



Canadians at Agira

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Scouts Gather Grub

....page 3



TOTEM TIMES

19 Wing CFB Comox B.C.



VOL 36 NO 2

THURSDAY 27 JANUARY 1994

COST: PRICELESS

Italy Calls



On 9 January 1994, 407 (MP) Squadron sent their first crew, the Crew 2 Bohicas, over to Sigonella, Italy. On their way to a climate even warmer than Comox, the crew made a stopover in bitterly cold Greenwood, Nova Scotia (it was -35° the night they landed, with windchill factored in). Here they conducted two more days of training before winging their way over to the Adriatic. The crew is the first of four to be deployed to Italy, where they will be working for a full month. The Bohicas were accompanied by a full detachment staff and several of the 407 (MP) Squadron technicians. The crews (both aircrew and groundcrew) will be working long hours while in Sigonella, but we are certain that they will make time to enjoy some of the local sights.

407 Sqn in Italy

This is a special edition of the "Demon Doins" direct from NAS Sigonella, Italy. Crew Two left Greenwood and five feet of snow (with more on the way) for the variable climes of Sicily, where they are the first of four crews to participate in Operation Sharp Guard.

NAS Sigonella is an Italian Naval Air Station, with an American lodger unit. Mt. Etna, an occasionally active volcano, looms large on the horizon, with smoke billowing from her ragged peak.

As with all deployments abroad, it takes some time to adapt and adjust to the local way of life. The language barrier can be formidable and often results in a bizarre distortion of two languages as well as a lot of hand waving to accomplish even the simplest of tasks. Just ask Capt Colin Craddock, who visited the local tailor shop in order to have his flying suit repaired. Colin's command of Italian, although bolstered by Berlitz, was about as good as the tailor's command of English. After much finger

waving and intensive pointing, the tailor smiled and said "ziggy zaggy?" Colin nodded, and the tailor replied "ready Monday."

Capt Richard Jasmin's solution to the language barrier is simple: act friendly and fill the air with words. He has employed this technique with much success, be it when seeking directions back to Sigonella or ordering food in one of the local eateries.

Italian vehicles are known world-wide for their sporty looks and intelligent design. The mini van issued to the crews comes

complete with a Canadian-proof sliding door, an alarm system that is more effective in annoying the driver than any potential thief, and a nasty tendency to slip out of third gear. Apparently, it is the custom in Italy to stare at the occupants of all white mini vans. Thankfully, everyone responds well to a smile and a friendly wave.

MCpl Rob Scholte, who fancies himself a bit of a Mario Andretti, was humbled while at the wheel of the above-described van. During a recent ration run to

the town of Motta, a few wrong turns led Rob and his passengers to rush hour traffic in the city of Catania, the second largest city in Sicily. Picture Rob at the wheel of a large white van, stuck in a street three lanes wide filled with five lanes of traffic and thousands of drivers whose sole goal is to get somewhere before everyone else. A few of the local citizenry were amused when Rob mis-shifted and stalled on a gentle up-slope.

Road signs bearing the word "Sigonella" are used sparingly in

Continued on page 7

On & Off the Base

SCAN Transition Tips

Easing the Transition Trauma

by
Li(N) Linda J. McNally,
W Pers Selection O

(Cited from W.G. Fitzpatrick,
Non-Commissioned Officers As-
sociation of U.S.A.)

Leaving the service soon? Well if you are, you will be joining the ranks of a completely different group of people. These people are not called non-commissioned members or officers... they are called civilians! I am sure you are very excited about the prospect of removing your uniform and beginning a whole new career, but will you fit in? Do you think you can adjust to a new set of standards, practices, and lifestyle?

Many people leaving the military, particularly those who are retiring after twenty or more years, report serious problems in trying to understand the "civilian way" of doing things. They find themselves frustrated in the work place, uncomfortable when dealing with other workers, and resist adapting to a totally different management philosophy. For some, even tiny moments can

prove to be frustrating. Here are some tips to help make the adjustment smoother.

1. Don't feel stupid. Allow yourself some time to learn. No one expects you to operate like someone who has been on the job for years. Use your sense of humour and laugh at your own little mistakes (like showing up at 7:00 am as you always have, even though the office doesn't open up until 9:00 am).

2. Make your workplace feel familiar, but don't build a shrine. If you are working in an office, resist the temptation to bring all of your military memorabilia in to build an "ego wall." Family pictures are fine, but leave the CDS's autographed picture at home.

3. Get to know your fellow workers as early as possible and ask for their help. Tell them that you really are eager to learn the ropes, but you'll welcome any advice that they can give.

4. Try to blend in. Follow the crowd for the first couple of months. If the other workers go to lunch at the usual place, tag along. Resist the urge to eat lunch

at your desk, or on the run, just to impress the boss.

5. Be careful of first impressions. Don't start by trying to tell everyone how you "used to do it in the military." They really don't care. Stay away from "war stories" and attempts to impress your fellow workers with all of your world-wide experiences. A little humility goes a long way.

6. Learn your job as soon as possible. Give it everything you've got. Don't begin to innovate new ways to do things until you have mastered the old. Study the rules your new company has for performance and ensure that you follow them explicitly.

7. Develop a system to help you remember names (first and last). Military people become so dependant on name tags that few master the skill. During your normal work day, try to get to know the layout of the entire facility, and then get to know every worker you can meet. Don't get involved in long conversations, but introduce yourself as the new person in the department who will

be working with them in the future. Don't forget that your name is now Bill or Bob or Mary. Drop the rank (as well as Mr. or Ms.) and always introduce yourself using your first name.

Becoming a civilian can be a frustrating experience or it can be

a lot of fun. You are starting a new life style, so you need to get adjusted as soon as possible. If you think the task is impossible, remember that you were taught how to be a service person in just a few short weeks. Think of the transition period as another "basic training."

A Prayer for Robert Burns Day

"Some can eat, but hae' no meat
And some hae' meat but canna eat

But we hae' meat and we can eat
And may the Lord be thank-ed"



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On & Off the Base

Transitions

By
Padre Fraser Harvey

The most important ceremonies in our lives are associated with transitions, getting from one level to another. These transitions can be a time of change and uncertainty that creates stress and anxiety in our lives. Ceremonies can help us pass safely through these times of change. They help us leave the old and greet the new.

In years gone by the seasons of the years were celebrated. There were traditions and ceremonies when Spring and planting time came. Another celebration to mark the harvest. (We still have this one: Thanksgiving.) Other celebrations marked the solstices.

Our celebrations now centre around the cycles of our life. We have baby showers and celebrate birth(days). We have traditions and customs when a couple get married and others when someone dies. In the military we mark change of commands and promotions. (When there are any.) There are swearing-in ceremonies to mark the beginning of a career and retirement parties to mark the end.

All of these ceremonies and traditions are integral parts of our lives. They help us through the changes in our lives. Without these rituals and traditions life can become routine and common place. Each month and year becomes the same as the last. There is nothing to look back on and nothing to look forward to. Life can lose its meaning.

There is no doubt that the military in Canada is in a state of transition. Rumours of cutbacks and base closures create a certain amount of anxiety and stress, whether you are a private or a general. People are worried if they will have a job after the next federal budget. The effects of this uncertainty are being felt both at home and at work. There is no escaping it. And, in this time of

change, it is important to keep these ceremonies and traditions

Chaplains Chatter



alive so that we can safely pass through to whatever is to come.

At work it means making a big deal about promotions, medals, decorations and awards. When a person passes through a significant point in their career we should mark it in some manner, not just let it pass unnoticed. The same applies at home. Transitions in our lives need to be celebrated. The list does not just include birthdays and anniversaries. It can include the first day of school for a child or the completing that first (or last) year of school. When a teenager gets to drive the family car without the watchful eyes of a parent might be time of celebration. (For the teenager at least.) The anniversary of arriving at a new posting is another possibility. The list is endless.

Ceremonies don't have to be elaborate but should be meaningful. For example, the teenager who is now permitted to drive the family car; their own key on a personalized key chain could be presented. The point is that these ceremonies and traditions provide meaning and substance to the changes in our lives. They make the ordinary extraordinary. In a world that is constantly changing, they are islands in a vast sea of transition.

Scouting Report



The children and leaders of the 1st Lazo Scout Group have been very busy since the beginning of this scouting year. Investitures, sleep-overs, camps, parties... were carried out and enjoyed by all. It all culminated with the food drive/carolling session through the PMQs in December which, thanks to your generosity, helped us gather enough food to make Christmas a brighter one for those less fortunate than ourselves.

Now that the holidays are over, the Beavers, Cubs and Scouts are ready to go on scouting as best they can. One important part of scouting is fund raising. Without it, many activities would not be available to the children. Thanks to you all, our bottle drives are always very successful. The next ones will take place on 19 February and 19 March.

Our most profitable fund raiser is always our quarterly bingo. We have one once every three months at the Bingo Palace in Courtenay. The next one will

take place at the end of March (date TBA).

This year, the Beavers are hoping to be able to attend a Provincial Beaverfest in Vancouver. The Scouts will be going to the Commonwealth games in Victoria. And all three sections will be attending different camps during the next few months. Your continuing support is deeply appreciated.

Volunteers are always welcome at all levels of activities in scouting. If you have a special hobby or skill you would like to share, or if you just have some time to spare and enjoy the company of children, this may be for you. We are always in need of individuals for bingos, camps, meetings, workshops, visits, etc. Don't hesitate to visit any of the meetings held every week. The leaders will be happy to answer any questions you may have about scouting.

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Group: BEAVERS "A"

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NEXT DEADLINE 7 FEB. NOON

Editorial

Wing Commander Supports National Safe Driving Week

1-7 Dec 93 was National Safe Driving Week and 19 Wing Comox took full advantage of this important safety promotion. With the assistance of the WEMEO, the B.C. Motor Vehicle Branch and Canex, the week was a resounding success.

The WEMEO performed and corrected headlight alignments on over 100 privately owned motor vehicles. MSE Safety coordinated and instructed a Defensive Driving Course for dependants and Canex pitched in

by selling windshield washer fluid at a special price.

The MSE Safety section, on behalf of the WTNO, would like to thank Mr. D.S. (Scotty) Campbell from the BC Motor Vehicle Branch for the informative display, WEMEO for the headlight alignment adjustments, Canex for their support and all of the drivers who took the time to drive defensively during Safe Driving Week. May everyone have a safe and accident-free 1994.

