

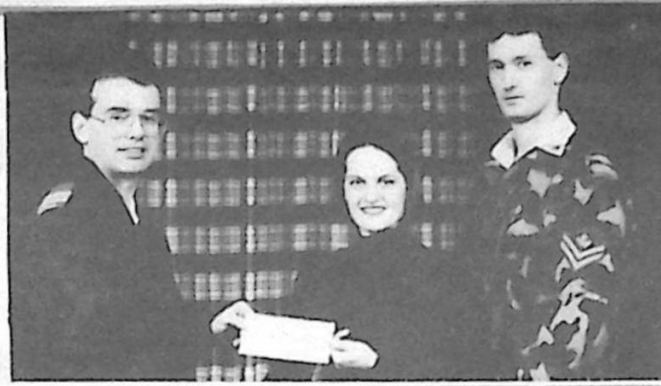


Dives Dives!

....page 20

Carnival Winner

....page 10



TOTEM TIMES



19 Wing CFB Comox B.C.

VOL 36 NO 3

THURSDAY 10 FEBRUARY 1994

COST: PRICELESS

Messy Monster



The Argus - named for a multi-eyed mythological person - was a superb, but grubby, sub-hunter. Oil and smoke-stained patches on the tarmac in front of 7 hangar show where this amiable aeroplane sat when it wasn't out looking for Soviet "boomers," or checking - or causing - oil pollution in the arctic. Cleaner Auroras and Arcturus aircraft do the job now. 1970s photo courtesy 407 photo and Tom Procter.

Demons in the Adriatic

by Capt Bill Seymour,
407 Sqn IO

The 407 Sqn flag flies proudly over the large green canvas tents that form the hub of maintenance activities for 407 Maritime Patrol "Demon" Sqn personnel deployed to Naval Air Station Sigonella, Sicily.

The first 30 Demons departed 14 Wing Greenwood, Nova Scotia on 12 Jan for Sigonella,

joining members of 415 Sqn and 14 Wing. All are here to participate in "Operation Sharp Guard," in support of the U.N. embargo on former Yugoslavia (FRY). The sanctions are aimed at preventing the importation of all weapons and military equipment and to prevent all unauthorized shipping from entering the territorial waters of FRY.

Canadian participation in the operation began in Sep 93 when two aircraft, along with air and ground crews from 405 (MP) Sqn and 14 AMS Greenwood, deployed to Sigonella. All three Canadian Maritime Patrol squadrons have participated in the operation, each for a two month period. 405 was followed by 415 and currently 407. Canadian Auroras are sup-

plementing other NATO and Western European Union maritime patrol aircraft (MPA) flown by the Netherlands, Spain, Portugal, the United States, Britain, Germany and France.

On 15 Jan, 407 Sqn Operations Officer, Maj Paul Dubois, assumed the role of detachment commander after a handover from 415's Maj Tom Sand. During his two month tour of

duty, he will see four 407 Sqn air and ground crews rotate through NAS Sigonella.

Preparation for 407 squadron's deployment began more than six months ago. Preparation and planning is the key to all successful operations and Op Sharp Guard has been no exception. The logistical difficulties created by the thousands

Continued on page 3

On & Off the Base

Trainers Find Help

Over the past year, the Training Development Hotline has helped over 150 standards personnel, supervisors, training managers and others in their search for assistance on a wide variety of training matters. The Hotline has given personnel across the CF direct access to the invaluable advice and assistance offered by the Canadian Forces Training Development Centre (CFTDC) at CFB Borden.

Most often, people call the Hotline in order to seek advice and assistance on virtually anything having to do with training in the CF. "What can be done to ensure we are delivering good training?" "How can we make use of computers in instruction?" The list of questions seems as long as it is diverse.

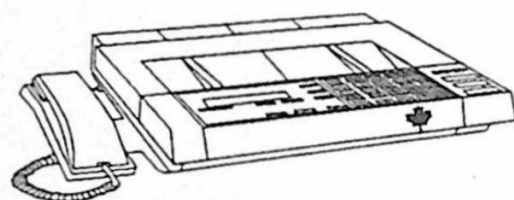
Many people also call to inquire about the courses run at CFTDC. CFTDC trains both military and civilian personnel in all aspects of the Canadian Forces Individual Training System. This includes topics like instructional techniques, instructor supervision, and the design and evaluation of training.

The Hotline also receives calls for the provision of more than just a quick answer to an immediate problem. Often, a caller needs the direct assistance of a Training Development officer. In these cases, either short term consultancies or longer term projects through the Training Development Services program have been

Canadian Forces Training
Development Centre

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- SPECIALIST TRAINING / ADVICE



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CALL NOW

arranged.

Anyone on Canada's defence team, military or civilian, can access the Hotline services by calling (705) 423-3319 (commercial) or 270-3319 (CSN).

Ask around and people who

know will tell you: Don't waste time struggling with a problem when you lack the information or expertise to do the job right! It's amazing how much easier the job gets when you get help from the right people.

"I Don't Know"

by
Charlie "The
Chaplain" Massey,
Wing Chaplain (P)

In a previous Chaplain's Chat-ter, Padre Fraser wrote about communications in a family. I wish to write about communication with the Chaplain.

Believe it or not, Chaplains are not mind readers - they do not possess great gobs of ESP. To do their jobs properly they need to know - know the details. Don't complain if you were in the hospital and a Padre didn't visit unless you or a member of your family has told him you were there. Otherwise how does he know?

I remember a couple of years ago receiving a phone call that went like this:

Phone rings -
Padre: "Hello."

Voice: "Hey Padre, duty officer Bloggins here. Just received a request to tell Pte Jones that one

of his grandparents died."
Padre: "Which grandparent?"
Voice: "I don't know."
Padre: "Which Pte Jones - we have several?"

Chaplains Chatter



Voice: "I don't know."
Padre: "Who called in the information?"
Voice: "I don't know."
Padre: "So tell me, which

Jones do I tell, and who shall I say died, of what did they die, where do they live, and with whom shall Jones get in touch and what's their phone number?"

That lack of information makes the Chaplain's job very difficult, if not impossible. The other type of information that needs to be very clear for accurate communication to take place is the Next of Kin form. Please put full details for those you wish to inform in case of accident. We have had cases of name of place only (e.g. John Smith, Ottawa). Have you any idea how many John Smiths there are in Ottawa? Please give us addresses and phone numbers.

The Chaplains are here to help you, but their help often depends on the reliability of the information available to them.

LET THE CHAPLAIN KNOW.

God Bless, take care.

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On & Off the Base

More Adriatic

Continued from page 1.

of miles of land and water separating Canada and Italy are obvious. On the operational side, Canadian Aurora aircrews, whose operations have been conducted predominantly in the vast expanses of the Atlantic or Pacific, have had little exposure to littoral operations.

"Littoral Ops" as they pertain to maritime patrol aircraft, involve operations conducted in relatively close proximity to land be it friendly, neutral, or potentially hostile. The Adriatic, with only 90 miles separating Italy to the west and the former Yugoslavia to the east, is a perfect example. Like the Persian Gulf, the Adriatic is a very active commercial waterway, made more so because of the embargo. Countless merchant vessels, passenger ships, ferries, speed boats, and fishing boats share the seas with a considerable number of warships enforcing the embargo. Commercial and military aircraft share the airways above the Adriatic.

All Canadian air and ground crews proceeding to Sigonella have received special training for the demanding Adriatic patrols. Demon techs honed their skills and fine-tuned their procedures for operations away from home. Armourers practised the loading, unloading and arming of ASW torpedoes. Each aircraft operating in the north central Adriatic is armed with two of these deadly weapons, giving force commanders the ability to respond to any ASW threat that may emerge from the former Yugoslavian forces.

Maj Reed and the 407 Sqn

training section sowed the seeds of inspired thought and got the crews to think critically about their role in the Adriatic. Crews spent a considerable amount of time reviewing and discussing the special procedures to be used in flying in such a narrow body of water. A day long series of briefings, prepared by and for the crew, ensured a high level of common understanding about the task to be performed. A supervised Sharp Guard Training flight exercised crew procedures and thought processes in a very realistic and demanding scenario.

Each crew was required to undergo a special 3-day training session, developed by the Maritime Air Group Standards team. The sessions consist of briefings, Flight Deck Simulator trainers and conclude with a simulated Adriatic patrol in the Operational Mission Simulator which tests each crew's ability to function in an intensive operating environment.

The comprehensive training serves to minimize the amount of time required for the crews to adapt to operations in the Mediterranean, enabling them to start flying shortly after arrival, confident that they are fully

prepared. Dedicated teamwork is the key to the entire operation. A typical patrol, day or night, last approximately 14 hours from mission briefing to mission de-briefing. Canadian air and ground crews have earned the respect and gratitude of the American and Italian hosts, both for their professionalism and their excellent performance record, flying one mission a day for five months.

The months ahead will prove challenging for the Demon Team. Like Demons past and future, they will succeed, and their efforts will be an example - To Hold On High.

90th Anniversary

722 (Saint John) Communications Squadron, formerly 5 Indep Sigs Squadron, will be holding its 90th Anniversary celebrations on the weekend of 10-12 Jun 94. All former members are cordially invited to attend. For planning purposes, those members who plan to attend this event are requested to contact Sgt Locke at the Squadron Orderly Room 506-636-4977 ASAP.

NOTICE TO PARENTS AND OTHER TAXPAYERS

1994/95 EDUCATION FUNDING

MORE SUPPORT FOR CHILDREN IN THE CLASSROOM

Your government's commitment to improving the quality of education is reflected in funding increases for 1994/95 and in new measures to make the system more accountable to parents and other taxpayers. As well, we will ensure that new education dollars will be spent where they will benefit children most - in the classroom.

A 3.9% Budget Increase. Here's Where It Goes.

The funding increase of \$127 million will include:

- full funding for new enrolments;
- money for new services, but no money for new salary increases;
- new, direct classroom support to help meet the special needs of children with behavioural disturbances, their teachers and other children in their classroom;
- continued training for teachers and teacher assistants;
- more than doubling money for the inner city school program;
- continued support for the school meal program, English as a Second Language, the young parent program, and aboriginal education programs; and,
- a one percent increase to cover cost pressures.

Increased Accountability.

District and school administration spending will be reduced and funding will be redirected to the classroom. We will take measures to ensure that funding allocated to children with special needs and aboriginal education programs is indeed spent in those areas.

For more information on improvements to B.C.'s education system, call or write us to order the following publications:

- ☐ Improving the Quality of Education
- ☐ The Intermediate Program Policy (Draft)
- ☐ The Graduation Program Policy (Draft)

In Victoria: 356-5963 • Greater Vancouver: 660-2421
Elsewhere in the province, call 1-800-663-7867 and request a toll free transfer to 356-5963, or write to:

Ministry of Education

3rd Floor, 620 Superior Street, Victoria, B.C. V8V 2M4



Province of British Columbia
Art Charbonneau
Minister of Education



Editorial



Norm Blondel

Turning Pro

This fishwrapper has passed a few milestones in its 34 year history, perhaps none more significant than the one which will take place on the 1st of March, this year. On that date, the Totem Times will no longer be published by a (largely) volunteer staff. In days gone by, when the CF had more personnel and the workload was a little more spread out, a combination of uniformed and civilian volunteers worked at sometimes odd hours to produce the Base newspaper.

An officer was either appointed or volunteered to act as Editor, another sold advertising, and a paid typesetter converted pages of material to neat columns of type and commercial messages. Volunteers put the newspaper together. Another team distributed 2600 copies of the Totem Times around the Base, PMQs, Courtenay and Comox, every other Thursday, as it does today.

Four years ago, the first civilian (retired CF) was appointed Editor. With computerization a year later, the production staff shrank to its present component of Editor, paid Typesetter, Production Clerk and Camera Operator. On March 1 the Editor and Production Clerk will join the Typesetter as paid positions.

What will that mean for the fishwrapper? Locally, no change. Nationally, we join the other military newspapers who have professional staffs, and will compete with them for honours in the CCNA Better Newspapers Competition. We will join the Cold Lake Courier, Greenwood Aurora, Borden Citizen, Maritime Command Trident, Esquimalt Lookout and other excellent CF newspapers - superb company - in which we can only improve ourselves, given the kind of support we receive from all levels of command on base, key sections like Base Photo, our contributors, feature writers and - very important - our loyal advertisers.

