficult rescues."



Accepting their awards are R-L: Cpl Leclerc & Maj Clarkston.

Big Win for Pat



\$15,000 Win for CFB Comox Couple!

IE Tech, 407 Sqn, Cpl Patricia MacNeil wandered into the Rutherford Mall at Nanaimo recently; here's what happened, in her own words:

"Our family had been on vacation in Winnipeg and were on our way home last Saturday. We caught the ferry from the mainland to Nanaimo and stopped at Rutherford Mall on our way to have dinner at Earl's. I stopped at the lottery ticket booth to buy a scratch ticket while my husband, Duane, was looking at watches in a jewellery store. At first I was going to buy a diffent ticket but my son, Cailean, said, "No Mum, get the Heat Wave ticket instead!" When I scratched this ticket, I couldn't believe it. I starting adding up what I had won: \$1,000 plus \$2,000 plus \$3,000 plus \$4,000 plus \$5,000 equals \$15,000! My son ran over to the jewellery store screaming, "Dad! Dad! Mum just won \$15,000!" We took the ticket back to the lottery booth to validate it before we could really believe our eyes."

Their plans for the prize: "We'll pay some bills, fix up some things around the house, and put the rest in the bank for Cailean's education."

Section News

Recovery of Injured Logger

On 4 August Air Transport Group Commander's Commendations were presented to the following members of 442 Sqn by Atg Comm BGen Brace: Capt Dayman, Sgt Koronko, Sgt Langevin, MCpl MacGregor, MCpl Simpson & Cpl Leclerc. The citation reads:

"On 14 Aug 1992, Labrador helicopter 310 was tasked to locate and recover a logger who was badly injured in a fall from a mountain cliff. The casualty was perched on a small outcropping at the base of a vertical tree-covered rock face; consequently, any chance of a normal hoisting was virtually eliminated. Battling a very difficult sun angle, the aircraft was conned to a position precariously close to the adjacent rock face and jutting timber where a Sar Tech was hoisted to a position below the victim. Displaying particular composure, under the most demanding conditions, the crew lowered another Sar Tech and prepared for a double hoist. Cognizant of the downwash forces which threatened to blow the victim and Sar Techs off the ledge, the crew exercised finesse and superb judgement in conducting a delicate but highly successful rescue. Only through the excellent co-ordination of all crew members could this operation have been safely executed."



Accepting their awards are R-L: MCpl Simpson, Sgt Langevin & Capt Dayman.

Downed Aircraft

On 4 Aug Air Transport Group Commander's Commendation was presented to the following members of 442 Sqn by Atg Comm BGen Brace: Capt Dowler, Capt McMullen, Sgt Trevors, Sgt Vatheuer, MCpl Isaacs & MCpl MacGregor. The citation reads:

"On 7 Jul 1992, Labrador 312 was tasked to locate a downed aircraft in the mountainous terrain near Hope, British Columbia. Skillfully avoiding the deteriorating weather, the crew manoeuvred the helicopter between the mountains while homing an emergency signal. Once the crash was located, a Sar Tech was hoisted into the crash site to administer medical treatment to the victim. While the blades of the overhead helicopter whirled dangerously close to the surrounding trees, the Sar Techs and the victim were hoisted up to the helicopter. As a result of their superior skill and courage, the crew was able to successfully rescue the critically injured pilot and fly him to safety. The crew is commended for their skill and bravery during this most difficult operation."



Accepting their awards are R-L: MCpl Isaacs, Sgt Vatheuer, Capt McMullen & Capt Dowler.

Junior Ranks Mess August 1993 Calendar

Friday 27 August.....TGIF starting at 16:30

- Games and Prizes
- Food available
- Dance with the Rock & Roll band "Derringer"
- Doors open at 19:30, band starts at 21:00
- Tickets available in advance at Jr. Ranks Mess office, or at the door: \$3.00 members \$5.00 non-members

SAR Bona Vista

by MCpl Al Banky

Bona Vista means good view in Italian; the view could scarcely have been worse on Wed. 23 July, at 3:15 am when the fishing vessel Bona Vista was struck by the motor vessel Artic Tagu, pushing a barge, at the eastern entrance to Active Pass, between Vancouver and Sidney. When the two vessels stopped, the Bona Vista was floating upside down with four adults and two children trapped inside its cabin.

When the SAR Techs on call that night, MCpls Mike Simpson and Gavin Lee, were phoned they could hardly imagine the horror they were about to face. At 5:00 am a 442 Sqn Labrador dropped the SAR Techs with their dive equipment on the deck of the Artic Tagu's barge. Between the time of the accident and the arrival of the dive team, three divers, one a Coast Guard crewman and the other two commercial divers called by the Coast Guard, had managed to rescue four of the victims from the overturned craft. Two survivors could still be heard fighting for their lives in an air pocket deep in the flooded cabin.

Donning their dive gear, Simpson and Lee entered the oily water and began to look for a way to save the two women. The only route into the cabin was through a window broken by the previous three divers, the cabin was blocked by mattresses, bedding and other floating debris.

Mike Simpson entered first, crawling through the debris until he came upon two pairs of legs

dangling below the air pocket. He pulled the first victim out through the choked cabin and passed her out to Lee who, in turn, passed her on to the B.C. Ambulance paramedics waiting above.

Knowing that time was against them the SAR Techs carried on. Simpson re-entered the hull and squeezed himself up into the space beside the woman. Diesel fumes burned his eyes and lungs when Simpson removed his



regulator and offered it to the dazed and incoherent victim. When the woman replied with only screams and uncontrolled flailing he knew the rescue had just become even more difficult.

Exiting the hull, Simpson and Lee conferred quickly and decided that Lee should enter the confined space and attempt to get the woman out. The space was so tight that Lee was forced to remove his dive tank before he

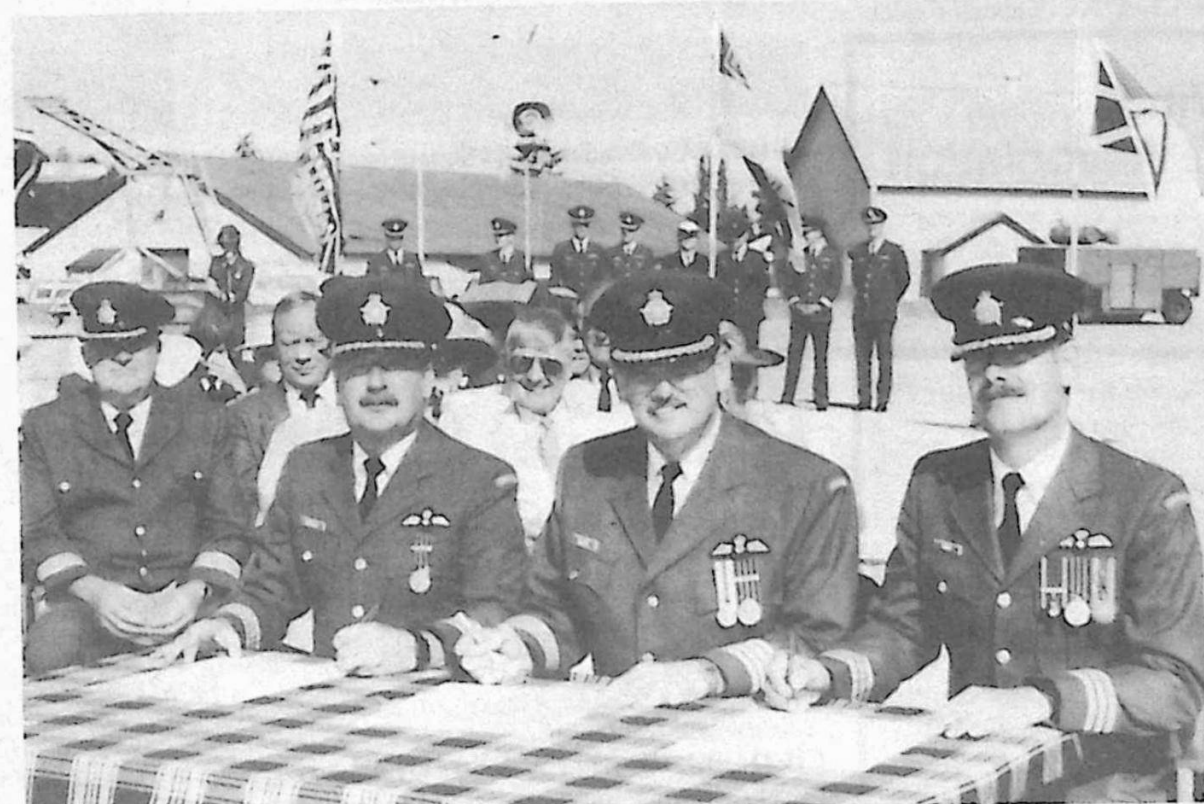
The Snakes have a New Leader

On 4 Aug, 442 Transport and Rescue Squadron underwent a Change of Command. The weather was ideal for the parade as incoming Commanding Officer LCol E.W. Hardy received the Squadron Colours from outgoing Commanding Officer LCol P.A. Drover. Presiding Officer for the ceremony was Wing Commander Col T.B. Rogers. Also in attendance was Air Transport Group Commander BGen Brace.