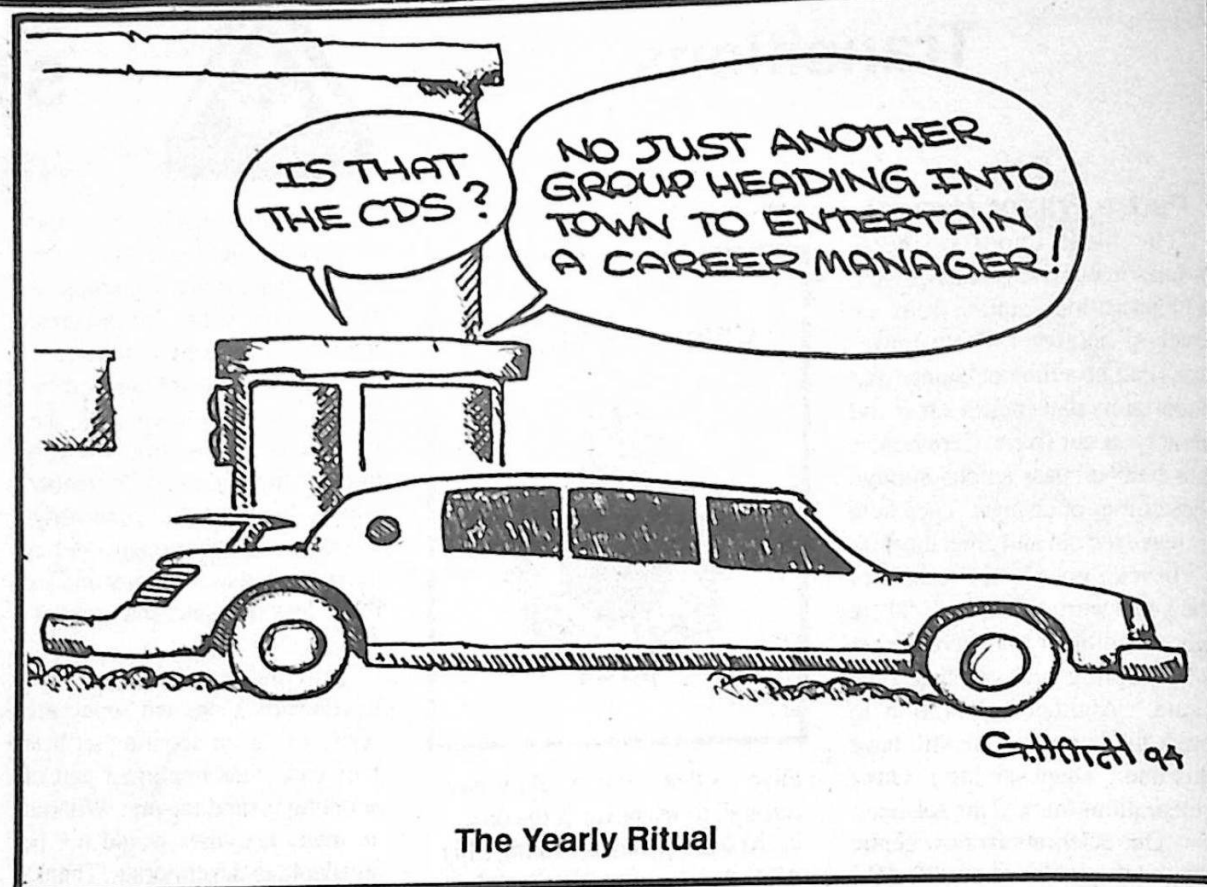


The Wing Commander had his vision checked by the BC Motor Vehicle Branch under the watchful eye of the WCWO. He passed with flying colours.

Food for Thought submitted by Bert Linder

- Both of these Presidents, Lincoln and Kennedy, were concerned with the issue of Civil Rights.
- Lincoln was elected in 1860 and Kennedy was elected in 1960.
- Both were slain on a Friday, and in the presence of their wives.
- Their successors, both named Johnson, were southerners, Democrats, and had previously served in the U.S. Senate.
- Andrew Johnson was born in 1808 - Lyndon B. Johnson was born in 1908.
- John Wilkes Booth was born in 1839. Lee Harvey Oswald was born in 1939.
- Both Booth and Oswald were slain before trial could be held.
- Both Booth and Oswald were southerners favouring unpopular ideas.
- Both presidents' wives lost children through death while residing in the White House.
- Lincoln's secretary, whose name was Kennedy, advised him not to go to the theatre the night he was killed.
- President Kennedy's secretary, whose name was Lincoln, advised him not to go to Dallas.

Did someone say that
history does not repeat itself?



The Yearly Ritual

No-Snow Carnival

BUS SCHEDULE 04 MAR '94

DEPARTURE POINTS:

CUMBERLAND	POST OFFICE	17:00	18:30
ROYSTON	JUNCTION ISLAND HWY/ROYSTON RD.	17:10	18:40
COURTENAY	DRIFTWOOD MALL	17:15	18:45
	SAFEGWAY PARKING LOT	17:20	18:50
	FITZGERALD & 5TH ST.	17:25	18:55
COMOX	TYEE PARK - AITKEN & DAVIS	17:30	19:00
	ROBB AVE & ANDERTON	17:35	19:05
	COMOX PLAZA	17:40	19:10
	NOEL & PRITCHARD	17:45	19:15
PMQS	POPLAR CRESCENT	17:50	19:20
	ELM & PINE/ELM & OAK		
	OAK & SPRUCE		
	CEDAR & SPRUCE		
	CEDAR & CHAPEL CUT-OFF		
	CEDAR & SPRUCE (UPPER)		
	SPRUCE & ALONG MAPLE CRES. EXITING		
	PMQS ON MAPLE & RYAN RD.		
ARRIVAL	BASE GYM	18:00	19:00
DEPARTURE	BASE GYM	23:00	24:00

NOTE: On departures from the Base Gym the bus will proceed to Comox, Courtenay, Royston, and finally Cumberland. This schedule will be adhered to as closely as possible. However, it must be realized that, due to unforeseen problems, etc., some deviations to advertised times may occur. Personnel are advised to arrive at pick up points early to avoid missing their ride, and to flag down the bus should you be enroute to your pick up location. Please make use of this transportation and HELP US KEEP YOU SAFE!

NEXT DEADLINE 7 FEBRUARY 1994 NOON

TOTEM TIMES

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Wednesday; 0830 - 1200

Comment

Toy Drive Thanks

Dear Sir,

As coordinator of the Toy Drive at 19 Wing Comox, I would like to extend a big thank you to all those who donated toys, time or talents.

Some of these people are: the personnel of 19 Wing who were extremely generous (although no exact count was kept, it is estimated that in excess of 500 toys were donated this year); the Wing Fire Chief and the firefighters for cleaning up and repairing some of the toys; the CE Paint Shop for their time and talents; Mrs. B. Oberg for designing the poster;

Mr. Crouch and the art department at Highland Secondary School for decorating the collection boxes; Cpl Snook, the driver of the antique fire truck in the Toy Parade and last, but by far not the least, Ms. Penny Marlow and her staff down at the Toy Shop, whose rewards were usually a thankful smile or a tearful sigh of relief from a parent. Along with the knowledge that a child will have something under the tree Christmas morning.

Thank you all,
Cpl. D. McGowan

Toy Drivers



Firehall members drove the antique fire truck.

Douglas Dragon

Dear Editor,

Your "trivia" aircraft of January 13 is the Douglas B-23 Dragon. It was an improved version of the B-18 Bolo medium bomber, which saw service with the RCAF as the Digby. In 1939 38 Dragons were constructed for the US Army Air Corps, but were

never used in their intended role as bombers. This was due to the emergence of other heavier types.

The B-23's were employed solely as transport and training aircraft.
Your sincerely,
John Novak

Westville NS Homecoming

Dear Editor,

1994 will be a banner year for Westville, N.S. when it will celebrate its 100th birthday.

In conjunction with celebrations, the Westville Homecoming Society has a full schedule of events planned during June 30 - July 7, 1994, including a full reunion of all former students and teachers, a dance, variety concert, family picnic, church service, town/country tour, etc. The town's annual Canada Day celebration will be on-going during this time as well.

The committee is hoping to reach as many former Westville persons who attended or taught ANY grade in the Westville

school system so they may send their name and address and, in turn, we will forward our Newsletter outlining our itinerary. We want to make this information available early to assist those who are able to plan their summer vacation "to come see the old gang."

Please send your name and address to Mrs. Dorothy (Hunter) Boehk, P.O. Box 411, Westville, N.S. B0K 2A0. We hope you "Come Home in '94."

Westville Homecoming Society
Diane (Johnson) Hayman,
President

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Old Snakes Gather



Old Meets New at 442

The history of 442 Sqn was not forgotten as old and new squadron members met and exchanged stories at the squadron Officers' Mess dinner held last Thursday evening.

The dinner, orchestrated by LtCol Hardy, Commanding Officer of 442 Sqn, included many highlights. Over 25 guests arrived from the island and lower mainland, including three former 442 Sqn commanding officers: GrCapt Don Cameron 1955-58, MajGen Bob Mortimer 1973-74 and LtCol Sid Burrows 1978-

1979.

Another honoured guest was 442 Sqn's oldest member, FILt Barney O'Sullivan who joined 442 Sqn's predecessor, 14th fighter squadron, in the spring of 1942 and flew during WWII, based out of Digby, England.

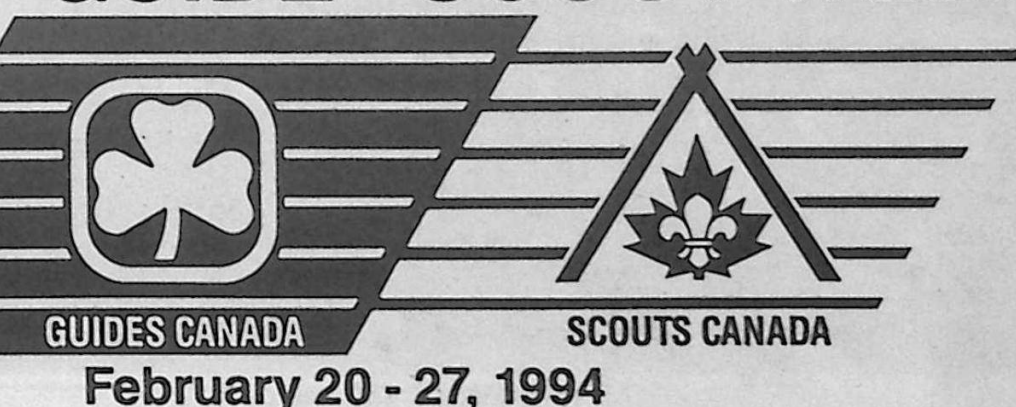
Aslide show, arranged by Capt Pat Dayman included pictures of 442 Sqn and showed its evolution from a fighter squadron flying Kittyhawks to its present SAR role in Comox.

Following the slide show, MajGen Bob Mortimer (Ret'd)

held a captive audience by the fireside lounge enlightening old and new with his views on our future. The evening then continued with video skits as Lab Flt and Buff Flt video producers Capts Joe Palfy and Martin Turpin went head to head with duelling camcorders trying to "outdo" one another with their version of day to day squadron activities.

It was a night to be remembered. We met new friends and old, our stories were told, lest not be forgotten.

GUIDE - SCOUT WEEK



GUIDES CANADA

SCOUTS CANADA

February 20 - 27, 1994

Air Force Trivia



Trivia Answer:

B23 Douglas Dragon
See John Novak's letter

Section News

When WLog Sqn holds a medals parade we draw crowds: the parade was held in the Base Gym on 20 Dec 93. 90 WLog Sqn personnel received the SSM from LCol G.S. King. Pictures not carried in this edition will be printed in next. (Base photos by MCpl Cuerrier)



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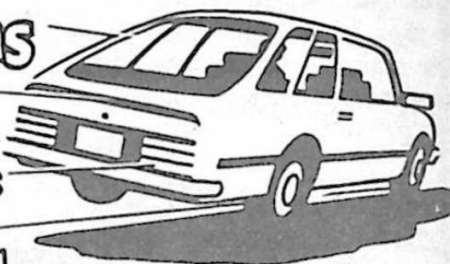
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Section News

Sqn Christmas Party

by Capt Price, AMCRO

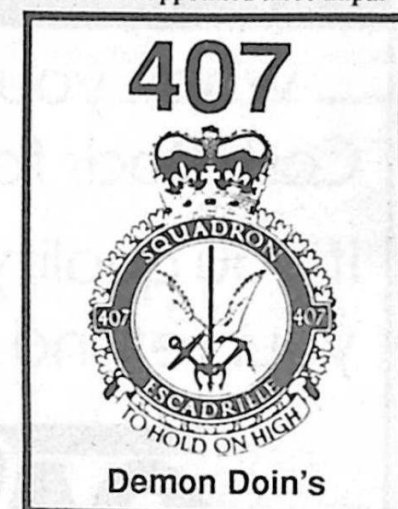
This year the 407 Annual Xmas Party took on a somewhat different venue. Rather than go with the traditional mixed all-ranks affair, it was decided to centre our energies and resources on the all-ranks hall crawl.

