

## Norse Pacific Saga

....page 10

## Great Guard

....page 6



# TOTEM TIMES



19 Wing CFB Comox B.C.

VOL 36 NO 7

THURSDAY 14 APRIL 1994

COST: PRICELESS

## One Mission One Team

by Capt K.M. Redcliffe  
photos by Sgt. D. Clark

The Defense Review that is being taken up by the Liberal Government is an attempt to give the Canadian Forces a clear understanding of its mission. The operation being run out of Sigonella, Italy in support of the embargo against what was formerly Yugoslavia, exemplifies how a team can work when given a clear mission.

A 55-person detachment has been deployed with two long range surveillance Aurora aircraft to patrol the Adriatic Sea. They are participating in a NATO mission which is keeping oil and weapons from entering the warring Baltic nations via the coast. The mission is clear cut. Every day the Canadians fly one 6 - 8 hour patrol, usually over the northern part of the Adriatic Sea. While flying they are to respond to requests from an Aircraft Control Unit. The tasks may include locating, contacting, querying or photographing vessels in the area.

Of the 55 Canadians working in Sigonella to accomplish this task, every single one of them knows what the mission is and what their role in that mission is. Aircrew and ground crew alike work together to meet the same challenge. They are motivated by the fact that they are working with

NATO to accomplish an operational mission - an embargo. Although most have worked on missions for other government departments, including counter-narcotic patrols, fishery and pollution patrols; this is the first time that they have been involved in a NATO operation rather than a NATO exercise.

The ground crew, which account for 27 personnel, take great pride in the fact that over a six month period only two missions have been scrubbed due to an unserviceable aircraft. Every second day the aircrew fly an 8 - 10 hour flight which makes for a 12 - 14 hour day with pre-flight briefs and debriefs following the mission. All are working hard, and as Maj Paul Dubois, the detachment commander explains, "everybody respects each other here because they get to see what the other is doing. Ground crews are working directly with air crews. They get to know each other." This respect does more than simply foster good relationships. It brings everyone into the picture and helps everyone realize that their contribution is vital to the mission.

L/S Eric Lofgren, working as the supply tech in Sigonella, is normally not involved with the maintenance technicians, he sim-

continued on page 4

Start your engines!



Cpl Pierre Boivin of 407 Sqn in Comox works with aircrew to start engines on a CP140 Aurora on its way to the Northern Adriatic.

## A Special Visit to 19 Wing



From L-R: Tamara Tedesco, Kim Lapka, MCpl Lee (442 Sqn Search & Rescue), A.B. Choquette and MCpl Grenier (SAMP Flight), Ms Jennifer Elgie and Ms Pat Gould (teachers for the visually impaired), Aedan Staddon and Teryl Jeffrey. Below: Enjoying a Buffalo ride.