LCol E.W. Hardy, an experienced Labrador rescue pilot and officer in charge Rescue Co-ordination Centre, also had a very special guest in attendance; his mother Mrs. Hardy flew from Alberton, Prince Edward Island as a surprise for the ceremony.

LCol P.A. Drover moves only one hangar over and remains in Comox as the Wing Operations Officer.

Signing over Command



LCol P.A. Drover, Col T.B. Rogers W Comd, LCol E.W. Hardy.

CH113 Labrador

by Patrick Martin

The Boeing-Vertol model 107 is a twin engine, dual rotor, medium sized lift helicopter. Boeing built 624 machines for the USN and USMC as H-46, 14 HKP-4 for the Swedish Air Force and 18 for use by the RCAF and Canadian Army. A license to manufacture the 107 in Japan was obtained by Kawasaki in 1961 and by the end of 1990, they added a further 160 airframes under the KV-107 designation.

The Canadian association with the Boeing-Vertol 107, started with an order for the CH-113 in March 1961 for the RCAF, with the first flight in October 1962. Six CH-113 Labrador (RCAF serials 10401-406) were delivered by October 1963. The initial six Labrador helicopters were readily identified by virtue of their 374 gallon pontoon tanks, nose mirrors, "Swedish boom" internal fold out hoist at the front crew door and the rescue RCAF scheme of red, white and blue.

These aircraft had an APU mounted in the cabin, on the rear ramp. This necessitated the engineer leaving the aircraft with cables to a plug-in point above the pontoon for start-up!

The RCAF machines were initially assigned to 103 KU at RCAF Station Greenwood, Nova Scotia and 121 KU at RCAF Station Comox, B.C. Both units later redesignated to Squadron status as 413 and 442 Squadrons.

The Canadian Army CH-113A Voyageurs (Canadian Army serials 10407-418) are identified by the olive drab scheme, APU kink in the tail profile, more glass sections in the nose, and lack of pontoons.

The initial training was done at RCAF Station Rivers, Manitoba in the Joint Army, Air Force Training Centre starting in late 1963. The aircraft were then assigned to 1 Transport Platoon at RCAF Station St. Hubert, Quebec. The Army machines were reassigned on the Canadian Forces unification in 1968 to 450 Squadron at CFB Uplands, Ontario and (detachment West) at

CFB Namao, Alberta. All CH-113/CH-113A aircraft were re-serialised from 10401-418 to CH-11301-318. The CH-113A continued in support of ground forces until the CH-147 Chinook replacements arrived in 1974. Two aircraft received a green/grey topside, grey underside camouflage, similar to the standard CF-5A scheme.

Four Voyageurs have been lost up to 1974. The first loss, 10417, occurred at RCAF Station Rivers, Manitoba on 21 December 1965, due to a failure of the aircraft Stability Augmentation System and resulted in one fatality. The crew of 10409 wasted no time in landing at Kinchilo, Michigan on 14 August 1966 after a rotor brake dragged causing an in-flight fire, writing off the second airframe. A similar incident caused the demise of 11314 at St. Thomas, Ontario in July 1971. In March 1974, 11313 lost ten feet of a rotor blade while in the circuit at CFB Namao which resulted in a multi fatal crash.

Four CH-113A received a "Speed Line" interim SAR conversion with pontoon tanks, hoist, blister windows and yellow paint scheme. In the early 1970's, the CAF purchased five ex-US Forces tail sections for future use. Three of these have found use in renovating damaged, but repairable, aircraft.

The combined fleets underwent a series of upgrades in an attempt to increase commonality, starting in 1980. The six CH-113 Labrador and five of the CH-113A Voyageurs were rotated through the Search and Rescue Capability Up-grading Program (SARCUP) to upgrade navigation, communication, external hydraulic hoist and weather aids starting in 1982. This gradient program was done at the Arnprior, Ontario division of Boeing Canada Ltd. The former Army machines received 416 gallon pontoon tanks made by Kawasaki with different struts, while the former RCAF machines added the tail mounted APU. The three remaining airframes were

similarly upgraded between 1985 and 1986 under the Voyageur Follow On Upgrade Program (VOFUP). All CH-113 and CH-113A are generically known as CH-113/A Labrador, after going through the refit.

During the refit period the standard rescue paint scheme changed from red, white and blue to an overall yellow with red patches (two Labradors had the sheet metal work installed without the APU prior to the yellow SAR paint scheme). The CH-113/A can operate on a water surface for 20-30 minutes before water weight becomes a real lifting concern.

The USN and USMC H-46 fleets have been on the receiving end of several upgrade programs, which include installing more powerful engines, transmissions, system upgrades along with more crash survivable features, while reducing flying costs. These improvements will keep the USN-USMC H-46 flying for many years to come. In spite of upgrading systems and the fitting of a new transmission and rotor blades, the Canadian CH-113/A fleet maintains the same TF58-8 engines as on delivery, rated at 1,350 shp. This is quite surprising when the weight of permanent SAR gear and fixtures added over the years is taken into account. Also, there are no automated position holding aids installed, as have been in the US upgrade programs. This deficiency is of special interest when the Canadian west coast terrain is taken into consideration.

The current differences between the two Canadian batches, other than serial, are not readily apparent. Antenna locations for several systems such as Omega, ADF, VHF-FM COMM, UHF/DF-88 differ between subtypes. At a distance, the smaller sized pontoon fueled tanks and less cockpit glass still differentiate the former Air Force CH-113 and Army CH-113A.

In addition to 442 Squadron, three other units currently operate the CH-113A Labrador fleet.



CH-113 Labrador 10404 of 442 Squadron visiting McChord AFB 16 Feb 1971. Note lack of APU kink in tail, original smaller sized pontoon tank and nose mirror. Photo: Doug Remington.



CH-11303 Labrador at Boeing Canada Ltd., Arnprior. Photo: Boeing Canada.



CH-11308 Voyageur of 450 Squadron (West) at CFB Namao during Aug 1974. Noted in post unification markings. Photo: John Blatherwick.



CH-11312/A Labrador of 442 Squadron delivering a stroke victim to Victoria General from an offshore lift on 8 Apr 1992. Photo: Patrick Martin.

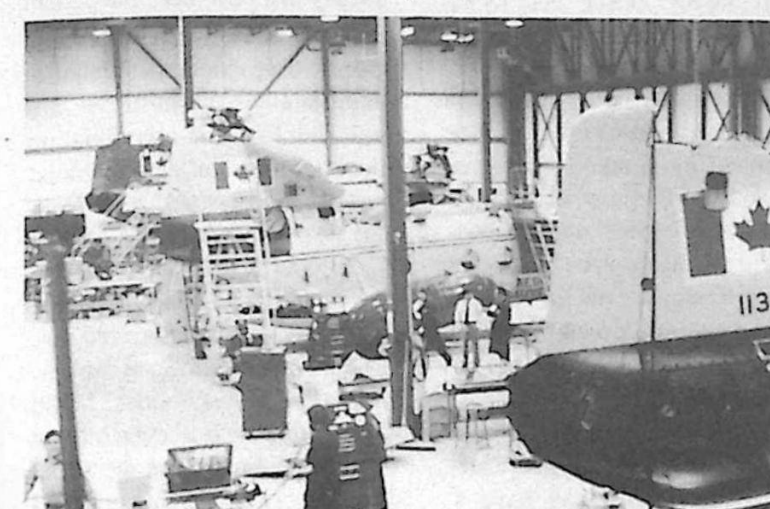


CH-11310/A Labrador about to lift off a river bed in typical BC terrain showing the new cyclinder intake screens, 29 May 1992. Photo: Patrick Martin.

CH113 Labrador



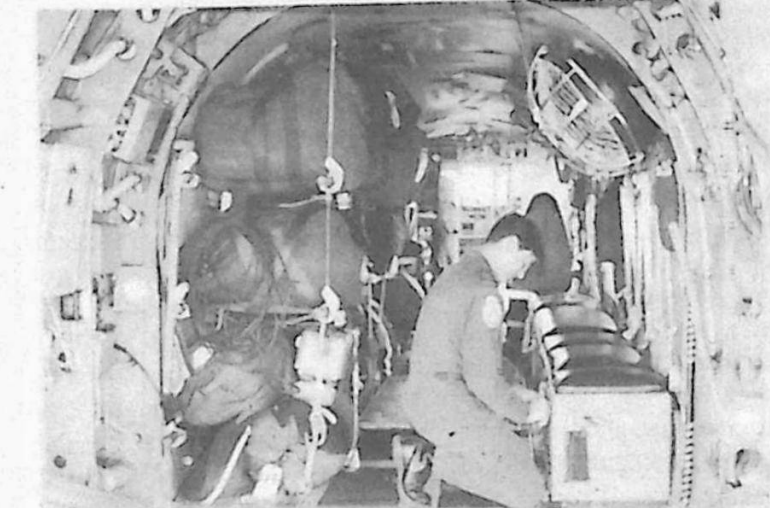
CH-11303/A Labrador during SARCUP at Boeing Canada, Arnprior, Ontario. Photo: Boeing Canada.