Individual Xmas parties were held amongst the various sections and plans are afoot for a Spring Fling early in the new year, once all our troops are back from Italy: we have not ignored the wives, husbands, and significant others. More to come on this get together.

As mentioned, our resources were centred on the hall party of 17 Dec. To ensure the success of the sortie, we placed our two best organizers in charge of the event; WO Dana Mellway and Cpl John Speerin. They did not disappoint.

The morning kicked off with the various groups in 407 being allotted space and tables. Each group had pre-registered for their tables and had spent many

painstaking hours planning for their table display. The 407 All Ranks Fund set aside various prizes for the best group presentation and appointed three impar-



Demon Doin's

tial judges; Mrs. Edith Kelly, Mrs. Judith McLeod and Mrs. Linda Gates, to select the winning tables.

The CO, LCol Peter Kendall, looking very much like another gentleman of his vintage, accompanied the trio and announced the

winners during his State of the Squadron annual Christmas address. Following his announcement all members of the sqn, and other Base personnel who ventured through, partook of the treasures available at the various tables. The event was a total success.

In this particular endeavour there were no winners or losers. All who participated enjoyed the fruits of their labours. It was a difficult task for the judges, however, and in the end the 3rd place prize was presented to Crew #3

ASO, 2nd went to SAMEO/AMCRO, and 1st to our Mexican entry, via NAFTA, the AESOP group.

As stated, all tables were well represented and their contents greatly appreciated. It is hoped that this was the first of what could be an annual event. Given its success we can only imagine that it will be bigger and better next year.

More Sigonella

the local area (possibly because they make excellent souvenirs). Anyone returning to NAS Sigonella at night is forced to rely on the airport beacon for directions. One curious anomaly is the practice of posting two signs for the same location on different sides of the roads. It is only when the signs point in the same direction (very rarely) that you know you are the right road.

Regardless of the signs posted (or not posted) on Italian roads, there seems to be only one regulation governing driving in Italy - ignore the rules. In Sicily, the automobile is king and the motor scooter is queen. He who hesitates is stuck in traffic. Moped drivers seem to have a death wish and wag their nose at the grim reaper at every oppor-

tunity. One fearless lad dared to go against the flow of traffic in order to cross a congested street. Another took to the sidewalk when the traffic came to a halt.

Most maritime patrol aviators are used to flying at strange times of the day. It wasn't unusual, then, when several members of Crew Two found themselves awake at 3 a.m. after a night flight. For some, the best cure for insomnia is a relaxing drive in the country. Unfortunately, most roads in the area lead to Catania, and that is where they found themselves at 4 a.m. Although the streets were devoid of traffic, they were lined with mobile street vendors, selling liquid refreshments and irresistible ham and cheese sandwiches.

Maj Paul Dubois, the detach-

ment commander, had a series of flashbacks to his Argus days during his recent flight with Crew Two. In a characteristic display of teamwork and crew cohesiveness, the Cowboys decided to take care of their own flight feeding. Historically, the frying pan is the cuisinart of the maritime aviation world, and the key to successful tactical food preparation. Chef Barry and chef Stinky have worked wonders with their skillet. Maj Dubois swears he saw Ed Goski standing in the galley beside the frying pan.

The weeks and months ahead will bring many exciting challenges for the members of 407 (MP) Sqn. Rest assured you will be reading about some of them in "The Doins." Nuff said!

Continued from page 1

407 Presentations



Maj J.A.R. Perron, A/CO 407 (MP) Sqn made the following presentations to Sqn members, (seated L-R): Capt C.J. Baird, Maritime Patrol Crew Commander Certificate; Maj Perron; Capt L.J. Nemedi, Maritime Patrol Crew Commander Certificate. (Standing L-R): Capt G.W. Denniston, Maritime Patrol Crew Commander Certificate; Capt R.J. Walsh, Maritime Patrol Crew Commander Certificate and WO M. Schnabel, AESOP Certificate of Appointment as Lead AESOP Certificate.

Merry Demons



LCol Peter Kendall (dressed in red) and, to his right, Maj Robert Perron, 407 CO and DCO respectively, proudly display the squadron's SOR table presentation. A small group by a fine harvest.

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Section News

No Job's Too Big for Mike's Boys!

by MCpl Al Banky,
SAR Tech and
Komatik critic

Komatik? An insect-like mite which infects unconscious medical patients? Not even close. A punctuation mark formed by placing a tick mark beside a comma? Good guess, but still not right. The complete Oxford dictionary defines a komatik as: "a light-weight dog sled used by the people of Labrador."

Obviously the search and rescue technicians (SAR Techs) who built the section's two new komatiks never read the complete Oxford's definition. I doubt there are many dogs hearty enough to pull the gargantuan creations built by Sgt Mike Vatheuer and his team. To say they are "large" is an understatement; Mike's creations are doubtless the largest komatiks ever built. Without benefit of a tape measure, and allowing for artistic exaggeration, I would estimate them to be 20 feet long and five feet wide.

They look something like the government wharf at the Comox marina, only larger. According to MCpl Mike Simpson, no relation to Mike Vatheuer, "the Marine Rescue section phoned to ask if they could borrow the Komatiks

to use as docks during the summer season."

It took the SAR Tech Leader, WO Paul Beattie, 20 minutes to convince Base Engineering that they weren't "building foundations" for the rumoured Base expansion. That's the rumour I started to go along with the ones that everyone else is starting.



The komatiks were in fact built for use on our upcoming winter exercise, "Snowy Owl." Mike, KomaDock-builder extraordinaire, also doubles as our training sergeant. His plan is for us to parachute, in the middle of the night, to our waiting snowmobiles and komatiks and survive for three days on the frozen plains east of Williams Lake. In the event that we run out of food,

we are taking along four air and ground crew to use as bait in our large-animal traps. If we succeed in catching anything, we will be able to cook it using parts of what used to be a large B.C. forest, our komatiks.

In preparation for the exercise it was decided to shorten the komatiks somewhat; Air Transport Group Headquarters refused our request to take off with the ramps of our Buffalo aircraft down. This would have allowed for the full length of the komatiks to be carried. National Defense Headquarters also turned down our request for rental tug-boats to tow them to the mainland. The wood removed from the rear ends of the sleds (I think I prefer the British spelling "sledges," it makes them sound bigger) will be turned into Supply and Services Canada, and should pay off most of the national debt.

I'm glad that SAR Techs take every job seriously and don't do anything half-hearted. Years from now, when today's SAR Techs have been replaced by new ones, I'm sure Mike's KomaDocks will still be around - of course, they may form the wall of some new hangar or they may be floating in the harbour, but they'll still be around.

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Section News

MSE Safety

Watch Out!

Poor Visibility

Every driver needs to see the road clearly at all times. When anything cuts down your visibility, the job gets a lot harder.

If conditions are bad enough, you may decide to get off the road and wait until they improve, but sometimes you'll feel the need to keep going. If so, you have to make the best of a bad situation.

Know what to do when changing circumstances interfere with your ability to see where you're going.

Visibility Problems

Many circumstances can interfere with your ability to see. The most predictable case comes once every 24 hours when the sun goes down, but you may run into visibility problems in mid-day because of rain, snow, fog, smoke, dust or overly bright sunshine.

Your ability to see can also be compromised by trees, signs, large buildings and other physical objects which obstruct the field of view.

At these times, you realize the importance of keeping your own vision at its best. Get your eyes checked regularly, and see an eye doctor whenever you sense that your vision has changed.

Clean glass is also vital. Clean your windows and windshield often, inside and out. In cold weather, be sure your defroster works well. Clear off ice and snow when starting up. It's not enough to look out through a tiny peep hole either. You have to scrape the whole windshield.

Give Yourself Some Help

When your eyes are taxed to the limit, your ears can help. Drive with one window partly

open and pay close attention to road noises. They can tell you a lot about the conditions around you.

Turn on your lights, regardless of the time of day. In the afternoon or early evening, when the sun is low, you may find yourself



MSE Safety

switching back and forth between bright sunlight and dark shadows. Switch your lights on. It's a bad time to wear sunglasses, unless you can flip them up and down quickly without taking them off.

At dusk your headlights should go on half hour before sunset.

Transport Canada and safety officials recommend the use of low-beams and other running lights during the daytime. Experts agree that daytime running lights reduce accidents by increasing the visibility of the vehicle.

Driving in Fog

When fog obscures landmarks and other points of reference there is a tendency for a driver to lose all sensation of speed. So when you reduce speed in a fog take a quick look at your speedometer to make sure you're actually slowing down to a safe speed.

Keep your lights on low beam. High beams will cause the light to bounce back at you from the water particles. Your taillights will help others to keep track of you.

You should also turn on your windshield wipers. You're driving in a cloud, and your windshield will soon be covered in mist.

Your speed is dictated by how far you can see. If you can see six vehicle lengths ahead, you can go 30 or 40 km/hr. If you can only see two vehicle lengths ahead, reduce your speed to 15 or 20 km/hr.

If you decide to get off the road and wait out the fog, turn your flashers on. With your headlights off, you're a sitting duck for some other driver who might decide to pull off the road or a driver might drive off the road by mistake. If you leave your vehicle regular lights on, other drivers might think you're on the road and follow your lights off the pavement.

Whatever the weather, don't compromise your ability to see or be seen. Keep your windows, mirrors, and lights clean at all times.

Question

Good drivers, travelling in heavy fog, always use:

- A) Low beam;
- B) High beam;
- C) Parking lights; or
- D) No lights.

Answer: (A) Low beam

Driver's Quote

An invisible car came out of nowhere, struck my vehicle, and vanished.

Thought For The Day

No one has the right of way when a life is at stake.

740 Comm Sqn CD



Congratulations to MCpl Benny receiving his CD on 6 Oct from the Det Comd Capt D.W. Young.

Supply Promotion



Shown receiving her Cpl rank from Maj Pipe, WSUpO, is Cpl Roy. Congratulations!

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Junior Ranks Mess November 1993 Calendar

New Bar Hours: The bar is now open every Friday afternoon.
Light lunch available (every day) from 1130 to 1300.

Fri 28 Jan.....TGIF Game: Shufflecan

Food served at 1630, game starts at 1730

Sun 30 Jan.....Mini Super Bowl game

to be played at the soccer field at 1200. At 1400, join your friends at the Mess to watch the game on the big screen (and for complimentary refreshments!) For more info call MCpl Adams at 8250 or Cpl Carr at 8315.

Fri 4 Feb.....TGIF Game: Progressive Euchre
Food: Kentucky Fried Chicken (subject to change)

Fri 11 Feb.....Bring your sweetheart to the Valentine's Day
Dance. See ad in this paper for further details.



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Feature

Three Aces

In 1914, as the major European powers squared off for what would become known as the First World War, aviation was still in its infancy and aerial combat virtually unknown. The aircraft available to the warring nations were flimsy contraptions made of wire and wood and often of greater danger to their crew than they were to the enemy. However, as the war on the ground continued year after year, military aviation matured as training, equipment and doctrine were developed to meet the needs of the conflict.