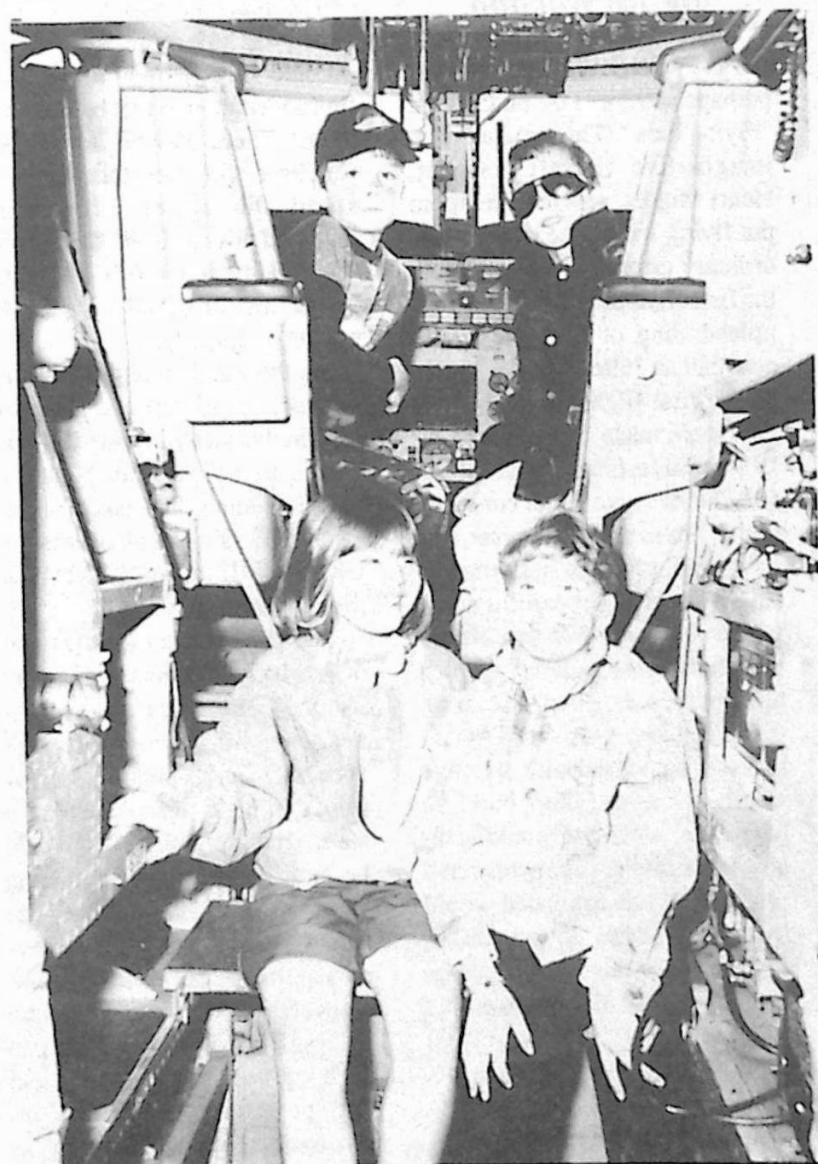
### Buffalo Ride

by MCpl J. Grenier

On 30 Mar, four children (two visually impaired) and two teachers from Nanaimo had the opportunity to visit 19 Wing. The SAMP Flight have played an active role in raising money for the Military Police Fund for Blind Children (MPFBC) and looked forward to taking a few children on a tour of 19 Wing.

The visitors were taken to 442 Sqn where MCpl Lee provided them with a very informative and enjoyable tour. After receiving a two-hour crash course on how to become a SAR Tech, as well as learning how to fly a plane, our guests proceeded to the Combined Mess where they dined amongst military personnel. Our guests completed their visit at SAMP Flight where they visited the military jail and were shown how to use the emergency equipment in a Military Police patrol vehicle.

On behalf of Ms Jennifer Elgie and the MPFBC, we extend our gratitude to those who provided their support in assisting SAMP Flight to make this visit a very special one.





# On & Off the Base

## Buying Your Computer

by Greg Olynyk of OnDeck Systems Inc.

Buying a computer can be a positive experience.

Ask for friendly explanations! A vendor who takes time with you now will likely do so afterwards as well. Insist they speak at your level of experience if you are a beginner.

**System:** There are many personal computer brands and configurations out there, so make sure you compare systems on a feature-to-feature basis, including warranties. Sacrificing features to meet a tight budget may be sacrificing your needs. A cheaper system will be attractive but could well become a stumbling block down the road.

In surveys asking computer owners what they'd do differently if they bought again, their number one concern was expandability. Respondents wanted a computer to grow with their needs. People often add new components such as extra drives, CD-ROMs, scanners, VHS video capabilities, etc. An expandable system will have empty drive bays in the front and open slots in the back. For future processing power upgrades, desirable features are Intel Overdrive capability and Pentium ready systems.

If you'll be using strictly text-based DOS programs (e.g. word processing) a basic 386 SX will do. Often, however, the price of a 486 SX is so close the savings aren't justified for the older technology (unless you can buy sec-

ond-hand for under \$1,000).

If you plan on using Windows, a 386 or 486 with 4MB RAM is the starting point. A 486 with Local Bus Video is recommended.

If you plan to get into high-end games (flight simulators or super graphic adventure games) go with a high-end system. Most new games recommend fast computers. To be capable of running the most complex games a fast DX 2/50 or DX2/66 is recommended.

**SX or DX? 386 or 486?** Are you going to do advanced desktop publishing, engineering drawings, or heavy-duty accounting and number crunching? If so, then DX is a must, the faster DX 2/50 or DX2/66 being an excellent choice. If not, then SX is fine. The difference? The DX has the math co-processor for handling advanced math calculations, utilized by the types of programs mentioned.

