



Sigonella Story

....page 7

Exercise Snow Owl

.... page 8



TOTEM TIMES



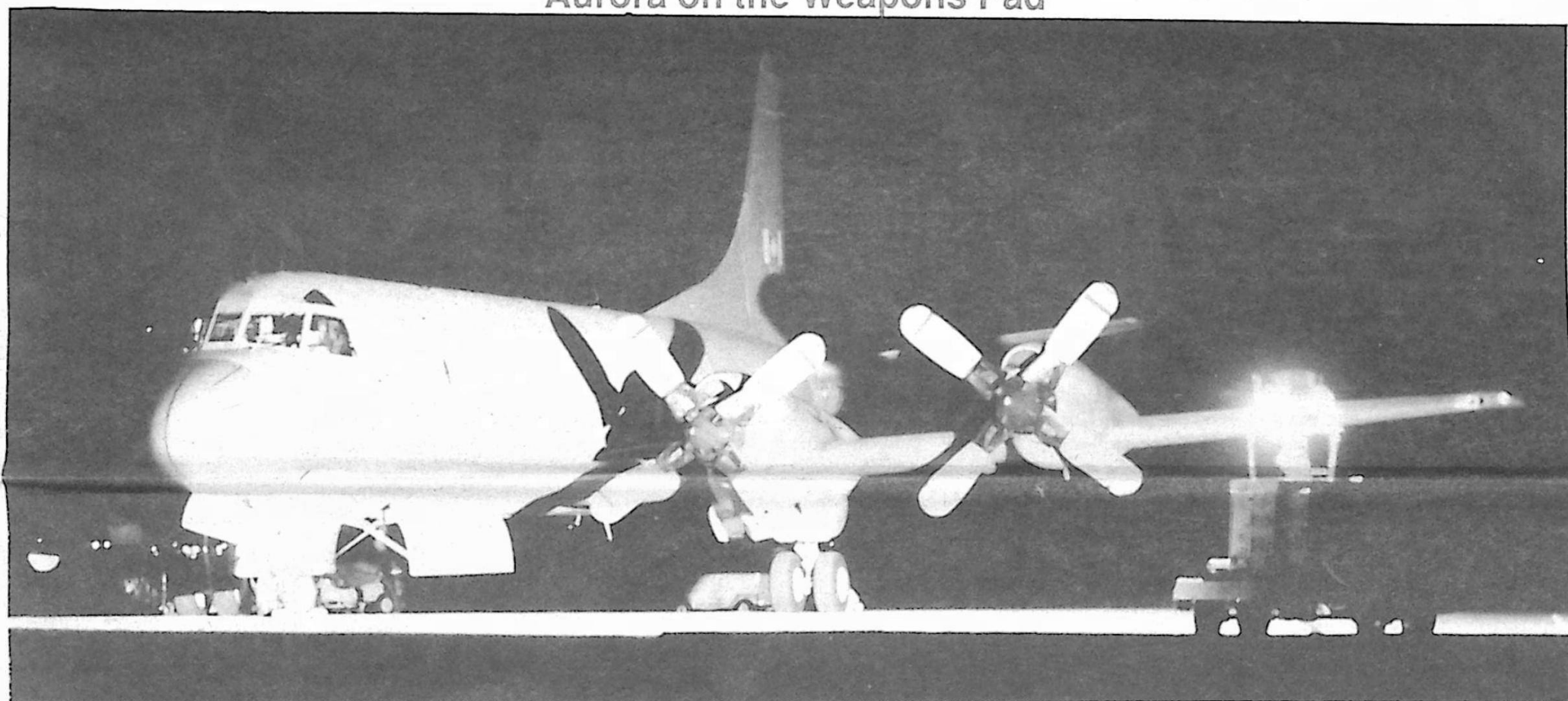
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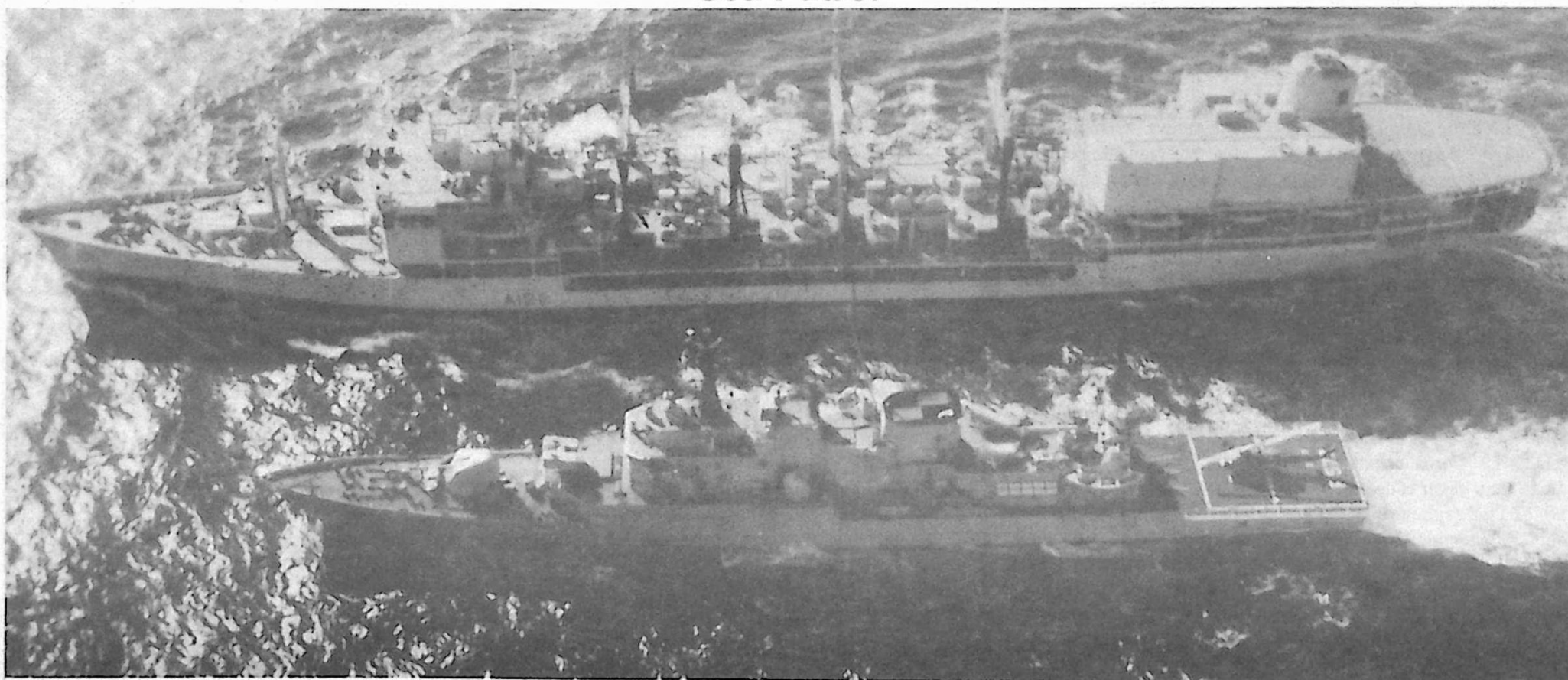
Aurora on the Weapons Pad



A CP-140 Aurora illuminated by the light at "Red Label," the torpedo loading area at NAS Sigonella, Sicily, a base of operations for UN sea patrols in the Adriatic.

Watch on the Adriatic

Sea Patrol



A NATO warship carries out replenishment at sea operations in the Adriatic, interdicting shipping as part of UN anti-smuggling efforts in the Balkans conflict. See Capt Seymour's Sigonella story on page 7.

On & Off the Base

To be a Christian Exacts a Price

by Padre
Conrad Verreault

On 10 August 1976, in Anderson town in Northern Ireland, the driver of an IRA get-away car was shot by a British soldier. The car jumped the curb and crushed to death three children aged 8, 2 and 6 weeks, and critically injured their mother. Just one more sad tragedy for Ireland, you might think. But the tragedy had an explosive effect, particularly on two young women.

Mairéad Corrigan, aunt of the children and sister of the injured mother, went directly to the local TV station. As she denounced the senseless violence, her picture was telecast superimposed on the bloodstained sidewalk and crushed tricycle. The station switchboard was jammed with calls from women expressing outrage and indignation at the senseless killings.

A second woman, Betty Williams, witnessed the incident. She said that she felt like standing there and screaming. Instead, she went home, sat at the typewriter, composed a peace petition, and then walked the streets of Anderson town asking people to sign it and come to a peace rally the following Saturday. That day Mairéad Corrigan and Betty Williams met for the first time together where they launched the Peoples Peace Movement.

Chaplains Chatter



It is difficult for us to realize the drama and power of what was happening. It was the first time women had challenged the gunmen of Ireland. It was the beginning of a movement that has renewed the hope of bringing peace to a troubled country. But actions like this demand a price. Anyone who is willing to act must be prepared to pay the price. Being prepared to pay the price is the theme of this meditation.

In the Gospel, Jesus is making clear that to be his disciple exacts a price. He also suggests that we take a good look at the price to be paid. Being a follower of Jesus is

a difficult task. To follow Jesus means wholehearted involvement, wholehearted commitment. To be a Christian means being prepared for a long and difficult life. Betty Williams in an interview has said: "Of course I don't want to be a bloody martyr. Who does? But if we want to live in peace, we can't let fear take over our lives."

Undoubtedly this appears to us, as it appeared to Jesus' listeners, to be hard and startling teaching. But the same teaching is echoed in many other parts of the New Testament. In John's Gospel, Jesus tells us that unless the grain of wheat dies in the ground, it remains alone. Only in dying itself does the grain give rise to new life and to increase. In the same Gospel, Jesus will say: "Those who find their life in this world will lose it, those who lose their life on earth will find it."

To be a disciple means a complete turning away from earthly and wrong values. To be a follower of Christ then is not an easy thing. It is a day to day carrying of the cross, a daily denying to self out of love for God and neighbour. It is giving away all our possessions in the sense that we don't cling to them, in the sense that our sole possession is Christ.

A l'époux et l'épouse bien-aimés:

Le Mot Du Padre
Padre

Conrad Verreault

L'autre jour en feuilletant les pages d'un livre, j'ai trouvé une prière merveilleuse. Voici cette prière: "L'important, c'est la rose" dit la chanson et la rose pour moi c'est ma femme. J'ai une femme vraiment extraordinaire. Elle sait tout faire. Elle n'arrête pas de m'émerveiller. Nous sommes mariés depuis 20 ans et la rose n'est pas fanée. Seul, Seigneur, je suis perdu. Je ne peux plus me passer d'elle. Elle est entrée au plus profond de ma vie. L'Amour, Seigneur, ça ne s'use pas... ça peut aller en grandissant continuellement. Bien sûr quand je regarde en arrière, il y a des moments difficiles qui me sautent au visage. Seigneur, ça n'a pas toujours été rose mais l'important c'est la rose et la rose c'est ma femme. Seigneur merci pour la rose. Amen."

Aujourd'hui, je voudrais réfléchir avec vous sur la vie chrétienne des époux. Le Christ les appelle à vivre en harmonie et dans l'amour. Le mariage aide les époux à devenir unis d'une unité qui n'a pas d'égal sur la terre. Le Christ demande aux époux de s'aimer et de se respecter. St-Paul explique que l'époux qui vraiment aime son épouse, s'aime lui-même puisque par le mariage l'époux et l'épouse sont devenus un seul être, une seule

chair, un seul cœur. St-Paul ajoute qu'aucun homme n'a jamais eu sa propre chair. Puisque sa femme forme un seul corps avec lui, il s'aime donc lui-même quand il aime son épouse. Il en est de même pour l'épouse.

Les couples mariés, cependant, ne doivent pas être surpris ou découragés si parfois l'harmonie et l'amour idyllique des premières années de leur mariage commencent à montrer des signes de tension et de faiblesse. Il y aura probablement dans votre vie conjugale des lassitudes et des déceptions mais ceci prouve seulement que vous êtes tous les deux des humains. C'est exactement en ces moments pénibles que les époux auront à faire preuve de charité et de pardon. Le couple doit être toujours prêt à pardonner et à oublier les offenses et à le faire le plus rapidement possible.

Le Christ pardonne nos offenses aussitôt que nous lui demandons sincèrement pardon. Il ne nous fait pas attendre des semaines en boudant ou ruminant les meilleurs moyens de se venger ou de nous faire payer pour l'injure. En effet, l'époux et sa femme doivent l'imiter dans la promptitude au pardon. Soyez humbles. L'orgueil tue aisément un grand amour. Ecoutez-le (la) et soyez patients. La communication et le dialogue est si important dans le mariage. Si

vous désirez aimer avec toute l'intensité de votre être, alors vous serez prêts à sacrifier tout ce qui pourrait vous empêcher d'être aimable à chaque moment de la journée. St-François d'Assise nous démontre comment y parvenir dans sa célèbre prière suivante:

"Seigneur, fais de moi un instrument de ta paix.

Là où il y a de la haine, montre-moi à semer l'amour.

Là où il y a des offenses, montre-moi à semer le pardon.

Là où il y a de la tristesse, montre-moi à semer la joie.

O Divin maître, permettez que je recherche moins à être consolé qu'à consoler.

O Divin maître, permettez que je recherche moins à être compris qu'à comprendre.

O Divin maître, permettez que je recherche moins à être aimé qu'à aimer.

Puisque c'est en donnant que nous recevons.

Puisque c'est en pardonnant que nous sommes pardonnés.

Puisque c'est en mourant que nous naissons à la vie éternelle. Amen.

Chers époux, suspendez cette prière sur le mur de votre cuisine et je suis sûr que vous aurez une vie conjugale heureuse. Que Dieu bénisse votre amour.

An SSM for the Wing Chief



CWO Sarty receives his Special Service Medal from Col Rogers, Wing Comd.