By 1918, the initial romanticism with which many had greeted the air war was replaced with the knowledge that technology and numbers counted as much, if not more, than spirit when it came to combat above the trenches. Nevertheless, time and again, it was proven that individual courage, skill and determination could overcome unbelievable odds. This was the case with respect to the Canadian airmen who won the Victoria Cross during the Great War.

The Victoria Cross was created to honour acts of "Most conspicuous bravery, ...valour, ...self-sacrifice or extreme devotion to duty in the presence of the enemy." More often than not the medal was awarded posthumously. Unbelievably, the three Canadian airmen who received this award, Bishop, Barker, and McLeod, survived the war. The circumstances in which these individuals gained recognition of their exploits not only met the criteria for the medal outlined above, but in at least two instances would surely qualify them for inclusion into the annals of "Ripley's Believe it or Not."

The first Canadian airman to receive the Victoria Cross was William Avery Bishop from Owen Sound, Ontario. Much has been written about this superb fighter pilot who became the highest ranking allied ace of the war with 72 aerial victories. His success was attributable to a combination of skill and luck. Skill in that he was a crack shot who would close with enemy aircraft to within a few yards before firing; luck in that he emerged from 200 "dog-fights" without a scratch, although both his aircraft and clothing were often the worse for wear.

He was awarded the Victoria Cross for a low level attack on a German aerodrome on 2 June 1917. During this sortie, Bishop attacked just as the German aircraft were departing for their day's missions. In short order he shot down three aircraft and damaged several others. In the course of this engagement his aircraft was badly "shot-up" through a combination of ground fire and rounds from enemy aircraft. Several times during the fight, he swooped to within 50 feet of the aerodrome, pressing home his assault with his usual skill. His luck held and he suc-

ceeded in returning to his field unharmed.

Ten months later, a second Victoria Cross was awarded to a Canadian airman. Second Lieutenant Alan Arnett McLeod piloted an Armstrong-Whitworth FK8 and, together with his observer/gunner, Lieutenant Arthur Hammond, was engaged in attacking German troop concentrations. Unlike Bishop, McLeod did not fly a fighter but a slower, bi-plane bomber, and was supposed to avoid combat with enemy aircraft except for defensive requirements.

**Believe It
or
Not!**

by Major W.A. March

However, on 27 March 1918, McLeod and Hammond found themselves in the enviable position of being above and behind a German Fokker Tri-plane. Unable to resist, McLeod brought his aircraft into position so that Hammond could shoot the aircraft down, but in doing so was attacked by seven more fighters belonging to the Richthofen Geschwader (squadron). In the ensuing fight, another enemy aircraft spun away in flames, but McLeod and Hammond were wounded in the exchange and their aircraft set on fire.

From a height of 2000 feet McLeod dived towards the ground in hopes of escaping, but they were pursued by an enemy fighter. Meanwhile, the fire had caused the observer's floor to collapse but, undaunted, Hammond perched upon the edge of the cockpit firing as best he could. Wounded again by the German fighter, McLeod found that the fire had progressed to the point where he could no longer remain in the aircraft and he climbed out upon the lower left wing, controlling the aircraft by leaning back into the cockpit. Side-slipping the aircraft to keep the flames away from himself and Hammond, both were wounded yet again as they dived towards the space between the two opposing armies known as "No Man's Land." Just prior to impact, McLeod managed to level out and put the aircraft down.

Burning fiercely, the FK8 was still loaded with bombs and ammunition when it came to rest. McLeod, standing on the wing, was thrown clear but Hammond, wounded six times and badly burned, was trapped in the wreckage. McLeod, who had received five wounds, rushed back into the flames and managed to pull his friend free before being injured

for a sixth time by an exploding bomb. Under heavy machine-gun fire from German troops, McLeod proceeded to drag Hammond toward friendly lines. Wounded for a seventh time by ground fire, he collapsed just short of his goal and was rescued by nearby South African troops.

Later, one of these troops tried to cheer McLeod up by commenting that soon he would be back in England to which McLeod replied, "That's just the trouble, I would like to have a crack at that so-and-so that brought me down."

McLeod's wounds were such that it took him over a year to recover and he returned to his home in Winnipeg. Severely weakened by his wounds, he died during the influenza epidemic that ravaged Canada right after the war.

Major William George Barker won his Victoria Cross on his way back to England from the front lines. An experienced fighter pilot, Barker had just completed a 10-day refresher period at the front.

On 17 October 1918, he was on his way back to England, where he would put his skills to use training pilots, when he spotted a German reconnaissance plane. From an altitude of 21,000 feet he dived to the attack and quickly shot the aircraft down, when his plane was strafed from below by an enemy fighter. Hit in the right thigh, Barker escaped by going into a spin. He recovered from this manoeuvre, after descending two thousand feet, only to find himself in the midst of a flight of 15 enemy fighters.

Realizing that fleeing would bring certain death, Barker attacked instead and sent another aircraft down in flames. Fired upon from all sides, Barker was wounded in the left leg, fainted, and went into another spin. Air rushing by the cockpit revived him and he recovered control at 15,000 feet - in the middle of yet another, lower, group of enemy aircraft.

Again, he turned toward the nearest German plane and knocked it from the sky before having his left elbow shattered by a bullet. The pain from this latest wound caused him to pass out and his fighter aircraft went into a spin once more. This time he regained consciousness at 12,000 feet, only to find himself attacked by a third echelon of enemy aircraft.

Barker, his aircraft riddled with holes and engine smoking, flew towards an enemy fighter, firing as he went. His target disintegrated under his onslaught and he flew through the debris, momentarily confusing his pursuers. Despite further damage from the wreckage, Barker dived towards his own lines, avoiding a fourth flight of enemy fighters, and eventually crashed near a British balloon site.

This "stimulating incident" as he termed the engagement, took

place in full view of thousands of British and Canadian soldiers in the trenches below. "The hoarse shout, or rather the prolonged roar, which greeted the triumph of the British fighter, and which echoed across the battle front, was never matched...on any other occasion." Barker had engaged 60 enemy aircraft, shot down four of them, and survived.

In the course of the war 22,811 Canadians served in the various branches of the British air ser-

vices. By the end of the war, in 1918, one third of the members of the newly created Royal Air Force were from the Dominion of Canada.

With the end of hostilities, many of these men returned home and lent their talents to the development of aviation, both military and civilian, within Canada. The courage, skill and devotion exemplified by Bishop, Barker and McLeod provided a solid base upon which to build.

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Feature

Salute to 490 Canadians

"Sleep on, Brave Warrior"

Canadians Remembered at Agira

by Capt John Blakeley

It is the epitaphs which get you. Words; some simple, some brave, so clear, transform these marble memorials into the people they represent. The loss of those left behind, cried out in a pain that reaches over the thousands of miles that separate these fallen soldiers from their homeland and families.

"Farewell son"

With the reading of each epitaph, the throat tightens, the eyes water, tight swallows the only defence against a steady flow of tears.

"Cpl J.E. Norton 26 July, 1943, age 23; In the prime of life I left this world, my beloved wife and dear little girl"

Those words and others from mothers and fathers, sisters and brothers, wives, friends and lovers, convert a hillside of marble markers lined in military precision into living, haunting memories of those young men who left behind everything and gave their lives in the service of a greater cause during the Sicilian Campaign 50 years ago.

"Here lies a brave soldier and a dearly beloved son, rest in peace dear Bill"

Approximately 60 kilometres inland from the former German air force base, where Canadian Aurora maritime patrol aircraft now fly on missions to enforce a United Nations embargo against the former republics of Yugoslavia, nestled in the more mountainous regions of Sicily which are a patchwork blend of various shades of browns and tans in the summertime, lies Agira.

As you approach Agira along the twisty, curvy roads which lead up from the Plains of Catania near the Mediterranean, the turret of a medieval castle is visible to the sharp eye, perched at the apex of a high mountain. From the other side, clinging precariously to the top of the rocky crag, the town of Agira seems to grow out from the top of the mountain below the castle overlooking the distance to the smouldering volcano of Mount Etna. It, like all of the surrounding terrain, is defenders ground. Even a casual observer is quick to realize that to take ground by force in this countryside would be difficult and costly.

The castle and its town have been there for hundreds of years. The war cemetery, which lies 300 metres below it on the top of a prominent knoll one and a half kilometres away, has only been here for 50 years.

Chosen at the beginning of Sept 1943 as the site for the burial of Canadians who were killed during the Sicilian Campaign, The Canadian War Cemetery at Agira is surrounded by open hilly country. To the east, dominating the entire countryside and clearly visible despite the distance of 35 kilometres, stands Mount Etna. Although it is a Commonwealth War Cemetery, all 490 buried in Agira are Canadian: 13 from the

RCAF, and 477 from the Canadian Army. Only six remain unidentified by name. Sixteen other Canadian dead from the Sicilian Campaign are buried in one of the two other Commonwealth War Cemeteries at Catania and Syracuse.

Row on row of marble markers, lined up across the grassy knoll with military precision, surround the Cross of Sacrifice, perched upon an octagonal pedestal; a tall marble cross emblazoned with a black sword, pointing earthward. The names of the Canadian Regiments call out: The Lorne Scots, Loyal Edmonton Regiment, 48th Highlanders of Canada, The Three Rivers Regiment, The Royal Canadian Regiment. Crosses and Stars of David engraved above the names and ages: 31, 25, 18, 23. The names of the regiments march on and on, alongside those of the Royal Canadian Air Force: Saskatoon Light Infantry, Royal 22nd Regiment, Carleton and Yorkshire Regiment, West Nova Scotia Regiment... and so many more.

When the warm Mediterranean wind whistles through the pine needles, it's the closest sound to Canada that you can hear in this dry, parched land of tans. The deep green needles contrast a bright blue sky. The pine trees, which are not to be seen anywhere else in this countryside, immediately remind one of Canada, so much further away 50 years ago than it is today.

On the half hour, one and a half kilometres away in the town of Agira, perched on a rocky crag jutting 300 metres into the sky above the cemetery, church bells peel out over the barren countryside mixing with the sweet songs of birds in the nearby summer-scorched fields, and send a quiet shiver through the soul.

Then the peaceful quiet stirs the imagination to what it must have been; the sounds, the shouts, the hurt, the grief, the lonely knowledge of death on a battlefield far from those you love.

The landing of the 8th Commonwealth and 7th American Armies in July 1943 in Italy, defended by an estimated 267,000 Italian and 56,500 German troops, was both the first step back into Europe and the first invasion by the Allied powers of the metropolitan territory of one of the Axis powers. The Allied objectives were to make more secure the lines of communications through the Mediterranean, to divert German pressure from the Russian front, and to intensify the pressure on Italy.

Preceded by overnight airborne attacks on the defenders' rear areas, the assault by eight divisions, including three British and one Canadian, simultaneously was greater in scale, than even that in Normandy and met only slight opposition.