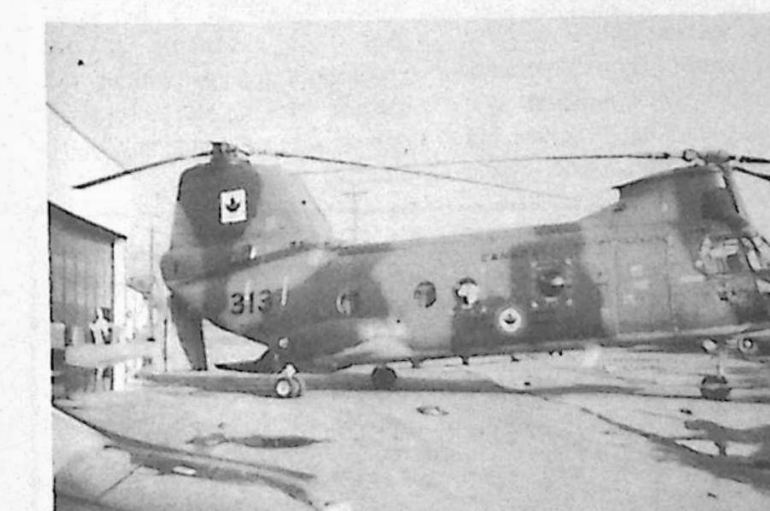
The inside of Boeing Canada Arnprior hangar during SARCUP conversion period.



CH-113308 Voyageur pre-SARCUP usage with 442 Squadron at NAS Whidbey Island Aug 1984. Photo: Patrick Martin.



The normal interior fit of the stand-by SAR aircraft, showing the once spacious troop cabin, now occupied with racks of SAR related gear. Photo: Patrick Martin.



CH-11313 Voyageur in the rare two-tone camouflage at Boeing Arnprior.

Three are operated by 413 Squadron at CFB Greenwood, Nova Scotia, having moved from CFB Summerside, Prince Edward Island in June 1991. Three more were delivered to 424 Squadron during the 1983-84 period at CFB Trenton, Ontario. Two further examples are in use with 103 Rescue Flight in Gander, Newfoundland.

The SAR role in Labrador normally carries a crew of five, comprised of two pilots, one flight engineer and two SAR Technicians. By virtue of terrain, 442 Squadron CH-113/A carry two flight engineers to provide an extra observer during close quarter manoeuvring. Several modifications are currently under way, such as an internal emergency lighting system and new cylinder air intake screens (less prone to icing) to replace the pointed "witches tits."

The normal weight/range with 3,200 pounds of fuel, gives three hours of endurance. If the nature of tasking is known to be at an extreme range, then equipment and personnel may be left enroute to lighten the aircraft. In some conditions, over 5,000 pounds of fuel are taken on to add an extra hour and half of flight time. Missions have been flown up to 2000 miles offshore.

CH-113/A Labrador are fitted with an externally mounted 600 pound capacity hoist with a 245 foot useable length. The system is lift rated at 300 feet per minute and is located near the front starboard exit door, and rotated over the door when in use. The top half of the door slides upward, while the bottom half hangs down and is secured in the open position by a long bracket. This is the common means of extraction when landings are beyond consideration at a site.

A second system, originating

with the former Army CH-113A equipment, is a winch system located internally behind the cockpit. The intent on the Voyageur was to assist in bringing pallets, vehicles and other cargo on-board through the rear ramp. With pulleys, this now provides a useful second system for vertical lift, either through the rear of the aircraft, or a central floor hatch.

In spite of 200 feet of useable length and the 100 foot per minute speed, the winch has been used with good effect. Current equipment includes VHF AM/FM, UHF AM, HF SSB, ADF, VOR, TACAN, Omega, Bendix 2000 Weather radar, radar altimeter, Night Sun and BR-15.

The fleet average of utilization runs around 10,000 hours per CH-113/A airframe and is approaching thirty years of age. The replacement plans are to phase out, both the CH-113/A Labrador in the SAR role and the CH-124 Sea King (also powered by the TF58-8 in the ASW and naval utility roles with the EH101. On July 24, 1991 the replacement funding was passed in the House of Commons for the procurement of the AH101 program. The current plans call for 35 NSA-EH1101(ASW) and 15 NSH-EH101 (SAR, rear ramp equipped). The EH101 offers an increase in range, power, reliability and internal load capacity over the CH-113/A. On the negative side, the increased down-wash may be a problem in the SAR role.

In a related SAR move, the procurement of one hundred Bell 412, (without tender!) will replace the CH-118 (Bell 205), CH-135 (Bell 212) and CH-136 (Bell 206) in several roles, including base rescue flights.

The problem in the Canadian Forces is not just purchasing a

replacement aircraft in useful numbers, but in funding badly needed related gear. Such equipment as night vision goggles (as standard with US forces), aircraft mounted GPS, and an ELT homer with pointer, have yet to be purchased or developed for all Canadian Forces SAR aircraft.

On 30 May, 1992 aircraft CH-11311 was involved in a search with another 442 Squadron CH-113/A looking for two lost hikers in the Bella Coola region in northern B.C. While retrieving the last member of an unsuccessful ground search party by winch, at 5,300 feet, the aircraft sank to the surface. On contact, 311 rolled slowly nine times with the 11 crew and search party on board, down on a snow and tree surfaced slope. The crash and resulting rear pontoon explosion caused one fatality and multiple injuries to the rear compartment occupants. The second aircraft retrieved all surviving crew and search party, then departed the area for aid. While the official finds are far from complete, one wonders if a newer, and/or more powerful set of engines would have made the difference!

The resourceful US exchange officer tried to arrange the recovery of 311 with RH-53D but the gross weight proved too great to lift in June. If the crash had occurred last year, the now-retired CH-147 Chinook may have assisted in recovery, though the aircraft position (at the time elevated off the ground by snow, with running water underneath) hindered recovery plans. Eventually a Sikorsky Skycrane accomplished the feat, returning the airframe to CFB Comox. Rebuilding the airframe is possible, but unlikely, with the EH101 on the distant horizon.

Wing Commander presents CDs



On 8 Jul 93, Col T.B. Rogers 19 Wing Commander, presented CDs to the following personnel; L-R: WO J.M.E. Ouellet, CD 2; Sgt J.R.R. Racine, CD 1; CWO W.W.B. McLean, CD 2; Col Rogers; WO J.M.E. Ouellet, CD 2 and MCpl C.W. Preston, CD 1.

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 RCAF ***

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

Health & Fitness



TAKING CARE OF YOURSELF

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

Safe biking for your family

Cycling is a great way for everyone in the family to get around and to get exercise.

But every year, thousands of people are injured in biking accidents which could have been prevented. So if you're a parent, take steps to protect members of your family.

First, buy the right size of bike. Don't buy one your child will "grow into". A bike that's too big is hard to control. The seat should be at hip level when the child stands beside the bike. When seated, your youngster should be able to touch the ground with the toes of both feet.

If you're buying a used bike, make sure the brakes and gears work properly. Check that the axle bolts are tightly holding the wheels to the frame. Are all the spokes in place and tight? Are any missing? Finally, check for any loose nuts or bolts anywhere else on the bike.

Install a white light at the front of the bike, a red rear reflector and a bell or horn loud enough to be heard at thirty meters, or about one hundred feet.

My friends working in emergency are always sad when people are killed in bike accidents. That's because most people killed in biking accidents would have survived if they had worn a helmet. So make sure everyone in your family

wears one.

Look for a label saying the helmet has been approved by C.S.A., N.A.S.I., or the Shell Memorial Foundation. If you're unsure, ask a knowledgeable sales clerk. Buy a used helmet only if it's in good condition and you're sure it meets the above guidelines. Replace a bike helmet every four or five years or after an accident. And replace a helmet if your child grows out of it.

The helmet should be firmly attached with the chin strap and cover the forehead without slipping over the eyes. Tell your child why they should wear a helmet and make a firm rule—no helmet, no biking. Set a good example by wearing one yourself when you cycle.

Wear brightly-colored clothing so you and your children are more visible. Wear only pants that are tight to the leg or roll them up so they don't get caught in the chain. Shoe soles should be rough to prevent feet slipping on the pedals.