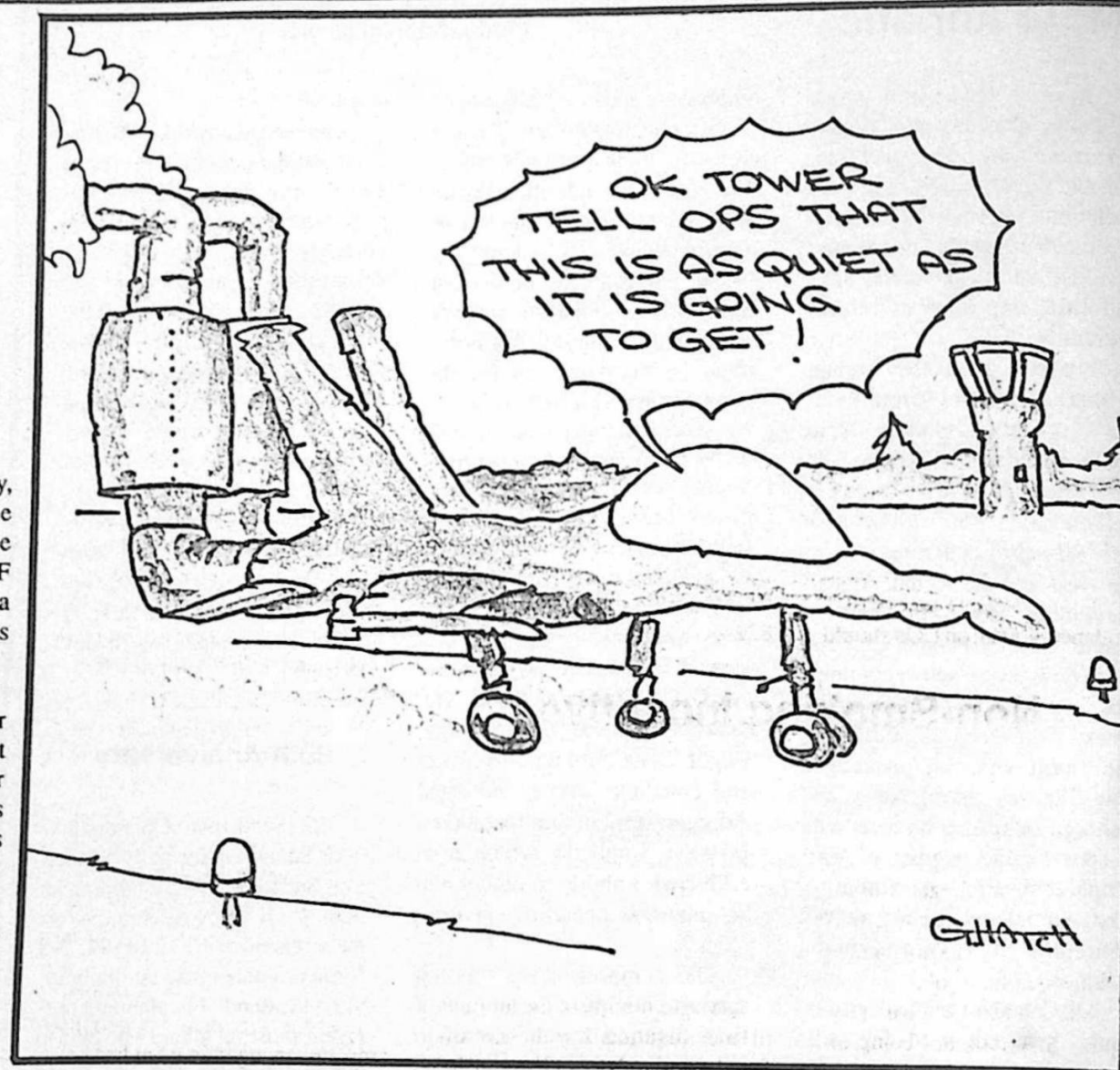
Being paid for something you like to do is the best incentive there is. Julie and I have enjoyed our "apprenticeship," and will strive ever harder to justify the confidence that has been placed in us.

As for our fellow publications in the CCNA voluntary staff category, we hope you will return to the field of competition now the fishwrapper has moved on.

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NEXT DEADLINE 21 FEB.

TOTEM TIMES

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Gordon Wagner, Diane Osterholm, Tet Walston,
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Wednesday: 0830 - 1200

Comment

Annual Flight Safety Briefings 23 - 24 Feb.

Col L.G. Pestell, the Director of Flight Safety, and Maj B.A. Baldwin, DFS 4, will visit 19 Wing Comox from 22 - 25 Feb. They will present the annual Flight Safety review at 0900 and 1330 hrs on 23 Feb. and at 0900 on 24 Feb.

Commanding officers and branch heads are to ensure that all of their personnel attend one of the three briefings, which will be held in the Wing Recreation Centre. In an effort to equalize attendance, squadron COs should

attempt to have the bulk of their personnel attend the following briefings:

- 407 Sqn - 0900, 23 Feb.
- 414 Sqn/19 AMS - 1330, 23 Feb. and
- 442 Sqn - 0900, 24 Feb.

It must be emphasized, however, that the priority is to have the individual attend one of the briefings.

The Wing OPI for the visit will be Maj M. Gibbs, WFSO, loc 8227.

Non-Smoking Incentive

Dear Sir,

As an incentive/thank you for NOT SMOKING, a person can receive a reduced rate for insurance purposes. Yet that person, because they do not smoke, is penalized at their job.

"How's that?" you say. Simple! Smokers, not being allowed to smoke at their place of employment, take extra time to go outside to "light up." This can often add up to as much as 1-1/2 hours per day, 7-1/2 hours per week, 30 hours per month, or 3-3/4 work days a month.

These employee still receive the same rate of pay as their peers, except that they get an extra 3-3/4 days a month off work because they smoke.

Isn't it about time some form of incentive/thank you was offered to the NON SMOKER? This could, perhaps, take the form of one long week-end per month - still 2-3/4 days LESS than the smoker received. What say you?

Signed,
Just Curious

Columbia XJL-1

Dear Editor,

The subject aircraft of your latest "trivia" is a rare bird indeed. Rare by the fact that only two models were ever produced for the US Navy in 1946. Designated the Columbia XJL-1, it was a monoplane evolution of the 1933 Grumman J251 Duck amphibian. Both the Duck and the Columbia, encompassed a distinctive ex-

tended central float in their construction.

Due to technical problems, the US Navy stopped evaluation tests of the XJL-1, and they were sold off in 1949. The sole survivor is housed at the Pima Air and Space Museum, Tucson, Arizona.

Your sincerely,
John Novak

at CFB Greenwood

Keeping an Eye on the Pirates

by Capt Tony Keene

The flag on the fishing trawler says it comes from Belize. Or Panama. Or Sierra Leone. But the nationality of its crew says it really hails from more Mediterranean climes. It sits just on the line that limits Canada's 200 nautical mile economic zone, on the edge of one of the greatest fishing areas in the world, the Grand Banks off Newfoundland.

The captain is preparing to place his trawls in the water. It is a rough day, with two-metre waves, and a low overcast that threatens snow. The foreign skipper is quite confident he can haul in his catch and make his way clear without getting caught.

Suddenly, out of the leaden sky, comes a grey shape, its four engines roaring, and as it passes low overhead a camera in its belly begins snapping pictures. This is a CP-140 Aurora aircraft of 415 Squadron, 12 Wing, from Greenwood, Nova Scotia. It and its crew are engaged in what has become known in flying jargon as a "fishpat" or fisheries patrol.

Reluctantly, the trawler captain sends his crew below, and puts the helm over. But he'll probably be back another day, trying his luck with international law. And so will the human and electronic eyes of Maritime Air Group.

"There can be as many as 80 boats out there on a given day," says Flight 102's tactical officer, Capt. James White. "Most of them are what are called flag-of-convenience vessels. But most of them are from places like Spain or Portugal. What they're doing is legal, but only just."

Canada has all but closed its Atlantic fishery in an attempt to allow disastrously low stocks of cod, halibut and groundfish to recover. But although other members of the North Atlantic Fisheries Organization, NAFO, have agreed to observe quotas on many species, this only applies to vessels registered in those countries. It is an easy matter to

register a ship in Panama and Liberia, with much lower standards, as operators of cargo ships found out long ago.

The patrols are flown by the Canadian Armed Forces in co-operation with the Department of Fisheries and Oceans. A fisheries officer goes along on each patrol, and logs the type and location of each vessel. If further investigation is needed, or if someone is caught fishing illegally, a fisheries vessel such as the Cape Roger or Leonard J. Cowley can be summoned to take a closer look, or even board the offending boat. Using the aircraft cuts down on the time and trouble that would be needed to patrol the fishing grounds by surface ship alone.

"We also work with Coast Guard and navy vessels," says fisheries officer Trent Barrett, who flies "fishpats" frequently. He sits in the cockpit with the pilots and carefully logs the names, hull numbers and other details of all fishing vessels they fly over.

"My job is to track them, see what country they're from. But only on-board inspection can tell what they're catching. They mainly haul in various species of groundfish, but they keep everything they catch."

The Canadian cuts in fishing quotas began with northern cod, but then were extended to almost all groundfish. These include such types as red and silver hake, flounder and pollock. This latter has become popular under the commercial name Boston Bluefish, and is also dyed red, flavoured, and sold as mock crab.

"We checked about 29 vessels today," Barrett said, after Flight 102 on Jan. 17. "All were legal, although one, the St. Thomas out of Sierra Leone, was right on the line. But he didn't appear to be fishing. We don't get too many illegals these days, the fines are too high."

An offending skipper can also have his boat and catch seized.

Although primarily designed as an anti-submarine platform, the Aurora carries out a variety of roles in Canadian livery. It does sovereignty patrols in the Arctic regions, and search and rescue. Each Aurora on a "fishpat" carries in its bomb bay not a torpedo but a SKAD, or survival kit air-dropable. This device, when dropped, pops open to deploy two fully-equipped life rafts. The Canadian Forces also fly another version of the same aircraft, the Arcturus, which is not armed and does not have the anti-submarine electronics on board. It is a patrol and surveillance aircraft only.

Canada's fisheries minister, Brian Tobin, recently issued blunt warnings to foreign vessels over-fishing just outside the 200-mile limit. "Our quarrel now is against these types of pirate vessels which have no legitimate international quotas," he said. "They are undermining conservation and international fisheries rules."

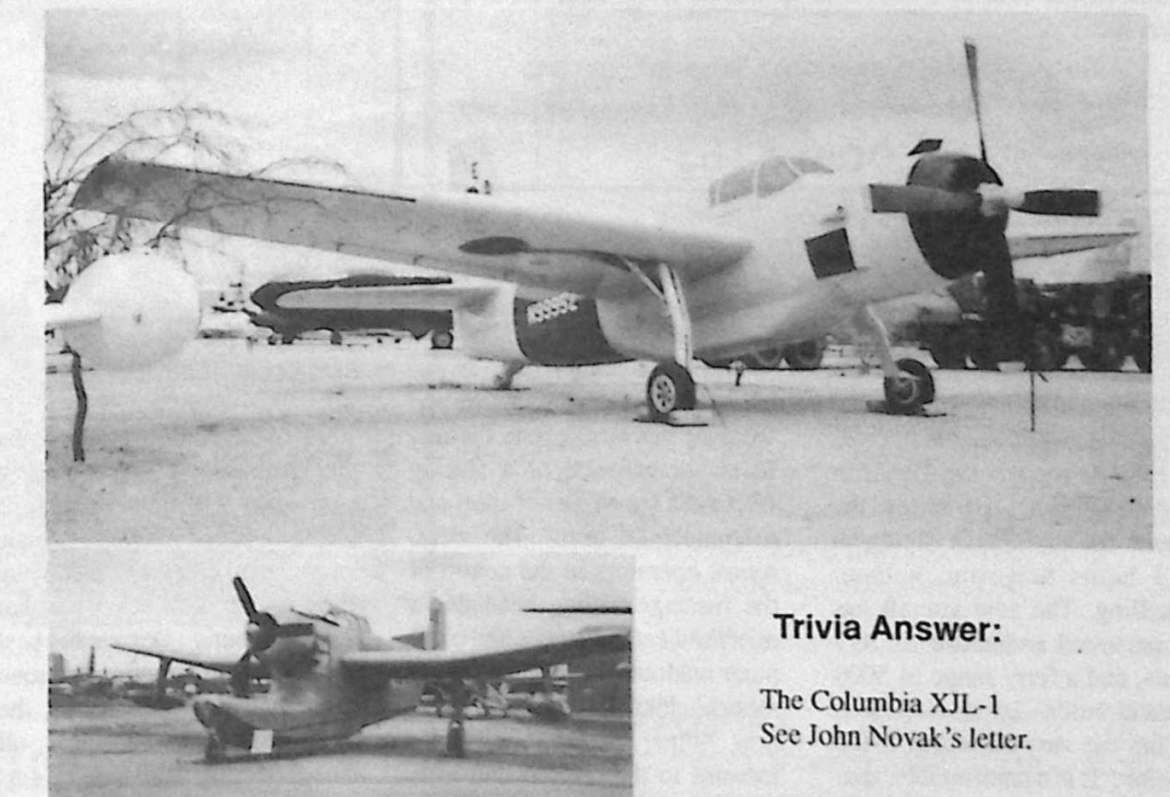
Thousands of Canadian fishermen have been idled by the moratorium, which is intended to let the devastated stocks recover. But, as former prime minister Pierre Trudeau once remarked, "Fish swim." As a result, foreign vessels hauling in everything they can catch just outside the line are only making things worse.