The landings at Pachino, on the southeast coast of Sicily, early

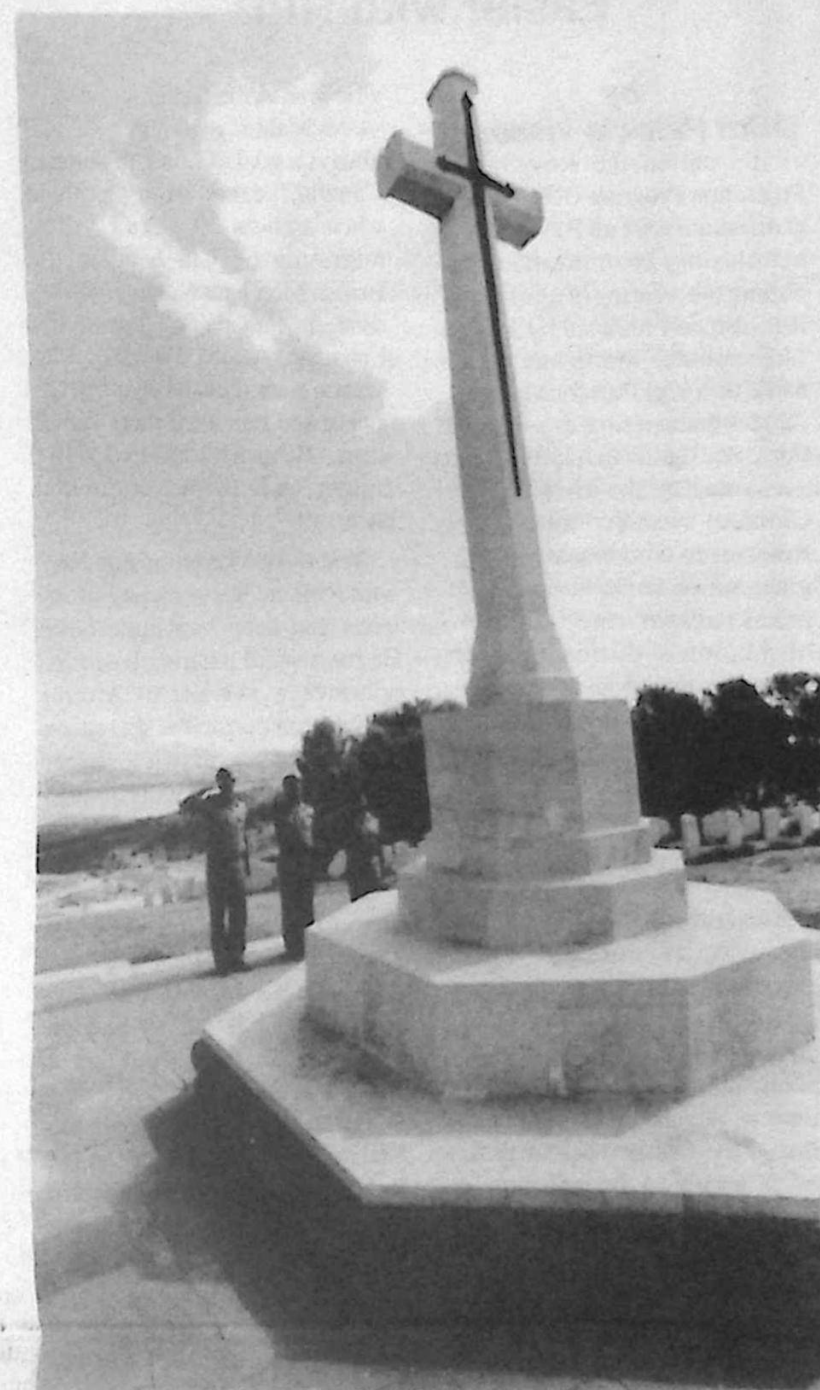
in the morning of July 10 by the Canadians took place from a stormy sea and achieved complete surprise in both place and timing. A gale and heavy seas had caused the defenders to relax their vigilance and the landing troops achieved their objective of capturing the airfield at Pachino without meeting much opposition and with few casualties.

The Canadian Division, as part of the Eighth Army thrust due north up the east coast of Sicily towards Catania. They cleared the southeastern corner of Sicily up to Augusta within three days but were then held short of the Plain of Catania by the commanding positions of the defenders on the southern slopes of Mount Etna, which dominates the entire region.

Knowing that a direct attack on Catania would prove too costly; General Montgomery transferred the weight of his offensive to the left flank on July 21, and developed a left hook around Mount Etna with 30th Corps.

The Canadians, on the left flank of the British Eighth Army, moved inland through the mountainous area of Agira. The First Canadian Division took Leonforte on July 22, only to be faced with continued fierce resistance at Nissoria and Agira on the drive eastward to Adrano, the key to the route around Mount Etna. They captured Agira on July 28.

The Eighth Army applied pressure on the coast again, so continued on page 15



Maj Ray Cowper, MWO Richard Harvie and MWO Paul Frenette of 14 Wing Greenwood salute the "Cross of Sacrifice" at Agira Canadian War Cemetery in Sicily 50 years after Canadians fought to liberate the island. (Photo by Sgt Serge Peters, DNDPA Edmonton)

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Health & Fitness

Breathing a Little Easier with RPP

by
OCdt Patricia Viscount

It's called the Respiratory Protection Program (RPP), and it is mandatory for all Base personnel who may be in situations that require the wearing of a gas mask. It is also co-ordinated by a Class "A" Reservist fire fighter by the name of MCpl Dan McMahon.

McMahon retired as a Regular Force fire fighter in July 1993, but was asked by the 19 Wing Fire Chief to consider joining the Reserves to co-ordinate this program, which serves nine air force bases across the country. McMahon's duties include course loading about 600 personnel, and maintaining training records. He started the position in September 1993, and courses began almost immediately. The User's RPP runs for a full day, the Supervisor's runs for two. The courses are scheduled to run for about four years, or until everyone has been trained.

The Wing Fire Chief is ultimately responsible for the program, but doesn't have enough time to devote to its co-ordination. That's where McMahon fits in. "I have a background in respiratory equipment, and they needed someone with experience

who was in the field."

McMahon, who says "it was always a goal of mine, to come to Canada," came from Scotland when he was 19. Prior to immigrating he had been in the British Merchant Navy. Upon arrival in Canada, he joined the Canadian Armed Forces. McMahon started out as an army engineer and remained there for 10 years. He then reentered to fire fighter and has never looked back.

When McMahon is not busy with RPP, he has a variety of interests that keep him quite busy. He has a small painting business, operates a ski lift at Mount Washington during the ski season and coaches a district soccer team. One of his favourite pastimes, which he finds very rewarding, is coaching the Comox Valley Special Olympics Cross Country Ski Team. "When you see the attitude and the drive they have it's unbelievable" says McMahon. "If we all had the same attitude, there would be no worries in the world."

Being a Reservist allows McMahon to stay active in the two things he loves most, the fire fighting profession, and coaching Special Olympics.

info health

Dr. Bob Young



Foot Day Today

Foot day today. I was beginning to think that patients were confusing my office with that of the adjacent podiatrist's. It seemed that every time I went into an examining room there was a man, woman or child with shoes and socks off.

And the variety! An elderly lady, crippled with a neurological disorder, had painful infected bunions and calluses that were oozing pus. She needed antibiotics, an ointment, and a blood test for diabetes.

A young girl, as an afterthought, showed me a large wart between two of her toes. Picked up at the swimming pool, she said. Dr. Bob's magic wart medicine should cure this, especially if she also buries a potato at the bottom of the garden as I told her to.

Next, a fifty-year-old woman. Her feet and lower legs throbbing

after hiking up and down the hills of San Francisco for a week. X-rays ordered, but I think she may have multiple tiny stress fractures and these will need a bone scan to diagnose.

Another lady of the same age, feet and legs puffy after a week in Hawaii. Possibly a fracture in one foot, but the painful swelling implies more, I think. Investigation continues.

Then a male in his late teens. Heavy boots, three-day-old work socks, moist, smelly toes with waterlogged skin. Redness and cracks mean a fungus infection or athlete's foot. Easily treated.

Polyarthralgia in a forty-year-old. Many aching joints, the feet the worst, as he is on them all day. Warrants a workup for arthritis to try and find a correct diagnosis.

Another man with a very sore heel. He has torn the lowest portion of his Achilles' tendon. It

will take a while for this to mend. Finally, an older lady with a blue toe and no pulse in her foot. A circulation problem, the result of arteries narrowed by age, cholesterol, and diabetes. Not much to offer her.

A run on feet (no pun intended) is certainly not common, at least in my office, so today was exceptional.

It was actually a little tough. Not the treating, but the diagnosing and examining. My low back has been nagging again for a few days. The town's top specialist has called it lumbago in the past, an insulting mundane diagnosis, I thought. Whatever is wrong, it doesn't take kindly to the repeated bending and straightening needed to look at people's feet.

I think I've got two aspirin around here somewhere!

Fungus Infections

"Tinea" is the ancient Latin word for grub or worm. The derivation persists, as tinea remains the generic medical term for ringworm. Ringworm is a rash caused by a fungus infection of the skin.

In practice, tinea is coupled with another word to define the disease process. Tinea corporis is ringworm of the body; tinea capitis is ringworm of the scalp. Unguim, cruris, and pedis are the modifiers that refer to the nails, the groin (jock itch), and the feet (athlete's foot).

All of these are superficial infections caused by dermatophytes, a group of organisms that live only in dead tissue - hair, finger and toe-nails, and the outer layer of skin. The irritation caused by the infection may range from none to severe.

When symptoms do occur

patients complain of itchiness and burning in the involved area, which is often defined by the presence of an angry looking rash. The rash has often been made worse by the irresistible scratching indulged in by the patient.

There is usually little redness if the toenails alone are involved. Here patients notice a dulling of the nails, along with flaking and brittleness. They complain about the appearance, not discomfort.

Tinea, in its various forms, is a common problem. The rash and its location is usually distinctive enough to make diagnosis easy. An educated guess is usually correct.

There has been a recent explosion in the number of drugs available to treat ringworm. Unlike those of only a few years ago, which were only marginally use-

ful, the present ones are dependable, effective, and safe. In most instances the drug is applied in the form of a cream or ointment, sometimes combined with a cortisone compound which controls the itching.

Relief may be obtained, and the rash disappear before the fungus has been destroyed. It is often a good idea to continue treatment for a week or two after you think you are cured.

Fungus infections of the scalp and nails require oral therapy with pills. The new ones are very good, but because the infection is often deep-seated, treatment must extend over several months. The tablets are not cheap, and the cost of treatment is significant because of the time required to obtain a cure.

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On & Off the Base

A La Mode

Being your Best

A Mental Health Overview

Each one of us is unique. Every person sees and relates to the world differently and for this reason, what is mentally healthy includes a wide range of possibilities. Generally speaking, however, people who are able to be successful in their own lives tend to share the following traits.

Self-Esteem

Do you value yourself? While all of us enjoy being praised on occasion, people with a good sense of self-esteem know their own value and won't always rely on others to tell them they are worthwhile.

Life's Challenges

Are you able to "roll with the punches?" Successful people are able to handle challenges at each stage of life, even though they might be temporarily put off by them.

Flexibility

Are you flexible or do you always have to be right? Successful people are able to make mistakes, accept them as mis-

takes and not moral failings, and admit them readily.

Realistic Expectations

Do you expect too much of yourself? Of others? While successful people can and do set goals to reach for, they are realistic about what they can ac-

complish and aren't afraid to say no to themselves or others when it's clear the expectation is too great.

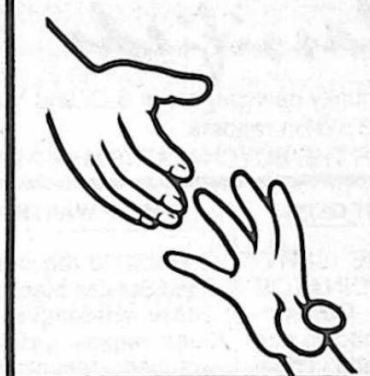
Accept Responsibility

Can you accept responsibility for what you do or the choices you make? While it's human nature to make excuses once in a while, successful people are able to accept responsibility for themselves and their actions. At the same time, they refrain from denying responsibility or blaming others.