Bikes share the road with cars so bicyclists need to learn the same safety rules, signals, and traffic signs.

Information pamphlets are available from the B.C. Bicycling Association, the Motor Vehicle Branch, and I.C.B.C. Traffic Safety Department.

Safe eating outdoors

In summertime, my family loves backyard barbecues. We also enjoy picnics. Unfortunately, bacteria also enjoy eating outdoors. And, if you're serving the right foods or food at temperatures bacteria love, nurses say their numbers can grow to dangerous levels within a few hours.

The result? Every year thousands of people become victims of food poisoning. But it is possible to eat safely outdoors if you choose the right foods and prepare them safely.

First, menu planning. Foods that are usually considered safe for outdoors are those that can be kept at room temperature. They include hard cheese, dried sausage, pickles, relish, mustard, ketchup, fruit, raw vegetables, bread, crackers, cereal, cookies, cake, honey, jam, peanut butter, and nuts.

The trickiest foods to serve safely are creamed dishes. They should only be served straight from the fridge or stove.

Many cases of food poisoning can be prevented by following three rules: (1) keep cold foods cold, (2) keep hot foods hot, and (3) make sure your hands and cooking utensils are clean.

Picnics can be a special problem when you need to keep foods at safe temperatures. If you don't have an insulated cooler, first chill

food thoroughly in the fridge, wrap it in plastic and then in several sheets of newspaper. Improvise an "ice block" by using a frozen container of juice or freezing water in clean milk cartons. To keep food hot, you can also wrap it in layers of newspaper after first wrapping it in plastic.

Don't let bacteria move from raw meat to your hands, kitchen utensils, serving dishes or chopping boards. Always wash anything that has touched raw meat with hot, soapy water. Diluted bleach can be used as an extra precaution on cutting boards. If you use one plate to move raw meat to the barbecue, use a DIFFERENT plate to carry the cooked meat to the table. If possible, keep a special board for use with raw meat only—and make sure it is NOT wood.

To serve barbecued hamburgers safely, first thaw the meat in the fridge or microwave. Then cook the patties right away or return them to the fridge. When cooked, they should be brown in the centre and the juices should run clear. Hamburgers should be eaten right away, kept hot, or refrigerated. Leftovers should be re-heated and eaten within three days. This is true for any kind of ground meat.

Check your local health unit for more information about food safety.

info health

Dr. Bob Young



Battle of the Bugs

term "insect" loosely here by including spiders, snakes, scorpions, and other critters.)

There are two ways venom can affect people. All of us will be poisoned by venom; the degree depends on the number of bites, the amount injected, the noxiousness of the material, and our body size. Resistance to the poison may develop, perhaps, with repeated exposure, as in beekeepers.

An allergic reaction is different from poisoning. Sensitized individuals may have a response to a single bite that ranges from uncomfortable, through alarming, to fatal. A severe episode is called an anaphylactic reaction, an overwhelming defence response by the body that causes swelling and possible closure of the airways, heart and blood vessel dysfunction, and collapse.

Unlike poisoning, where "general supportive measures"

usually suffice to keep the patient alive while the toxin wears off, specific drugs, notably adrenalin, antihistamines, and cortisone, are required to treat anaphylactic shock. Drugs to support blood pressure, and assisted respiration may also be needed.

Adrenalin kits are available and should be carried by people with a history of allergic reactions (to foods, and plants, as well as insects). Antihistamines should also be at hand. But, even if these seem to be working at the scene they may be only buying time and transfer to an emergency department is highly recommended.

Prevention is even better. A good outdoors book will advise regarding clothing to wear, repellents to use, bug screens, and other methods of avoiding bites and stings. And your doctor can advise you about protective desensitizing (allergy) shots. They are effective against future stings.

Nicotine Patches

Nicotine patches are the vogue right now, with patients requesting them daily. Nicoderm, Habitrol and, splitting the difference, Nicotrol, are the three common brands available.

There is probably little to choose between them although the dose of nicotine in Nicotrol is lower. It is marketed as a daytime only patch, removed while sleeping. Nicotrol contains 15, 10 and 5 milligrams of nicotine in the three strengths available; Nicoderm and Habitrol opt for 21, 14 and 7 milligrams.

Do they work? They certainly seem to. My patients have, collectively, tried every smoking cessation method known; only the patch has been gratifyingly successful. Acupuncture, hypnosis, various pills and nicotine gum, laser, and a host of other methods, while occasionally useful, have generally been disappointing.

But the patient must still want to abandon his or her addiction -

for health, social, or financial reasons, or all three. More and more people are doing so as it becomes more difficult to find a place to smoke without being chastised, or worse.

Used properly, the patch is reported to be effective 43 percent of the time. I have found an initial success rate of close to 80 percent, but it is likely some of my patients will relapse as time passes. As the manufacturers suggest, I have my patients come in every two weeks for a new prescription (the patches come in packs of 14). This provides encouragement and allows a shared decision regarding the timing of dose reductions. Patients may want extra time on a strong patch before dropping down.

Patients given an "open" prescription for all three strengths at once, without follow-up, have a success rate of about 20 percent. Still impressive compared with other stop smoking programs, but not a good return considering the

cost of the patches. That is about \$5 a day - probably not coincidentally, the same price as a pack of smokes. The 21 mg strength also matches the nicotine content of 20 average cigarettes.

Side effects include a cough and mild flu symptoms with muscle and joint aches. Reports of heart attacks in patch users who keep smoking may deter people; the relationship is uncertain and vague, and attacks are common in smokers in the first place.

Folklore department: A woman, unable to tolerate the patch at night, had her husband set an alarm for five. He attached the patch which allowed her to skip her traditional morning cigarette. Or how about the woman who taped a \$5 bill to her arm each morning, saving yesterday's in a jar. Not only did she quit smoking, she had enough money to buy a whole new outfit after six weeks!

COMOX Air Force Museum

MUSEUM GIFT SHOP

AVIATION MEMORABILIA HATS, BOOKS, FLAGS, MODELS, POSTERS, SWEATERS, SHIRTS, PINS, PATCHES AND MUCH, MUCH MORE!



Summer Hours
Jun-Aug. Wed-Sun-Hols
(closed Mon & Tues.)
10 a.m. - 4 p.m.

Golden Treasury of Memories
1943 - 1993
PHONE 339-8635

Leisure



Carolyn Haight

Waste not, want not, is the motto of this recipe! It was given to me by my grandmother and is an excellent way to use crabapples.

What is normally considered waste while making crabapple jelly, the fruit pulp, is the main ingredient for making apple butter.

The uses for apple butter are many. Bran muffins are delicious if one half of a cup of apple butter is added. (Add to liquid mixture before mixing with dry mixture.)

Apple butter is the "secret ingredient" to making a tasty apple pie. Put all your usual ingredients in a bowl, and mix in one half a cup of apple butter. Spread this mixture in an unbaked pie crust and bake as usual. Delicious!

More simply, apple butter is great as a spread for toast or biscuits.

Apple Butter Means No Waste

Apple Butter
(Yield: 12 medium glasses)
5 cups fruit pulp
7-1/2 cups sugar
1/2 bottle of Certo
1/2 tsp. allspice
1/2 tsp. nutmeg (optional)
1 tsp. cinnamon

1) Prepare fruit - remove blossom and stem ends from 4 quarts of crabapples, cut in small pieces, do not peel or core.

2) Put prepared fruit into a large stock pot. Add 6-1/2 cups of water. Bring to a boil.

3) Simmer 10 minutes.
4) Crush fruit in the stock pot with a masher. Simmer for 5 minutes.

5) Drain fruit using a sieve. Reserve juice to make jelly. Follow directions that come with Certo to make jelly.

To make the butter do the following:

-Measure 5 cups of the fruit pulp, which has been pushed through a sieve.

-Put into a very large stock pot.

-Add sugar, allspice, nutmeg, cinnamon, and mix well.

-Place over high heat and bring to a full rolling boil.

-Boil hard for 1 minute, stirring constantly.

-Remove from heat.

-Skim foam off top - continue to stir and skim for 5 minutes.

-Put into sterilized jars and cover with 1/8 inch of paraffin wax.

Note: Jars may be sterilized by washing in hot soapy water, then put into a 200 degree oven for 10 minutes. (Keep jars in oven until needed.) You may want to use your own favourite method of canning, however.



Harry Sweeney
music reviews and syndicated columnist

H-Town Knockin' da Charts

H-Town, comprised of brothers Dino and Shazam Conner and best friend Darryl Jackson, and named for their home town of Houston. The trio literally exploded into the international spotlight with their *Knockin' Da Boots* single which has blown into the top five, and already picked up precious metal certification. This romantic bluesy tune has, along with bringing a new expression to the vocabulary, catapulted the group to overnight stardom.