The Canadian government, as a result, is considering exercising custodial management of the Grand Banks outside its 200 nautical mile limit. Ottawa already took steps unilaterally in the 1970s to extend its jurisdiction over Arctic waters to protect the area from pollution.

The CAF operate Aurora and Arcturus squadrons from Greenwood, and from Comox, B.C. In addition to sovereignty and fishery patrols, they also play a role in detecting and combating pollution in offshore waters. They have also cooperated with other government departments in tracking wildlife migrations and

Continued on page 6

Air Force Trivia



Trivia Answer:

The Columbia XJL-1
See John Novak's letter.

COMOX VALLEY 20 KM
SUNDAY, MARCH 6TH, 1994

COMOX VALLEY ROAD RUNNERS

ISLAND AGES

Time: 12:00 noon
Registration: 10:30 A.M. to 11:45 A.M.
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Course: Out and back, basically flat, Certified.
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For more information: Rene Latour 338-0891
Al Munday 334-1936

RUNNER CATEGORIES

WOMEN	AGE GROUP	MEN
W1	19 & UNDER	M1
W20	20 TO 29	M20
W30	30 TO 34	M30
W35	35 TO 39	M35
W40	40 TO 44	M40
W45	45 TO 49	M45
W50	50 TO 54	M50
W55	55 TO 59	M55
W60	60 & OVER	M60

AGE DETERMINED BY DEC. 31, 1994

Awards: Plaques awarded to 1st, 2nd, & 3rd in each category, ribbons for 4th & 5th, as depth of field warrants
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Refreshments: Post race food and drinks
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Birthdate: (M/D/Y) Sex: Race Category:
Club:
Signature: Parent/Guardian (if under 19):

CF News



Accelerated Promotion

Cpl Rickard is shown taking the blood pressure of a patient visiting the MIR. Cpl Rickard is a dedicated MedA who is very deserving of her accelerated promotion.



First Aid Certificate

Seen here being presented with his First Aid Instructional Certificate is MCpl Sylvain Cadieux of the SAMEO/AMCRO 407 Sqn organization. Sylvain is being congratulated on his superior rating while on this course by the 407 SAMEO, and noted hockey player, Maj Don Irvine. Sylvain was heard to say, as he accepted the certificate, "Today first aid, tomorrow brain surgery."



Accelerated Promotion

On 26 Jan Cpl Lori Rickard of the WHosp was presented with her accelerated promotion to her present rank. Shown with Cpl Rickard are PO Kevin Steele, HWO, and LCdr Greg Raymond, WSurg.

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More Pirates

the movement of ice in shipping lanes.

The Lockheed Aurora entered service with the Canadian Forces in 1980 to replace the Canadair Argus, which still holds the record for endurance flying at 31.1 hours non-stop, without refuelling. The new aircraft has an estimated endurance of 16.7 hours, and a ferry range of 5000 nautical miles. Its usual crew is 10, but can vary according to the mission. It is a comfortable, spa-

cious aircraft, with a galley that would do a commercial airline proud. However, the jinking and weaving that is necessary for low-level surveillance of a fishing fleet calls for nerves of steel and a stomach of iron. The electronics operators in the centre of the fuselage, sitting head down over their cathode tubes and computer readouts, are often prone to motion sickness and disorientation. When possible, they come forward to the cockpit and look

outside for a few minutes in order to re-orient themselves.

In early January of this year the Greenwood Auroras flew more than 250 hours searching for survivors of the 80,000 tonne cargo vessel Marika, which went down in extremely heavy weather in mid-Atlantic. Despite the best efforts of an international rescue effort that involved Canada, the United States and Portugal, all aboard the ship were lost.



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Section News

New Captains

Presented by WOPsO LCol Paul Drover



Capt Briget Clement



Capt Scott Sinclair



Capt Roger Guinan

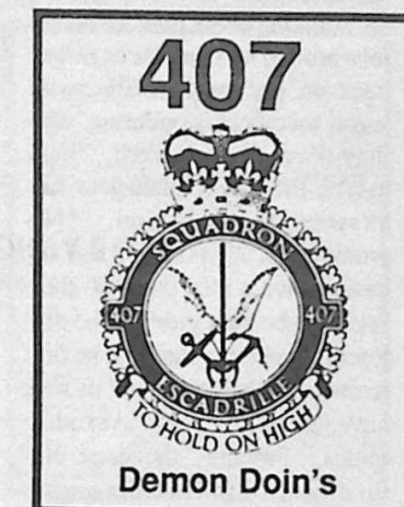
CWO Survives Attempt on Life

January has been a busy month for us Demons. We've sent off the Crew 2 Cowboys (aka Bohicas) and the Crew 7 Moosemen to Sigonella, Sicily, and today the Crew 5 Terminators leave to take their place in the sun. One of the Terminators (we won't mention Vic's name) was full of questions during our Sigonella briefings, especially questions pertaining to flying attack profiles with the Aurora. Methinks someone is still dreaming of being a jet jockey!

Well, the Demons have already had their first two squadron ski days of the '94 season. The first day, Jan 18, was filled with beautiful sunshine and only a few minor mishaps. Reports have it that our own Capt "Sand" Klammer's skis were seen doing the splits. Unfortunately for her, her feet were still attached! Capt "Engy" Engebretson was also seen completing a unique tumble that brought in a score of 9.5 from the judges (he still claims that he was practising his acrobatics!).

Thanks go to Diane Engebretson and MCpl Steve "I know that song" Jackson for their contributions to the "Quench that thirst fund." These two were the first two skiers to meet the slopes up close, losing a costly bet to the bunch they were skiing with. Capt Dave "my back, my shin" Taylor won the slow but steady award - not falling down until well into the afternoon (and a few "warm me up" rounds).

Our second ski day took place on Feb 2. The skiers enjoyed a warm, sunny day, as the mountain peeked out above the cloud layers. There were no reported injuries, and there were no bicycles to be seen, so we are fairly certain that our CO returned in one piece.



Demon Doin's

Although there were no major injuries or incidents on the slopes, 407 Sqn did welcome at least four "gimps" into its midst, thanks to various other sporting events. Pilots Capt Victor "Lurch" Castelli, Capt Darcy Sullivan, and Lt (USN) Jim Brown all limped in sporting a variety of leg/ankle/shin injuries. Not to be outdone, Capt Graham "whatever" Denniston managed to dislocate a shoulder - all this, just to get ready for an express test!

While one third of 407 (MP) Sqn is over enjoying the warm climes of Italy, the other two thirds have ventured out on a

SSM Parade



LCol P.J. Kendell inspects members of 407 (MP) Sqn during the Special Service Medal parade held 6 Jan.

AESOP at Greenwood



Mixed 405/415 group includes: MWO T. Walker and CWO D. Landry (4th and 1st from right) of 407 Sqn who successfully completed the Check AESOP course at 14 Wing Greenwood in Dec 93.

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Section News

442 Buffalo Heads South

by Lt Ted Livingston

Annually a Buffalo from 442 Sqn heads south on a long-range trainer to expose the crew to a variety of flying conditions in unfamiliar airspace. Destinations include Kansas City, San Antonio, San Diego and several stops for fuel.

On the morning of 23 Nov, Buffalo 465 departed Comox for what we hoped would be warmer conditions. Our first stop was Malmstrom Air Force Base in Great Falls, Montana where we were greeted by -20°C weather.

After we refuelled and ate lunch we were ready to go again, or so we thought. On start up a part of the starter system broke and an hour delay resulted. With the cold temperatures that the flight engineers and technicians endured while repairing the aircraft they probably thought they were on a northern trainer.

Once the repairs were done and their hands were thawed we were off to warmer conditions (wrong again). We landed in Kansas City and were once again greeted by cold weather. Not as cold as Great Falls but no warmer

than Comox.

The following morning Kansas City had freezing rain so we were quite happy to leave once we were fuelled and de-iced.



After a fuel and lunch stop in Memphis, Tennessee we boarded the airplane and a short while later did an approach into Shreveport, Louisiana. An hour later we landed at Kelly Air Force Base in San Antonio, Texas. The temperatures in San Antonio were below normal and a record low was recorded the very next day. By now we wondered if we would see warmer weather on this trip.

More AESOP



Mixed 405/415 Sqn group includes: MWO L.M. Anderson (5th from left) of 407 Sqn who successfully completed the first Check AESOP course held at 14 Wing Greenwood in Oct 93. Following a new directive from MAGHQ, all aircrew MOCs for the CP140 Aurora must have personnel in the Standards/Training sections who have completed this course.

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Getting Used to Changes

by
Cpl "Scotty" Scotton

We are starting to get used to the "major" shift changes here at 442. The New Year brought us three servicing crews (7/3 7/4) and two snags crews (8 till 4, 4 till 12). We will see how this new shift will improve our aircraft serviceability.

Thinking about how we do our jobs around here has let us reflect back on last year's PERs, with some members wondering why they never got promoted. Well, maybe the career managers can answer that question. "No promotions, no posting, and no raises, have a nice day!" so they say. Maybe next year will be different. One thing that will be different will be that most of us will have started to cross-train to other trades. Probably the most difficult will be to have the engine techs learn what the master intercom column button is for on the engine test cell.

Talking about learning new things, 442 had a couple of ski days this month. A couple of ground crew members tried to snowboard. Marie said that it would have hurt less with a big pillow strapped around her bottom. Charley found that while she had had problems with her vertical stability, someone didn't have any problems confusing her with a mogul, which didn't turn out to have favourable results.

We overheard our CO trading war stories about knee operations with an Australian skier. Yet guess who we saw exploring the mountain around the "out of

bounds" area? Yup, but he did very good for only his third time up on skis.

Talking about daredevils, an FE named Mike was doing well with lessons from his friend, until they decided to leave the bunny hill. Mistake for Mike! He ended up at the First Aid station with a smashed up knee that grounded him for 24 hours.

One group decided that instead of skiing they would go tobogganning. The women, from the SOR, found that it was easier to go down the hill "sans" the toboggan. I guess that's why we saw Cheryl walking around a lot the next day, instead of sitting at her desk. One of the tobogganers saw all the little kids go by on skis and thought that he could too. From what we heard, Al would have been better off tobogganing since he spent most of his time on his butt anyways.

I hope we have enough FEs left for "Snow Owl Express" which is the next exercise taking place for 442. It will take place around the Anahim Lake area. Where is Anahim Lake? Well, if you have a map, it is at 125° 25' W 52° 26' N. If you don't have a map, northern BC will have to suffice. The exercise will be from 24 Jan to 9 Feb. Ground crew members selected to go will be assisting the SAR techs at the drop zone and will be participating in the winter survival portion of the exercise. It will be a shock to the system for the members who have become acclimatized to Lotus Land weather. Their only reprieve will be that they are only there for a short rotation.

Slaughter on the Ice

By MCpl Al Banky

The Stanley Cup - The World Cup of Soccer - The Super Bowl - The Gray Cup - The annual Fleet Diving Unit, Pacific FDU(P)/ Search and Rescue Technician (SAR Tech) hockey game. What do they all have in common? Million dollar players! When added together, the combined annual incomes of the FDU(P) and the 442 Sqn SAR Tech section equal roughly two million dollars. Well, we all can't make as much as Gretzky.

Need we even mention who won? Let me just say that the FDU will be licking their wounds for some time to come. This year's team was made up of the star players from the section along with two pick-ups from the minors, little E.W. Hardy and Jimmy Livingston. Doubtless, these young players benefitted from their exposure to "real-men's hockey."

The game was played at the Juan de Fuca arena in Collwood, a stone's throw from the Diving Unit. The large crowd of fans from the FDU was drowned out by the enthusiastic three-man cheering section from Comox. When the first puck was dropped and the divers saw our secret weapon, Cpl Jeff Warden, cru-

ing down the ice, they dropped their sticks and skated away in fear. Jeff, a former Clearance Diver was able to lure the divers back out of the dressing room and onto the ice.

The end score, 4 - 3 for the SAR Techs, doesn't amply demonstrate the humiliating defeat suffered by the Navy. After buoying their spirits by allowing the divers to score three goals, the team finished them off with a rocket fired from the wrist of MCpl Gavin Lee.

Following the game, the two teams returned to the Diving Unit for chili and cheer. The highlight of the post-game activities was the public payment of a side bet between CWO (Retired - we think) Bill Krier and Chief Daryl Skaalrud, the Chief Diver. As well as the game trophy, several other trophies were given out. Chief Jim Livingstone was a close runner-up for the dirtiest player of the game. The best dive was won by Jeff Warden.