**Be aware:** there are main processor chips manufactured by companies other than Intel (the main supplier and originator of chips for the personal computer market). Some chips are a cost-effective alternative while others will cost you more in time and compatibility problems than the money you'll save at purchase. Not all chips with "486" in the name really are what you think they are: make certain the 486 chip you get is certified to run everything an Intel runs, and has a full internal and external 32-bit path.

**RAM:** 4MB minimum. The

next step is 8MB which is really only needed if using high-end programs or complex games. Getting the RAM you need from the start is convenient and cost-effective.

**Hard Drive** - a generally accepted minimum is 150MB, with 200MB or more preferred.

**Monitor:** better monitors (SVGA, .28DP, non-interlaced) are a must if you'll be in front of the computer for extended periods, or plan on doing any graphical work or game playing. Desk-top publishing dictates a larger monitor - 15", 17" or even 21".

**Local Bus:** for faster graphics handling. Recommended for Windows, any graphical programs and games.

**Service:** where do you take your system if it needs servicing? Large volume mass merchants don't usually offer support after sales. You'll likely find yourself dealing with a service depot somewhere, or a 1-800 number and time on hold. Buying locally can save you time, money, and possible headaches in the event of repairs or upgrades.

**Support:** where can you go with your technical questions or for helpful advice? Again, high volume discounters don't offer this kind of support, whereas local computer retail specialists are just that, specialists. Their expertise is added value to any purchase.

## The Flea Still Lives!

by Tet Walston

Any reader who is at least as old as I will recall having read, or perhaps seen, a "Pou du Ciel" or "Flying Flea." This product of an imaginative aircraft designer, Henri Mignet, was his attempt to put flying within the reach of the ordinary citizen. It was arguably the first organized attempt at multiple building of what we would now call an "ultralight."

The first flights made by Mignet were made in 1933, and by 1934 it was estimated that at least 100 "Fleas" were under construction in France. The next year, Mignet brought his machine to England and the enthusiasm which followed his demonstration flights was something which had not been experienced before.

Apparently, it was now possible for someone with average woodworking skills to build an aeroplane which HE could actually fly himself. The wings and fuselage, it was estimated would cost about (then) 25 pounds, or \$125.00. If this seems cheap, even for those days, remember that these were quite a few enthusiasts who could afford to indulge.

The machine had a fuselage which was little more than a cockpit and engine mount, with a fin/rudder about 6 feet behind the pilot. There was no horizontal stabiliser with elevators, but instead the upper wing was mounted forwards of the lower wing, almost its full amount. Power was provided by a small engine of 25/20 hp.

As the number of "Fleas" increased, so did the crash rate. In Britain this caused flying the machines to be suspended until a technical study had taken place. By mid-1937 it was all over in the UK. The "Flea" had met legal insecticide, as it were!

The crashes, and injuries and deaths had been caused by many factors. The "Flea" had a tendency to dip its nose at higher speeds (75 mph plus) and many pilots thought this indicated a stall. Naturally, the stick would be moved forward, thus making the aircraft perform what was called a "cliff dive." Very spectacular, no doubt, also rather unrecoverable. Other causes were the result of poor workmanship in the home built versions, and it had been proved that experienced pilots tended to treat the "Flea" as they would a Tiger Moth, having

little or no feel for its different handling characteristics. The tandem wing design could introduce airflow and lift problems, acting in the manner of a spoiler. Not good. Mignet improved on this version, and the newer types did not suffer from lack of lift, or instability.

As the years passed by, and war came, insignificant things such as "Fleas" were forgotten. During the later post-war era, a renewed interest, coupled with a more affluent population, brought about the development of the Ultralight. There are many wonderful designs, and new construction methods and materials, and Henri Mignet himself was still helping owners to improve such "Fleas" as were in existence. As late as 1959 he wrote articles giving updated information.