Ask For Help

Can you ask for help? Sometimes it's hard for us to admit that we can't solve a problem ourselves, but successful people ask for and get help if they need it. That's how they struggle and learn to be successful.

Employee Assistance Programme



The EAP is a joint
UNION/MANAGEMENT program

Your EAP Referral Agents:
Carol Anderson - 8356

Evelyn Remia - 8336

Base Scuba Club



Heed the Warnings

by Richard Mailhoit

Ever have a warning given to you, but never took heed? Well, let's just say that we webbed feet types at the club decided on a dive site that we felt would be a good shallow dive, and what we got was something completely opposite.

To start with the weather was slightly stormy. No, that would be an understatement, the winds were up to 60 kph with a slight gust to 75 kph the night before the dive. It was at this point that we considered cancelling the dive, but I hadn't been in the water in three weeks and I was beginning to feel out of my true environment. So I packed up my dive gear and daughter and headed for "the Big Rock."

"Big Rock" really means big rock. I was slightly humoured to find this large rock on the side of the road that marked this "good dive site." The parking site was large enough to accommodate five vehicles and, with everyone parked, we began to dress up for the plunge. It was at this point that we noticed that our current and tide charts were a little off as the charts said "slack and slow current," yet what we had was a 2 - 5 knot current and a slow, yet

steady, out-tide. So, with that we readied our gear and hurried to catch the remaining slack, that is, if you could call it a slack.

We entered the water with a slight sense of humour as, even with our ankles the only part of our body in the water, we knew we had an eventual dive ahead of us. Brian was quick to point out the kelp floating by at 12 plus knots and asked if that was normal. I, being the quick and intelligent type of person that always pays attention, said "sure" and continued my dive preparation in my own little world. That was my second mistake of the day. If only I had actually looked before I answered Brian's question.

We continued to enter the water until we felt we could descend to our desired depth, which we never got to. Again, it was at this point that the 12 knot current really took its hold on our little bodies and allowed Brian to have his first "drift dive." I was surprised to find myself floating along quicker than I had ever wanted to (high dive speeds really bother me) and quickly signalled by buddy Brian to ascend to the surface. To our surprise, we found ourselves at our exit point. Altogether the dive took us just

under three minutes, plus or minus two minutes. Not bad considering we had planned on a 300 metre swim and a 40 minute bottom time. I don't believe I even broke a slight sweat.

Because I don't like getting wet for nothing, and I did believe at this point it was for nothing, I told Brian to submerge and grab a "large" rock. We spent the remaining 27 minutes hanging onto rocks and crawling our way against the tide in the same manner as spawning salmon do. All that was missing was a crazed fisherman trying to drag us out of the ocean. I'm sure that would have occurred if the weather had been of a more favourable condition.

Summing up, max depth was 10 feet, that is if I had dug into the sand another foot or two. The current, in fact, was a speedy 2 - 3 knots. However, it felt like 12. I lost a \$150 dollar dive knife and last, but not least, Brian now knows what a drift dive feels like and is looking forward to our dive trip to Cozumel Mexico.

Anyone else requiring lessons on drift diving can contact us at the club - I have the directions to Big Rock!

Check Your Pulses

by Diane Osterholm

Split peas, beans, lentils and even peanuts all belong to the family called pulses. They are leguminous plants whose seeds are used as vegetables. Cultivated since ancient times, they form one of the staple foods of India, South America and many North African countries. North Americans eat very little of them, compared to these countries. It's too bad, because they are such inexpensive, concentrated sources of nutrients and energy, as well as soluble fibre. They are high in protein, carbohydrates, iron and B vitamins. A major part of vegetarian diets, they provide a complete substitute for meat when eaten with rice or noodles. They are all available in dried form, and most beans are also found in cans, ready to eat.

When using canned beans, rinse them off and treat them gently so they won't get mashed. Add them at the end of the recipe just to heat through.

For dried beans, peas or lentils, check them over for small stones or debris. Rinse them off before putting them to soak overnight and use the liquid in the recipe. Lentils require no soaking as they cook faster than peas or beans. They come in different colours, blonde, red or green. I prefer the red for a nice colour, but they are all good in soup.

This soup freezes very well, but may require some extra liquid when you re-heat it as it can thicken up quite a bit. Served with rolls, and maybe some cold cuts and cheese, this soup would make a nice filling meal.

The salad is super simple and is great served any time of the year.

The cooking time for the baked beans varies, depending on how dried they are, sometimes they require longer cooking or more liquid.

Adjust the tomato paste and sweetness to your taste. Some people like them sweet, others not so much. Check the liquid as you add the ingredients until it suits you. The beans freeze well also, so you can double the recipe and make some for another time. Served with brown bread and, of course, weiners this is a great cold weather dish.

Split Pea or Lentil Soup for Four

1 tsp. oil
1 small onion, diced
1 celery stalk, diced
1 carrot, diced
3 slices bacon, diced, OR
1/4 cup diced ham
1 cup split peas* or lentils, washed
4 cups ham broth, chicken stock or water
1 bay leaf
1/2 tsp. thyme
Salt and pepper to taste
*soak peas overnight in the broth, in the fridge.

Heat oil and bacon in soup pot, sauté 1 min. then add onion, celery and carrot. Sauté for 2 min. Add remaining ingredients and simmer for 2 hours, or until peas are soft. Remove half the soup and puree in food processor or blender, return to pot and check seasonings.

Chick Pea Salad

1 can chick peas (Garbanzo beans)
1/4 cup diced red or yellow onion

1/4 cup vegetable oil
1/4 cup white vinegar
1T. chopped parsley
Salt and pepper to taste

Drain and rinse chick peas. Place in a glass container with remaining ingredients and mix together. Chill at least 2 hours before serving. This can also be made with kidney beans.

Baked Beans for Four

2 cups dried white beans
1/2 small onion, diced
1/4 cup molasses
1/4 cup brown sugar or maple syrup

1/4 cup tomato paste
1 tsp dried or prepared mustard
2 slices bacon cut in 1/2" pieces, OR

2 oz. salt pork in 1/2" pieces, OR small leftover ham bone
1/2 tsp. salt, or to taste
1/4 tsp. pepper

Sort and wash beans. Cover with water 2" above beans and soak overnight. In heavy pot or dutch oven, sauté bacon and onions for 2 mins. Add beans, liquid and remaining ingredients. Bring to a boil then turn down and simmer, covered, for 4 hours. Check for liquid, adding more as required. Uncover and bake at 300° for 2 hours until beans are cooked through, stirring occasionally.

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RCAFA

CALENDAR OF EVENTS - 1994

January

Fri. 28.....Pacific Group Council Meeting
Registration: noon
At 6:00 p.m. TGIF at Officers' Mess (cold buffet)
Sat. 29.....Meeting 9:30 a.m. Lunch 12 noon
Dinner & Dance 6:30 p.m.

February

Feb. 03.....AFIS 7:30 p.m.
Feb. 12.....Gourmet Dinner & Dance 6:30 p.m.
Feb. 24.....AFIS 7:30 p.m.

DND AND MILITARY PERSONNEL WELCOME

HOURS OF OPERATION:

Wednesday 1300 - 1800 hrs
Thursday, Friday & Saturday 1200 - 0100 hrs
Sunday 1300 - 1900 hrs

PLEASE SUPPORT WING SOCIAL EVENTS
MAKE NEW FRIENDS

Cancellation of Events Costs Your Wing Time and Money
For information about tickets, please call the bar, 339-0888.

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

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.

Dependant Use of Base Gym Facilities

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

CFB SCUBA Club

The CFB Comox Scuba Club is open in the new building, next to the Base Pool, with new hours: Mon-Wed-Fri 08:00 - 12:00. Basic courses..... equipment rentals.

YOUTH BOWLING LEAGUE SATURDAYS AT 9:30 AM

Anyone interested in registering their children for the Saturday league can contact the coordinator, Harry Lavoie, at 338-8101. The kids have a lot of fun and get professional coaching at the same time.

We also book parties for sections, sports afternoons, organizations, birthdays, etc.

NOTE

Our bowling lanes are now a non-smoking establishment. If dislike of cigarette smoke has caused you to quit bowling, come on back and enjoy your favourite sport! Smokers are, of course, very welcome to step outside for a puff between frames.

CFB COMOX BOWLING LANES LEAGUE TIMES

Tues Ladies: 6:45 - 9:00 pm (Contact: Alice Marriot 339-2793)

Weds Ladies: 1:00 - 3:15 pm (Contact Pat Verchere 339-5829)

Weds Mixed: 6:30 - 9:00 pm (Contact Lanes staff)

Thurs Mens: 6:30 - 9:00 pm (Contact Lanes staff)

CASUAL BOWLING

Friday 6:00 - 9:00 p.m.
Sunday 1:00 - 4:00 p.m.

Attention Baden Senior High School Students

Anyone who attended Baden Senior High School in the years 1970-1976 is welcome to attend our 20 year reunion, to be held in Montreal in July '94. For further information contact: Ginette Muckle-Vezina, 745 Corbin, Beaufort, QC. G1C 5W6. Phone or Fax: 418-667-6319.

NATO Met. Reunion

Calling all Meteorological Officers and Technicians who served with Canada's NATO forces in Europe over the past 40 years. A reunion is planned for 8 Wing/CFB Trenton 22 - 24 April 1994. For further information, please contact the Organizing Committee, Canadian Forces Forecast Centre, 8 Wing/CFB Trenton, Astra, ON, K0K 1B0. Phone: (613) 965-2760. Fax: (613) 965-3359.

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.

Aviss

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

POOL IS CLOSED UNTIL MARCH 94

Summer Employment Opportunity

19 Wing Comox Yacht Club requires a White Sail 3 qualified instructor to run sailing courses from 1 May - 1 Sep. For more information contact Don Irvine at loc.8106.

19 Wing Pacific Divers Scuba Club

Hours of Operation Mondays & Thursdays, 1830 - 2000 hrs, at new building in Wing Gymnasium (next to Wing Pool).

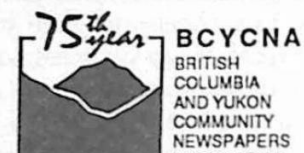
Comox Valley Skating Club

Glacier Gardens open now. Canskate session: Fridays 3:30-4:15 pm. Children must be 5 years old as of Dec 31/93. Register at Canskate session or call Lori Novelli at 336-8175 for more information.

Western Line Dancing

For all ages. Call 339-6016 for more information.

339-6016



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FAMILY CARE WORKER The Nihia 7kapmx Nation Child and Family Services Authority is seeking an experienced creative Family Care Worker to assist in the development and delivery of the Nihia 7kapmx Nation Family Care Program. Working as a member of the Nihia 7kapmx Nation Child Welfare Transfer team the Family Care Worker will be responsible for developing foster care resources within the Nihia 7kapmx Nation in collaboration with the Ministry of Social Services. This will entail recruitment, assessment, training and support of foster families, the development of policies and procedures, conducting public information campaigns and delivery of orientation training to potential foster parents. The ideal candidate will possess minimum of a B.S.W. or Bachelor degree with three years experience in child welfare, excellent writing skills, assessment skills, public speaking skills, organizational skills and knowledge of foster care programing. Experience in working in a native community is also an asset. A competitive salary will be offered to the ideal candidate based on qualifications and experience. Please submit a resume by January 31, 1994 to the Nihia 7kapmx Nation Child and Family Services Authority: c/o Nita Brown, Canada Employment Services, Box 20, Lytton, B.C. V0K 1Z0.