Next year the section will host the game. We're looking for a few good hockey players so if you were thinking about re-mustering to SAR Tech, practice up on your passing. Maybe you've got what it takes to be a million dollar player.

MSE Safety

Make the Right Move

Tips For Changing Lanes

Years ago, when most roads were narrow, the biggest risk was that another vehicle would cross the centre line to pass and hit somebody head-on. Now, with wide superhighways, new hazards have appeared.

One of them is the lane jumper who cuts in front of you when you don't even know he is there, or broadsides you as you both try to move to the centre lane from opposite directions.

Learn the rules of proper lane changing and you'll avoid grief for yourself and others.

Which Lane is Right?

You'll wind up choosing your lane on the basis of traffic flow. But generally, on a four-lane highway, you should travel in the outside lane and use the inside lane only for passing.

If there are three or more lanes on each side, you can move to the centre lane for normal travel since the slowest traffic usually moves to the outside lane. The inside lane remains a passing lane. But, on many highways, large vehicles are barred from the fastest lane.

Remember How Big You Are

Every time you change lanes with a large vehicle, you have to be extra careful because of your size and the time it takes to move

from one lane to the other. You need more time and more space to accomplish the manoeuvre.

Make sure you have enough room ahead of you to get out of your lane safely. Follow the four-second rule and maintain a proper interval at all times. Then you'll have the space when you need it.



Look to the side to make sure someone else isn't planning to move into the same lane that you're heading for. Then glance in your mirrors to see if anyone is moving up swiftly from behind.

More Lane-Changing Tips

Signal before you begin to make your move. Stay aware of the traffic flow in both lanes, lest you get caught by a sudden slowdown. Then, when you're sure the coast is clear, change lanes

without reducing your speed any more than necessary. You'll create a hazard if you slow down aggressively.

Avoid making frequent lane changes. Try to avoid getting stuck in the wrong lane if traffic slows to a crawl just as you need to get off at an interchange. Ease over a lane at a time before you get into that situation.

Try to anticipate slowdowns or lane closures which may force you to move over. The sooner you see them happening, the easier it will be to deal with the problem.

Question

You may pass the vehicle ahead on the right when?

- A) On a single lane road;
- B) The gravel road shoulder is wide enough to do so;
- C) On a two or more lane road or if a driver ahead is turning left when you can do so without going off the pavement;
- D) The car ahead is driving more than 20 km below the posted speed limit.

Answer: (C) On a two or more lane road or if a driver ahead is turning left when you can do so without going off the pavement.

Driver's Quote of the Day

I collided with a stationary truck coming the other way.



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Vous pouvez communiquer avec eux aux numéros indiqués ci-dessous ou en nous appelant sans frais au 1-800-267-6681.

19 AMS

His & Her Cordless Drills

by WO Vokey

Hello again from everyone in the AMSE section. We all made it through the holiday season safely and hope you did the same. Cpl Chipil undoubtedly enjoyed the Christmas period more than the rest of us after returning from the Canadian Forces Leadership Academy in Penhold. We've noticed a big improvement in his dress, and his drill is very sharp. Bob has set the standard for the shop.

Our resident reservist, MCpl Wybenga bought his wife a Makita cordless drill for Christmas. It turns out, however, that he purchased the cheap model. She bought him the top of the line model and now they have his and her Makitas. Next year just buy her perfume or something, Pete.

Cpl Dumonceau had his brother and sister out from the prairies. They all enjoyed holiday skiing at Mt. Washington, which was a nice change from the weather they left.

Cpls Goulette and Bellaire also enjoyed the benefits of living in the valley by golfing on Christmas Day. Also, Cpl Lair is still one of the top goal-tenders in the league, thanks to his quick reflexes and his high scoring team mates.

MCpl Winsor is off to that training which he has sent so many of us on - the AMSE course in Borden. Cpl Legault was shocked when he received his family tree. It turns out that he isn't a Frenchman after all, but hails from Dover, England.

We were all fortunate enough to see our career managers. All we know for sure is that the lineup

to the SCAN office will be quite long!

19 AMS Refinishers

As we begin the New Year the refinishing section is, as always, in full swing. The latest project the section has been tasked with is the painting of an L19 for the Air Cadets. Prior to this, the section was tasked with painting the CF-100, which was carried out successfully by M/Cpl Arcand, Cpl Blackmore and Cpl Morin.

The beginning of the New Year dictates personnel rotation and, as such, MCpl Carmichael is now wielding the whip in the shop and MCpl Arcand takes over the line. Shop personnel could be in for a tough year!

Cpl Blackmore spent five weeks in Borden on the Challenger/Dash 8 Advanced Composite Repair course prior to Xmas and Cpl Goulet, as of 18 Jan, has once again become Mr. Mom as his wife returned to Bagotville to resume her nursing studies.

Before Xmas, the Doggett family were blessed with a baby girl. Mother and baby are fine. The Ferguson's are patiently awaiting the new arrival to their family - or could they be waiting for more than one, as Cpl Ferguson recently purchased a 10 passenger van? He seems to have his heart set on calling the baby (or one of the babies) Bubba.

Cpl Hannas appears to be going into the used car business as he seems to be acquiring quite a collection.

This brings things up to date and as we close this article the ref. section can still be found creating miracles and doing the impossible - but not necessarily in that order.

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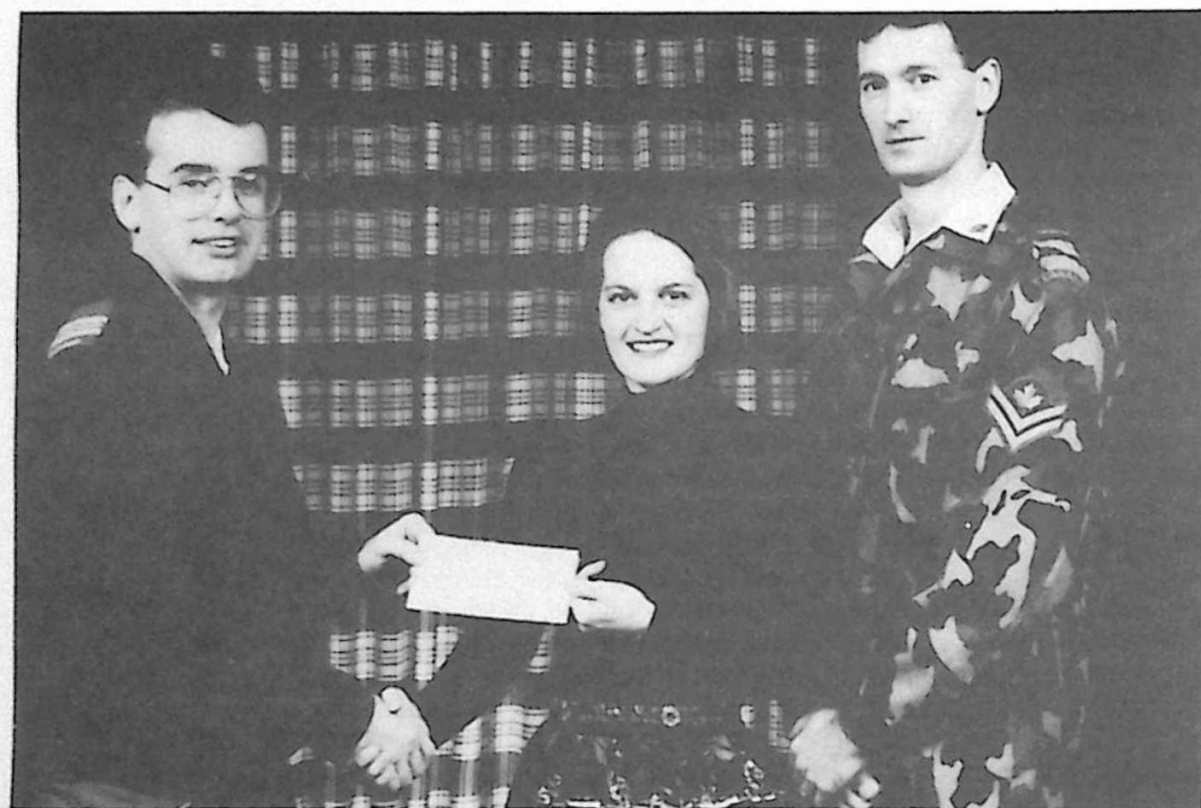
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Feature

No-Snow Carnival

Winter Carnival Logo Winner



The No Snow Festival committee wishes to congratulate Leah Pipe for this year's winning logo. Presenting the winning cheque is Maj Fraser and MCpl Johnson of the organizing committee.

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
	SAFeway 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!

Improved View along Island Highway

A joint project by the Ministry of Transportation and Highways, B.C. Telephone Company and B.C. Hydro is not only going to provide safer travel along the Island Highway between Union Bay and Royston, but improve the view. The agencies have agreed to relocate utility lines to common poles along the inland side of the highway. Currently, telephone and electrical poles line both sides of the highway.

"Why shouldn't driving be pleasurable?" said highways spokesperson Darcy Byers. "We felt this route could be managed for aesthetic as well as for safety and practical reasons." Byers is regional manager of rehabilitation and maintenance.

Among improvements he

plans are new left turn slots at Spindrift and Gartley/Briardale Roads. In addition, paved shoulders and bus bays will provide safer passage for cyclists and pedestrians. This work continues a widening program which added asphalt to road shoulders south from Courtenay to the Trent River bridge last year.

Prior to the pole relocation, right-of-way must be cleared. Merchantable timber belonging to the Crown will be sold by the Ministry of Forests. Limbs and brush will be chipped on-site with a mechanical "Hydro-Axe." This method ensures the least soil disturbance and allows waste to recycle naturally.

Wood suitable for home use will be removed and stockpiled.

Later, the Ministry of Forests will issue firewood cutting permits. Advertisements indicating when and where this wood is available will run in local newspapers. This will avoid the danger of wood collectors working from the highway shoulder.

Clearing starts immediately and will continue for several months. New poles and wires will be erected in the spring. During these months, there will be infrequent minor traffic delays to avoid falling trees and electrical wires. Road improvements will follow after summer traffic subsides. Motorists are asked to be patient and to enjoy superb island scenery in the meantime - it just keeps getting better.

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1930 Mixed-Up Hockey - Arena

0900 Tabloid - Gym
1300 Arena Games - Arena
1730 Supper - Gym
1800 Lip Sync Contest - Gym
1930 Prizes, Awards - Gym
2000 Dance - Gym

Friday March 4

All Day - Charity Jail
0700 Pancake Breakfast - Jr. Mess

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Feature

Life in the Lower Classes

... the further adventures of an "erk"

by Bert Linder

I was sitting in the Corporals' Club at RAF Manston regaling my peers with some of my adventures, commonly known as BS-ing. It was 1948 and the war was behind us and the duration lads had all been demobbed.

Our CO had decided to hold a CO's parade the following day, and it brought to mind a memorable CO's parade that had taken place at #2 School of Technical Training RAF Cosford, the second home for aircraft apprentices.

The year was 1938 and there were a thousand apprentices on parade. It was a typical midlands morning - cool, dull and dank. We had gone through all of the boring preliminaries of numbering, sizing, right dressing, open

ordering, right dressing, attention, stand-at-ease, handing over to the flight commander, and so we waited for "God's" representative to arrive.

After an interminable wait, a wait when your thoughts turn to Kipling who wrote:

"I've taken my fun where I've found it;

I've rogued an I've ranged in my time;

I've 'ad my picking of sweethearts."

Dream on Bert, remember you were only 17 at the time... Suddenly some idiot screams "PARADE ATTENTION."

You're reverie is broken. "God" has finally arrived; "PARADE GENERAL SALUTE," "PRESENT ARMS." The trumpets blare out the salute and "His

Gloriousness" disdainfully raises his gloved hand to his forehead. The Orderly Sergeant starts hauling up the RAF ensign; it gets half way up and sticks. The trumpets are still playing and "His Exaltedness" is indicating to the OS with his left hand that the flag has to go up more! The OS responds, the gaff bends but, alas, it won't move and there it hangs at half mast on that dismal grey morning.

As we march off it seems that it is not all bad for the Lower Classes. I know for a fact that "Groupie" was annoyed because after that the flag was broken at the masthead.

And do you know something? The next day at Manston the flag never did reach the top: someone had put a nail through the flag halliard....

19 Wing Yacht Club
CFSA

The Club has two mobile homes sited at Quadra, awaiting hook up of utilities. As soon as that is completed, work parties will be required for skirting, cleaning, minor fix-ups, steps, patio, etc.

The Rear Commodore will be organizing a haul out for the newly acquired summer docks in the near future. Work on upgrading these docks will commence in the early Spring when all the materials have been stockpiled.