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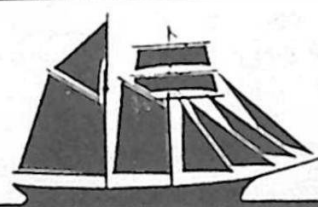
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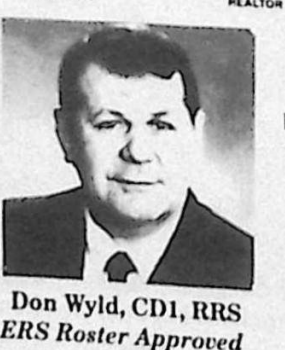
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On & Off the Base

All on the Same Team

by Capt Tony Keene

When a Canadian warship puts to sea, chances are there's an air force unit on board that contributes greatly to the vessel's effectiveness, no matter what the mission.

"The biggest challenge is to become part of the ship's company," says Maj David Griffiths. "We have to respect the differences between light blue and dark blue, and learn to work together."

Griffiths commands a detachment of 423 Helicopter Squadron, 12 Wing Shearwater, now aboard the new patrol frigate HMCS Halifax. For most of the month of January, he and his people were working hard to become part of just such a navy-air force team, as the ship went through work-ups and readiness inspections off the coast of Virginia. There was a lot of flying, and little rest.

"It was three weeks of hell with sleepless nights and no routine," he says. "Now we're going out on combat readiness exercises with other ships."

Maj Griffiths' detachment flies the CH-124A or "Alpha" version of the venerable Sea King helicopter, now in its 30th year of service. This version is equipped with a dipping sonar which is lowered from the aircraft into the sea to listen for underwater intruders. Other detachments fly the CH-124B or "Bravo" which is equipped to drop sonobuoys into the water, and can interpret the information it receives from them right on the aircraft. This makes it an ideal mate for the new Canadian Towed Array Sonar system, or CATASS, which is being installed on the Halifax-

class ships.

"These ships are very logically laid out for air operations," says pilot Capt Jim McPhee. He and Maj Griffiths are the two air craft commanders in the helicopter air detachment, or HelAirDet in air force jargon. "There is much more space for the technical people, there's a briefing room, and the hangar is much larger."

The Sea King, which is a really tight squeeze into the hangar aboard the old "steamer" destroyers, rolls into the new frigate hangars with room to spare. This means the maintenance crew can work easily, and their tools and other equipment are stored within easy reach.

"There are a lot of little things that make a difference," McPhee notes. "In the landing safety officer's cabin there are heaters in the glass, wipers that work, and it's warm and quiet in there."

The HelAirDet consists of two aircrews of two pilots, a tactical coordinator and electronics sensor operator, as well as 11 maintenance people, for a total of 19. On the new ships, they enjoy more comfortable living quarters and much better working conditions.

"The briefing room is a real improvement," Maj Griffiths says. "On the steamers we had to brief sitting on the floor of the tactical air navigation compartment, right under the flight deck. It was brutal."

As well as working tactically with the ships, doing surface and underwater surveillance, the detachment will also be doing such things as in-flight refuelling. This is accomplished by hovering over the flight deck, picking up

the fuel hose and attaching it to the aircraft. This technique would be needed to refuel an allied aircraft that was too big to land, such as an American Super Sea Stallion, or it could be used if the flight deck was fouled or damaged.

The aircraft also do a lot of utility work, such as sling-loading stores between ships. This is known as vertical replenishment, or VertRep, and is used when ships can't come alongside one another for jacksay transfer.

Landing on the new ships is accomplished with the aid of a Canadian invention, known as the Beartrap. This has been used for many years on the older ships, and enables the landing safety officer to guide the helicopter down by hauling on a cable which is attached as the aircraft hovers over the flight deck. On landing, the jaws of the trap close on a pylon under the fuselage, locking the aircraft down firmly.

The system has now been acquired by the US Navy. It enables helicopters to land on a deck that is rolling through more than 30 degrees. It has already proved invaluable, particularly during rescue operations when other ships could not launch their helicopters because of heavy seas.

The air force folks aboard Halifax have discovered one minor quibble though. They say the bookshelves, which are fitted to bulkheads in all cabins and offices on the new ships, are not quite wide enough to take the standard Canadian Forces metal-backed binder. So they stack the books sideways and tie them down with bungee cords.

Neil Mundie needs your Help!

cluded cramps, nausea, severe fatigue and a high fever which persisted for several months. Neil was eventually admitted to B.C. Children's Hospital for a two month period where he underwent several different tests to determine the root cause of his persistent symptoms. It was determined that Neil's kidneys were not functioning to full capacity and a treatment of medication was required.

Between 1990 and 1992, Neil's health fluctuated as a result of a recurring virus and "flu-like symptoms." His dosage of medication treatment was increased over this period in an attempt to correct the situation. It was soon determined that Neil's kidneys were functioning at less than 10% of their normal rate which meant that either dialysis or a kidney transplant would be necessary.

In late 1992, Neil's parents, Harp and Jit Mundie, were advised that Neil would have to go on hemodialysis while he waited for a kidney transplant. For Neil,

this would mean that he would have to spend 3 - 5 hours three times per week at B.C. Children's Hospital in order for his blood to be cleaned by an artificial kidney machine.

Neil remains on hemodialysis and is completing his grade one education at Kilgour Alexander Elementary School in Richmond, B.C. Because of the three weekly dialysis treatments, Neil misses school two half-days each week. His mother indicated that "Neil is coping well with the situation" but she hopes that, through the gift of a kidney donor, "He will soon receive a transplant."

Currently, there are approximately 260 people awaiting kidney transplants in B.C. Neil Mundie is one of these people.

The wait for a suitable organ may take months, or even years. How can you help? By doing what Neil is asking, "Please consider organ donation. It really will make a difference in my life."

Guiding Celebrated 22 Feb.



Lord and Lady Baden-Powell

February 22 is celebrated around the world by Guides and Scouts. It marks the shared birthdays of Lord and Lady Baden Powell (born 22 Feb. 1857 and 1889 respectively). Thinking Day honours their memory as Founder and World Chief Guide and has become the focus of an entire week of celebrations, including service projects and programs with a special international emphasis.

It is an occasion to learn about

other cultures and nations and about Guiding and Scouting all over the world.

In addition to unit and district activities, all Guides and Scouts of the Comox Valley are getting together on 27 February under the theme of "World Continents" to share skits and songs with an audience of parents and siblings.

This event is a wonderful example of the spirit of Guide/Scout Week and truly illustrates the Guiding and Scouting fellowship.

Roberta Bondar was a Guide

When Roberta Bondar climbed aboard the space shuttle Discovery on 22 January, 1992 and became Canada's first woman astronaut, she took into space a box of Girl Guide cookies, her Brownie Wings, a Guide crest and the flag of the World Association of Girl Guides and Girl Scouts.

Roberta is very special to all Canadian Girl Guides. As a former Brownie, Guide, Ranger and an Honorary Life Member of Girl Guides of Canada, she hosted leaders and girls at the Kennedy Space Centre and was the honorary camp director of the last two international events hosted by Girl Guides of Canada. She has been quoted as saying "Guiding taught me to set goals and achieve them."

Guiding is a wonderful family

with members in 118 countries, including over 36 thousand members, girls and leaders, right here in British Columbia! The aim of Guiding is to help girls and young women become responsible citizens, able to give leadership and service to the community, whether local, national or global.

There are several other well known and respected Canadian women who have credited Guiding in shaping their character and providing strong values: Heather Bishop, singer/songwriter; Kathy Kreiner, champion skier; Sheila Copps, Deputy Prime Minister; Dini Petty, TV talk show host, and many more.

They are quite the role models for today's young women and we are very proud of their association with Guiding.

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NEXT DEADLINE 7 MARCH

Editorial

Guest Editorial
by MCpl Al Banky 442 Sqn SAR Tech

This Isn't the Military I Joined

As the federal budget, with its expected defence cuts, comes closer to reality, "This isn't the military I joined!" seems to be a popular quote. I've heard people comment that they are planning on taking the expected force reduction plan (FRP) "before the Forces go right down the toilet."

Have they thought through exactly what they are suggesting with a statement like that? They seem to think that the military they joined was better than the one we all find ourselves in now. Was it really better?

I remember standing on parade 12 years ago. I wasn't sure exactly what I was doing there in Ottawa, other than waiting for the Queen's plane to land. I remember the intense pride I felt as "Oh Canada" and "God Save The Queen" were played by the band. I never really saw the Queen, she was just a blur of pink passing three feet in front of me. It took me a long time to realise that I had been involved in an event that signalled a turning point in the Canadian Forces. The parade marked the repatriation of the Constitution and the Charter of Rights and Freedoms.

When I joined the Army in 1980, privates took home about \$400.00 per month. If they had families to support, they lived life on the poverty line. I remember having to get a bank loan so that my wife could have dental work done. With my grade 12 education, I was one of the better educated NCOs in my unit; there was little incentive to upgrade one's education.

The constant stream of long exercises seemed to me to have little purpose. Even when I got posted to the "pointy end," Germany, face to face with the "great Communist horde," I still thought of getting out because of the monotony. The only medals visible were Canadian Forces Decorations (CDs) and United Nations Cyprus medals.

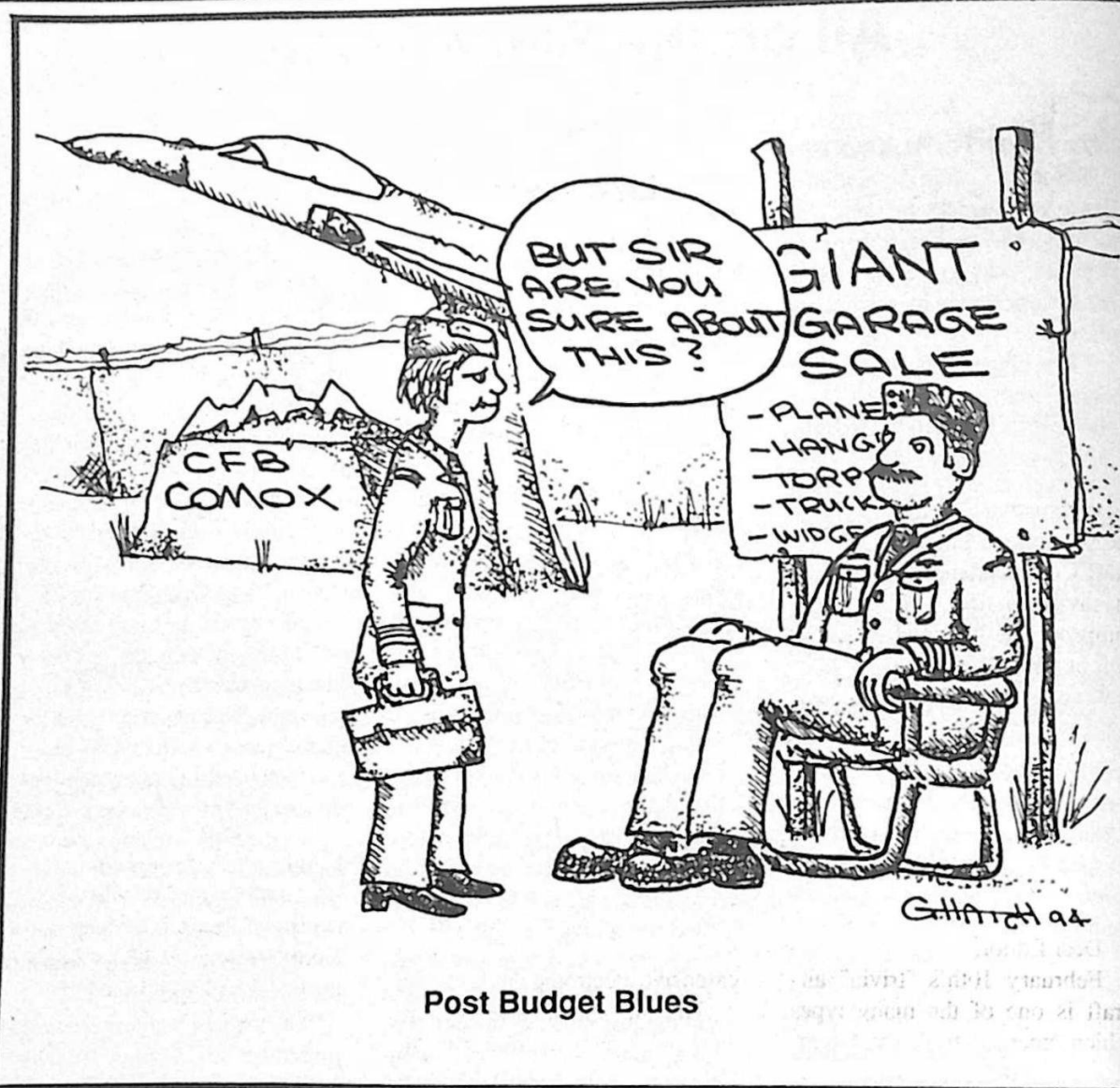
The pay I now receive is at par with that of a civilian of my age and experience, it enables my daughter and I to live without fear of poverty. When my daughter's teeth need work, the cost is covered by the CF dependants dental plan. When I feel that my schooling needs to be upgraded, the CF not only encourages, but also assists financially with the cost of courses.

The past five years has seen our transformation from a peace-time military to an operationally committed one. The unprecedented participation of the Canadian Forces in world peace-keeping operations has shown us objectives that eluded us before. It is not uncommon to see a private with two peace-keeping medals. When they talk about their tours, it is with a sense of pride seldom seen in years past.

On the eve of the federal budget I think about my original question, "Is this the same military I joined?" NO, IT'S NOT! This one is much better than the one I joined. In 1982, The Queen and I made the centre page of Time Magazine. I kept that photo as a memoir of the military I joined. I was proud, but broke and unsure of what my purpose was. There is no question in my mind about what I am doing here. I'm proud of what I do. I'm not going down any toilet!

In Norm's View

Two years ago in this space I lamented the myopic state of judging at the Olympic Games Men's Ice Skating competition, where the talent of Elvis Stojko was overlooked in favour of a Russian who fell on his butski, but still won gold. History repeated itself at Lillehammer, where a different Russian flower child was favoured in spite of another flawless performance by our Elvis. You've got it wrong Elvis mate; to win Olympic Gold, you have to dress up like a petunia and prance around the rink flapping your wrists. Take ballet lessons. Wear makeup. Stay away from martial arts. They're too macho for the judges, who favour "Artistic Impression" over pure skill. What happened to sport?