Gradually, Mignet was almost forgotten, but not in his native France. In Aug 93, the 100th anniversary of his birth, some 60 "Pou" machines (and variants) attended a fly-in at Marenne. There were several HM 14s, the original design, and the Air Show included an uninterrupted aerial ballet of "Fleas." Obviously, the

Continued on page 3

**Spring Special on FILM DEVELOPING**



**\$4.99\*** per roll 3 1/2" X5" prints

**PASSPORT PHOTOS READY IN 3 MINUTES**

**Sooter's The Photography Professionals**

685 CLIFFE AVE., COURTENAY 334-3333

**NEW STORE HOURS:** Mon. to Fri. 9 - 5:30, Sat. 9 - 5  
\*LOCALLY OWNED & OPERATED\*  
Convenient Parking Next to Store

\*Pre paid service on C-41, 110, 135 (full frame) up to 24 exp. rolls. Offer good until April 30, 1994.

## MQ Survey & CHMC Inspection

The annual CHMC Inspection visit, which directly influences MQ rental rates, is expected to occur prior to 31 May 94. The results from the December MQ Survey have been tabulated and will provide the majority of inputs for the inspection. MQ occupants are encouraged to visit Wing Accommodations to ensure their MQ problems have been documented. A copy of the survey results is posted on the notice board in Wing Accommodations. Other copies have been distributed to CE and the MQ Association.

The return of survey forms was

disappointing, only 100 of the 304 distributed were returned. Five returns did not indicate a MQ number and therefore could not be traced to allow inclusion on the problem lists. Survey results may be somewhat misleading due to the low returns. Every effort will be made to address the problems stated in the survey returns; mildew, water, parking, etc., but this will require time to complete. Policies on landscaping, recycling and parking will be reviewed and updated.

Sincere appreciation is extended to those who took the time to respond to the survey.

**THE "HOME TEAM" ADVANTAGE**



**ERS Roster Approved**

**338-2557**

**SANDRA UNO** **KEITH WAGNER CD**

- ✓ Dynamic Personal Marketing Plan
- ✓ Proven Track Record
- ✓ Licensed Real Estate Assistant

**Sutton GROUP** **sutton group-sells west realty**  
AN INDEPENDENT MEMBER BROKER  
2350 CLIFFE AVE. COURTENAY 338-2557

## ATTENTION FORMER PEACEKEEPERS

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

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

# On & Off the Base

## Christian Life as Husband & Wife

by Fr. Conrad Verreault

Today I would like to spotlight the Christian life of husbands and wives. St. Paul calls on them to live in love and harmony. Marriage has made them one with a unity that has no equal on earth. They must love and respect each other. St. Paul explains that the husband who truly loves his wife is loving himself for by marriage husband and wife have become "one flesh." No man ever hates his own flesh and now that his wife is one flesh with him, he is loving himself when he loves her. The same holds for the wife.

Married couples, therefore, must not be surprised, much less despondent, if that perfect harmony and the idyllic love of their first years in marriage begins to show signs of tension and strain as the days go on.

There will be lapses and disappointments on both sides, but this only proves that both are human.

Here is where Christian charity and Christian forgiveness, obligatory on all Christians, are especially needed between husbands and wives. They must be ever ready to forgive and forget and to do so quickly.

Christ forgives us our sins the moment we sincerely ask for pardon; He does not make us wait for weeks while he sulks and refuses to deal with us.

Husbands and wives must imitate Him in the readiness to forgive. When your partner seems to have offended you, think of your wedding day and honeymoon. With the passing of time, you have taken your spouse too much for granted; perhaps you are becoming selfish.

What causes the change from those early years of tenderness, generosity and love, to these later years of bitter thoughts, sarcastic comments, inner rage, despair and quiet desperation?

It is not always some dramatic moment that leads to this tragic

transformation. More often it is a gradual descent in which each small nasty thought or word or feeling is allowed to live freely, instead of being rejected in a spirit of sacrifice for the sake of the triumph of love.

Let us be humble. Pride kills great love. Listen to him/to her and be patient. Communication is important in marriage.

If you wish to love with all the intensity of your being, then you must be ready to sacrifice all things which prevent you from being loving every moment of the day. St. Francis shows you how in his beautiful prayer:

"Lord, make me an instrument of your peace.

Where there is hatred - let me sow love.

Where there is injury - let me sow pardon.

Where there is doubt - let me sow faith.

Where there is darkness - let me sow light.

Where there is sadness - let me sow joy.