Fever For Da Flavor (Luke/Attic), the newly released album that features the *Boots* single, is climbing the charts by leaps and bounds and features enough hit potential to spawn at least three more smash singles. With a fast paced introduction, the group move into the hip-hop sound of *Can't Fade Da H*, which allows the trio to answer critics and then move into a highly infectious groove via *Treat U Right*, which could easily be their follow-up single to *Da Boots*.

Title track keeps the excitement rolling and with the *H-Town Bounce* the group have an automatic crowd pleaser for the in-person shows. Tight vocal harmonies on *Keepin' My Composure* and the sheer vocal magic of *Won't U Come Back and Baby I Wanna*, makes this an album that proves Luke Records president Luther Campbell's prophetic statement "I was knocked out when I heard H-Town, the group is the next step in our diversity as a label." H-Town will make Luke Records well known for platinum R&B as well as rap.

With Jodeci, Boyz II Men and P.M. Dawn leading the way, R&B with its in-the-groove sound and solid vocal harmonies is rapidly becoming one of the biggest sellers in the music industry. H-Town are poised to grab their share of the popularity.

Fast Facts: From their formation in 1976, to their disbandment a dozen years later, the Cars had 13 top-40 hits. Four of those made it into the top-10. They were *Shake It Up*, *You Might Think*, *Drive* and *Tonight She Comes*.

Remember to support your local food bank.

Summer Fun '93

Registration for the 4th session of Red Cross Swimming Lessons and Day Camp will be held Thursday, 12 August and Friday, 13 August, from 0900 - 1330 hrs. at the PMQ office in the Canex building. For further information please contact Michelle Akey or Linda Rose at local 8571.



CFB Comox Family Resource Centre

Hours of Operation:
7:30 - 4:30, Mon to Fri

Address:
119 Little River Road

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

All Services are Confidential

Services available:

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

Ongoing programs:

Teen program
Tuesday morning discussion group with childcare provided
Confidential short-term counselling services
Parenting information Drop in anytime or call 339-8654 or 339-8655
Emergency shelter

FAMILY RESOURCE CENTRE For your information, our telephone number has changed to 339-8290

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

Precious Little People Child-minding 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 339-8290 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 339-8290 for pick up.

Volunteer Training Workshop

To enhance involvement with the Family Resource Centre, we provide this opportunity for you to learn about the philosophy and structure of the Centre, assertive communication skills, problem solving techniques and active listening skills. Volunteer training workshops are held approximately four times per year.

The next Volunteer Training Workshop will be held Sept. 20, 21 & 22, from 4-6 pm at the FRC. For more information, call Mara at 339-8290.

To ensure minimum participation, registration is required for all workshops.

Volunteer Opportunities

Teens:

1) Gym and outdoor activities. Supervision and some participation in outdoor and gym activities, such as baseball and floor hockey. Must enjoy working with teens. Time commitment: 3-4 hours per week.

2) Special events. Supervision and participation in outdoor pursuits. Do you have expertise in an area that might interest the teens? Time commit-

ment: 8 hours per month.

Child Care:

3) Toyshop volunteers. Repair and check safety of toys and equipment. Time commitment 2-3 hours per week.

4) Child care volunteer. Supervision of young children in playgroups. Participation in program planning. Time commitment 3-4 hours per week.

19 Wing "Zoo" Teen Club

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.

Special Teen Club Activities

Fri Aug 20 - Sun Aug 22: Horne Lake Camping & Caving. Leave CANEX Fri 1400h, return CANEX Sun 1400h. Cost \$15.00. Breakfast and dinners are provided. You are responsible for lunches and camping gear. Registration required by Tues Aug 17.

Fri Aug 27: Casino Night at the Community Centre. Starts 1900h, ends 2300h. Cost \$3.00 at the door.

For more information on Teen events, contact Jennifer at 339-8290.

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, for three weeks.

Location: CFB Comox
To register: Call the Comox Military Family Resource Centre at 339-8290.

All services/workshops/groups are confidential.

COMOX VALLEY
WADO KAI
KARATE



STARTING SEPT 13
2298 LITTLE RIVER ROAD (888 WING)
FOR MORE INFORMATION CALL 339-0957

NEXT DEADLINE
30 AUGUST - NOON

Public Announcements

C.V. Amateur Radio Club

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

Library Hours

(Library is located in Bldg. 10 next to Accommodations)
Monday 6 - 9 p.m.
Tuesday 11 a.m. - 1 p.m.
& 6 - 9 p.m.
Wednesday 6 - 9 p.m.
Thursday 11 a.m. - 1 p.m.
& 6 - 9 p.m.
Friday 11 a.m. - 1 p.m.
Saturday 1 - 4 p.m.
Sunday 1 - 4 p.m.

Take Off Pounds Sensibly

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

OBITUARY

McCONNELL - Margaret Ellen, at Cowichan District Hospital on 22 July 1993. Born in Thunder Bay, Ontario on 24 March, 1943. Survived by her loving husband Dale, son Michael (Tammy) of Courtenay, daughter Christina of Duncan, B.C., granddaughter Jessica and her mother Margaret and stepfather Cliff Livesey of Penticton. Margaret was a former employee of the Island Savings Credit Union.

A loving and caring person, she will be sadly missed by all whose lives she touched.

A visitation will be held Tues. 27 July, in the Sands Funeral Chapel, 187 Trunk Road, Duncan, B.C. The Funeral Service was held Weds. 28 July, in the Sands Funeral Chapel.

Memorial remembrances may be made to the Canadian Cancer Society, 205-225 Canada Avenue, Duncan, B.C., V9L 1T6, or Hospice Society (Cowichan Valley), P.O. Box 893, Duncan, B.C., V9L 3Y2.

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 Akley 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

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.

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

VOLKSWALK - 1

The Comox Glacier Wanderers will be having a 10K Guided Volkswalk on Sunday, 15 August. Registration at the rear entrance of the Comox Community Centre, beginning at 9:00 am for 9:30 am start. Come out and enjoy. Info: 339-3945 or 339-4145.

VOLKSWALK - 2

The Comox Glacier Wanderers are having a 10K Guided Volkswalk, followed by a barbecue, on Sunday, 22 August. Registration will be at the "888 Wing" on Little River Road, beginning at 4:00 pm for 4:30 pm start. Come out and enjoy both the walk and food. Info: 339-3945 or 339-4145.

Avis

Groupe de soutien pour familles francophones center 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.

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.

BE PREPARED

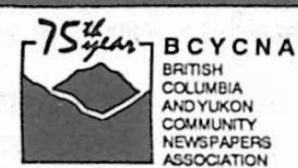
Get Involved

PREPARING FOR LIFE IS WHAT WE'RE ALL ABOUT

SCOUTS GENERAL MEETING

Having one hour or so of spare time each week? Why not put it to good use and save your couch some wear and tear. Join the 1st Lazo Scout Group! No experience required; OJT available on the spot. We need Leaders to work with Beavers, Cubs and Scouts, as well as members for the Group Committee.

There will be a General Meeting of all interested people on 18 Aug 93 at 6:30 pm in the AFIS Theatre (entrance behind the Comox Air Force Museum). For further information please call: R. Sealy Wk. 339-8211 Loc 8735 Judith Kitchen Wk. 339-8211 Loc 8705, Hm. 339-6891