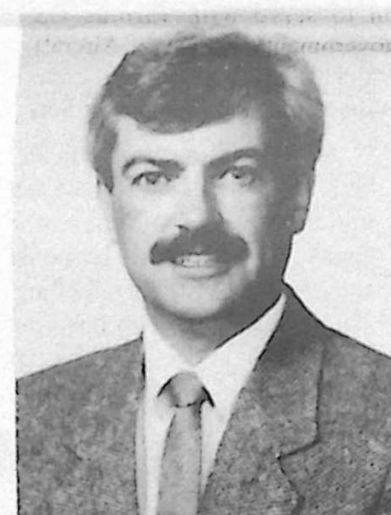
Post Budget Blues

Biographical Sketch

Meet the 19 Wing Environmental Officer

Bob Allan, selected as the new 19 Wing Environmental Protection Officer in July 1993, has the distinction of being the top candidate nationally for the position. He has a long list of credentials gained from 19 years experience in environmental oriented positions. From 1974 to 1981, he was Habitat Protection Officer for the B.C. Ministry of Environment. Subsequently, he held the position of Environmental Surveillance Officer for the Northern Pipeline Agency, on construction of the prebuild section of the Alaska Highway gas pipeline in Alberta. Since 1983, he was Head of the Enforcement and Emergencies Division, Environment Canada in Whitehorse, Yukon. His responsibilities included environmental assessments, pollution abatement, emergency response and enforcement.

Through his broad experience, Bob brings to 19 Wing, in-depth knowledge and expertise in spill



Bob Allan

response, contaminated site cleanup, toxic chemical management and compliance with environmental legislation. He endorses the Environmental Policy which embraces the principles of sustainable development and environmental protection. "In other words," he states, "it is everyone's duty to conduct their work in an environmentally responsible manner." Bob recognizes that this will be a challenge.

However, within his responsibilities as Wing Environmental Protection Officer, he looks forward to providing the specialized advice on how to prevent pollution, and should it happen, how to reduce its impact. It is Bob's intent to develop an environmental program at 19 Wing that will encourage everyone to work collectively and responsibly to protect the environment "today for tomorrow."

Bob has both the experience and a solid educational background to effectively meet his responsibilities. He holds a degree in Environmental Studies from the University of Waterloo and a Diploma in Renewable Resource Management from Kelsey Institute in Saskatoon.

He and his wife Patricia, and children Jason and Kathleen, are enthusiastic about their move to Comox.

Comment

442 SAR Tech Recognized for Bravery

MCpl Mike Simpson

A CFB Comox Search and Rescue technician has received the prestigious Chief of Defence Staff Commendation for his part in saving a life. MCpl Mike Simpson was stationed with 424 Sqn at CFB Trenton on 16 July, 1992 when he helped rescue a commercial diver. The diver was trapped under 45 feet of water at

the Swift Rapids Power Generating Station, near Muskoka, Ontario.

Simpson's search and rescue team worked under very dangerous conditions and recovered the diver from inside the dam's acceleration chamber.

The five-hour rescue operation was described by the Ontario Ministry of Labour as one which "normally fails and, in some cases, leads to the loss of the rescuer." The CDS Commendation praises Simpson for his "professional and selfless actions."

A Grumman Guardian

Dear Editor,
February 10th's "trivia" aircraft is one of the many types which emerged from the Grumman Aircraft Company. This company, which was formed in 1930, has throughout its existence been primarily concerned with building aeroplanes for the US Navy.

The type shown is the AF-2S Guardian, a variant of the XTB3F which appeared in 1945. The AF-2S was originally designed as a torpedo bomber, but by 1950 was modified for anti-submarine warfare. Another variant was the AF-2W which featured a triple finned stabiliser, a radome, and carried

extensive electronic devices.

The AF-2S and the AF-2W were intended to operate as a pair on patrol, one being the sub-hunter, and the other carrying out the attack. They remained in service with the USN until 1955 when they were replaced by the S2F Tracker.

Several AF-2S models went on to serve with various US government agencies. Aircraft serial #N99952 was modified and utilised by the US Forestry Service.

Your sincerely,
John Novak

Deputy Commander NORAD visits



The mission begins: Wing Commander Col. Terry Rogers greets LtGen Brian Smith, the deputy commander of NORAD. Gen Smith began a national speaking tour here in Comox, where he spoke to local journalists. As the highest ranking Canadian within the NORAD command headquarters, Gen Smith has volunteered to speak to Canadians about the role and importance of the air defence alliance. (Photo by MCpl Edith Cuerrier.)

New Barracks for HMCS Quadra



Digging deep for Quadra: Construction began this month on new barracks for HMCS Quadra. The \$722,000 facility should be ready by the summer so the sea cadets who spend their summer at the camp won't have to sleep in tents this year. The shovel was jointly plunged into the ground by Wing Commander Col Terry Rogers and Quadra Commanding Officer Cmdr Mark Draibye. Also present (L-R): LtCol Gord King, Capt Al Cameron, LtCol Dennis Thomas and Maj Mac Fraser. (Photo by Cpl Al Brace.)

A sod turning ceremony was held at HMCS Quadra Tuesday, 8 February, to launch the construction of new barracks at the sea cadet camp. The \$722,000 pre-fabricated building will provide accommodation for 200 cadets and is expected to be ready in time for this summer's camp session.

For the last two summers cadets and their supervisors have had to sleep in tents because the old barracks were declared unsafe by the fire marshal. The new barracks will serve as transient quarters for CFB Comox when the summer camp is not in progress.

The ceremony was attended by CFB Comox Base Commander Col Terry Rogers, MHCS Quadra Commanding Officer Cmdr Mark Draibye, Regional Cadet Officer LtCol Dennis Thomas and a representative of the Navy League of Canada.

About 1,200 sea cadets from across Canada visit Quadra every summer to conduct naval training in seamanship, communications, ship construction, food services, medical assistance and music.

SSM for LCol van Boeschoten

WAdmOLCol Gerrit van Boeschoten recently received his Special Service Medal from Col T.B. Rogers, 19 Wing Comd.



Air Force Trivia



Trivia Answer:

A Grumman AF-2S Guardian.

See John's letter, this page.

TOTEM TIMES

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CF News

414 Sqn Presentations



Wing Comd. Col T.B. Rogers presented CO 414 Sqn, LCol W.R. Cleland, with his Special Service Medal recently.



414 (CS) Sqn Black Knight, Cpl Bianco, achieves Aerobic Excellence. Maj Lavoie, 414 (CS) Sqn SAMEO, presents Cpl Bianco his award. Totis Viribus Jon!



414 (CS) Sqn Knight, Cpl Cameron, received his stripes. Totis Viribus "Rocky" from all the Black Knights.



Pte Gregoire received his Cpl's hoo. Totis Viribus Johnny!

"For Whom the Bell Tolls...."

"Ask not for whom the bells toll, they toll for thee." Yes, you guessed it, DFS is here again for its yearly briefing. As controllers, we usually receive some of the spotlight (please dim the bulbs).

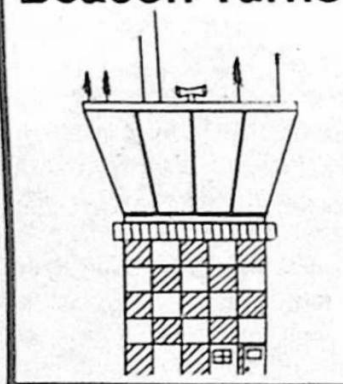
A double whammy this week, as the Federal Budget also comes out and we find out how many personnel have to be cut, and also which bases we won't be able to get posted to.

The F-18s are back in hibernation in Cold Lake, but things won't be staying quiet here for long. In just over a month the Snowbirds are here for their yearly training, then we have a big exercise, followed by the O'Brien Cup. Throw in the Base Winter Carnival, the Snow to Surf Race, and our world-renowned ATC Golf Tournament which is always a momentous occasion, and we'll be busy boys and girls over on this side of the base.

Recently, Lts Clement, Guinan, and Sinclair were promoted to Capt. I'm sure they were all eager to receive the Big Stripe and the pay raise that goes with it, but then they needed it to pay for all that pizza and beer two weeks ago. While on the topic of celebrations, the two latest controllers to be qualified were Lt Len Finnamore in Terminal and Cpl Gilles "Pinocchio" Belley in PAR. We can't forget Cpl Ken Weiss' checkout out in Data, just in time to get sent back to the Tower.

We had another momentous occasion here recently. The

As the Beacon Turns



WATCO was on TD for a couple of days, and with no senior (experience, not age) Capt available, the reins of power were placed in the enthusiastic hands of Capt Dave "Happy" Tack, late of Section SIM I fame. He prodded and cajoled us workers to two days of incident free (okay, nothing we want to officially report) controlling, before the reins were uncereemoniously ripped from his grip by the return of the WATCO. Lately he's also had occasion to sit behind the S&TO Desk I. Guess its true, once you get the taste of power, you never want to give it up.

Just the other week, a bunch of us strapped on the blades and had a pickup hockey game. We goalies should get hazard pay for playing in these games. More than a couple of our players should wear bright orange jerseys and change their name to "Pylon." Mind you, I also didn't know there were so many sunburn jokes around.

Everyone had a good time, but Len, you've got to stop attacking Kelly's hip like that. Next week we've scheduled Shinnygate II, "The Revenge." Everyone bring your own foil.

Well, it looks like we've had our snow for the year. I can handle that, another year without shovelling; unfortunately Rollie can't say the same thing. I guess that will teach you to go to Norm's trailer on Mt. Washington the day after it stops snowing.

Speaking of Rollie, he and Kelly went to Winnipeg for an aerospace course. Since it's the start of a long process to become an astronaut, does this make them "Space Cadets?" Just a thought.

Before ending, I have to mention that the ILS is now serviceable; that is unless it rains. Right John.

Til next time you're cleared enroute.

SSM for WNBCO

(former Tower Person)

Capt Tom Miles receives his SSM (earned in Germany) from WopsO, LCol Paul Drover.

THURSDAY 24 FEBRUARY 1994



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THURSDAY 24 FEBRUARY 1994

Auroras in the Adriatic

Teamwork at its Best

by Capt Bill Seymour
407 (MP) Sqn IO

It's 22:25 hrs and aircraft 114 is lined up on runway 28, ready for takeoff. Each member of the crew is snugly strapped into their seat, in preparation for the climb from Mother Earth. Three and one half hours earlier, the crew attended the mission briefing, which described the task that would face them during the night to come. Operation Sharp Guard: surface surveillance operations in the Adriatic.

The aircraft, aircrew and maintenance personnel are all part of a team, part of a NATO and Western European Union force conducting around the clock surveillance of the Adriatic in order to enforce the embargo on the former Republic of Yugoslavia (FRY). If it floats, it will be detected, identified, tracked and, if necessary, photographed, contacted via radio and boarded by NATO warships to verify compliance with the UN embargo. The embargo seeks to prevent the importation of all weapons and military equipment and to prevent all unauthorized shipping from entering the territorial waters of FRY.

Preparing a sophisticated surveillance aircraft like the CP-140 for flight involves the coordinated teamwork of many people. The aircraft is readied for the aircrew more than four hours in advance of takeoff time. Pre-flight checks are carried out by technicians or "Demon Techs," who ensure the aircraft is ready to perform as required. The aircraft is filled with fuel, 60,000 pounds worth, enabling it to remain aloft for over 12 hours. While the rest of the crew attends the mission brief, the flight engineers pore over the aircraft, inside and out, making sure the aircraft is ready to do its job.

After the briefing, which typically lasts about 30 minutes, the aircrew makes its way to the aircraft. Saddled with several sealed bags and boxes, the paper behind the men, women and machine, the crew ascends the ladder, swallowed by the lone light on a dark and crowded aerodrome. A solemn determination fills the air, punctuated by the sound of buttons, switches, intercom checks and the turning pages of checklists. The aircraft becomes a hive of activity, one that will conclude more than 12 hours later as the last tech completes his or her post-flight checks.

Once the pre-flight checks are complete, the crew must taxi the aircraft to the torpedo loading and arming area, called "Red Label." All aircraft flying missions in the northern operating area are armed with two ASW torpedoes, to guard against the threat posed to NATO warships by FRY submarines.

The transit to the operating area in the Adriatic sea takes approximately one hour. The aircraft is cold and dark, and each crew member is at his station

ready for the task that awaits. During the transit time, the crew makes the necessary preparations for the mission. Communications are established with the surface and air forces positioned off the coast of former Yugoslavia. Modern technology has already given the crew a picture of what is happening in the area, transmitted to the aircraft via high frequency radio waves.

The Adriatic is an active commercial waterway characterized by dense surface traffic. Warships, tankers, bulk cargo carriers, passenger ferries, fishing boats, and speedboats share the not so vast waters. The area is under constant radar coverage, and a detailed surface picture is compiled by the warships.

Having checked in with a series of faceless voices, the crew takes over from another maritime patrol aircraft (MPA). The



Aurora's green multi-purpose displays, or MPDs, are aglow with symbology denoting air and surface contacts. The MPA's job is to keep the surface picture updated in an area 12 miles off the coast of the former Yugoslavia. Each Aurora crew member has a role to play, functioning as an integral part of the team.

New contacts detected by the Aurora's radar are reported to a ship in the force designated as the aircraft's controller. When directed to identify an unknown vessel, the aircraft closes cautiously, maintaining a safe distance from the contact until it is confirmed that it poses no threat and gathers the necessary information. Selected vessels are photographed and others are contacted via radio to determine, among other things, their cargo and destination. Again, this information is reported back to the warships. If necessary, suspect vessels are boarded by the nearest warship, to confirm that they are not carrying cargo that would violate the embargo.

These activities continue for the length of the on-station time, some six to six and one half hours. At night, safely out of harm's way, Aurora crews are witness to the eerie flash of gunfire, visible on the horizon, as the Yugoslavian military maintains deadly proficiency with its weapons. Electronic emissions emanating from forces arrayed along the FRY coastline and the occasional appearance of Yugoslavian gunboats and submarines are

reminders of the seriousness of the task at hand.