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LEGION LOG

BRANCH 17 COURTENAY
334-4322

EVENTS

Fri Jan 28.....Westwind
Dancing starts at 8:30 PM
Sat Jan 29.....INSTALLATION OF OFFICERS
Cost \$10.00/ticket. Cocktails 5:30 PM
Dinner 6:30 PM. Function 8:00 PM. Music by Westwind

Fri Feb 04.....Charlie Wells
Fri Feb 11.....Country Spirit
Fri Feb 18.....Sidewinder
Fri Feb 25.....John MacKenzie

REGULAR ACTIVITIES

BINGOS.....Thursdays, Fridays & Sundays
at 7:00 PM - Upstairs

MONDAY.....FUN EUCHRE
TUESDAY.....PUB DARTS
WEDNESDAY.....FUN CRIB
THURSDAY.....FUN DARTS
FRIDAY.....TGIF & Draw at 5:30 - 7:30 PM
SATURDAY.....FUN BRIDGE AT 11:00 AM

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339-2022

ENTERTAINMENT

Feb 04.....Music by ALLEYCATS
Feb 11.....Music by WILD RIVER
Feb 18.....Music by HIGHWAY 19
Feb 25.....Music by WESTWIND

JOINT INSTALLATION OF OFFICERS - Branch & L.A. - Upper Hall - Saturday, 5 February. No Host Bar 6 - 7 PM. Dinner at 7 PM. Ceremonies and dancing to the Alleycats to follow. Tickets now on sale at the Bar/Office at \$7.50 per person.

REGULAR ACTIVITIES

SUNDAYS.....Lounge Hours 12:00 Noon to 7:00 PM
MONDAYS.....L.A. Drop-In Bingo, Upper Hall, 7:00 PM
Monday Night Men's Dart League, 7:30 PM, Navy Room
TUESDAYS.....Ladies Crib League, Lounge, 7:30 PM
Mixed Dart League, Upper Hall, 7:30 PM
WEDNESDAYS.....Navy League Drop-In Bingo
Upper Hall, 7:00 PM

Comox Valley Men's Crib League, 8:00 PM, Lounge
THURSDAYS.....*1st Branch Exec. Mtg. Upper Hall, 8:00 PM
*1st L.A. Executive Meeting (as required)
*2nd L.A. General Meeting, Upper Hall, 8:00 PM
*3rd Branch 160 General Meeting, Upper Hall, 8:00 PM

FRIDAYS.....TGIF in Lounge
Meat Draws in Lounge, 2:00 to 6:00 PM
Dance (normally downstairs unless advised)
SATURDAYS.....Meat Draws in Lounge, 2:00 to 6:00 PM

Hall Rentals or requests for Special Functions: Please contact Ken Seymour in office, Mon - Fri, at 339-2022.

ATTENTION BRANCH 160 MEMBERS: 1994 membership dues are due and payable 1 Jan 94. To remain in good standing, dues must be paid not later than 31 Jan 94. Dues may be paid at the office, left at the bar. If you wish to mail dues in, please forward cheque or money order payable to Comox Legion Br.160 and mail to 1825 Comox Avenue, Comox, B.C. V9M 3M3. 1994 DUES RATES: Ordinary & Associate members between 65 - \$30.00. Ordinary & Associate members over 65 - \$20.00. All Fraternal Affiliates - \$40.00.

On & Off the Base

More Agira

Continued from page 11

that the Axis forces were being attacked in equal strengths on both sides of the lower slopes of the Etna massif. It was here that the fiercest fighting of the short campaign took place.

By August, the Axis forces were forced to switch their strategy from a defence of the island of Sicily to the conduct of a delaying action to cover the evacuation through Messina of as many troops as possible. In terrain physically favourable to the defence, the Axis front narrowed, allowing a considerable portion of the Axis forces to escape to the mainland. Messina was entered on August 17, completing the capture of Sicily in six weeks.

Despite the failure to completely destroy the Axis forces, the political and strategic results of the campaign were successful far beyond its objectives and led,



MWO Paul Frenette, from 14 Wing Greenwood, places Canadian flags in the Canadian War Cemetery in Agira on the island of Sicily, Italy, while Maj Ray Cowper looks on. (Photo by Sgt Serge Peters, DNDPA Edmonton)

on September 3, to simultaneous conclusion of an Armistice with Italy, which subsequently re-entered the war on the Allied side. The battlefield burials of the Eighth Army's dead were gathered into three common-

wealth war cemeteries. At the Agira Canadian War Cemetery in Sicily, their memory lives on. "Sleep on brave warrior, the years can never dim your memory; valour, sacrifice, is now your recipient

Earthquake Telephone Tips

by
Andrea Derkitt, BC
TEL Communications
Manager

In the wake of the earthquake in Los Angeles on January 17, BC TEL has some suggestions on how best to use your telephone in an earthquake or similar emergency.

During an emergency:
• make sure all telephone receivers are hung up. This is important whether you're at home or at work;
• use the telephone only in life-threatening situations;
• if you must make a call, dial-tone delays may occur. If so, do

not hit the switch hook repeatedly or hang up and redial repeatedly. It is much faster to pick up the phone and wait for the dial tone; coin telephones are one of the services given priority in a disaster so, if you cannot get a dial tone, go to your nearest coin telephone to place your call. There are some things you can do now to prepare for an emergency. Local lines may be congested in an emergency, so BC TEL suggests that you:
• establish an out-of-province contact who could be called by concerned family and friends. The contact could act as a message clearing centre. This

reduces the volume of calls in the disaster area and allows more people to call out;
• look in the front pages of your telephone directory, go to your local library or contact your local municipal office, or the Provincial Emergency Program, for more information on disaster planning. "We want our customers to know that our network-equipment buildings are earthquake-proof," said Ruth Harding, corporate emergency-planning coordinator. "We also conduct regular disaster exercises and have emergency-preparedness training programs for our

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TRY-ATHALON runs from
SUNDAY, MARCH 13 - WEDNESDAY, MARCH 16

Sunday, March 13	9:00 am - 2:00 pm
Monday, March 14	9:00 am - 1:00 pm
Tuesday, March 15	4:10 pm - 10:00 pm
Wednesday, March 16	4:10 pm - 10:00 pm

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Row - 5000 meters on Concept II Rowing Ergometer
Run or Walk - 5 miles on Lifestride Treadmill

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Climb - 100 flights on Stairmaster 4000 pt.
Row - 2500 meters on Concept II Rowing Ergometer
Run or Walk - 2 miles on Lifestride Treadmill

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WEDNESDAYS

905 UNDERSTAND REFLEXOLOGY A "Healing" Experience

Wednesday February 2
7:30 - 9:30 pm
Wendy Johnston - Certified Reflexologist
CCC Room B

The FEET and NEAT! There is much to be learned and told by the feet. Let reflexologist Wendy Johnston explain the mystery in your soles.

906 MYTHS OF NUTRITION

Wednesday February 16
Marilyn Morin
7:30 - 9:30 pm
CCC Lounge

Are you living with a nutrition myth? Let Nutritionist Marilyn Morin bring nutritional magic to your kitchen and send the myths out the back door.

907 LEARN INFANT MASSAGE

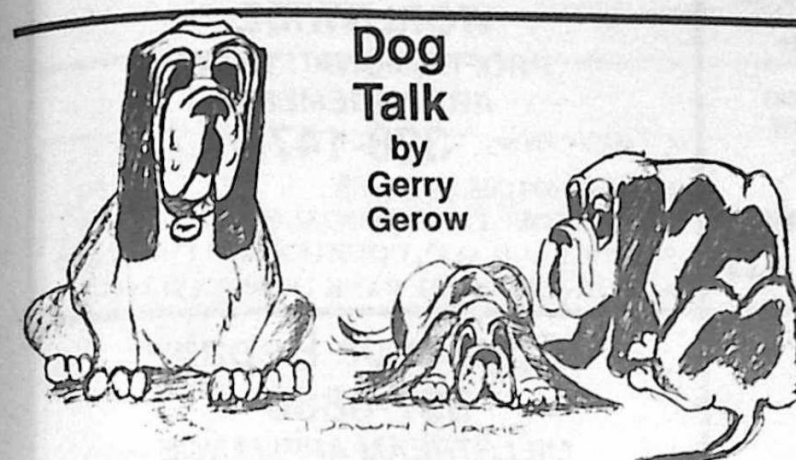
Wednesday February 23
7:30 - 9:30 pm
Bonnie Barbridge, RMT, & Paul Carr, RMT
CCC Lounge

Baby massage is a wonderful way for parents and child to bond. Massage is a valuable tool for calming a fussy restless child. Please wear loose, comfortable clothing and bring a towel, sheet, blanket and most importantly your baby (under 1 year of age, please)

908 BACK TALK

Wednesday March 2
7:30 - 9:30 pm
Gord McIlroy, Physiotherapist
CCC Lounge

Chronic back pain is not to be neglected. Find out how to deal with the pain in your back, prevent further injury and lessen your discomfort.



Dog Talk
by
Gerry Gerow

This week I have a small breed book for you. **Pet Owner's Guide To The German Shepherd Dog.** Dr. Malcolm B. Willis, Howell Book House, New York, and Maxwell Macmillan, Toronto. US \$8.00

This is just a small book. While it is hard covered and is illustrated by over 50 high quality colour photographs, it has only 80 pages. However it is also very economically priced.

Dr. Willis is a renowned authority on the German Shepherd dog. His book examines all aspects of the breed, including choosing a puppy, basic obedience training, housing, diet, exercise, breeding and showing. Despite its small size, a powerful little book, well written by someone who knows much about what he writes.

Dr. Willis has another much more comprehensive book on the German Shepherd which was published in 1991, and has also written a book on Practical Genetics of dogs.

This and other books you see in my column can be ordered by phoning Macmillan in Toronto at 1-800-465-2288.

The German Shepherd dog is probably the most popular dog breed in Canada. The public has come to think of the Shepherd as the Police Dog because he excels in this type of work. The Shepherd is also very popular as a seeing eye guide dog for the blind. However, the German Shepherd, or "Schafherd" as he is known in his native land, started life as a herding dog and is still used at herding in Europe.

One of the most outstanding features of the breed is its versatility. Here is a dog which can

be trained to do almost anything. A German friend of mine, who used to breed Shepherds, once trained one to hunt just to prove he could. They are frequently used by the armed forces and police in a variety of roles and, as I said earlier, are one of the top breeds used as guide dogs for the blind.

The Verein fur Deutsche Schafherds (SV) or German Shepherd Dog Club, in Germany, is the largest dog breed club in the world. This certainly testifies to his popularity.

In 1992, in Canada, over 1450 litters and over 7000 individual dogs were registered. The most of any breed, including the very popular Labrador and Golden Retrievers.

The great popularity of the German Shepherd can lead to careless breeding, and the breed has many disorders to be careful of. It behooves a person looking to acquire a Shepherd to be very careful when selecting a breeder if problems are to be avoided.

require changing. A minor delay and we set out for Resolute Bay since we were too heavy with freight to reach Eureka in one flight. Taxiing into Resolute we could hear our stomachs growl. We all looked forward to fulfilling our hunger but, after some investigation, no food could be found; no fast food restaurant to be found. Two hours later we arrived in Eureka and put the aircraft to bed for the night. Our sleeping quarters were shown to us and soon we were asleep.

The following day was spent transporting fuel barrels to Tanquary Fiord. 18 barrels would be brought up to the fiord and empty ones returned to Eureka. Our greatest fear was not the fuel in the barrels, but it was the thought of breaking down in Tanquary Fiord. Tanquary Fiord is halfway between Alert and Eureka and has a gravel runway of 3700 feet. With the Buffalo's STOL (short take off or landing) capability it was ideal for this operation. In all, 91 barrels of fuel were hauled up the fiord and 35 were removed.