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The Greater Vancouver Regional District says that "At expected rates of development, the land currently identified for single family housing will be built to capacity by about 2006". Find out how you can profit from this land squeeze. Call for free brochure (604) 681-7787 or 1-800-668-3565.	Intimacy for the 90's. Pretty ladies share their X-citing photos and private fantasies. For discreet info write: KAREN, Box 670-GB, Kelowna, B.C. V1Y 7P4. Adults Only Please! EDUCATION Train to be an Apartment/Condominium Manager. Free job placement assistance. Government Licensed correspondence course. 2,200 graduates working. For FREE brochure: R.M.T.I. 681-5456 or 1-800-665-8339. OFFERING THE BEST CHEF TRAINING AND BAC & Dessert Programs. Full-time 17 weeks. Financial assistance. Government funding. Accommodation. DUBRILLE FRENCH CULINARY SCHOOL, Vancouver 738-3155 or 1-800-667-7288. EMPLOYMENT OPP. Established printing company enjoying a rapid growth has immediate opening for experienced Typesetter/Desktop Top Publishing Operator. Experience in Macintosh, Quark, Aldus Freehand, Abaton Scanner. Camera work, paste up and print shop experience an asset. Permanent full-time position. Apply to Box 425, c/o The Tribune, 188 1st Ave. Williams Lake, B.C. V2G 1Y8. One of the fastest growing companies in the world needs SALES PERSONNEL. Company has only been in Canada since June/93. Phone Ken (604) 682-1122 for interview.	Septic tanks D-Boxes pumpout chambers POLETHYLENE WATER TANKS , pumps, fittings. Any water related products MANUFACTURED BY CANWEST PLASTICS, SURREY. Toll-free page 1-977-5983. Call today 596-0608. WE WILL DELIVER. 4X4 backhoes, dropneck lowbeds, excavators, 966,950 and 910 loaders, 140 and 740 graders, six compactors, three ambulances 4X4 service trucks, 6-way dozers with winch, truck scales, Hiab Truck, single axle dumps, tilt trailers all sizes. 493-6791. STEEL BUILDINGS FROM FUTURE - QUONSETS 25'x40' \$6,946., 30'x50' \$8,234., STRAIGHTWALL QUONSETS \$25'x40' \$7,730., 30'x50' \$8,470. Endwalls, Sliding Doors, GST. Freight to Vancouver included. Call 1-800-668-5111. GARDENING The Ultimate Gardener's Store. 1,000's of Products, Greenhouses, Hydroponics, Drip Irrigation. Huge Book Selection. 80 Page, photo bound 1992 catalogue \$4. refundable on order. Western Water Farms, #103-20120 64th Ave., Langley, B.C. V3A 4P7. HEALTH HERPES CURE - Money back guarantee. For information send S.A.S.E. to: Perfect Health Sales, Box 1539, 1139 Lonsdale Avenue, North Vancouver, B.C. V7M 2H4.	REPORTER/PHOTOGRAPHERS for well established B.C. Community Weekly Newspaper located just 2 1/2 hours from Vancouver, in Merritt. Applicants must have a passion for local news & an appreciation for readers, a college education & the minimum one year's experience working full-time for a community newspaper & reliable transportation. Send resume, cover letter, clips and references by August 6 to: Tereza McDermid, Publisher, Merritt Herald, P.O. Box 9, Merritt, B.C. V0K 2B0. RARE BIRDS: Successful Dedicated Sales People to market exclusive high quality Golf Memorabilia direct from Scotland. Excellent commission earnings. Resume to: St. Andrews Golf Memorabilia Inc., Box 512, Walkerton, Ontario. NOG 2V0. KITCHEN CABINETS CABINETS 1/2 PRICE. In stock, countertops/vanities also. Kitchen Craft Factory outlet. Cash and Carry Cabinet Warehouses, 4278 Lougheed, Burnaby 298-9277. 1868 Spall Rd., Kelowna 860-6638. 800 Cloverdale, Victoria 389-1114. MOBILE HOMES MOBILE/MODULAR HOMES/Factory Direct, "Custom Built". Priced from \$41, sq.ft. Top dollar for trades. Many used units available. Noble Homes (403) 447-3414. 1993 REGENT 14' wide 3 bedroom, 2 bath, \$45,900, including delivery to Central B.C. Also, used 14' wide mobiles starting \$10,000. Homes Canada (403) 286-2488.	ARE YOU ONE OF THE 33% who have heard the voice of God? According to a recent Gallup Survey. Learn a spiritual exercise. ECKANKAR 1-800-667-2990. NEW HOMES C.M.H.C. Standards from \$55 Sq.ft. Quality engineered real houses factory-built for your site. 2X6 walls. R40/R20 insulation. Showhomes-De Mac Home Sales, Surrey (604) 597-2181. REAL ESTATE FARMING OPPORTUNITIES near Barrhead, Alberta, assorted sizes, cow/calf, dairy or mixed. Also game farm and acreages. Call Alvin Klock, Norm Murray Realty (403) 674-3444. SERVICES Major ICBC motor vehicle injury claims. Joel A. Wener, trial lawyer for 24 years. Call free: 1-800-665-1138. Contingency fees available. Simon, Wener & Adler. TRAVEL "A GETAWAY AT WHISTLER" Weekends & Holidays stay with "Sea to Sky Condo Rentals". Swimming Pool, Jacuzzi & Sauna. ONE NIGHT FREE 1-800-667-5529. WANTED POETS NEEDED: Send any non-published poetry to licensed, registered publication company for free review. 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On the Base

Employee Assistance Programme

A Room and a Coffee Pot

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

Part 4: A Room and a Coffee Pot

The pragmatic functions of support groups should not be discounted. When, for example, a group was established in Toronto for recently widowed men, home economists were invited in to offer tips on how to prepare meals and do housework, things some members had never done before. Groups for the hearing-impaired conduct workshops in lip reading and sign language. Those devoted to obsessive-compulsive disorders combine behaviour therapy with experimental medication. When support group members with respiratory ailments meet, they take physical exercises to help them breathe more easily.

Though groups such as these are only too glad to have professionals around to lend them their expertise, there is an anti-professional element in the self-help movement. In fact, some groups have grown directly out of dissatisfaction with the professional care offered in their fields. There are those who accuse the medical and social work professions of a lack of both imagination and sympathy in dealing with their particular interests. Some maintain that no one who has not suffered as they have is in any position to help people like them.

The answer to that from the professional point of view is that you don't have to have appendicitis to treat appendicitis. Following this line of reasoning, many doctors are less than enthusiastic about self-help groups.

Some psychiatrists see them as purveying a kind of psychological self-medication through which people seek to escape from their problems rather than work on the resolution to them. Professionals also express concern that participants with truly serious problems may not obtain the expert assistance they need because they are using self-help as a substitute for formal care, rather than as a supplement.

Critics of the movement say that some groups have been formed to deal with ridiculously trivial complaints which were formerly ranked among the normal tribulations of living. In this way, the critics charge, they encourage people to search for reasons for feeling sorry for themselves.

The movement does seem to have spawned a few "groupies" who flit from one group to the next, but they may merely be attracted by the socialization that inevitably arises. Support groups are not totally consumed by expressions of angst; laughter has a large and healthy role to play when people talk about their com-

mon woes. They have their dances, their pot-luck suppers, their birthday cakes. The kind of conditions that call for the formation of support groups often condemn their sufferers to painful loneliness. Enjoying themselves among kindred spirits may give them the confidence to resume more normal social lives.

The aims of support groups vary far and wide, but they all have one thing in common: they mobilize the wonderful psychic power of human sympathy. It is the rare paid professional who can be expected to drop by a person's home, have a cup of coffee and a heart-to-heart talk, and leave with a word of encouragement and a hug. Support group members do that. The type of therapy they offer cannot be duplicated by scientific methods. There is no substitute for personal concern and warmth.

In broad social terms, the support group is an idea whose time has come. In a society of urban strangers, it provides precious opportunities to reach out and touch others in a special way. In addition, campaigns to reduce government deficits have brought drastic spending cuts in the medical and social welfare systems, so that less professional help is available than formerly. The resources that remain clearly should be husbanded for those who need them most.

The do-it-yourself approach is ideally suited to the age of public austerity. Instead of the expensive facilities provided in the public sector, all you need to start a support group is a room and a coffee pot.

No reasonable person in the movement would contend that support groups can take the place of the established medical or social service system. Still, they have proved to be a valuable adjunct to an institutional system which, for all its sophistication, is often ill-equipped to cope with the spiritual dimensions of psychological and medical ills. Support groups bring to bear on human problems the spiritual values of faith, hope and charity. And whenever these virtues have been applied to the human condition, they have never failed to have a healing effect.

Your EAP Referral Agents:
Carol Anderson - 8356
Bev Chadderton - 8857
Evelyn Femia - 8336

even a little regular physical activity makes a healthy difference!



LEGION LOG

BRANCH 17 COURTENAY 334-4322

ENTERTAINMENT

Fri 13 Aug.....Music by El Dorado
Fri 20 Aug.....Music by Frontiersmen
Fri 27 Aug.....Music by Tony Poulin
Fri 03 Sept.....Music by Wild River

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
TGIF resumes in Sept.
SATURDAY.....FUN BRIDGE AT 11:00 AM

SPORTS

All-Legion Slo-pitch Tournament Sept 3-6 at Lewis Park. Hosted by Br.#17.

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BRANCH 160 COMOX 339-2022

ENTERTAINMENT

Aug 13.....Music by Alleycats
Aug 20.....Music by Highway 19
Aug 27.....Music by Westwind

REGULAR ACTIVITIES

SUNDAYS.....Lounge Hours 12:00 Noon to 7:00 PM
MONDAYS.....L.A. Drop-In Bingo, Upper Hall, 7:00 PM
Men's Dart League, Recessed until 13 Sept 93
TUESDAYS.....Ladies Crib League, Lounge, 7:30 PM
Mixed Dart League, Upper Hall, Recessed until 7 Sept 93
WEDNESDAYS.....Navy League Drop-In Bingo
Upper Hall, 7:00 PM
Comox Valley Men's Crib League, Recessed until Sept '93
THURSDAYS.....1st Branch Exec. Mtg. Upper Hall, 8:00 PM
L.A. Executive Meeting (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 Conrad Verreault
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: Bonnie Gillis, phone 339-3496.