One half hour before scheduled departure time, the Aurora's relief checks in on radios. Their pilot reports "100 miles back at flight level 180." As the relieving aircraft closes the operating area, its crew is passed updated information on the surface picture. Once this "swap" is complete, the Aurora crew coordinates its ascent with its relief and makes its way back to Sigonella. While enroute, the crew takes the time to talk about what happened during the mission, to resolve situations that may have seemed unclear, and to identify areas for improvement.

The aircraft touches down in Sigonella at 0730 hrs. It has been a long night, but there is still work to be done. The teamwork continues; the torpedoes are de-armed and down-loaded, the aircraft is taxied back to its position on the ramp, and the techs swarm over the aircraft, both to fix any snags that have cropped up and to ready the aircraft for its next mission.

Part of the aircrew heads to the operations centre to complete the necessary paperwork and to debrief the mission. By 0900 hrs, once the aircraft has been "put to bed" and the paperwork completed, the aircrew make their way back to their rooms, to rest for the next mission.

Aurora air and technical crews participating in Op Sharp Guard in NAS Sigonella are working long and demanding hours. Demon techs are working 12 on, 12 off, while a typical crew day for the aircrew lasts 14 - 15 hours or more. Night flights are especially tough and wreak havoc with the internal clocks of all participants. Despite the long hours, everyone has thus far managed to maintain their sense of humour. It is to this sense of humour behind the hard work that the Demon Doins is dedicated.

The Moosemen of Crew 7 arrived in Sicily at the end of Jan, followed by Crew 5 on Feb 12, bearing care packages and news of home. Newly arrived crews are hosted by the crew in residence and the detachment staff, usually with a "Welcome to Sicily" BBQ, during which the veteran crew relates experiences gathered during Op Sharp Guard missions.

Winter in the Mediterranean is not all sun and sky. It rains occasionally, the nights get a little chilly, and the wind blows up a storm. The weather is much like that of Comox in the winter. Two notable exceptions being that in Sicily the temperature does not fall below zero and you don't feel like building an ark after the fifth day of rain. Central heating is neither common in Italian homes, nor in the barracks at NAS Sigonella. No wonder then that, shortly after their arrival, Capt George Roth found his roommate, Capt Mark "Mombo"

reminders of the seriousness of the task at hand.

Section News

Sigonella Scenes



Mount Etna looms large in the background of NAS Sigonella, Sicily.



WO Barry Yhard and MCpl Rob Scholté carry out post flight activities at Demon tech's temporary home at NAS Sigonella. Two canvas tents form the hub of Aurora Maintenance ops in Sicily.



A French Atlantique on the takeoff roll at Sigonella!

Mombourquette, shivering on his bed, dressed in long underwear and a parka. When asked what he was up to, Mombo simply replied "I'm cold."

Since Op Sharp Guard flying operations take place around the clock, crews can be flying at any time of the day or night. Everyone has a different strategy to deal with the onset of fatigue.

Some consume large quantities of coffee, others manipulate their sleeping schedule to try to get their bodies in sync, all aim at ensuring they are well rested and ready to do their job during those early morning hours. Capt Dave "Gloria" Stephan has a different strategy. Since he is blessed with a high metabolism, he must eat in order to keep his system functioning in high gear, and eat he does. His keen eye can detect a plate of vittles at over 40 yards, earning him the nickname "The Raven" (also short for Raven-ous). On a recent night flight, the microphone from his headset got in the way of his mouth and he ate it.

If you managed to read the last Sigonella edition of Demon Doins, you are familiar with the Sicilian driving experience. In Sicily, there are many routes to any given destination. Unfortunately, not all of these routes are properly marked. While this

poses no problem for the locals who are born with an innate sense of direction, tourists are often bedevilled by it.

With Capt Colin "Crash" Craddock at the wheel and G.L.O.R.I.A. at nav, Crew 2 set off for the Canadian war cemetery at Agira. The crew made its way to Agira without a hitch. After a moving visit to the cemetery, they pointed the van in an easterly direction and headed for the highway that would return them to Sigonella. After an hour of narrow mountain roads, twisting, turning switchbacks, and Italian drivers that pass on blind crests, the crew came upon a sight that looked familiar...and indeed it was. They had made their way back to Agira! Aaaaah! The Raven was promptly replaced with someone who could hold a map right side up.

The unofficial Sicilian initiation rite involves getting lost in Catania (a city of 600,000 plus) during rush hour traffic. Crew 7 passed with flying colours, managing a mere two hours of hell.

Most of the roads in small Italian towns were designed for horsecarriage and chariots, not for the four wheeled death machines that pass for cars in Italy. Little

Continued on page 13

Section News

Exercise Snow Owl

by MCpl Al Banky

Despite the light of a full moon, the camp was barely visible on the edge of the frozen lake. When the flare's clock mechanism completed its cycle, it blew a parachute out the top of the long metal cylinder. The jolt of the chute opening caused the flare to ignite and instantly the shadows beneath the plane disappeared.

The layers of clothing and equipment made the back of the Buffalo aircraft seem warm despite the minus 20 winds howling in through the opened ramp. The final pass over the lake seemed slower than the half dozen we had just completed. With a sweeping motion of my hand and a scream of "GO," Cpl Simon Ferland moved down the ramp and disappeared into the night; I waited several seconds and then followed him out the back of the plane.

I felt the tug as my parachute pulled from the pack and began to open. The force of the opening made me exhale a deep breath of moist air which immediately froze, obscuring the view through my visor. For me, sweating, tired, out of wind and unable to see, exercise Snow Owl had just begun.

Snow Owl was the brainchild of Sgt Mike Vatheuer. Mike's idea was to get the most out of our training dollars by combining our annual night parachuting exercises with a series of five aircrew survival training exercises.

Each exercise had representatives from the squadron's Labrador, Buffalo and Maintenance flights as well as participants from other Wing units who help keep the SAR Techs operational; when people know what is involved in our job, it



The Axe Man



MCpl Gavon Lee demonstrates the sharp end of an axe to Snow Owl participants. Photos by Al Banky

helps them understand why we seem a little demanding at times. The second, third and fourth exercises also had along members of the Canadian Rangers.

Snow Owl 2 was typical. It began on the morning of 27 Jan when 11 personnel, led by MCpl Gavon Lee, were flown by Buf-

falo to Anahim Lake, in central B.C. Gavin supervised the movement of supplies and equipment to the campsite by skidoo. The skills of the Rangers, mostly loggers and fishermen, were put to use building up the camp's supply of firewood. The afternoon was spent preparing a drop-zone for the four SAR Techs who would parachute in that night.

Despite the constant threat of ice fog, both teams were able to complete the training sequence and jump to the lake, a much nicer target than our usual night one - Wainwright, Alberta. A welcome night's sleep followed the clean-up from the jump.

The next two days were spent teaching survival skills to those personnel unfamiliar with the woods. Each participant built their own shelter and spent at least one night under the stars. The temperature dipped to minus 25 the second night. The participation of the Rangers proved to be an unexpected bonus; their knowledge of the outdoors was excellent and they were able to give the support personnel pointers on the use of the chainsaws. I'm sure if we had given him enough gas for the chainsaw, Ranger MCpl Ernie Kiss would have built us a log hotel.

The SAR Techs on the third trip entertained the local school children with a presentation on their job. The highlight of the briefing was a parachute jump by WO Paul Beattie and Cpl Marc Charron, onto the school's playing field.

Now that Snow Owl is behind us, some of the SAR Techs are burning to hear about Mike's next exercise, hopefully he's thinking about something a little bit warmer, but then again it may be too hot for some of them already.

Fire Starters



Capt Reid Johnson and Ranger Sgt Collin Campbell work on a signal fire.

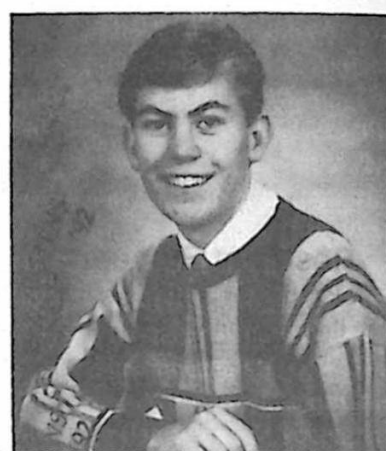
A Letter from Martin

Dear Norm and Dale,
Thank you for your interesting and informative presentation to the classes at Royston School last week.

The entrance which you made certainly got the interest of everyone, and from there on you had the children eating out of the palms of your hands.

We certainly learned a lot about how you do your jobs and what challenging jobs they are. You also did a fine job in giving us some very pertinent information about being prepared when we go into the bush.

As I mentioned to you Dale, I have an added interest in writing to you. My youngest son Tim owes his life in part to 442 Sqn. Your unit was responsible for air-lifting him by helicopter to Vancouver Children's Hospital from what was then the old hospital in Cumberland, 20 years ago. He underwent emergency heart surgery, and has had two subsequent operations since, the last



Martin Davis

one when he was 17. Since his graduation, I have been meaning to write and send you his photograph, as I did so many years ago when your unit was involved. Your recent visit was the catalyst I needed.

Thank you all for your faithful service to this and other communities in the province. Rest assured that ours is one family that will always be grateful to the men and women of 442 Squadron.

Yours sincerely,
Martin Davis

Footnote: This letter was sent to MCpl Norm Boutin and Cpl Dale Robillard who conducted a SAR Tech display at Royston Elementary.

NEXT DEADLINE 7 MAR NOON

COMOX VALLEY FIFTH ANNUAL HEALTH FAIR

Sunday, February 27, 1994

12 NOON - 4:00 P.M.

Over 70 Local Agencies, Organizations, and Support Groups Will be Represented

- Displays • Information • Participation • Demonstrations •

Come to the Health Fair and Learn About Your Community!

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Section News

MSE Safety

Mandatory Child Restraints

Recent amendments to the regulations pursuant to the Motor Vehicle Act makes provisions for the mandatory use of restraint systems for children under the age of 6 years.

The following describes ways to comply with the law for children in three categories:

Infants

Children weighing less than 9 kg (20 lbs.).

Restraint System

A child restraint seat conforms with the requirements of Standard 213.1 under the Motor Vehicle Safety Act (Canada). This may be an infant carrier or a convertible seat.

Toddlers

Children weighing 9 kg (20 lbs.) or more, but less than 18 kg (40 lbs.).

Restraint System

A lap belt or a child restraint seat that conforms with the requirements of Standard 213 under the Motor Vehicle Safety Act (Canada). This may be the convertible type of seat used by infants or a child safety seat made just for toddlers.

Preschoolers

Children weighing 18 kg (40 lbs.) or more and under the age of 6 years.

Restraint System

Lap belt.

What the Law Requires

1. All infants must be properly restrained in an appropriate infant carrier or a convertible seat adjusted to the rear-facing position.

2. All toddlers must travel in a child safety seat or convertible seat adjusted to the front-facing position when being carried in a motor vehicle driven or operated by a parent or guardian of a child.

When a toddler travels in a vehicle other than his parent's or guardian's, a child safety seat or lap belt must be used.

3. All preschoolers must wear a lap belt, no matter whose vehicle they are in.

Exemptions

The driver of a motor vehicle which is not licensed in British Columbia or is on short-term rental is exempt with respect to infant passengers.

Other exemptions include medical exemptions, taxis and emergency vehicles.

Penalty

Failure to comply may result in a maximum fine of \$100. See Motor Vehicle Act, section 217(10).

Lap Belts and Booster Seats

When children have outgrown their child safety seat (18 kg/40 lbs.), the appropriate means of restraint is to place them in the rear seat secured by the vehicle lap belt. It is important to ensure that the lap belt does not rest on the child's soft stomach but rather low and snug over the hips.

Although not required by law, parents may choose to purchase a booster seat. The booster seat has been designed to assist in overcoming this problem. The seat is a firm cushion with a retaining system for holding the belt low over the hips. It offers the additional advantage of improving the child's view from the back seat. All booster seats must conform with the requirements of Standard 213.2 under the Motor Vehicle Safety Act (Canada). The booster seat should not be viewed as an alternative to the child safety seat.

If you love them BUCKLE THEM IN

Question

Steering control must be maintained at all times. This is best achieved by:

- A) Gripping the steering wheel tightly;
- B) Both hands on the wheel except when performing other driving functions;
- C) Both hands on the wheel except when shifting gears;
- D) Both hands on the wheel and one on the gearshift lever.

Answer: (B) Both hands on the wheel except when performing other driving functions.

Driver's Quote of the Day

I had been learning to drive with power steering. I turned the wheel to what I thought was enough and found myself in a different direction going the opposite way.

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Happy Birthday Logisticians

Life in the Supply world has seen some changes already with new procedures for customer demands. It is our wish and hope that there are few, if any, hiccups with this system but, customers, please bear with us and persevere as eventually things will work out.

News this month appears to be quite light, perhaps because we are still thawing (?) out from this winter. We have been informed that "winter" this year will soon be over. Of course, no time has been wasted in informing family members and friends all across our big country about our beautiful springtime in Comox. (Please beware: if you indulge in this pastime, ensure your ear is well away from the phone receiver and no children are listening in on the call).

We would like to bid farewell to Cpl Chrapchynski, who was employed in our OR. Another ARAF individual who has proven the Total Force concept does work. MS Stavenjord, our new admin clerk, has come to work for Supply following her maternity leave. Welcome!

Congratulations to MCpl Ireland, Cpl Strutz, and Pte De-Young who have received their Special Service Medal. Cpl Naaykens received his CD recently and our congratulations go out to him as well.

General Stores have finally completed their rewarehousing, after only 34 hours of overtime. There were no incidents, accidents or other bad occurrences. The section looks great, a job well done by all.

Happy Birthday to all logisticians and here's hoping that there will be many more. A wonderful pancake breakfast and other festivities were enjoyed by many of us but some of us have ended up regretting our participation, right, MCpl Martin? As it stands right now, he has a shattered heel and could be laid up for up to eight weeks. Get well soon, Dan! You have all our good wishes for a quick recovery.

The Supply Ski Day was a huge success. There were no injuries outside of sore, stiff muscles experienced by the cross country skiers. How is your tailbone, Sgt Poudrier? MCpl Lavallee, after a 20 year abstinence from skiing, decided to follow Cpl Pelletier on a downhill run. Fortunately, he made it down the hill, although he stated he didn't like to be out of control and his throat is slightly sore from the screams of terror.