Meetings will now be held quarterly, with the next General Meeting Tue. 1 Mar. 94. Time and place T.B.A.

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Harry Sweeney

music reviews and syndicated columnist

IGGY IS THE AMERICAN CAESAR

If James Brown is the "Godfather of Soul" then Iggy Pop must surely be the "Godfather of Punk Rock." His music dates back to the Iguanas and Stooges and, as a solo artist, he has an impressive list of credits, including his work with David Bowie, and continues to his recent Candy, a duet with the B-52s Kate Pierson.

His just released American Caesar (Virgin) is a wildly divergent set that ranges from the rockin' first single Wild America, the folksy Jealousy, he adds a starkly beautiful romancer in It's Our Love and keeps the solid rock beat alive via Alone.

Two of the best cuts in the Caesar package are Boogie Boy, a guitar-driven rocker with a solid backbeat and Louie, Louie. Pop's re-make of the Kingsmen's classic is a 90s version that could take the song to hit status one more time. The closing Caesar is a seven minute spin on history. Look for Iggy's tour.

INTO THE WEST

Receiving solid reviews and massive mainstream publicity Into The West could well become one of the top drawing movies of the year. Shot entirely on location in Ireland, it's the story of two young boys and their journey with a unique horse. The soundtrack (SBK) is filled with captivating music from Canada's own Rankin Family as they create the magic of their recent chart topper Fare Thee Well along with Garden of Joy who have the first single with Eyes of a Child. Solid vocals from Devils, Black 47, Clannad and Lulu among others, make this an odds-on favourite to hit.

RANKIN FAMILY

The timing couldn't be better. Their last album went triple platinum, they just picked up multiple awards at the recent Canadian Country Music Awards and their hugely successful Fare Thee Well Love is an integral part of the soundtrack of Into The West. With that as a backdrop the Rankin Family have released their North Country (EMI) an intriguing album that moves through their perfect harmony on such gorgeous ballads as Borders and Time, Mull River Shuffle and Rise Again. They offer a trio of Gaelic songs and cover the sound spectrum through the inclusion of the jigs and reels that comprise their Christy Campbell Medley.

FAST FACTS: In 1981, they were known as The Body-snatchers, but two years later changed their name to the Belle Stars. Their song Iko Iko was featured on their self-titled 1983 album. The song, which was included in the film Rain Man became a top-20 hit in 1989.

Remember to support your local food bank.

THE BUDDY HOLLY COLLECTION

To listen to the Buddy Holly Collection (MCA) is like entering a time-warped and returning to the early days of rock and roll. It was a time when music was changing from "moon in June" syrupy lyrics of what then passed for pop music to the new wave that included such future legends as Elvis, Chuck Berry, Jerry Lee Lewis, Everly Brothers and hundreds of others that would follow. The floodgates were opened and there was no turning back.

Born Charles Hardin Holley on 7 September, 1936 in Lubbock, Texas. Buddy and the Crickets recorded That'll Be The Day and were shopping for a label. Decca Records owned the song which they had recorded for that label and when their contract expired they ironically placed it with a Decca subsidiary. The Crickets would be released on Brunswick and Holly on Coral. Basically, it was the same musicians on the songs. Decca had refused to release the song, which ultimately hit #1 in 1957 and laid the ground work for what would become a hit-laced, albeit short, career.

Holly's career took off like a rocket. In the less than two years from the chart topping status of Day to the February 3, 1959, plane crash that took his life, Holly's star shone brightly. In death, the tributes have not stopped. Two months after the crash Tommy Dee released Three Stars as a tribute to Buddy Holly, Ritchie Valens and the Big Bopper. The day itself was chronicled as "the day the music died" by Don McLean in American Pie. His music touched everyone. Paul McCartney bought the publishing rights to most of Holly's songs; the Rolling Stones recorded Not Fade Away; Gary Bussey starred in the movie The Buddy Holly Story; McCartney is instrumental in the annual Buddy Holly Week celebrations in England; and, Holly was inducted into the Rock and Roll Hall of Fame in 1986.

The Collection is a two-cassette works that feature copious amounts of photos and well documented facts on his life. It also features a total of 50 songs. Songs that were hits Peggy Sue, Rave On, Raining In My Heart, Oh Boy, and, of course, songs that were not hits. It's a musical return to the very roots of rock and roll and it's great to remember.

FAST FACTS: Even with the enormous impact Buddy Holly had on the history of rock and roll, his only #1 single was That'll Be The Day.

Remember to support your local food bank.

Health & Fitness

Secondary Prevention Education

A Secondary Prevention course has been designed and introduced for CF members who appear to be at high risk for developing alcohol and other drug related problems. Starting in April, this course will be available to MARPAC personnel.

Secondary Prevention was designed to bridge the gap between General Awareness Training (GAT), the current Primary Prevention vehicle for providing all CF members and DND employees with up-to-date information on drugs and alcohol issues, and the CF Addiction Rehabilitation program, which is focussed on the treatment of dependencies.

The Secondary Prevention course provides a well-focussed means of intervention for those CF members who are experiencing drug or alcohol related problems but are not at the point where treatment is required. The course provides and educational

forum in which members can evaluate beliefs, attitudes and values with the objective of changing detrimental behaviour. It is seen as a step forward in the continuing initiative to promote positive and healthier lifestyles.

The course is 36 hours in duration. This will normally be conducted over five consecutive days and will be held at CFB Esquimalt (Naden). It is based on the Adult Education model and its content provides the most accurate, relevant and current information available. The staff consists of civilians who are experienced in drug education and understand the military lifestyle. There are also military specialists who will give presentations on a variety of subjects during the course.

If you require more information about the Secondary Prevention course, contact the Wing Drug Education Coordinator, Lt. J.M. Nogue at 339-8211, loc 8776.

info health

Dr. Bob Young



Shoulder Injuries

When we consider the flexibility and range of motion of our shoulder joints, it is perhaps amazing that they cause so little trouble. Shoulders are less affected with arthritis and other degenerative diseases than other joints, and are rarely infected.

Injury, however, is another matter. Most shoulder problems are injury-related, and the majority of these occur in athletes. The injury may be acute (a fracture, muscle tear, dislocation) or due to overuse (tendonitis with or without calcium deposits, instability or subluxation, pinching of muscle fibres between bony parts).

Contact sports generate acute injury. The contact may be with another player, as in football or hockey, or with the ground, as in skiing or gymnastics. Overuse injury, as the name implies, results from repetitive motion such as in tennis and badminton,

cross-country skiing, weight-lifting and other activity.

The shoulder is a ball-and-socket joint, held together by a ring of muscles called the rotator cuff. Dislocations and fractures may stretch or tear these muscles, or they can be damaged by asking them to do more than their strength permits. A single event causes the injury.

Prolonged mild use of the joint may cause tendons and muscles to rub together and become inflamed and weakened. Before they have recovered, additional similar activity may lead to tears and ruptures.

Research and observation in the field of sports medicine has vastly increased our knowledge of the shoulder area. Mechanisms of trauma are better understood and diagnosis of the specific injury is more astute and accurate. It is no longer enough to say "shoulder injury." The

torn, trapped, or bruised muscle must be identified, the lax joint spotted, range of motion noted, and the tender areas recorded.

X-rays and ultra sound serve to support the clinical findings, perhaps pinpointing the diagnosis even more.

Except in cases of fracture or major injury surgery is seldom required. Normal function usually returns following rest, physiotherapy, graded exercise, local ultrasound, and especially time. Shoulder surgery is somewhat complex, delicate at times, and not always as effective as one would hope. It is usually reserved for patients in whom conservative measures have not worked, or to provide stability and prevent recurrent dislocations.

Coddling a painful shoulder is unwise. Too long in a sling can lead to a frozen shoulder - and that can take years to clear.

Pelvic Pain

The pelvis is the lower part of the abdomen, roughly the area enclosed by the ring of bone that we feel when we place our hands on our hips. The word (Latin) means basin or bowl, another medical term that uses common items to describe our anatomical parts.

Along with the rectum and other bits of the intestinal tract that may drift down there, the pelvis contains the urinary bladder and, in women, the uterus, ovaries and associated structures. Because those organs are there, it is not surprising that pelvic pain is more common in females.

Both family physicians and gynecologists frequently face the challenge of diagnosing pelvic pain. Several diseases that cause pelvic pain are serious and require prompt treatment. Among these are appendicitis, diverticulitis with bowel puncture, abscesses or other infection, and ectopic

(tubal) pregnancy. Most patients with these problems are in obvious trouble, and diagnosis is usually relatively easy.

More subtle are the "hormone generated" (for want of a better term) cramps, aches, and pains experienced by many women, either constantly or on a cyclical basis related to their periods. These symptoms deserve a definitive diagnosis rather than merely being labelled pelvic congestion. Newer tests of hormone function, along with visualization of the pelvis with the laparoscope, provide guidance for physicians.

Endometriosis often causes pelvic pain. Here some of the cells that normally line the uterus have escaped into the pelvic cavity and multiplied, swelling painfully, then receding in time with the woman's menstrual cycle. It can be diagnosed, and often treated, using the laparoscope.

Ovarian cysts and cancer of the ovary both may cause pain, although there may be no symptoms with cancer early on. Suspicion is always warranted, both for this cancer and for tumors of the uterus as both are fairly common.

Less well defined are such things as pelvic backache and psychogenic pelvic pain. These may last for years, defy confident diagnosis, and respond poorly, if at all, to treatment. Some doctors deny their existence; most believe we are just not smart enough to know what is going on. Some cases are clearly related to sexuality problems.

While we have concentrated on gynecological causes of pelvic pain, it is apparent that specialists who deal with the intestines, the bladder, bones (especially the back), and with blood vessels all have to think about, and occasionally put their hands into the bowl that we call our pelvis.

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On & Off the Base

A La Mode

A Hearty Week at DND

The week of Feb 14 - 18 has been set as EAP Awareness Week at all CF bases. At 19 Wing Comox look for the display at HQ Bldg and try to attend one or both scheduled videos.

The topics of health, and coping with an earthquake are scheduled on 16 and 17 Feb at the WITO classroom in Bldg 22.

Wed 16 Feb: 1115 - 1215 hrs "Laughing Your Way to Health." 1230 - 1330 hrs "Surviving the Big One."

Thur 17 Feb: 1115 - 1215 hrs "Surviving the Big One." 1230 - 1330 hrs "Laughing Your Way to Health."

Everyone is welcome to attend these brown bag sessions. Please bring your own lunch and drinks.

The Addicted Teenager - What Parents Can Do

If your teenager is addicted to drugs or alcohol (or both), get help. Use community resources for drug and alcohol information and talk with other parents and with members of self-help groups such as Al-Anon. It's important that you clarify your own thoughts and feelings about the situation. Learn how to get treatment for your son or daughter, and what you can do to help your teen's recovery.

Treatment

There are many types of treatment available. Expensive hospital care is probably no more effective than your local recovery

organizations, although there may be other reasons to choose in-patient care, such as removing your teen from his or her peer group during the first stages of recovery. Your teenager may also have a preference.

Investigate the options thoroughly. Ask for referrals to other parents whose youngsters have been in a particular treatment or treatment facility. Talk to

honest attempt to change his or her behaviour, recognize these achievements.

Set Standards

Be clear about your expectations. Your teenager will be looking to you to reinforce his or her decision to maintain sobriety. If you decide that you must set stricter standards, discuss them with your teen so that he or she doesn't feel punished for having come forward about the addiction.

Be A Model

To provide maximum support for your child, be aware of your own behaviour in relation to drugs and alcohol. Even if you're only a social drinker, or if you only occasionally take tranquilizers or sleeping pills or other substances, it might be a good idea to eliminate all mood-altering chemicals and alcohol from your home. This sends a supportive message to your teenager that you are willing to change your own habits in order to be supportive of his or her recovery from addiction.

Show your son or daughter that people can experience a range of emotions without mood-altering substances. Real life, without drugs or alcohol, is a challenging, positive experience.

Be Supportive

If your teen is in treatment or in a self-help group, be supportive of his or her efforts. Get involved with the group, or an affiliated group if possible. While in treatment, and for some time after, your son or daughter will be in a precarious position between addiction and sobriety. Be honest while discussing addiction and behaviour issues with your teen, but try not to place blame on yourself, your teenager or your teen's peers. If your teen is making an

Employee Assistance Programme



those parents and to their teenagers.

The EAP is a joint UNION/MANAGEMENT program

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

BREAKfree



Junior Ranks Mess February 1994 Calendar

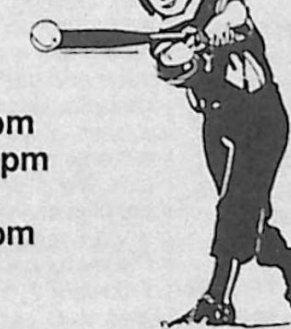
Bar Hours: The bar is now open every Friday afternoon. Light lunch available (every day) from 1130 to 1300.