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 Charles Massey (UCC)
Capt Fraser Harvey (ACC)

CHAPEL - St. Michael & All Angels, Wallace Gardens, Bldg 88

OFFICE - Headquarters, Bldg 45, Room 48, Telephone 8273.
SUNDAY WORSHIP - Each Sunday at 1100 hrs.
HOLY COMMUNION - First Sunday of the month.
SUNDAY SCHOOL - In conjunction with 11 a.m. Service.
NURSERY - during 11 a.m. Service for children under 3 yrs.
CHOIR - Practices 6:30 p.m., Thursdays at Chapel.
CHAPEL GUILD - Meets the first Thursday of each month at the Chapel 7:30 p.m. President Gail Rodger 338-2162.

On & Off the Base

TOWN of COMOX RECREATION DEPARTMENT

Get your Bike SMARTS for Back to School

Join Bike Safety Camp and ride with pride back to School this fall!

Be Bike Cool - Not A Bike Fool

Ages 6 - 10 yrs

#1024 Tuesday August 31
#1025 Thursday September 2

9:00 - 12:00 Noon
9:00 - 12:00 Noon

\$15.00

Please bring bicycle, helmet and snack

HOCKEY'S HERE

Rollerblade Hockey

#1018 8 - 12 yrs 9:00 - 10:30 am
#1019 12 - 16 yrs 10:45 - 12:15 pm

\$30.00

August 30 - Sept 3

Monday - Friday
Robb Rd Courts

Please bring your own stick
Helmets/pads mandatory

Floor Hockey

#1026 6 - 9 yrs 9:00 - 10:30 am
#1029 10 yrs + 10:45 - 12:15 pm

\$30.00

August 23 - 27

Monday - Friday

CCC Gym A

Not a skills camp - just for thrills!!

A SNEAK PEEK at FALL '93

The Terry Fox Run '93

1:00 pm Start

Comox Community Centre

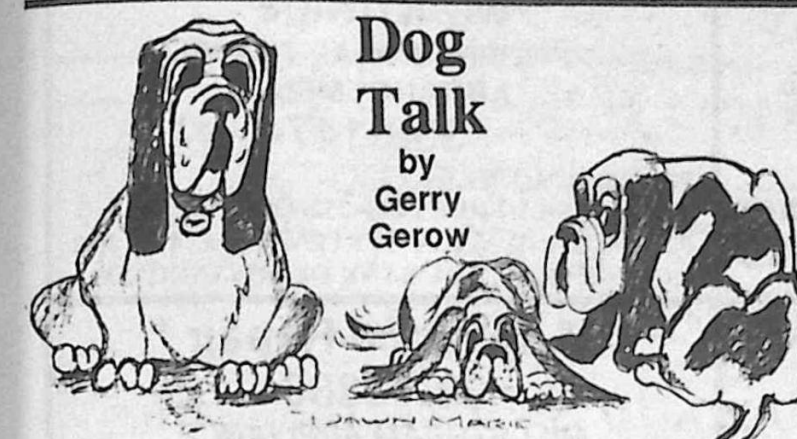
**Sunday
SEPTEMBER 19**

5TH ANNUAL FAT CHANCE

Mountain Bike Race
&
Poker Ride

1993

**Sunday
SEPTEMBER 26**



An extremely informative book this week. Help! The Quick Guide to First Aid for Your Dog, by Michelle Bamberger, D.V.M. Howell Book House, New York & Maxwell Macmillan, Don Mills, Ont. \$11.50.

This 147 page paperback is economically priced, and its well-indexed format makes it a very valuable addition to any dog lover's library. Dr. Bamberger has covered every imaginable injury your pet may receive and, described in layman's terms, what to do until you can get it to the veterinarian.

The text is well illustrated with a number of line diagrams to further explain how to apply bandages and splints.

What to do for ticks, broken bones and drowning? It's all here, and much more. I know it will be of assistance to me, on occasion, and would make an ideal gift for that doggy person on your list. You can order it from Macmillan at 1-800-465-2288.

Now that summer is here, I

once again see people driving around with their dog in the back of their pickup truck. What a dumb thing to do! There are so many flying objects on the highways. The possibility of injury from flying stones, falling from the truck, or jumping out are numerous. Please take your pets in the cab with you or, better yet, leave them at home unless their presence is necessary for what you are planning to do.

Almost as bad as leaving the poor doggy inside the car while you pop into the store for a minute. You may be distracted by someone or something and be much longer than you anticipated. Dogs don't perspire like you and me. They cool themselves by panting, and if the air they are taking in while doing this is super-heated, it is extremely dangerous. A child left alone in a hot car is much safer than a dog, but while no one would think of doing that to a child they often leave their dog there.

Of course, one alternative is to take the animal out of the vehicle

First Aid for Your Dog

and tie it to the bumper where it can lie in the shade while you are gone. Not a very smart idea. You may come back, forget about the dog, and drive away. Please, don't do it.

What are the alternatives? Crate your dog if you want to carry it in the back of your pickup. Dogs are quite secure in a crate. They are economical to buy or build and provide a lot of protection. A dog can be left in the back of the truck, crated, quite comfortably while you are gone.

If you are caught in a bind and must leave your doggy inside the car alone for a few minutes, lower all the windows as much as possible, without leaving the dog a means of escape, and don't forget about him for a minute.

The best thing, of course, is to leave them at home. Their home is their castle. They are secure there with food, water, bed and toys. They act like they want to go with you because they think it's their job to do so. Unlike humans, they won't feel neglected if you don't take them.

One final thing. When you go on your vacation trip, don't forget to stop and exercise your dog frequently. They can't tell you when they have to go.

Base Library: New Books are In

LIBRARY HOURS

Monday 6:00 pm - 9:00 pm
Tuesday 11:15am - 12:15 pm
& 6:00pm - 9:00 pm
Wednesday 6:00 pm - 9:00 pm
Thursday 11:15am - 12:15pm
& 6:00pm - 9:00pm
Friday 11:15am - 12:15pm
& 6:00pm - 9:00pm
Saturday 1:00pm - 4:00pm
Sunday 1:00pm - 4:00pm

(We are located next to Base Accommodations.)

New Books

by Colleen Gagnon, Base Librarian

Homeland by John Jakes. A powerful family whose tragedies and triumphs define a nation and an era: this is the hallmark of the novels that have established John Jakes as master of the historical saga. In Homeland, Jakes has created an enthralling new dynasty - the Crowns of Chicago - contending with the awesome forces of history.

Riders of High Rock by Louis L'Amour. Hopalong Cassidy is one of frontier fiction's most popular, enduring and memorable figures. His exploits in books, movies, and on

television have made him one of the great heroes of the American West. Louis L'Amour's magnificent lifework has earned this beloved author a permanent place as the west's foremost storyteller. Now Hopalong Cassidy and Louis L'Amour are together again. In this, the third of four Cassidy novels written by L'Amour, the legendary saddleman rides straight into an ambush in the west's untamed territories.

Wealth 101 - Wealth is Much More than Money by John Roger and Peter McWilliams. Wealth 101 isn't on market techniques but on the psychology of wealth, both getting it and keeping it. It is fun, funny, and full of piercing quotes and insightful wisdom by authors of the N.Y. Times bestseller "Do It."

Raptor by Gary Jennings. The N.Y. Times is not alone in hailing bestselling author Gary Jennings' mastery of historical fiction and his incomparable magic in re-creating the splendours and miseries of exotic bygone civilizations. A novel by the author of "Aztec."

We have these and many more bestsellers.

Canex Promotion



PO 2 Dave Morris received his promotion to PO 1 from W Admin O LCol van Boeschoten effective 1 Jul 93. Dave has been employed as the CANEX Coordinator for the past three years at CFB Comox. Dave is off to HMCS Annapolis 5 Jul 93. Congratulations and Good Sailing!