Our highlights this month are POL and MPO sections, both of which are extremely active. POL, of course, looks after all petrol, oil and lubricants, as well as varsol and numerous used golf balls. POL staff work at many different sites: the Comox Wharf for the offloading of fuel tankers, the high speed dispensing unit, the MSE fuel pumps, the tank farm and the drum ramp, where

they will store drums for other SACs as long as stores are compatible IAW WHMIS regulations. The most often used fuel is the Turbo F4, or jet fuel.

Mr. Jim Wilson is the POL boss

Most of the time is at a loss 'To issue lube by daylight Or pump fuel by night Meetings, inspections by the mob

This POL work is a thankless job

Trials, tribulations, problems galore

Eliminate humans, there would be no more.

Cpl Brian Giraud, a 4-wheeler is he

In mud and snow, his wish to be

Over the mountain, over the hills

Cycling and skiing are his thrills.

A talented chap, we all agree



Computers, committees, and carpentry

He can move any drum cause he's as strong as an ox,

And can solve any problem cause he's as sly as a fox.

Cpl Sampson has something to say

My name is Mark, I spell it with a "K"

I work at POL almost every day

I work with Jim and Brian

A hard job, I am not denying

You might see me doing dips, Or off-loading fuel laden ships

So say "hello" or give a wave Because us POL guys, we're not deprived.

MPO looks after all repairs,

hazmat, disposals, shipping, cylinders and the "non-tech" workshop. The staff must be well versed in all aspects of MPO as they often must cross over into other areas of responsibility. They are always willing to assist anyone with any questions or concerns in reference to hazardous material or any other of their many tasks.

MCpl Don O'Reilly is in charge of MPO

Repairs, returns and overhauls, are things he enjoys so

But to win in badminton is a treat so scrumptious sweet

He'll always have time to whip the "bye" who trips over his feet.

Cpl Paul Lavallee, who looks after Hazmat, rushes here and there

Talks to contractors, customers too about disposing of the fare

Labels, packages, identifies, each and every can

Amid whispers of "oh look, it's the dangerous goods man."

WO Gary Kalagan is the W.S.T.I.

Who checks out the material that in MPO he may spy

And from all accounts we're told the story is true

He's fun and fair and quiet and hardly ever blue.

Civilian and military, repair facilities

Are what keeps Cpl Paul Connell busy as the bees

Typewriters and calculators, he arranges to be fixed

And he really enjoys any function that is mixed.

Mr. David Boudreau is our packager today

And he boxes up our shipments in his very special way.

He once was a Supply tech and an infantry man too

But now he's happy shipping things, really quite a coup.

Cpl Jannick Pelletier sells those things that we don't want

Through Crown Assets Disposal Corporation, they don't flaunt

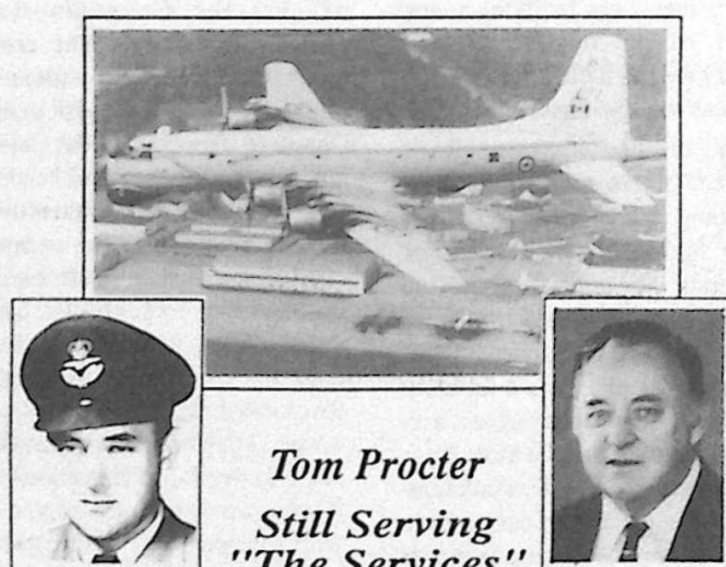
He's the one with the tan, he acquired it on the beach

Proving that the sands of Hawaii are not out of reach.

Aerobic Award



Cpl Christensen recently presented with the blue and white Aerobic Fitness Award Seal by Maj Irvine, SAMEO 407 Sqn.



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CNA 75 Canadian Community Newspapers Association 1919 - 1994

Feature

No-Snow Carnival

BUS SCHEDULE
04 MAR '94

DEPARTURE POINTS:			
CUMBERLAND	POST OFFICE	17:00	18:30
ROYSTON	JUNCTION ISLAND HWY/ROYSTON RD.	17:10	18:40
COURTENAY	DRIFTWOOD MALL	17:15	18:45
	SAFEBAY 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		
ARRIVAL	PMQS ON MAPLE & RYAN RD.		
DEPARTURE	BASE GYM	18:00	19:00
	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!



Ah, Paris!

The Albatross Conclusion

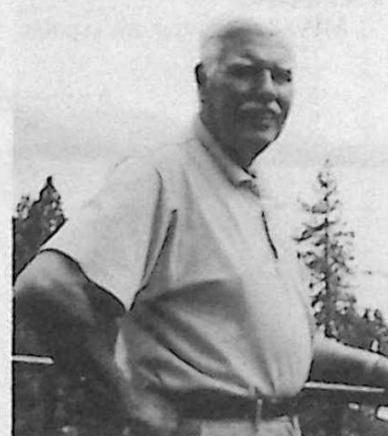
Editor's note: way back last summer, we ran two parts of a three-part series by Frank Steven about a renovated albatross triphibian. Part three found its way under a pile of stuff on my desk, and was forgotten. With my apologies to Frank and to any other readers who may have wondered what happened to the albatross, here is the third and concluding part of "Ah, Paris!"

By Frank Steven

During the frequent visits to flight planning we were fascinated by the historical records available on aircraft which had, over the many years past, flown from St. John's over similar routes to Europe and West Africa. Many of these were light aircraft and a surprising number single-engine. It was rather sobering to note that not a few had found a watery grave. In fact a number of pilots deliver light aircraft across the Atlantic for a living. These aircraft are modified for the ferry with long-range tanks filling the fuselage with barely enough room left for the pilot. I was reminded of a friend of mine who had flown a Harvard both ways in 1971 for the London to Victoria Air Race. Brave souls

indeed.

At last the weather cleared and the forecast for the Azores was good. Only a weak front lay between, in warmer latitudes near the Azores. It was therefore with considerable relief that our crew taxied towards the runway at St. John's. As we taxied past a line of six red and white fire-fighting Cansos the Inertial Navigation System packed in and we had to



Frank Steven

return to the ramp for realignment. The Omega System of navigation can be set in the air as it bases its calculations on trans-missions from worldwide ground stations; but the INS, which works off internal accelerometers, must be set on the ground. It takes 15 minutes for the equipment to set up while the

aircraft is motionless. In our rush to get airborne we had taxied too soon! The old adage "the hurried you go, the behind you get" was proven so well.

The realignment worked and we were off at last. For most of this leg we flew at 9,000 feet. A low cloud cover much of the time obscured the formidable Atlantic which, in the late afternoon, reflected beautiful blue tints on the edges of the odd shaped stratus. Although the aircraft can cruise higher, the G-111 is not pressured, the engines are not supercharged, and there is no built-in passenger oxygen system so maximum operating altitude is 10,000 feet.

The reassuring drone of the rebuilt Wright engines could easily have lulled one to sleep through the long flight but there were position reports to make, navigation systems to update and, of course, the aircraft to fly. The auto-pilot system had been removed as the aircraft was being scheduled for short haul legs. We had the auto-pilot in the RCAF and it proved its worth on many SAR operations and mercy flights. It would certainly have been a great asset on this operation.

Continued on page 11

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Boney M's Superhits



Baby Do You Wanna Bump was the first single released under the name of Boney M. Strangely, not one of the members was on that song and, for that matter, there was no group by that name. Using studio musicians and singers, Frank Farian wanted to cash in on a dance craze and used the name of a German TV series about a private eye. When the song hit he needed a group. Enter Bobby Farrell, Liz Mitchell, Maizie Williams and Marcia Barrett. What are the chances of four West Indians producing a soul album in Germany? Strange beginnings to a career that was to see the group become one of the most successful recording acts in Europe. Their sessions were responsible for 35 million sales in the first few years. They grabbed a dozen gold records and became the reigning music monarchs of Europe. Although popular in North America, they were never able to reproduce that same success over here.

Their recently released Gold (BMG) is a retrospective that chronicles the quartet's career and takes the listener on a reggae influenced journey through the Rivers of Babylon and revives the memories of Daddy Cool, Sunny and Brown Girl In The Ring. The timeless repertoire of the group is highlighted through their poignant Belfast and the haunting beauty of the medley Mary's Boy Child/Oh My Lord and the visions conjured through El Lute. The accessibility of their dance rhythms are front and centre with the tale of Russia's Rasputin and the pounding Nightflight To Venus.

The 20-song collection wraps with Felicidad. It's A Holiday and the mega mix that combines Babylon/Sunny/Daddy Cool/Ma Baker and Rasputin. Great music from start to finish. FAST FACTS: Frank Farian, the producer who founded Boney M also created the Far Corporation in 1986 and Milli Vanilli a couple of years later.

Remember to support your local food bank.

Eros

Eros Ramazzotti is an established star in his native Italy and well known through most of Europe where he has repeatedly topped the charts. His newly released Tutù Storie (Arista), sung totally in Italian, is expected to find favour with international audiences. Album is well produced, beautifully sung and, even without understanding the words, is enjoyable.

FAST FACTS: Pat Boone's young brother Nicholas recorded under the name Nick Todd. His only top-40 hit was a remake of At The Hop.

Remember to support your local food bank.

Feature

More "Life in the Lower Classes"

What's in a Name?



Bert Linder

by Bert Linder

Sometimes in our lives we have either earned, inherited or been given a nickname: for instance, the Millers of our world usually inherit the sobriquet "Dusty," the Clarkes "Knobby," the Whites "Chalky," and so on. Can you go back to your service days and remember how many of your comrades, officers and friends were so named?

I've had some close calls which really didn't take: for instance, when I had grown what I thought was a manly moustache, one of my friends started calling me "Bogbrush" (Brit terminology for a toilet brush....Ed) but,

thank goodness, it didn't stick. Others didn't make it either, like "Dirty Bertie," "Lindy Lou" or "Burlington Bertie."

So I thought with my name, exemplary work ethic, and spotless character, I would be safe from a nickname and be addressed by my proper moniker. But, it is amazing how a simple little thing can change everything! Let me explain.

I had just been posted to a new squadron (524, if I remember correctly); Wellingtons, Coastal Command, on the Cornish coast of England. I came to understand it was our job to keep U-boats and E-boats bottled up in port or on

the bottom of the English Channel in the upcoming invasion of France.

I entered the orderly room on arrival day to be greeted by a rather impatient, surly Corporal who snapped "Wot's yer name?" I replied, "Linder." "The same as cylinder, without the cy."

"OK Cy," he said, and, during my tenure on that squadron I was known as Cy Linder; I lost both my Christian names.

More Albatross

Continued from page 10

The original Grumman plate on the bottom of the panel identified N112FB as manufacturer's model UF-2, serial number 463, (second to last of the 464 built) and was completed in April 1961. This flight was just one month beyond its 20th year but it was a significantly different machine now. A new solid state electrical system, including inverters and voltage regulators, replaced what Grumman characterised as "a ton of vintage electronic components and wiring." Had any of our RCAF flight crews been on board they would also have marvelled at the avionics package: two VOR30 Nav. receivers, and dual VHF20 communication trans-receivers, Collins HF-220 long range com. and, of course, the Omega and INS. To complete the package, a Collins ALT509 radar altimeter and TDR-90 transponder, along with a PN101 compass system, a 332-10 radio magnetic indicator, a DME-40 distance measuring equipment system, and an automatic direction finder. Since we encountered no airborne weather problems on this leg, the RCA Weather Scout 2 radar was used mostly, to break the monotony and track the odd ship below.

Even with all this sophisticated equipment on board, the string of lights on the first islands of the Azores Chain were a welcome sight when they appeared below us in the darkness of the midnight ocean. Here too the availability of Avgas determined our destination and Santa Maria, the most eastern island, was where we were headed. Being unfamiliar with the area, we carried out a full instrument approach even though the weather was clear. Approaching a lighted runway over a pitch black ocean can be disorientating but the ILS instrument will remove any depth

perception problems entirely.

The Customs personnel at the airport were most accommodating, despite the late hour. We were shepherded through with no delay to the Hotel de Aeroporito after a rather inexpensive stop at the Airport Bar. In fact, everywhere we arrived customs officials exclaimed, in various languages, "Ah, private aircraft," and waived us through without a look in a single bag - except in France, where we never encountered an official of any kind.

We made a brief overnight stop next in Lisbon, Portugal. As we came in on the approach, the Tagus river came into view, where the Pan American Clippers used to land. Instead of a water landing, we touched down at Lisboa International and were immediately surrounded by dozens of vehicles that ranged from fire trucks to a bus that could have transported half of a B-747 load of people to the terminal.

On the way to Paris the following day, we switched from long range navigation to VOR airways and from high frequency to VHF. Our route of flight took us off the coast of Spain, out over the Bay of Biscay, reminding me of my wartime flying out of Britain particularly when we found ourselves out of radio contact! A Laker jetliner flying high overhead offered to relay our transmissions to Brest, France. Yes, a much more friendly area now.

Paris was barely visible in the smog as we made our approach past the Eiffel Tower. If Lindbergh had encountered the reception, or rather the lack thereof, which we received at Le Bourget Airport, he would probably have turned around and flown right back to Long Island! We could not find anyone to direct us to a tie-down spot and taxied back and forth past silent policemen and the

half-finished chalets being prepared for the show.

Finally, we shut down near the chalets, the long journey over. It had taken 32 flight hours and seven days - certainly not a record, but very satisfying.