Fri 11 Feb.....Bring your sweetheart to the Valentine's Day Dance. Doors open at 1900, buffet served at 2000. Cost: \$4 single, \$7 couple. Guests welcome. Tickets available in advance at Mess Office loc. 8430 or at the door.

Fri 18 Feb.....TGIF. Game and food to be announced. For more info call MCpl Adams, loc 8250 or Cpl Carr, loc 8315.

C.V. MINOR SOFTBALL REGISTRATION DRIFTWOOD MALL

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Sat. Feb. 12 12-5 pm
COMOX MALL
Sat. Feb 12 1-4 pm



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The Food of Love

by Diane Osterholm

Through the centuries, food has played an important role in matters of love. In the 18th century, luxury dishes, as a token of love, were offered to one's object of desire. This has been replaced today by going out to dinner as part of dating or courtship.

The Chinese have a saying that "food and sex are human nature," meaning that the two are similar needs and can be enjoyed as sensual pleasures. Indeed, food itself is sensual. The aromas, the textures, the tastes excite and allure you. But, can particular foods actually influence matters of the heart, or the libido? Oysters, chocolate, lobster, truffles, nutmeg, shark's fin, bear paws and other unmentionable animal parts have this reputation. Many Asian countries still have a large market for aphrodisiacs. Personally, I think any meal with the right person, in the right atmosphere, and a bottle of wine or champagne, would do more for passion than eating ground up rhino tusk.

To help you out for Valentine's Day, I have laid out a game plan for a romantic dinner. This is just for two, so if you have kids, feed them some Kraft dinner and some of the creme caramels, and send them to the rec room or off to the movies. With a little preparation, dinner can be finished in 10 minutes.

Make the creme caramel the day before and do the rest a few hours before dinner. Take the meat out one hour before to take the chill off before cooking. One of my shortcuts is the use of canned potatoes. They are not as bad as you might think. When tossed in butter and fried golden brown, they go very well with a steak. Another little trick is using oxtail soup mix for the gravy. It is quick and tasty and thickens up by itself.

The important thing is not that you slave all day in the kitchen, but that you can relax and enjoy the meal, and Valentine's Day, with someone you love.

Dinner for Two

2 small steaks (rib, rib eye, or tenderloin)
1 clove garlic, crushed (optional)

Freshly ground black pepper
Celery salt, or steak salt
2 T. vegetable oil

Sauce:
1/2 cup cold water
1 T. Knorr oxtail soup mix

Vegetables:
1 - 14 oz. can whole potatoes
4 carrots, peeled
2 portions green bean or broccoli, trimmed

1 medium tomato
Salt & pepper to taste
3 tsp. butter

1 T. Parmesan cheese

Early in the day, season the steaks on both sides with the pepper and celery or steak salt. Rub the garlic on and press down firmly with your hands to coat. Place oil in a shallow glass pan or plate. Lay in meat and turn to coat evenly. Cover with plastic wrap and refrigerate.

Mix sauce ingredients well and microwave on High for 1 min. Stir, then microwave at Half Power for 2 - 3 mins. Pour into a sauce boat or small pitcher, cool and refrigerate.

Drain and rinse potatoes. Pat dry and set aside on a metal pie plate. Cut a small slice off both ends of tomato, cut in half and place with potatoes. Cut carrots on an angle in 1" pieces. Place in a small pot with just enough water to almost cover, and set aside.

To serve: turn oven to 200 °F. Cover carrots and bring to a simmer. In a non-stick pan, heat 1 tsp. butter and potatoes over medium heat. Shake pan around to brown evenly. When carrots are nearly done, place broccoli or beans on top with 1 tsp. butter and cover. Return potatoes to pie plate and put in oven. Fry tomato halves on both sides for 1 min. Season with salt and pepper, sprinkle with Parmesan and transfer to oven. Wipe out pan and re-heat. Cook steaks to your liking, being careful not to turn too often or press out the juices. Heat sauce in microwave at Half Power 2 - 3 mins, stirring once.

Creme Caramel

Caramel:

1/2 cup sugar

1/4 cup water

Custard:

2-1/3 cups milk

4 eggs, beaten

2 T. sugar

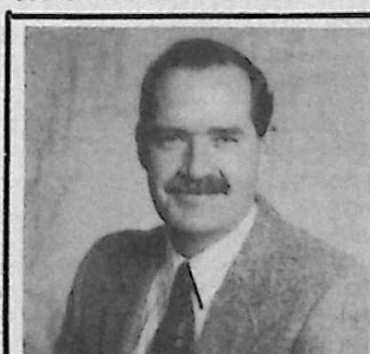
2 T. whipping cream

Mix sugar and water in a small bowl and microwave 2 min. on High. Stir to dissolve sugar then cook, uncovered, on High for 4-5 min. or until golden. Divide between 6 small or 4 medium custard cups or bowls, and swirl evenly over the sides and bottom. Set aside.

Whisk in the remaining ingredients and strain into the prepared cups using a wire strainer. Arrange in a circle and microwave 14 - 18 min. on Defrost (30%). Turn and rearrange halfway through if you don't have a turntable. Cool and chill for a few hours, or overnight.

To serve: turn over onto a small plate. The caramel will now be a thin liquid.

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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.

Mini Franco-Fun

Groupe de rencontre parents-enfants en français. Les buts de ces rencontres sont:

- permettre aux enfants de jouer entre eux dans une atmosphère francophone,
- permettre aux parents de rencontrer d'autres parents parlant français.

Les parents doivent accompagner leur(s) enfant(s) et doivent parler français. Chaque parent contribue à sa façon aux préparatifs des rencontres et ces dernières sont organisées de la façon suivante: jeux libres (bricolage, peinture, casse-tête) goûter, jeux de groupe, histoire, chants...

Les rencontres ont lieu tous les lundis de 9h00 à 11h00 au Centre Communautaire, situé près du Canex. Pour plus d'information, contactez Mme Suzie Beaumont au 339-1372.

A Chaque mois, nos tout petits ont beaucoup de plaisir. Ils apprennent à reconnaître différents choses, tout en cuisinant, peignant et en bricolant.

19 Wing 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.

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.

Avis

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

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).

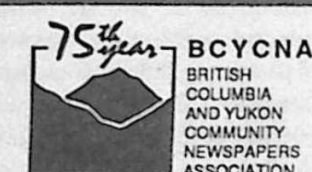
Comox Valley Skating Club

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.

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HEALTH

BACK PAIN? Six years of test prove Pass Form relieves back pain and lets you sleep in comfort. Guaranteed. Free information package. No obligation. 1-800-565-2060.

HELP WANTED

FASHION FORTUNE!! Fun, Freedom and exciting earning potential. Become a Distributor selling MA CHERIE LINGERIE. QUALITY & SERVICE make us #1 since 1975. Call 1-800-661-3305.

COMBINE AN EYE FOR FASHION with a head for business. Earning potential unlimited. Part-time or full-time. Seeking Fashion Consultants. Call 1-800-463-8659 LANTANA Affiliate of Cotton Ginny.

HELP WANTED

MENTAL HEALTH WORKER. Interested in a challenging career? Lillooet, a community of approximately 5000 residents is seeking an energetic professional interested in working in a one person Mental Health Office. The successful candidate will function as a primary therapist and will provide services to all age groups, including assessment, treatment planning, treatment, crisis intervention, service coordination, consultation to individuals, families and groups and will liaise with a variety of professionals, local services and agencies. QUALIFICATIONS: Minimum of a Masters Degree in Social Work-registered for private practice, or a licensed Psychologist with relevant experience in family violence and the mental health field. Applicants must have good interpersonal and communication skills, be culturally sensitive, and should be small community oriented. Prospective applicants will be subject to a criminal records check. SALARY: Depending on qualifications. RESUMES TO: Rodney Louie, Coordinator, Lillooet Tribal Council, Box 1420, Lillooet, B.C. V0K 1V0 (604)256-7523. FAX: (604)256-7119. CLOSING DATE: February 14, 1994.

KITCHEN CABINETS

CABINETS 1/2 PRICE. In stock, countertops/vanities also. Kitchen Craft Factory outlet. Cash and Carry Cabinet Warehouse. 4278 Lougheed, Burnaby 298-9277. 19700 Langley Bypass, Langley 534-7273. 800 Cloverdale Ave., Victoria 389-1114.

MOBILE HOMES

BUY FACTORY DIRECT. SAVE THOUSANDS! B.C.'s #1 selection of Manufactured Homes. Several pre-owned available. Call Ridgewood Homes for free info (604)962-9114.

PERSONAL

DISCOVER The Secrets of Soul Travel. Survival beyond the body. Use Spiritual exercises as a tool to greater awareness. Call ECKANKAR'S information line. 1-800-667-2990/ G.V.R.D.-268-6325.

REAL ESTATE

PROPERTIES TO BE SOLD for unpaid taxes. Crown Land availability. For information on both, write: Properties, Dept. CN, Box 5380, Stn. F, Ottawa K2C 3J1.

ADULT LUXURY TOWNHOMES

located in the Rocky Mountain Trench of the East Kootenay. These single storey homes are planned and designed for today's leisure lifestyle. For information write: Box 65, Kimberley, B.C. V1A 2Y5. FAX: (604)427-2180. Bootleg West Properties, Kimberley, B.C.

RETIRED

RETIRED/RELOCATE To rural Saskatchewan. Clean fresh air, low crime rate, reasonable housing, all the amenities of a city. Esterhazy, population 3,000 sits on a green plain between two scenic valleys: Kaposvar and Qu'Appelle. Go exploring on foot or by car. You'll find a little history, a little culture and a lot of fun. Contact: Orset Protzak, (306)645-2693 (B), (306)745-2619 (R); Brian Sych (306)745-3942 (B), (306)745-6953 (R). Esterhazy Economic Development Co-operative, Box 490, Esterhazy, Sask. S0A 0X0.

SERVICES

WE TAKE THE FEAR OUT OF ICBC. Major ICBC injury claims. Joel A. Wener, trial lawyer for 25 years. Call free 1-800-665-1138. Contingency fees. Simon, Wener & Adler.

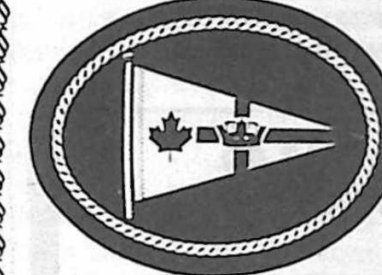
On & Off the Base

Branch 160 Poppy Campaign Poster Contest



1993 RCL Poppy Campaign Poster Contest, Senior Division, Highland Secondary School L-R: Jill Iddiols, Poppy Committee; Scottie MacLean, Br.160 Poppy Chairperson; G.A. Terris, President Br.160; Mrs. G. Haffenden presenting Haffenden Memorial Plaque to Best Overall Entry from all Comox schools; Duke Warren, Br.160 Chaplain; Students - Janet Hannah, Haffenden Plaque & prize, & 1st place in Poster Contest; 2nd place Emma Tayless; 3rd place Denise Longland.

Senior Legion Poem Winner



19 Wing Yacht Club CFSA

A work party was held 29/30 Jan. to build a cedar deck on the clubhouse. The remainder of the required lumber is on site. Sanding and finishing will be done when the wood dries and the weather warms.

Work parties will be held each Sat. 1400 - 1700 hrs UFN. Priorities are the floats, alterations to Bldg 41 and beach clean up. We will clean from the jetty to the marine railway.

Water and sewer has verbal approval for self help. Maj Irvine is OPI. No functions will be planned until this project has been completed.

Club members may sign out a key at the guardhouse. Check the bulletin board for the latest gen. Next general meeting: 01 Mar 1900 hrs. Place TBA next issue.

We require a social committee and a librarian, as well as a new DA holder. See you Friday night at the club.



Junior Legion Poem Competition



1993 RCL Poppy Campaign, Junior Poem Competition, Brooklyn Elementary School L-R: Jill Iddiols, Poppy Committee; Scottie MacLean, Poppy Chairperson; Kate Lattey, 2nd in Poem Contest; G.A. Terris, President Br.160.

DON'T MISS THE BOAT



Now is the best time in years to buy your first home. WHY?

- 1) You can buy for 5% down.
- 2) You can still borrow from your RRSP for the down payment.
- 3) Interest rates have never been lower.

You can carry each \$10,000 increment of mortgage for \$62.50 per month.

Stop throwing your money into the bottomless rent pit!