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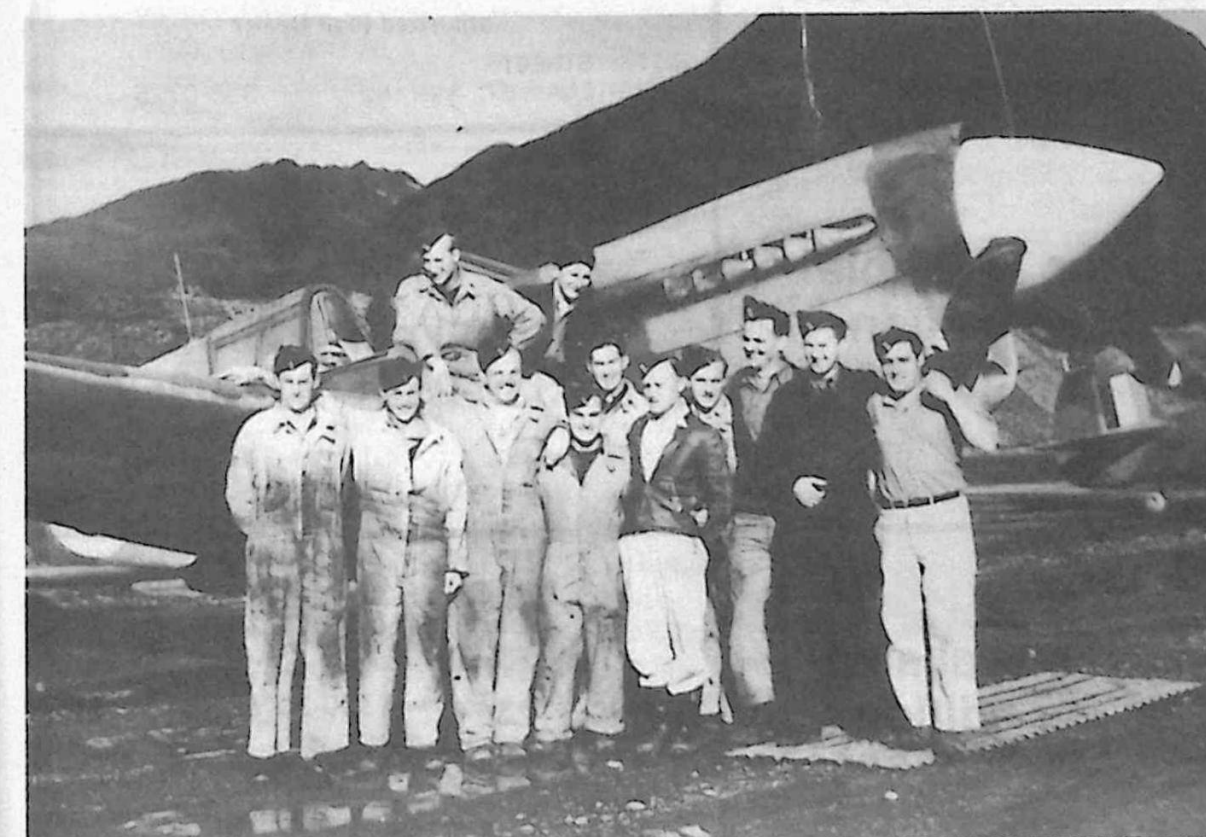
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Trivia Extra



This photo is courtesy of the Comox Air Force Museum: would readers like to identify the place, the aircraft and the squadron? (Clue: WW2)

19 ARAF Medal Presentations



19 ARAF Flt Comd, Maj Rudy Preus, presenting MCpl Joyce Clouthier with her CD; Cpl Rosa Mandziak and Cpl Debbie Lavoie with the Canada 125 Medal.

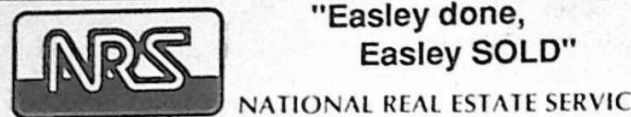
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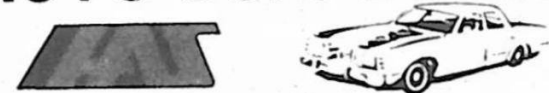


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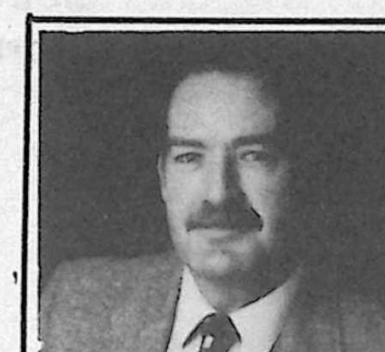
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On & Off the Base

The Adriatic: Auroras lend a Hand

by Susan Davis

CP 140 Aurora aircraft, from 14 Wing Greenwood, N.S., are now conducting surveillance operations in the Adriatic.

NDHQ approval for four deployments of an Aurora to the Adriatic was granted as a means of providing support to NATO's enforcement of Resolution 820 of the United Nations Security Council. Resolution 820 refers to an economic and arms embargo against the former Yugoslavia, which consists mainly of Serbia and the small republic of Montenegro. Three deployments have been conducted and the last will be completed in mid-August.

Although Aurora aircrew regularly fly over the Mediterranean on routine training missions to help practise interoperability with NATO allies and to provide crews with an opportunity to become familiar with the terrain, climate, and general operating conditions of the foreign area, this is the first time that an Aurora aircraft has been operationally deployed to the Adriatic Sea. These deployments, which involve the identification and reporting of all shipping traffic in the Adriatic Sea, represent a task for which the Aurora is well suited.

Sophisticated sensor equipment and the support of other NATO allies ensure that the aircraft is able to avoid any potentially dangerous situations while flying over the Adriatic.

The CP 140 Aurora has a well-earned reputation as one of the best maritime surveillance aircraft in the world and over the years it has served Canada well, in local and international arenas. This comes as no surprise to members of the air force community who have had the opportunity to work in, and around, the Aurora. Its value is multi-faceted and it has been used in many different types of missions, ranging from local fisheries patrols to international surveillance above and beneath the international oceans of the world.

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Feature

More Fleetfoot

have to do a Caesarean."

I spent a terrible night. I thought the calf was going to kick his way through my gut and hide. In the morning Doc Phillipson arrived and took one look and got to work. They snugged my head tight against the manger, took one rope and looped it around my shoulders, put another around my hind quarters and pulled me tight against the wall. They put a heavy plank under my belly. I felt uncomfortable as hell, but there isn't much a cow can do when they get you cornered, roped and hung.

"There, Fleetfoot, old girl, that should keep you from falling down. We don't want to get your calf half out and have you slump to the ground. I'll give you a shot to relieve the pain."

I felt the needle go into my backbone and I tried to wiggle free.

"Take it easy old girl," the Doc said, "we'll wait awhile for the shot to work and then get busy."

A Gallon of Mash

I listened as he explained what he was doing but I didn't feel a thing. "We start the incision just below the pin bone down the lower part of her belly. I cut through the hide first and then through the peritoneum. There, now you can see the calf. Notice the yellow colour that comes

Continued from page 3

from the feces the calf has passed. I'll slit this layer and your calf will drop to the ground."

I felt the relief when my baby slid to the floor but I felt no pain. "That's a big calf, Gordon, must weigh at least a hundred pounds."

"Fleetfoot, that was an awful lot of trouble you went through to produce another bull calf. I had hoped you'd give the Flying -W- a fine purebred heifer calf."

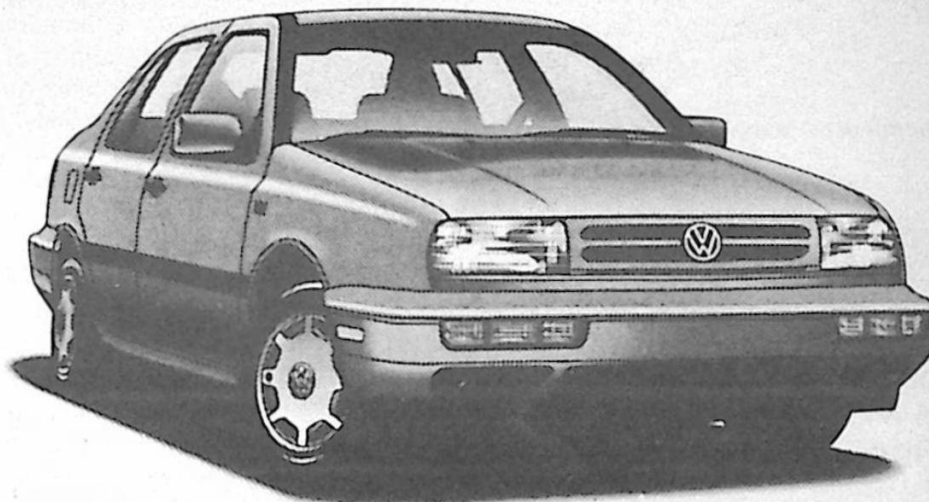
"Gordon," the vet said, "it's like flipping a coin - a fifty-fifty chance. We could have lost both animals. Steady, Fleetfoot, while I sew you back together."

At first I didn't like the smell of my new baby boy but after Gordon washed the blood and muck off, he began to smell like he was mine. I licked him clean from head to tail. He got on his feet, found my swollen teat and had his first meal.

It felt good to be a mother again but it took time to adjust to him not being black. Gordon named him "Galants's Pride" and he grew to be a handsome young bull. The snooty Simmental cows never did understand how a white-faced black girl like me could have a fine looking Simmental calf. But who cared? He looked splendid in his fawn cloak, his white vest and head, his four white socks and white-tipped tail. I was so proud, and he was all mine.

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