During the next few days "Albert" was demonstrated and viewed by a most receptive audience. Being the only Flying Boat there, of course, gave it a unique aura and, I'm sure, engendered some nostalgia for a considerable number of people. The blush of success was diminished by the news that Fred Rowly, my copilot and ex-Chief of Test for Grumman, was grounded medically with a condition which, sadly, took his life a few short years later. Ken Fields, who had been in charge of the South American ferry flights, was sent over as replacement.

The return flight, following the same route, took 33 hours of flight time but, due to improving June weather, took only four nights and five days.

Certification followed shortly after our return to the United States and crew conversions were started up. The first production model went out to the Far East to shuttle drilling rig crews out of Singapore. The following six were delivered in due time to Chalks, to fly out of Miami/Fort Lauderdale to Paradise Island in the Bahamas. In all, Grumman had gathered 57 machines for transformation. Although the water-bomber did not materialize, due to Canadair's heavy impact in the market, there will be no rest or retirement for the sturdy old Albatross. It was even slated for a life as a drug-runner. The story of this machine will be the subject of a future article.

Yes, life continues for the Albatross.

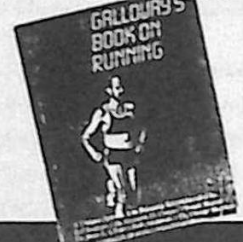
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Hyperactive Child

Few things are more stressful for young parents than having an overactive child, especially if the boy or girl has the condition called attention-deficit hyperactivity disorder (ADHD). Perhaps as many as five percent of all youngsters fall into this group.

Any severe illness in a child increases family tension and anxiety. Leukemia, cystic fibrosis, asthma, and a host of other conditions require ongoing care and produce at least periodic anxiety. These are well-defined diseases; the child is obviously sick, and friends and relations can relate to that.

The hyperactive child appears, at least superficially, to be exceptionally healthy, a bundle of unrestrained energy. In ADHD this is part of the problem - the activity is unfocused, misdirected, inappropriate, and at times dangerous. Attempts at control and discipline are not effective - certainly not for long.

Parents are at risk of being blamed for doing a poor job, let-

ting their child "get away with murder," and not being strict enough. Teachers may be accused of losing control in the classroom, although most teachers are now well aware of ADHD.

In fact, the general awareness of the condition has resulted in falsely attaching the label of ADHD to perfectly normal exuberant children. There is more to ADHD than mere overactivity.

The correct diagnosis requires the presence of fidgeting or squirming, inability to sit still, leaving tasks unfinished, excessive chatter, being readily distracted and unable to maintain attention. The child may have little regard for obviously dangerous activity (opening the door of a moving car, running on rooftops). Often there is no respect for others. Butting into conversations or games is typical.

There are a number of other characteristics of ADHD, and all of them may not be present in a specific case. The result, how-

ever, is a dysfunctional child, one who has difficulty learning, getting along with others, and keeping out of trouble.

Therapy of ADHD is somewhat controversial, as is often the case (in many diseases) when treatment results are difficult to measure. Management includes assessing academic ability, providing extra tutoring, teaching social skills, and attempting to modify behaviour. Discussing the disease with the family, day-care, school, and other involved groups aids understanding.

Some believe that diet is important in both causing and treating ADHD; the relationship seems tenuous at best. Selected drugs (mainly stimulants, which seems surprising) are often tried, also with unpredictable results, but sometimes effective.

Combined therapy, carefully managed and delivered with expertise, usually results in noticeable improvement.

Euthanasia

He wanted 100 of them, probably enough for another six years. "Why pay repeated dispensing fees for smaller quantities?"

It wasn't until a later visit that the truth came out. These pills were to be his emergency supply, something to "put him to sleep quietly" when he felt his end was near. This bothered me a bit, but I knew that Tom was rarely depressed and was healthy enough, at least for the present. Besides if he was going to do himself in when the time came he had other options, dropping from his 15th floor balcony being one of them, as he reminded me.

Each time he came in he mentioned his hoard of pills. He wondered if they would lose strength over time. He kept telling me that he was an old man, had no relations, and had no intention of being a burden to anyone. He had been fiercely independent, at times almost reclusive, during earlier years,

many of which were spent at sea, often alone.

So I reluctantly felt I could accept his little secret. I was able to extract a promise that he would call me before he did anything rash. In any case I think the peace of mind he enjoys just knowing he has the pills is the important thing for him. I greatly doubt that he would use them for self euthanasia.

Tom was in the office last week, looking a little sheepish. After the usual pleasantries, he asked for another bottle of sleeping pills. "What's the matter, Tom?" I asked. "Didn't they work? I know you're a tough old guy, but that bottle-full would do in a horse."

"It isn't that, Doc. I still have a bit of trouble sleeping now and then and I have been nibbling away at my emergency supply, one at a time. I'm worried now that I haven't got enough left to do the job when my time comes."

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More Teamwork

Continued from page 7

wonder, then, that crews have unavoidably found themselves lodged between a rock and a hard place with the crew vans. Fortunately, the designers of Italian motor vehicles had sufficient foresight to make the mirrors collapsible.

Li Rob "Tarz" Tarzwell, aka The Narcoleptic Nav, is a Mr. Hyde behind the steering wheel. A mild mannered, articulate nav by nature, he takes on a completely different persona when placed in the driver's seat. He has earned the dubious honour of being the first Demon to be pulled over by the Italian highway patrol who, incidentally, carry weapons and speak no English. Tarz was apparently pulled over for imitating an Italian driver. Alas, his imitation was flawed, since he did not drive nearly fast enough, nor did he lean on the horn, nor pass on a blind crest. The Carabinieri, quickly determining that to press the issue would be an exercise in futility, let Rob off with a wave and a comment about the "bloody Americans."

In yet another tale of terror behind the wheel, WO Dana Mellway and MWO Jim Phillips took the Det Commander's car for an impromptu off-road driving test. It seems that a very large Italian truck decided to turn a two lane road into three, forcing them to make a brief detour onto unpaved territory lest they become pancakes.

Crew 2's AESOPs showed considerable spirit during their time in Sig. Before leaving, they had baseball hats custom manufactured bearing AESOPs wings and three little pigs embroidered on the side. (For wear only in the aircraft, of course.) This little expression of solidarity and esprit caught the attention of the world's friendliest Armament Tech, Sgt Berresford, who reported Crew 2's departure to Demon Tech from his vantage point at the torpedo loading area with, "Pigs in Space!" Even at three in the morning, the good sergeant would check in on intercom with "Good morning, greeting appropriate to the time of day or night) this is your friendly armament supervisor."

Ann Margret is said to be interested in the sequel. Nuff said!

407 ARMP

Stress from Sigonella

by MCpl Rod Spurr

The onset of the new year brings added responsibility for the Armourers of 407. The UN tasking involving 407 Sqn to supply personnel required to man NAS Sigonella has put an extra level of stress upon the manning situation here in Comox. To meet this shortcoming an innovative solution was presented and put into practice with little or no problems encountered to date. The solution was to train load crew augmentees, all derived from the Aero Engine and Airframe personnel that are slated to go to NAS Sigonella. The load crews will consist of two armoured and two augmentees. Special notice goes to the Arm't Load Training section for their quick professional manner and many extra hours spent training load crews.

Good luck to all personnel who serve in Sigonella, we wish you a safe and speedy return.

On to other news. Congratulations to Cpl Christensen upon receiving her White and Blue seals, 3rd Scroll, Aerobic Fitness Award, presented to her by the 407 (MP) Sqn SAMEO, Maj D.R. Irvine. This is equivalent to

placements (five) on a single aircraft with his fast and furious finger work. Those fingers moved so fast that smoke was coming from the incos tray. Capt Richard "Jazz" Jasmin, known for his mediocre Italian and his outgoing, friendly manner, mingled well with the Sicilians. On a recent crew rest day spent in Catania, Jazz, who acts as Crew 2's ambassador to the world, struck a conversation with two young men. In the course of their conversation, they offered to show Jazz the ins and outs of Sicily. Young Jazz diplomatically declined.

Crews returning to Canada are easily identified by their genuine Italian haircuts. Apparently "just a trim please" in Italian means "shave it all off" or "give me really big white walls around the ears." Individuals who tried to communicate with the barber using sign language saying, for example, "I want this much off" (thumb and forefinger a quarter of an inch apart) wound up having that much hair left! Ah, but don't they look operational.

In a tidbit unrelated to the Sigonella deployment, we understand the producers of the movie "Grumpy Old Men" have decided to make a sequel entitled "Grumpy Old Engineers," starring MWO "Funky" Bob Pokeda and WO Joe "Soap Chest" Lapointe.

Ann Margret is said to be interested in the sequel. Nuff said!

436 Transport Squadron 50th Anniversary

436 Transport Squadron will commemorate 50 years of service during the period 23 - 25 Sep 94. The celebrations will take place over the three day period at 8 Wing Trenton, Ontario. All former serving members of the squadron and Burma Star members, as well as families and guests, are invited to share with us in these celebrations.

Any questions should be directed to 436 Transport Squadron, 8 Wing Trenton, Astra Ontario, K0K 1B0. Phone: (613) 965-2602. Fax: (613) 965-7275.

Cpl Champagne left 407 Photo to join 19 AMS Photo and Cpl Lafrance in 19 AMS Photo moved to 407 Photo, both moves occurred on 7 Feb. It could have been worse, they could have been posted off base.

The Career Manglers were here for their briefings; not much new news, a few postings, but most of us got to stay in lotus land for another year, count your blessings. TAZ REIGNS.

**NEXT DEADLINE 7 MAR.
NOON**

On & Off the Base

A La Mode

Fit for a Queen

by Diane Osterholm

If you are like me, you enjoy having friends over for dinner and socializing. But these days, with time at a premium, you need a simple, elegant main course that doesn't require exotic ingredients or lengthy preparations. Chicken Queen Elizabeth is one of those easy, foolproof recipes. It looks like it takes a lot of work, but it doesn't.

Chicken Queen Elizabeth is supposedly a version of Cordon Bleu preferred by Queen Elizabeth, being a little lighter in taste and without the heavy breading. It certainly is easier to make and healthier for you. With the high cost of veal, it's a lot more economical too.

The rice pilaf is a traditional recipe and takes no more time to prepare than instant rice. The only difference is you have to put it on to cook a little sooner. Instant rice lacks the substance and flavour of regular rice, and has less nutrients.

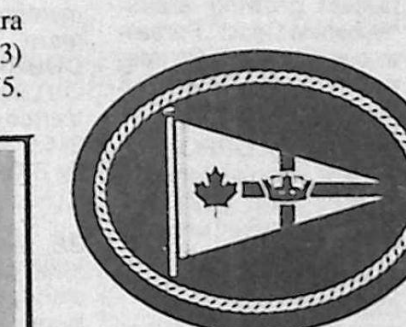
You can add many things to a pilaf: chopped vegetables, meats or use other liquids, such as tomato juice, for variety.

The salad recipe was given to me by a German friend. It is traditionally made with Butter or Boston lettuce, but I have found green or red leaf a good substitute for the puny little heads they are offering in the stores lately. The dressing really lets the taste of the greens come through, and the light taste offsets the richness of the chicken and sauce. I like to serve it with the meal or even afterwards to refresh the palate.

Serve the chicken and rice with a bright green vegetable or some carrots to give the plate some colour.

**Chicken
Queen Elizabeth**
4 boneless, skinless chicken breasts

4 thin slices of ham
2 oz. Swiss cheese
1/4 cup flour
1/4 tsp. salt
1/4 tsp. white pepper
1 egg, well beaten
1 T. vegetable oil
Trim any fat and gristle from



The first quarter general meeting will be held at the Sea Survival School HMCS Quadra on Tues. 1 Mar. 1900 hrs. The club executive will meet at AFIS on 28 Feb. 1300 hrs. Submit agenda items prior to noon on Mon. 28 Feb. It's your club so come out and support it.

The club requires some volunteers for V.A. Holder, Special Events UPI, Social Committee, and Librarian. Work parties are

chicken. Lay smooth side down and, using a sharp thin knife, cut a deep pocket through chicken. Roll up cheese in the ham and lay inside, pressing down to seal edges. Mix flour with salt and pepper on a plate. Heat oil in a large frying pan over medium-high heat. When ready, dip chicken in flour, then in the egg. Place smooth side down in pan and cook until golden brown, then turn over. When all pieces are browned, place in 350° oven for 15 mins.

Mushroom Sauce for Chicken

8 oz. sliced white mushrooms
2 T. butter
1 T. flour
1 cup chicken broth
1/4 cup cream

Salt & white pepper to taste
Sauté mushrooms in half of the butter until soft and starting to colour. Remove to a small bowl. Melt rest of butter with flour and cook for 1 min. Whisk in chicken broth and bring to a simmer. Cook 5 min, whisking occasionally. Add mushrooms and cream, season and serve.

Basic Rice Pilaf for Four

1 T. butter
1/4 cup finely diced onion
1-1/4 cup converted or white rice

2-1/2 cups chicken broth
In a pot with a tight fitting lid, sauté the onions in the butter until soft. Add the rice and sauté for 1 min, stirring. Add the stock and bring to a simmer. Turn down low, cover and cook for 15 min. Turn off heat and let stand for 5 min.

Simple Salad

Place in a large salad bowl:
1 T. finely minced onion
1 T. water
3 T. white vinegar
Pinch sugar
Pinch salt and white pepper
2 T. vegetable oil

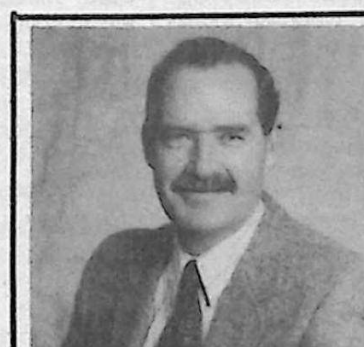
Wash one small head of green or red leaf lettuce (or two heads of Boston or Butter lettuce), drain and tear into small pieces. A few minutes before serving, toss well in the dressing.

19 Wing Yacht Club CFSA

set for every Sat. afternoon 1400 - 1700, weather permitting.

The club notice board will carry information on upcoming events so take time to check it whenever you are in the club.

We are still looking for a qualified dinghy instructor for the May-Aug period. If you know of anyone who may be interested, ask them to call Maj Don Irvine at Loc 8106 or 339-1761.



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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.

Reunion

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

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 ses 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.