Call me now

GERRY GEROW

REALTY WORLD - Coast Country Realty

334-3124

LEGION LOG

BRANCH 17 COURTENAY

334-4322

EVENTS

Fri Feb 11.....Country Spirit
Fri Feb 18.....Sidewinder
Fri Feb 25.....John MacKenzie

REGULAR ACTIVITIES

BINGOS.....every Saturday at 3:00 PM in Lounge
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

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

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

Dress Code in effect 8 PM Fri & Sat

Building is Handicapped Friendly

BRANCH 160 COMOX

339-2022

ENTERTAINMENT

Feb 11 (Valentines Dance).....Music by WILD RIVER
Feb 18.....Music by HIGHWAY 19
Feb 25.....Music by WESTWIND

Mar 04.....Music by BORDER GUARD
Mar 11.....Music by SKIP & THE BYTERS
Mar 18.....Music by ALLEYCATS
Mar 25.....Music by WESTWIND

A BIG THANK YOU TO GERRY McNUTT for his three years of volunteering to drive members & guests to and from the New Year's dances.

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.

Spring Cleaning?
Bring your throw-aways to the Comox Branch 160 AUCTION
Sunday, 13 March, 2 - 6 p.m.
Food available - members and guests welcome. Auctioneer: Comrade Gus Baudais. All proceeds to go to "Clean Air" equipment. For pick-ups, call Dawna at 339-3454.

Sports: Crib Playoffs 23 Jan.
The following winners will be proceeding to the Zone Playoffs at Qualicum Beach, Feb. 26-27 at Br. 76. Singles: Lil Smith. Doubles: Paulette LeGault, M.G. (Scottie) MacLean.
Team: Paulette LeGault, Scottie MacLean, Jim Smith & Lil Smith.

Country Spirit
Sidewinder
John MacKenzie

every Saturday at 3:00 PM in Lounge
Thursdays, Fridays & Sundays at 7:00 PM - Upstairs

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Qualicum Beach, Feb. 26-27 at Br. 76. Singles: Lil Smith. Doubles: Paulette LeGault, M.G. (Scottie) MacLean.
Team: Paulette LeGault, Scottie MacLean, Jim Smith & Lil Smith.



TOWN of COMOX RECREATION DEPARTMENT

339-2255

ANNUAL COMOX 1st CLASSIC INDOOR TRY-ATHALON

CLIMB/ROW/RUN

The Comox Classic Indoor TRY-Athlon is the ultimate way to cross train, to challenge and motivate yourself during the winter months. The three event race is a race only against yourself (and the clock). Climb, then row, then run (or walk) your body to a new level of fitness. You have 2 hours (more than enough time) to complete the distances on the three events. All Fitness levels and all those 15 years and over are welcome. WHAT'S YOUR EXCUSE?



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

SIGN UP FOR ONE DAY AND ONE (2 HR. MAX) SLOT
WHEN REGISTERING.
INFORMATION FORMS AVAILABLE AT
COMOX COMMUNITY CENTRE.

AERO ART SCREENPRINTING

The Old House Restaurant

SKI TAX HUT

The Courtenay Comox Valley
RECORD

TRY-ATHALON

Climb - 200 flights on Stairmaster 4000 pt.
Row - 5000 meters on Concept II Rowing Ergometer
Run or Walk - 5 miles on Lifestride Treadmill

MINI - TRY-ATHALON

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

PRIZES! PRIZES! PRIZES! for males and females in various categories

ONE NIGHT AFFAIRS



**\$8.00 + GST
For all Ages
WEDNESDAYS**

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)

422 YM/YWCA FITNESS INSTRUCTOR COURSE

\$240.00 This fee includes handouts, manual and peer teaching experience. National certification ticket requires a CPR ticket and an Instructor Competency Evaluation, both of which are available through the Comox Community Centre.

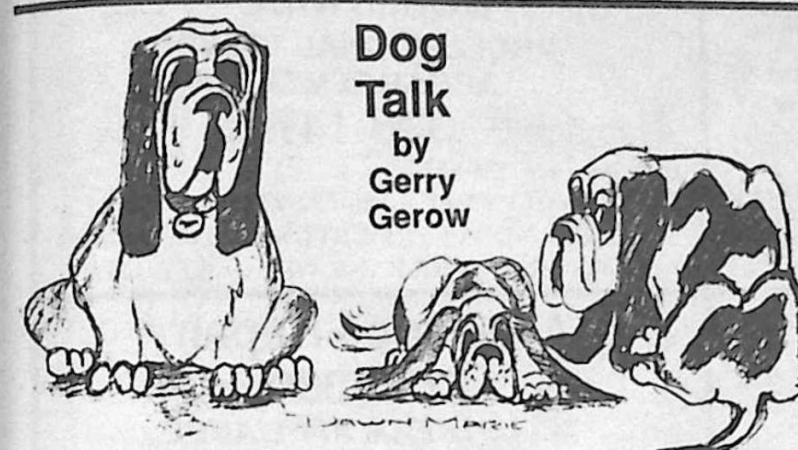
16 years +
Saturdays and Sundays
Saturdays 9:00 am - 5:00 pm
Sundays 9:00 am - 1:00 pm
February 19, 20, 26, 27 and March 12, 13, 19, 20
Comox Community Centre

The YM/YWCA Fitness Instructors course is a nationally certified program that provides the theoretical knowledge and the practical experience required to become a competent, qualified fitness instructor. This 44 hour course will provide you with the knowledge of anatomy, biomechanics of movement, exercise physiology, nutrition, exercise technique, leadership skills, lesson preparation, choreography, patterns, cueing and use of music.

COURSE CONDUCTORS:

Karen Borezon: Karen is the YM/YWCA Fitness and Lifestyle Manager in Victoria. She has 12 years experience as a fitness and dance instructor. She is a BCRPA Trainer of Fitness Leaders and a registered Fitness Appraiser. Karen holds a diploma in Community Recreation Leadership from VCC.

Brannan Petrie: Brannan is the Victoria YM/YWCA Fitness and Lifestyle Coordinator. Brannan has been a Fitness Instructor for the past 6 years, and is a registered Fitness Appraiser. Brannan holds a BSc in Kinesiology from SFU.



Dog Talk by Gerry Gerow

An interesting book this week: **Successful Dog Breeding** by Chris Walkowicz and Bonnie Wilcox. Howell Book House, New York, and Maxwell Macmillan, Don Mills, Ont. US \$27.00

Both authors are highly experienced dog breeders and authors. In addition, Wilcox has been a veterinarian for over 25 years.

The authors start with the basic decision - do you really want to do this? From there they go on to mate selection, actual mating, gestation, whelping and post whelping care of the dam and puppies. All the problems one would expect to encounter are here.

This is a hard covered 222 page edition. It is well illustrated with over 100 excellent cartoons and a number of photographs. The book is indexed and has an appendix listing the various breeds of dogs and the medical

problems which can be encountered with each of them. A must read for novice breeders. It's just published, so order from Macmillan at 1-800-465-2288.

Many of you probably got yourself a new puppy around Christmas time. An acquaintance who is connected with my local SPCA recently mentioned that they never have enough puppies to go around. While I am not an advocate of getting a puppy at the local animal shelter, because you can never be sure of parentage and what the puppy will grow up to be. It is a popular source for many people. Most of these people are novices and have a lot to learn about caring for a pet.

Rule #1 is that ALL PUPPIES CHEW THINGS. It is as natural to them as going to the bathroom or eating. Puppies teethe just like human babies, and their baby teeth fall out the same way. This is another reason for chewing.

Puppies Should be Crated

Always ensure that your puppy has something to chew. If you don't, he will find something himself. If you leave your puppy alone for any period, you can be sure he will find something to chew on. And, you can be sure you will not be happy with his choice. Plants, your favourite dress shoes, the strap off your purse, camera or binoculars, are all vulnerable. If you leave him in the home alone for even a short period, HE MUST BE CRATED. This rule applies for the first year of his life. A crate is a polite name for a cage, and many think this is cruel. It is not. A dog is a denning animal, and the crate is his den. He is happy there.

Another thing is that, unless it is completely unavoidable, a dog will not soil his crate/den. The same does not necessarily apply to your good carpets. Crates can be homemade or purchased in the pet store. They don't have to be excessively large. Just big enough so he can lie down comfortably.

If you think crating is cruel, think of your reaction when you return home to find something valuable destroyed. Crate him! You'll be glad you did.

Brits Unveil Classless Military Medals

(Article taken from the British newspaper, The Daily Telegraph of 19 Oct 93, submitted by Duke Warren.)

A new "classless" system of awards for acts of bravery by Service personnel was announced by the British Ministry of Defence yesterday.

Distinctions of rank are to be abolished, entailing the disappearance of such awards as the Distinguished Conduct Medal, the Military Medal and the Distinguished Flying Medal.

Women are eligible for all new awards, although restrictions on their posting to some combat units may make some awards unlikely. The new system is not retrospective, so that holders of existing awards will retain them. Gallantry awards are to be rationalized at four levels. The first and highest, represented by the Victoria Cross (established 1856), is unchanged.

The VC has always been open to all ranks of all three Services and is awarded exclusively for acts of heroism in the face of the enemy.

Service personnel have also been eligible to win the George Cross (1940), but the GC represents the first "level" in the civilian system of awards, which is not affected by these changes.

At the second level, the three awards open to non-officer ranks of the Royal Navy, the Army and the Royal Air Force - the Conspicuous Gallantry Medal (1855), the Distinguished Conduct Medal (1854) and the CGM (Flying) (1943) - are to be replaced by a

new decoration, probably to be called the Conspicuous Gallantry Cross.

The Distinguished Service Order (1886), awarded to officers both for bravery and for achievements of command or leadership, will in future be reserved for "highly successful command and leadership." At the third level, distinction between the Services is retained, but the non-commissioned medals, the Distinguished Service Medal (1914), Military Medal (1916) and Distinguished Flying Medal (1918), are abolished.

In future sailors, soldiers and airmen, irrespective of rank, will be eligible for the former officers' decorations, the Distinguished Service Cross (1901), the Military Cross (1914) and the Distinguished Flying Cross (1918).

At the fourth level, the Mention in Despatches, which dates from about 1830, will become a gallantry distinction only. Other meritorious service will be recognised by a new "Queen's Commendation for Valuable Services."

The status of two decorations, the Air Force Cross and Medal, remains unsettled. The Distinguished Flying Cross and Medal could only be won for acts of bravery in the air. The AFC and AFM, however, can be won for feats of airmanship and the RAF has made a special case for their retention.

The changes, by abolishing rank distinctions, are unlikely to prove too popular with some parties.

Holders of the three second-level non-commissioned decorations - the CGM, DCM and CGM (Flying) - are particularly proud of their distinctions, which some think are almost as difficult to win as the VC.

They carry enormous prestige not only in the petty officers' and sergeants' mess but in the eyes of all ranks.

Some of the same feelings are held by holders of the non-commissioned third levels medals which are to disappear.

Mr. Roy Brett, Secretary of the Military Medal League, said that he and his members wish to retain the medals they have and would not exchange them for any other.

Brig Stuart Ryder, formerly of the Honours, Decorations and Medals Committee of the Cabinet Office, believes that the new system is ill-thought out and risks "double offence."

Although no one will be obliged to surrender an old medal for a new, he believes that the status of existing medals is altered, and that there will be misunderstanding about the terms under which they were awarded.

The Military Cross, for example, in becoming an all-ranks medal, robs present holders of the social distinction it carried and which meant much to many now elderly men.

The disappearance of the Military Medal, arguably more difficult to win than the MC, robs non-commissioned Servicemen of a distinction which the "new" Military Cross may take time to acquire.

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

February 1994

CAKE DECORATING

Dates: Three evenings February 28th,
March 2nd & March 7th
Time: 6-9 pm at the CMFRC
Cost: Supplies

Call the CMFRC for a supply list and
registration at 339-8290.



Parenting School Age Children

This workshop will provide participants with opportunities to strengthen current parenting skills and explore new coping strategies.

Dates: 6 Evenings Feb. 15th, 16th, 17th,
21st, 22nd & 24th
Time: 6:30-8:30pm
Location: Family Resource Centre
Cost: No Fee

To Register contact the
Family Resource Centre at 339-8290

Silent Auction & Valentine's Day Tea

You are invited to come and meet the CMFRC Board members, staff and volunteers Monday February 14th 2-4 pm at the CMFRC. This is an excellent opportunity to discuss programs and plans for the upcoming year with all of us here at the CMFRC.

Along with refreshments and good conversation there will also be a silent auction to raise funds for the CMFRC programs.

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

The Comox Military Family Resource Centre
and

Canada Employment Centre

are sponsoring a community orientation program designed to help military spouses get established in the area.

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

- Identify your skills in relation to the local job picture.
- Establish a network/support system in the Comox Valley.
- Increase your awareness of the community and identify potential employers to contact.
- Develop techniques to research businesses, agencies and services available.
- Explore training, job search and self employment options in the Comox Valley.
- Clarify your employment/training goals and create a realistic action plan to follow through on.