Then it happened, we broke down and we did not have the extra part on board the aircraft. Now several questions came to mind: how and when would we get our spare part and how would we spend the next several days waiting for the fix.

The next day several of the crew signed out the four-wheelers and it was off to tour the area and see some wildlife. Ellesmere Island is inhabited with wolves, Arctic hare, and musk-ox. A fast-

cinating exhibition was soon to follow. We watched as two male musk-oxen butted heads in an effort to win over the lone female. The whole fight was captured on film and lasted for quite a while. With their heads sore and ours also, just from watching, we were off to tackle more of the arctic tundra. Several hours later we were back at camp, soaked and covered in mud. Maybe being unserviceable was not going to be such a bad eventuality.

After the hardships of four-wheeling, fishing, visiting the petrified forest, and watching many movies, we finally received our part and were ready to fly again. No more comments were heard about the crew being permanently posted to Eureka.

Thirteen days after departing Comox we were once again in the air for a trip to Alert, Canada's most northerly settlement, for supplies and back. A quick lunch was eaten and we were on our way back south. That night we stayed in Yellowknife and all that was to follow was a flight to Edmonton to drop off a passenger and three hours from there to Comox.

Overall the trip was very rewarding for the crew as we had the opportunity to see some of Canada's most beautiful scenery. Operating in this environment is a tremendous learning experience and the personnel we worked with were anything but second rate.

On & Off the Base



COMOX MILITARY FAMILY RESOURCE CENTRE

corner of Little River and Ryan Rd. phone 339-8290
Family Resource Centre Programs are open to all military families

January 1994

NEW LOGO CONTEST

The CMFRC/CRFMC is looking for ideas on a new logo. A prize will be awarded for the logo design selected to represent the Resource Centre. Entries will be accepted at the CMFRC until January 31st, 1994.

All entries should:

- * Clearly indicate the full name or initials of the CMFRC/CRFMC in both English and French.
- * Be equally legible in black and white
- * Be submitted on an 8 1/2" x 11" sheet of paper
- * Be in some way representative of the CMFRC/CRFMC and its mandate.

Please note: The CMFRC/CRFMC reserves the right to use any part or combinations of winning submission(s) in the final design.

Self-Esteem Workshop

This workshop will provide participants with opportunities to strengthen their self-esteem through increased self-awareness and skill building.

Dates: 4 Sessions Jan. 31st, Feb. 1st, 2nd & 3rd
Time: 6:30-8:30pm
Location: Family Resource Centre
Cost: No Fee

To Register contact the
Family Resource Centre
at 339-8290

Community Employment Orientation Program

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

The CMFRC and Canada Employment are sponsoring a community employment 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, identify potential employers to contact, develop techniques to research businesses, agencies and services available, explore training, job search and employment options in the Comox Valley, clarify your employment/training goals and create a realistic plan to follow through on.

Starting Date: February 22
Times: Tues, Thurs, Fri. 9:00 am - 12:00pm for three weeks. Ending March 11th.
Location: CFB Comox
To Register: call the FRC at 339-8290

Comox Military Family Resource Centre

Child Care Program

Our Child Care Programs are open to military families. We are located at the Wallace Garden Community Centre (next to the Canex). Call 339-8290 for more information.

Monday

Precious Little People - Preschool 1:00 pm - 3:30 pm
Licensed for children 3 - 5 years old. Located at the Wallace Garden Community Centre. Registration at the Military Family Resource Centre. Cost is \$50.00 per month for Monday and Friday Session and \$75 per month for Monday, Wednesday and Friday Session. Fees are due at time of registration.

Tuesday

Precious Little People - Childminding 9 am - 12:00 pm
This is a licensed program for children ages 18 months - 5 years offering child care for 3 hrs with age appropriate activities (ie. crafts, art, games, dramatic play, story time, sharing time, etc.). Parents have the option to volunteer in return for tokens or pay a set fee.

Wednesday

A Morning Together - Playgroup 9:00 am - 11:00 am
Parents, caregivers and their preschool children participate in A Morning Together. A variety of activities giving participants an opportunity to socialize with other families. This program is free.

Thursday

Precious Little People - Preschool 1:00 pm - 3:30 pm (starting March 1st, 1994)
Precious Little People - Childminding 9:00 am - 12:00 pm (see Tuesday)

Friday

Parents and Tots - Social Group 9:30 am - 11:00 pm
An opportunity for parents and their children to meet other families and make new friends. Parents can exchange concerns and experiences. Guest speakers usually twice a month. Participation in this program is free.

Precious Little People - Preschool 1:00 pm - 3:30 pm (See Monday)

SSMs for Food Services



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The February "Wish I Were Anywhere But Here" SQUASH TOURNAMENT

A squash tournament for all levels of play for ages 16 yrs. +

THURSDAY, FEB. 24 - SUNDAY, FEB. 27

at the
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#714

FEE: \$20.00+GST (includes T-shirt)

ENTRY DEADLINE: Friday, February 18, 1994

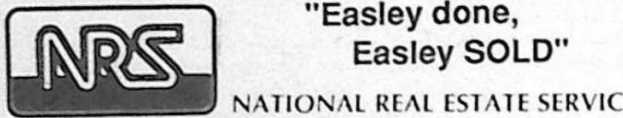
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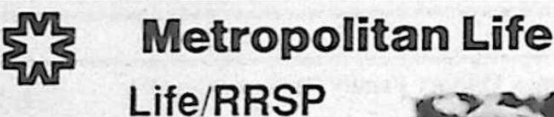
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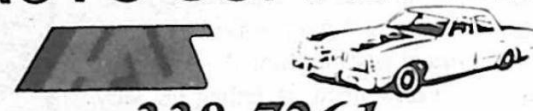


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Voluntary Recall

BRITA Humidifiers

A consumer advisory notice
issued by Brita Inc. details the
potential shock hazard that may
be present in a batch of portable
humidifiers manufactured and
produced in 1992. The model
numbers include: B2-5, B2-10,
and B2-20 with the markings 5s,
10s, and 20s in the manu-
facturer's instructions and on the
packaging.

Quality control testing by
Brita has identified a potentially
defective heating element in
those units with batch code num-
bers beginning with the number
"2."

Consumers who own a Brita
humidifier with the above batch
code are asked to contact a toll
free number at 1-800-387-6940.

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NOON**



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

Associate Membership: Who is eligible?

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

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Cec Donovan - 339-7292 or
Alan Scott - 339-4035



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4. Demons Don't Dream.....Anthony
5. Damia's Children.....McCaffrey
6. Pacific Destiny.....Ross
7. Prime Witness.....Martin
8. Shudder.....Harper
9. The Rebel Bride.....Coulter
10. Reap the Whirlwind.....Johnston

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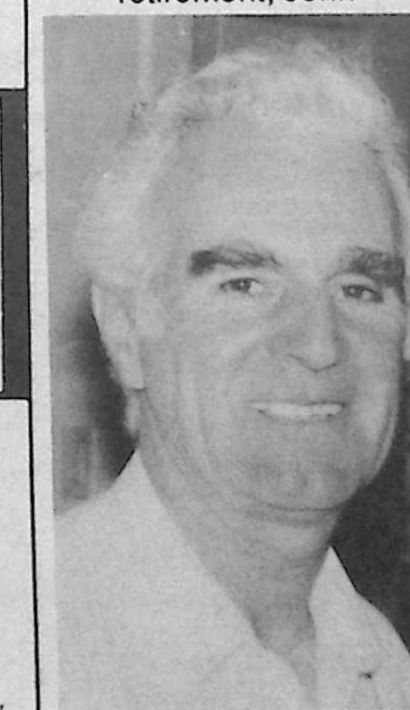
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Tomorrow is THE day!
Have a long and happy
retirement, John



P.S. Now will you have time
to clear out the garage?!!

On & Off the Base

19 Wing

Yacht Club

CFSA



Things are happening these
days! As most of you know, we
now have a permanent home at
the Spit - two mobile homes
recently acquired from Holberg.
The trailers are now anchored
against the sou'easters and
Qualicum winds.

The "unsightly" blocking has
disappeared behind a facade of 2
x 4s and 3/8 inch board, all nicely
protected with a prime coating of
the "left-overs" from the shed.
Once the warm weather hits we'll

hit the facade with paint - al-
though we are being lulled by the
unseasonably nice winter,
prelude to an early spring per
chance?

The first trailer load of cedar
for our deck has been picked up
along with a box of nails. As soon
as the skirt is up, the deck will be
built. Plan for 29 Jan for that
work party. Phone Doug Mc-
Elwee at 8606 if you're available!
Plans are in for approval and it
can be built in a day if we can all
get at it! It will be ready for a
Valentine's Bash - by the way
we're looking for an OPI for that
party.

Also, we're hoping to have
our water, sewer and power in

fairly soon too. We may be need-
ing some help doing the work as
a Self-help Project as CE is cash
and labour strapped. Phone Don
Irvine at 8106 if you have specific
skills that could be handy!

A VHF course is on for 1900
hrs on 14 and 17 Feb at AFIS.
Sign up at the Clubhouse.

Commodore Mort Mac-
Donnell is just back from the
Seattle Boat Show as we go to
press - spot that new keel boat for
the club, Mort?!

The next general meeting is on
1 Mar at 1900 hrs. We'll have the
upcoming season to talk about.
Place TBA. Stay tuned and see
you there.

SSMs for Moneymen



Wing Compt Branch (SSM) Special Service Medal presentations
L-R: Presenter Maj Cameron (WCompt), Capt Horton, Capt Per-
rault, PO1 Prowse, and MCpl Wendland.

**ATTENTION FORMER
PEACEKEEPERS**

The Comox Air Force Museum is planning a peacekeeping
display to open Spring 1994 to mark the many contributions made
by base personnel through the years to UN operations. The museum
needs badges, insignia, uniforms, flags, photographs and any other
memorabilia relating to UN, ISCS, ICCS, and MFO service. Any
assistance in helping with this display would be greatly appreciated.

For further information contact:
Comox Air Force Museum
(604) 339-8162

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**NO
INTEREST TIL '95**

ON APPLIANCES

**NO
TAXES**

\$125⁸³

x 12 PAYMENTS

\$1509⁹⁹

YOUR TOTAL PRICE

O.A.C.

**NO
INTEREST TIL '95**



EXAMPLE

**ADMIRAL
18.1 cu. ft.**

REFRIGERATOR

with

30" Easy Clean

RANGE

BONUS

Enter in our store to
win a trip for two
anywhere in
Canada or 15
other locations
around the world.

**NO PURCHASE
NECESSARY**

LOWEST PRICES GUARANTEED

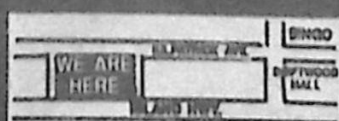
Some Items Limited Quantity • Some Items Not Exactly As Illustrated • Financing: OAC
Floor Models (As Is) • Some Items as Is • Some Items Floor Only (No Interest) • C&C (Cash & Carry) • Items Prices Below \$499.99 C&C Only • Appliance Trade-Ins Welcome

OPEN 7 DAYS A WEEK



FURNITURE

WAREHOUSE



MON-THURS & SAT.

9:30 to 5:30

FRIDAY

9:30 to 9:00

SUNDAY

12:00 to 5:00



2966 Kilpatrick Ave., COURTENAY

PH. 334-2922