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

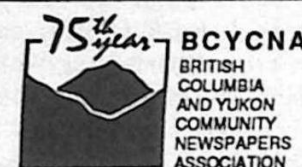
Glacier Gardens open now. Canslate session: Fridays 3:30-4:15 pm. Children must be 5 years old as of Dec 31/93. Register at Canslate session or call Lori Novelli at 336-8175 for more information.

Western Line Dancing

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

339-6016

NEXT DEADLINE 7 MARCH 1994 - NOON



Network Classifieds

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

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

347

\$225 for 25 words
\$4.00 each additional word

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CANADA ENGINES LTD. Quality Guaranteed Rebuilds. 6 Cyl from \$995. V8 from \$1,095. 6 yr. 120,000 Km limited warranty. 580-1050 or 1-800-665-3570, 12345-114 Ave. Surrey. BCIA approved.

AUTO HOT LINE-Free Service to buyers! Looking for a used vehicle? Call 1-800-567-5535 with year, make & model - we'll tell you who has it instantly! Sellers - List your vehicle at \$19.95 for 30 days.

TRUCK TRUCKS TRUCKS. Choose from \$4,000,000 light duty truck inventory. We beat the competition. Call Collect Ed Klassen G.M. Fleet/Lease Dept. Brad/Rob/Peter/594-2277. D#5370.

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SALES FASHION Consultants wanted for successful hot home party casual clothing line. Be your own boss! Money, prizes, vacations. Limited openings. 1-800-665-1176.

PLUMBING BUSINESS. Established plumbing business in one of B.C.'s fastest growing areas - "Sunshine Coast". For sale or consider trade for interior property. 886-7336 after 6pm.

BUSINESS OPPORTUNITIES. People interested in their own business, small investment secured by inventory in waterproof vinyl decking. Please call 882-8783.

CANADA'S HAWAII! Nursery for sale. Year round herbs, fruit trees, annuals. On B.C.'s Sunshine Coast. Free real estate catalogue. Call Rita Now Anderson Realty 1-800-565-2205.

Pay Bills While Having Fun! Sell adult products and lingerie at home parties. Free training. No investment for stock. Car required. FANTASIA 582-6884 OR 1-800-661-1878.

BUSINESS OPPS.

VEHICLE LEASE: Drive a new vehicle and write off the cost. No down payment. Call Andy at 328-9211. Dealer #8367.

MLM-BY-MAIL. No Meetings. No Inventory. No Hassles. From Home By Mail guaranteed. Free info package. Call our 24 hour toll-free hotline 1-975-3100.

BUSINESS PERSONALS

PHOTO FANTASY Packages By Mail. Spicy turn to warm up your winter. For free, no-hassles info write: Karen, Box 670-GB, Kelowna, B.C. V1Y 7P4. Adults only please.

CAREER OPPORTUNITIES

BE YOUR OWN BOSS. Work your own hours. Self-latching watches. Very lucrative. Unlimited potential. Under \$200. Investment required. (604)937-3232 (Coquitlam), after 5pm weekdays.

EDUCATION

WESTERN CANADIAN SCHOOL of Auctioneering. Next course Mar. 28-Apr. 8/94. For a free brochure call 1(403)250-1281 or write to #5-2003 McKnight Blvd., N.E., Calgary, T2E 6L2.

CHEF TRAINING Full-time 17 week Diploma Programs offering the best training in Cooking/Pastry and Desserts. Government financing and placement assistance. DUBRILLE FRENCH CULINARY SCHOOL, Vancouver (604)738-3155 or 1-800-667-7288 (in B.C.).

BE A SUCCESSFUL WRITER...and write for money and pleasure while learning how. You get individual tuition from professional writers on all aspects of writing - romances, short stories, radio and TV scripts, articles and children's stories. Write, call or fax today for our FREE BOOK, "How To Be A Successful Writer". Toll-free 1-800-267-1829. FAX: 1(613)749-9551. The Writing School, 38 McArthur Ave. Suite 2091, Ottawa, ON K1L 6R2.

LOW, LOW PRICES - Large Selection. Call for catalog 1-800-661-9877 Budgetgro Ltd., #313-14640 - 64th Ave., Surrey, B.C. V3S 1X7.

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

EDUCATION

COUNSELLOR TRAINING INSTITUTE of Vancouver offers correspondence courses for the certificate of Counselling Studies to begin on the 15th of the month. For a brochure Phone Toll-free 1-800-665-7044.

A NEW CAREER? Lots of jobs available. Trained Apartment, Condominium Managers needed - all areas. We can train you now! Free Job Placement Assistance. 681-5456/1-800-665-8339.

EMPLOYMENT OPPORTUNITIES

CLUB MONDIALE. Earn extra cash! Sales consultants needed for line of great quality children's casual clothing, sizes 2-12. For home party/catalogue order call collect after 6pm Shelly (604)826-4951, Ellen (604)520-6412.

EQUIPMENT

Nine Excavators, four Backhoes, six Cat Loaders, six Pups, three End-dumps, four Water Trucks, six Tilt Trailers, four Compactors, three Pavers, Fuel, Service and Dump Trucks. Call (604)493-6791.

FOR SALE MISC.

THE LAST STEEL BUILDING you'll ever need. FUTURE STEEL, recognized leader in affordable top quality, Arch-style. Why pay more? Q30 WX38 LX14 H - \$6,587. S30 WX40 LX14 H - \$8,994 delivered. 1-800-668-5111.

RODENTS, FLEAS, spiders, mosquitoes, ants etc. in your home, restaurant or cottage? Plug in PEST FREE and safely eliminate them forever! "Guaranteed" 1-800-565-6955 FREE BROCHURE.

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HELP WANTED

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.

ESTABLISHED BEEF JERKY Manufacturer requires distributor in your area. Full product line available. Above average profit margins. Call 1-800-267-7200.

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.

KITCHEN CABINETS

CABINETS 1/2 PRICE. In stock, countertops/vanities also. KitchenCraft 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.

CUSTOM DESIGNED MOBILE and Modular Homes. Buy factory direct and save thousands on your new manufactured home. Remanufactured units also available. Noble Homes 1(403)447-3414.

"REPOS" REPOS-REPOS- Economic downturn has resulted in large selection of repos and distress sale mobile homes. All sizes, starting at under \$10,000. Call 1(403)962-0102.

PERSONAL

LIFE CONTINUES BEYOND DEATH. Call and learn an ancient spiritual exercise and experience directly, divine love, wisdom and freedom. FREE brochure available. ECKANKAR info-line 1-800-667-2990/G.V.R.D. 268-6325.

WANTED

WANTED: Antique and gun dealers to display and rent table space at the 11th Annual Kamloops Gun and Antique Show. Contact Pat at (604)372-7677.

PERSONAL

WHY AREN'T YOUR PRAYERS answered today? The Creator has a name, few people know it. Find out more, write: Prayers, P.O. Box 28521, Aurora, Ontario L4G 6S6.

GREAT SEX/no age limit. Overcome sex problems caused by prostate surgery, diabetes, aging etc...Get the facts from: Performance Medical, Box 418, Valemount, B.C. V0E 2Z0 1-800-663-0124 24 HOURS.

HANDLE STRESS - Gain control over The Reactive Mind. Read the book "DIANETICS" by L. Ron Hubbard. \$7.50 Hubbard Dianetics Foundation, 401 West Hastings, Vancouver, V6B 1L5. 681-0318.

REAL ESTATE

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

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.

WANTED

RECIPES WANTED Publisher looking for original recipes. Priority given to recipes with an interesting background story. Recipes used will be acknowledged in publication. Peer Publishing, 263 Labrosse Ave. Pointe Claire, Que. H9R 1A3.

WANTED: Antique and gun dealers to display and rent table space at the 11th Annual Kamloops Gun and Antique Show. Contact Pat at (604)372-7677.

WANTED: B.C. School Reader (book for collection) Grade 5 & 6 from 1920's. 834-7235 Mica Creek, B.C.



LOG LEGION

BRANCH 17 COURTENAY
334-4322

EVENTS

Fri Feb 25.....music by John MacKenzie

Fri Mar 04.....Dance 8:30pm, music by Tony Pollon
Sat Mar 05.....Dance 8:00 pm, music by Down Homers
Fri Mar 11.....Dance 8:30 pm, music by Wild River
Fri Mar 18.....Dance 8:30 pm, music by Westwind
Sat Mar 19.....St. Patrick's dance 8:00 pm
Fri Mar 25.....Dance 8:30 pm, music by Sidewinder
Sat Mar 26.....Dart & Steak Shoot, registration 6:00 pm
Sun Mar 27.....Crib Tournament upstairs, registration 12 noon

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

BASE PERSONNEL WELCOME AT BR. 17

BRANCH 160 COMOX
339-2022

ENTERTAINMENT

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

REGULAR ACTIVITIES

SUNDAYS.....Lounge Hours 12:00 Noon to 7:00 PM
MONDAYS.....L.A. Drop-In Bingo, Upper Hall, 7:00 PM
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?

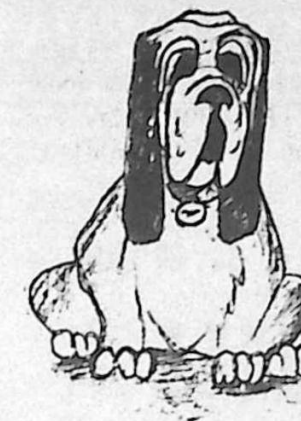
Bring your throw-aways to the Comox Branch 160

AUCTION

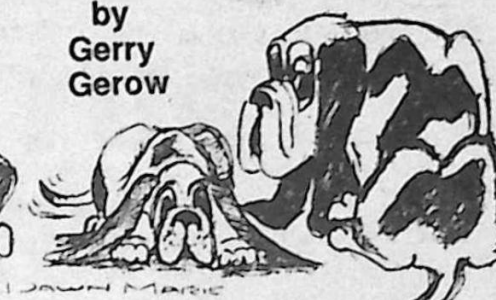
Sunday, 13 March, 2 - 6 p.m.

Food available - members and guests welcome. Auctioneer: Comrade Gus Baudais. All proceeds to go to "Clean Air" equipment. For pick-ups, call Dawn at 339-3454.

On & Off the Base



Dog Talk
by
Gerry Gerow



A Proper Diet for your Pet

not grow and mature properly. In fact, growth defects and even mental retardation can result from an improper diet. We know this is important because it has been constantly thrust at us by health professionals and teachers all our lives. Why, then, do we go down to the store and buy the cheapest dog food on the market without questioning what is in it?

Dogs, and for that matter all other omnivorous animals, need a balanced diet just as humans do. If you raise a puppy to adulthood on a diet of cheap food, he will grow up with conformation defects and mental defects as well. He will not be the doggy you purchased him to be.

In my earlier days of dog ownership I had a magnificent male puppy which I had bred myself. I was determined that this little guy would have the best of everything. When it came time to wean him from his mother, I used top quality hamburger in his milk. After a few weeks, I took him for a check-up and was told he had a heart murmur. My vet asked about his diet and pinpointed the problem right away. A few weeks on a proper puppy food and he was in the best of health. I was, in effect, killing him with kindness.

Someday perhaps someone will explain why dog food, which is duty free, costs half as much in the United States as it does in Canada. I mean the same food, made in the same U.S. factory, is sold in Canada at twice the price, and there is no import duty. It's about time somebody looked into this.

In the meantime, make sure you feed your doggy quality food. A good rule of thumb is that if it costs less than \$30 for a 40 lb. bag, then it is less than required in nutritional value.

Royal Canadian Air Force Our Heritage

They tell us the twilight is falling, Falling on heads turning grey, That soon there will be no remembrance

Of warriors long gone away. They say we romanticize killing, That War is a curse and a blight. Dear Father in Heaven, they knew it!

They knew it, but still went to fight!

Why prate of ideals when the goose-step

Was heard from behind bolted doors?

They poured from this land in their thousands

To keep all that hell from our shores.

Perhaps it is twilight for veterans. It comes to us all with the years.

At least we have rich, hallowed memories,

And poppies, and crosses, and tears.

-Helen Middleton



Junior Ranks Mess February 1994 Calendar UPCOMING EVENTS

Fri 25 Feb.....TGIF, Game: Euchre, Food: Pizza
Sun 27 Feb.....Movie Night: 1900 hrs. "Fortress"
2100 hrs. "Needful Things"
Fri 18 Mar.....St. Patrick's Day Dance: Irish band, cold buffet
Tickets (in advance): \$3 members, \$7 guests
Tickets (at door): \$4 members, \$8 guests
Watch for more details in next edition of Totem Times.



Tri-City Boot Repair & Sales

Next to Subway
Cliffe Ave & 8th St., Courtenay
Tuesday to Saturday - 9:00-5:50

TOP QUALITY
SHOE AND LEATHER REPAIRS



Dogwood Insurance Services Ltd.

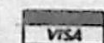
For All Your Insurance Needs

HOMEOWNERS
CAMPER/TRAILER
MARINE
LIFE
TENANTS
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OUT OF PROVINCE TRANSFERS/PERMITS

Conveniently located at the bottom of Ryan Road Hill at Island Hwy in Mount Washington Plaza Courtenay - Phone 338-6766 and Cumberland - Phone 336-8524





TOWN of COMOX RECREATION DEPARTMENT



PUT THE SPRING BACK INTO YOUR STEP WITH COMOX REC



St. John Ambulance

COMOX VALLEY BRANCH
1855 Noel Ave., Comox, B.C.
TEL: 339-9900 FAX: 339-8138

EARTHQUAKE COURSE

Training For Life: Experts say that Vancouver Island is on borrowed time as far as earthquakes are concerned. And while an earthquake can't be prevented, it can be prepared for.

Beginning in February, St. John Ambulance will be offering several "Earthquake Preparedness" courses and programs in the Comox Valley Area.

"The classes teach people how to assist in any First Aid or emergency situation", said the Chairman for the Comox Valley St. John Ambulance, Tom Miles.