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

Date: Tuesday February 22nd, 1994 to Friday March 11th, 1994.

Time: It will run Tuesday, Thursday and Friday 9:00am-12:00pm.

Location: 19 Wing Comox

To Register: Call the Comox Military Family Resource Centre at 339-8290.

LABRADOR MILITARY MUSEUM

A new military museum is in the works at 5 Wing Goose Bay.

There is a great need for any old photos, slides, books, magazines or any memorabilia pertaining to military life at the Goose. Especially wanted, are any items dating from the very beginning through to the late sixties.

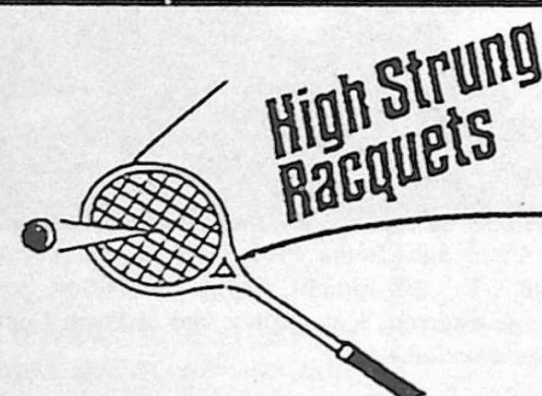
For further information, contact:

The Curator
Labrador Military Museum
Sgt Tim Brodie
C/O 5 Wing Goose Bay
Goose Airport
Station "A"
Goose Bay, Newfoundland
AOP IS

OR CALL

902-896-7036
AUTOVON 568-7036
FAX 902-896-7371

NEXT DEADLINE 21 FEB.



and The Comox Recreation Department

presents

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
Comox Community Centre

#714

FEE: \$20.00+GST (includes T-shirt)
ENTRY DEADLINE: Friday, February 18, 1994

GET YOUR ENTRY FORM NOW AT THE COMOX COMMUNITY CENTRE



On the Base

Base Scuba Club



Dives, Dives!

by Paul Harman

Diving activities got off to a slow start in December, but picked up toward the end of the month. In the beginning of the month, the weather put a hold on the activities of the club for safety concerns (it's rather hard to dive in hurricane force winds). Fortunately, this only caused the cancellation of one trip; the one to Rock Bay.

Bridging the Grain Gap

Two divers arrived from Shilo, Manitoba on 23 Dec. They originally contacted us earlier this fall, in order to coordinate some diving during the Christmas holidays. Both Mike Besnard and his girlfriend Tracey Emms were treated to some local BC diving for four days at the hospitality of 19 Wing PDSC. The sites visited consisted of Comox Harbour, and both Quadra and Hornby Islands. Between them, they logged 20 dives over a one week period. Conditions remained relatively consistent with an overall water temp of 43°F and somewhat overcast days. The weather also remained lenient; raining for less than half the time, with the wind causing rough seas only on occasion. An average dive for the duo resided around 50 feet, for 30 - 40 minutes.

Marine life in almost all the areas was more than abundant. A multitude of rockfish, cod, starfish, anemones, urchins, crabs, nudibranchs, abalone, swimming scallops, gobies, greenlings, sea perch, sea cucumbers, sea pens, Red Irish Lords, and numerous crustaceans filled the dive sites. During the descent of the last dive at Hornby Island, Mike and I were treated to a visit from a seal at 40 feet, until we spooked him with our dive lights. Then he turned sharply and was gone as suddenly as he had appeared. Also gracing us with its presence, on the latter portion of this dive, was a longnose skate; which, after a gentle touch, glided effortlessly into a ledge (3 times!), and then away. Graceful creature, but apparently, not very bright.

Accompanying the "Prairie Pair" back to Manitoba are: a video tape of both surface and sub-surface footage, from Hornby Island and God's Pocket; as well as a lot of exciting comments in their log books. Mike and Tracey would like to extend their sincere thanks to all those who made their stay and their diving memorable. They also stated that they will be encouraging other Manitoba divers to come to the area to dive. The club and I thoroughly enjoyed their company and the chance to meet

them. 19 Wing PDSC is looking forward to their return next year; hopefully we will get them some equally, if not more, memorable dives. At this time, we would like to welcome divers from across Canada, and from other areas, to Comox for a chance to experience some of the best diving in the world.

Hornby Island Diving

Hornby Island Diving is run out of Ford's Cove, on the southwest corner of Hornby Island. The facilities are very clean, relatively new, and very appealing.

The local area is very picturesque, with the local gentry being reasonably friendly, yet somewhat reserved and colourful. The quarters are arranged in bunkhouse fashion with the capabilities to house 28 divers comfortably. Facilities include: fully equipped and generously sized kitchen, colour TV (complete with VCR and video library), sauna, full size bathtub filled with stored rainwater for rinsing gear, and ample amount of overhead pegs along the covered patio for hanging and drying gear.

Since banking facilities are extremely limited on the island, and credit cards aren't widely accepted (including Hornby Island Diving), it is recommended that extra cash or traveller's cheques be brought to avoid embarrassing, or inconvenient circumstances. Hornby Island has an extensive recycling program in effect. This can cause some initial confusion at first, but Ed and his staff are most helpful when it comes to figuring out what trash goes where. The only other minor inconvenience is regarding fresh water. The facilities employ a well system which will oblige some visitors to rearrange their habits with water usage.

Also enlisted within Hornby Island Diving's inventory, is a 26 foot aluminum skiff, with a 130 horse outboard (grunt, grunt!), to handle the boat diving tasks. Aside from the operator's station, the boat is open and provides little protection from the elements. However, if you sit in the bottom of the boat and wear your complete wet/dry suit, it is possible to remain adequately protected from wind, rain, and spray. The skiff is also susceptible to rough seas; so for those who suffer from motion sickness, bring a bag.

Ford's Cove itself is extremely scenic with lots of wave-formed sandstone and up to 15 seals in the cove at any given time. Seals can also be seen, and heard, from just around the bend. A small, but adequately stocked general store also exists near the wharf, com-

plete with coffee shop. A more "complete" shopping experience can be had at the local Co-op store, located on the other side of the island. The cove's location is only a 5 - 10 minute boat ride from the ferry terminal, yet to drive to Ford's Cove you must drive virtually around the island.

A neighbourhood pub also exists beside the ferry terminal and the nearest liquor store is on Denman Island. There are no restrictions on the consumption of alcohol in the facilities, however, once you have taken a drink (whether in the pub, or in the quarters), consider your diving for the day over. We commend Ed and his staff for their stand on this issue.

The time we spent was well worth the money and we hope to visit Hornby Island Diving again in the future. Once again, I'd like to personally thank Ed Lip and his operation for the generosity and hospitality we received during our stay.

A Half Price New Year's

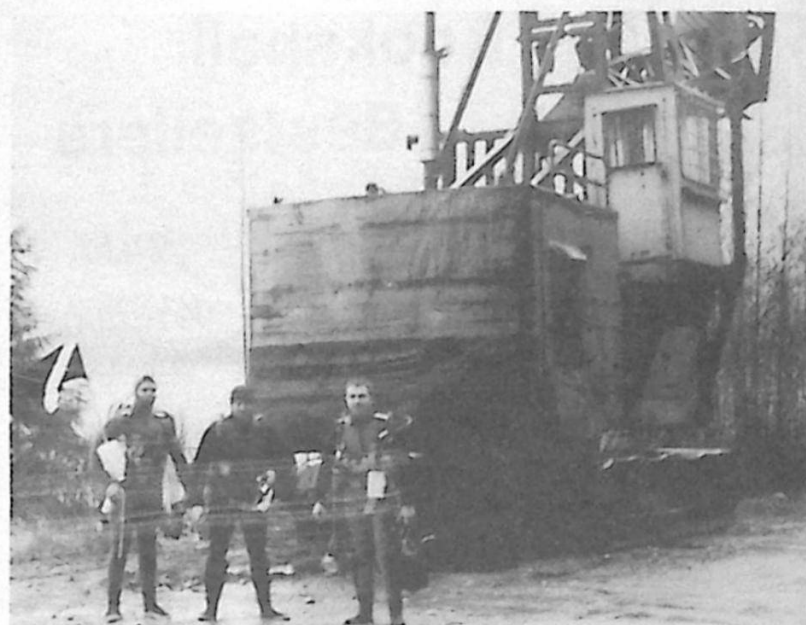
Originally, our New Year's dive was scheduled for 2 Jan to Comox Harbour. We kept the date the same but changed the location to Rock Bay. This was for two reasons. The first being to make up for the cancelled trip, mentioned earlier; and the second was for reasons of majority interest. As previously promised, all gear was available from the club at half price.

Initially six persons signed up for two day dives at Rock Bay, and a night dive at the old ferry dock on Quadra Island. Unfortunately, one was a no show, and two more fell out as a result of the stormy weather in Comox. This left three of us willing to push the rain and wind in order to see if the conditions were any fairer at the site.

As we neared Campbell River, it was starting to look as though we might have to cancel once again. However, whenever we passed a sheltered or leeward spot, conditions proved to be more than favourable. As hoped, our dive site was clear, except for some overcast and light drizzle.

The directions we were using to get to Rock Bay did not account for "two" Rock Bay service roads. This led us to the wrong spot for our first dive. There isn't much to report on this dive as there wasn't much to see. The water temp was 40°F and max depth was 70 feet. Only a few plumose anemones, the odd sunstar, and some tiny hermit crabs could be seen at depth. The only thing really down there were logs and lots of debris, since this

Rock Bay Rendezvous



Bill, Mike and Paul in search of Rock Bay

bay is an active pickup area for logging barges. Visibility upon ingress was up to 25 feet, but down near the bottom it would deteriorate to less than five feet, from our fins kicking up the silt. Total time was 40 minutes.

The meagreness of this dive almost persuaded us to head straight for the old ferry terminal on Quadra Island. Since we were going to have a two hour surface interval, and we figured we were close by anyway, it was decided to try to find the real Rock Bay before proceeding back to Campbell River. In a little over 30 minutes we found the desired location for the next dive.

Rock Bay is a small, sheltered bay that is easily accessible by any two wheel drive vehicle. The only consideration is that access is by a pothole laden, dirt road; those with expensive paint jobs or low ground effects, beware. Facilities at the site include camp ground, picnic tables, boat launch, and a dock. In the summer months, parking must be paid for by leaving money in an envelope, in the manager's lot.

Entry to the water is either made from shore, or striding off the docks. The docks are arranged in marina fashion, which gives good access to all areas of the bay without a lot of swimming. To avoid falls and/or injuries, caution should be exercised when walking on the docks with gear as they are floating docks that are tied together. Visibility here is excellent (40 feet, minimum) and the bottom can be easily seen from the docks.

After completing a stride-entry, we descended and did a wall dive along the outside of the bay. Lots of sea urchins, starfish, large sea cucumbers, and rockfish were viewed. At approximately half tanks (1500 psi), we turned around and swam underneath the docks. Despite being on the lookout for resident octopi, we noticed a lot of broken shell fish and crab remains (a good indication of nearby octopus dens), none were found.

Debris under the docks was excessive. Mostly tires, boat bat-

teries, a few tools, some beer bottles (even a few "stubbies"), and an abundance of broken porcelain littered the area; showing the carelessness of most vacationers. Upon further inspection of the rubble, it was discovered the broken porcelain was the remains of hospital material from an old hospital. Albeit no structural ruins were found, it was determined that a hospital had, at one time, been on site. I found an old medicinal tonic bottle intact, except for the original cork, which I'll try to have dated.

Mike, Bill and I surfaced with 600 pounds of air remaining, bringing our total time to 30 minutes, with a 60 foot max depth. This dive was a dusk dive, so lanterns and glow-sticks (for diver identification) were required. We'd like to return to Rock Bay to further investigate the ruins and to do a night dive, in the hopes of seeing an octopus. Due to the travel time, our fatigue, our hunger, and the lateness of the evening for our next dive, it was agreed that we abort our attempt for a night dive on Quadra Island.

We were back to the base and had the vehicle unloaded, refuelled, and returned to Transport by 8 p.m. Company was not parted until we agreed that we would indeed return to the areas, especially now that we know where to go.

As a reminder, our trip to Cozumel is on for June. Contact us for details. Also, we are still planning to head to Sechart Peninsula from Feb 18 - 20, to dive the HMCS Chaudiere and the local area. This promises to be one of our more interesting and exciting trips on record, well worth the expense. The proposed cost is \$180.00 for five dives, two nights accommodations, and meals (lunch and supper on Saturday, lunch on Sunday). Vehicles are being arranged, but ferry costs will be split by the total number of people in each vehicle. Unfortunately, scheduling is tight, so if our minimum number of confirmed bookings aren't reached, we'll be forced to cancel.

**NEXT DEADLINE 21 FEB.
NOON**