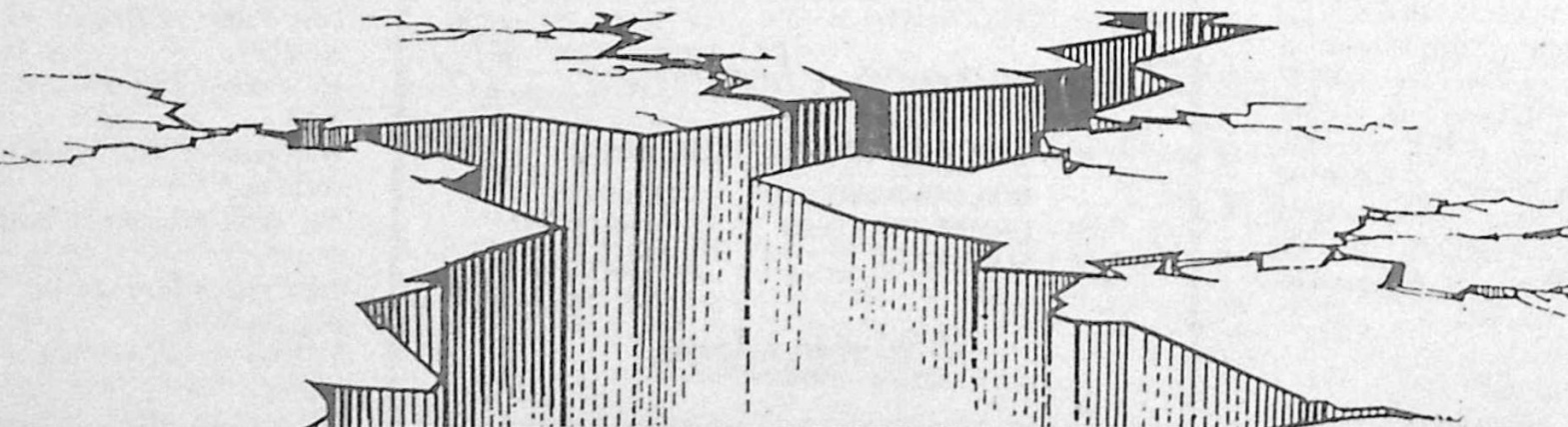
Students learn C.P.R. and how to deal with shock, unconsciousness, fractures, burns and hemorrhaging. They also learn how to prepare their families and homes for a major disaster.

"The course offers a lot of specific information," said Tom Miles. "Most people don't even think about psychologically preparing their families for an earthquake."

During an earthquake or some other similar civil disaster, people are expected to cope for several days on their own without the help of the police, fire and ambulance services. "People need to be self-reliant," said Miles.

The recent earthquake in Los Angeles says Miles, is an example of just that. He said people can overcome the disaster if they work together. And although federal and provincial governments are making the effort to prepare Canadians for an earthquake, Miles says the effort should be made at the community level as well, especially where possible washouts or destroyed bridges could isolate a community for days.

Don't leave yourself standing on shaky ground. Call the St. John Ambulance office of Comox and sign up for a course now. Information can be obtained by phoning 339-9900.



FREE WORKSHOP • FEB. 25, 1994 • 7 TO 9 P.M.
COMOX REC CENTRE 339-9900

**SPRING
REGISTRATION**
begins
MARCH 7
at the
**COMOX
COMMUNITY
CENTRE**

OFFICE HOURS:
Weekdays
6:45 am - 9:45 pm
Weekends
9:45 am - 8:45 pm

REGISTER NOW
for
**BRIAN BANKS
DRAWING
TECHNIQUES**
starting
SATURDAY
10:00 - 1:00 PM
FEBRUARY 26
Call 339-2255
for more information

also for
BACK TALK
with
GORD MCILROY
Physiotherapist
WEDNESDAY
7:30 - 9:30 pm
MARCH 2

For More Information
call
339-2255

On & Off the Base

Totems Hockey Team 19 Wing Comox

Women's Day Conference 8 Mar

The first annual 19 Wing Women's Day Conference will be held at the Wing Recreation Centre on 8 March.

Hosted by Lt(N) Linda McNally, the Wing Personnel Selection Officer, and following the opening address by Wing Commander Col Rogers, there will be a series of guest speakers and activities touching issues important to women today. Subjects range from financial planning, safety, ...to nutrition, positive parenting and family law.

Several organizations and individuals from the valley have been invited to participate in this event. There will be two raffles, as well as a 50/50 draw during the day. Tickets will be available soon, and up to the moment of the draws. All proceeds will be donated to the Military Family Resource Centre.

This event is open to ALL military personnel (male and female) and their spouses, and is fully supported by the Wing Commander. Whether you want to find out more about a specific topic, volunteer to help one of the organizations represented, or just want to enjoy a relaxing day while picking up bits of information on a wide variety of subjects, this is for you.

For more info, or to volunteer as a speaker and/or for a display, contact Pierrette LeDrew at 339-8211 ext. 8448, or at 334-9610 (please leave message).

Base Scuba Club



by Paul Harman

On Jan 14, four 19 Wing PDSC divers headed southward, bound once again for Victoria.

Saturday morning was originally scheduled for two dives on Ogden Point, but was reduced to one after Richard's "Two-Step" with an unfriendly rock. After a tour of CFB Esquimalt's hospital, arrangements were made for a night dive at Ogden and dinner at The Keg.

Entry from the jetty in the morning consisted of a careful immersion into reasonably active waves. Descent was uneventful and life was plentiful at depth. Despite Richard and Heidi having to abort their dive, resulting from Richard's injury, Kurt and I still managed to complete a 40 minute dive at a max depth of 50 feet. The water temperature was a mild 42°F and visibility was 30 feet.

The night dive at Ogden got off to a slow start, but once we were geared up we were off and walking. In the hopes of seeing the resident wolf eels and octopus, we decided to walk a little farther and enter at Dive Flag #4. This was easier said than done, as we had to periodically stop to allow the crashing waves to roll along the breakwater, and over us, before proceeding.

Due to the higher water level, penetrating the waves seemed easier, although a controlled seated entry was still employed for safety. Descent was slower this time to account for the unfamiliarity of the newer divers. It was noticed that more marine life was present as we approached feeding time along the jetty. Unfortunately, the descent caused some disorientation for one diver, so we surfaced before discomfort turned to panic. It was agreed that in the dark conditions and rougher seas, it was safer for all of us to abort the dive and swim back together.

The four of us met Aquarius Divers, the CFB Esquimalt Scuba Club, 10:00 Sunday morning. We departed, along with six Aquarius members from Tullista

Park, on their dive boat, destined for the GB Church. We were enroute for roughly 20 minutes before arriving at the "Church." As reported in a past article, the "Church" is an artificial reef that was scuttled, made environmentally "safe," had openings made or enlarged to accommodate divers, and sunk for their safe enjoyment. She lies upright in roughly 90 feet, and has accumulated a few inches of silt, and a decent number of marine "tenants," since she took her last breath. Barnacles now almost completely encrust her hull, and she acts as hostess to numerous shrimp, spider crabs, and a few Painted Rockfish...to be continued on March 10.

Upcoming Events

Our HMCS Chaudiere trip has been postponed due to scheduling difficulty. Our cost will be approximately \$180 for five dives, accommodations, and some meals over a two day period. This is a good deal for the region and, from what we've

heard from Russ and Charlie, well worth the money. Don't miss out - contact us now.

God's Pocket will be proposed for April or May. We have a video available of God's Pocket and will be viewing it for two nights next month. If you are interested in seeing it, call me at local 8830.

T.D. Sports is hosting a cleanup dive of Comox Lake, and we'll be doing one under the Fifth Street bridge. Contact us for details.

Cozumel is still being proposed of June 19 - 26, but we still need a minimum of 12 to receive the discount. April 10 is the notification deadline and the \$200 deposit is due 15 April.

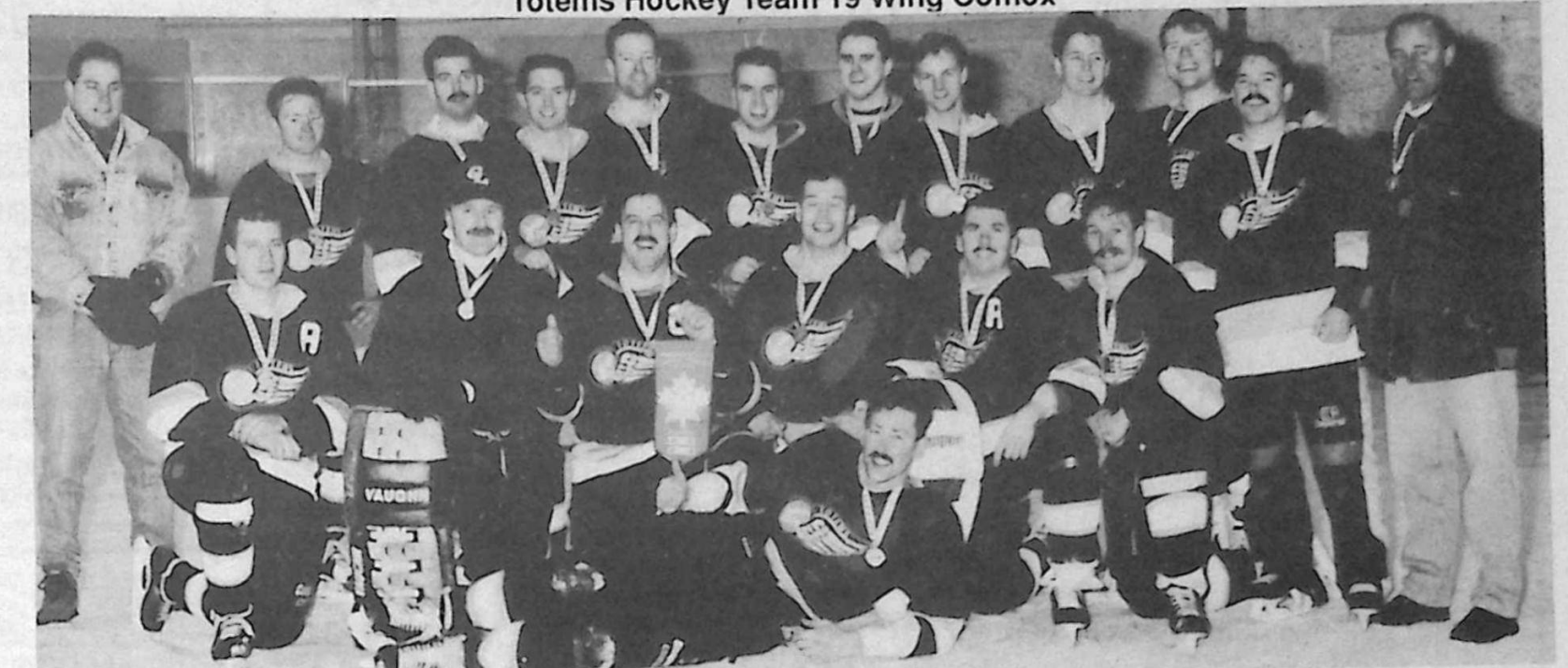
We are still looking into our trip to California - I'll let you know when more info arrives.

Keep an eye out for a club newsletter that is due out within two weeks. Until next time - safe and happy diving.

C.V. MINOR SOFTBALL REGISTRATION DRIFTWOOD MALL

Fri Mar 4
Sat Mar 5

ALL AGES - BOYS and GIRLS
\$40.00 1st child - \$35.00 2nd child
includes hat and photograph



Front row (L-R): Capt Martin Turpin, MCpl Brian Beal, Cpl Jacques Maillee, Cpl Mark Glowach, Cpl Marius Leblanc, Cpl Vince Lagace and, sleeping in the front, Cpl Jeff Clairmont. Back row (L-R): Cpl Brian Giese, Lt Jean Nogue, Cpl Scott Letendre, Cpl Barren Ross, Pte Dan McCutcheon, Cpl Tim Mamye, Cpl Rob Thibodeau, Cpl Mike Jameson, Cpl Simon Hutchins, MCpl Willie Oliver and CWO Jim Livingston - coach.

19 Wing Totems Off to Hockey Nationals

The arena was filled with action during the Pacific Region Championships which saw CFB Esquimalt Blues and 19 Wing Comox Totems battle it out for the right to represent this region at the CF National Championship which will be held at 18 Wing Edmonton 14-18 March. These being the only two teams competing, a two out of three tournament was conducted. Although behind 6-2 into the third period of the first game, the Totems fought back and won the game 7-6. From that point there was no looking back and in the second game the Totems took an early lead and defeated the opposition, again by a score of 7-6. We wish the team the best of luck at the National Championship.

Opening Ceremonies



Cpl Jacques Maillee, Comox and Cpl Robert Sneath, Esquimalt with Wing Comd. Col T.B. Rogers.



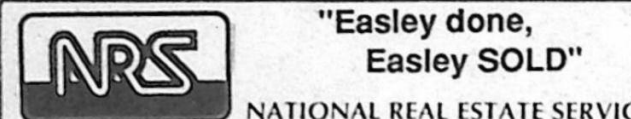
Wing Comd. Col T.B. Rogers and Cpl Jacques Maillee holding Pacific Region Banner.

See you Sunday at the "Church"



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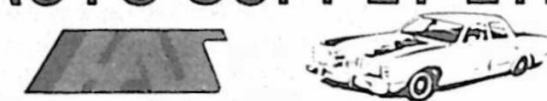
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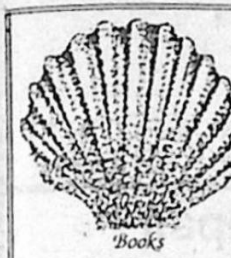
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Payment in advance at the office.

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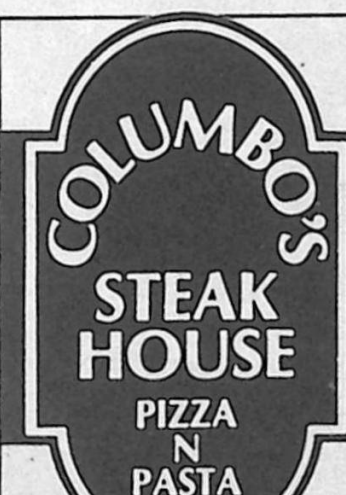
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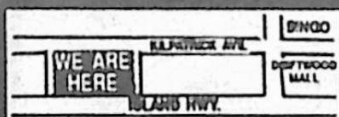


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