O Divine Master, grant that I may not so much seek to be consoled - as to console

to be understood - as to understand

to be loved - as to love

for it is in giving that we receive

it is in pardoning that we are pardoned

it is in dying that we are born to eternal life."

Hang this prayer on the wall of your kitchen and I am sure that you will have a happy married life.

God Bless You.

## Chaplains Chatter



## Le Mot du Padre

Que souhaitez-vous quand on aime?

Quand une mère ou un père aime vraiment son enfant; quand un époux aime vraiment son épouse; bref, quand une personne aime vraiment une autre et qu'elle la voit dans la tristesse, le drame, le malheur, la solitude ou encore dans la joie, le bonheur ou simplement dans le quotidien de sa vie, que souhaitez-vous?

Quand nous aimons, nous souhaitons la présence, le partage, la communion. En un mot, nous voulons être avec...

Dans la tristesse comme la joie, il y a un "goût de partager" qui adoucit la peine et augmente la joie. Quelqu'un est-il en deuil? On téléphone, on écrit, on se rend au salon funéraire, on partage leur peine. C'est autant de manière de se rendre présent à la misère de l'être aimé. Un ami vient-il de remporter un succès?

On va le voir, on veut être avec lui pour partager son bonheur et se réjouir de son succès. L'amour est partagé; l'amour porte à l'union.

Quand Dieu aime, que veut-Il; que réalise-t-Il. La réponse est très simple: Dieu veut exactement ce que nous réalisons ou souhaitons, quand nous aimons. En d'autres mots, Il veut partager, Il veut s'unir à nous.

Parce que Dieu nous aime, Il souhaite vraiment être avec nous, Il souhaite que nous soyons avec lui. Il veut que nous partagions son bonheur.

Un grand amour recherche plus que la simple présence, Il veut l'union. Devant quelqu'un qui va mourir et qu'on aime beaucoup "être là" ne suffit pas. On voudrait l'accompagner dans sa grande aventure, prendre sa place. "Si je pouvais mourir à ta place; si je pouvais m'identifier telle-

ment à toi pour le faire à ta place." Mais c'est impossible.

C'est le grand drame que vit une mère devant son enfant qui souffre. Elle est près de son enfant, elle peut le soulager parfois mais combien elle souhaiterait pouvoir aller plus loin: comme par exemple, prendre sur elle toutes les souffrances de son enfant et assumer sa condition souffrante. Mais cela est impossible.

De l'amour naît le désir d'union jusqu'à l'unité mais cette dernière s'avère impossible. On reste toujours deux. On reste toujours seul.

Ce qui est impossible à l'homme, cela est cependant possible à Dieu.

Ne l'oublions pas, Dieu nous invite à faire partie de sa grande famille. Il est notre Père; Il a le souci, la hantise et la préoccupation de nous voir heureux.

## Common Assault increases in Canada

Common assault is a crime that has been on the rise in Canada for more than a decade. This trend is particularly alarming because it accounts for more than half (56%) of all violent offences.

It is also of importance because with the high number of offences comes a greater concern from the public over the degree of violence in society. In 1988 for example, 43% of Canadians interviewed for the General Social Survey claimed that violent assault was the crime they most feared.

In reality, however, violent offences such as common assault only account for a small percentage of Criminal Code offences. Over a seven year period, from 1985 to 1991, violent offences averaged 237,336 offences per year. This number represents 9.7% of all Criminal Code offences which average 2,452,966 per year. Within the category of violent offences common assault averaged 132,167 which is roughly 56% of all violent offences.

With the general concern involving violent offences, citizens are in search of information which may help protect them against such a crime. Information such as where they are most likely to be assaulted, when, and by whom, is of vital importance to the public.

The location of common assaults was not distributed evenly among possible locations of occurrence. 51.7% of all common assaults were found to take place in the home. Commercial locations such as bars or shopping centres totalled 15.4%. Streets and roads were found to account for 17.5%.

Collected data has shown that common assaults according to the time of day most often occur between 3:00 pm and 12:00 midnight. Over all, most assaults tend to occur during the early morning, escalate in frequency as the day passes and then reaches a peak in the late evening.

Between 1974 and 1992 the rate of adults charged with violent offences rose from 272 adults charged per 100,000 adults to 612 adults charged per 100,000 adults. These numbers represented a 125% increase over 18 years. Throughout the same time, a

125% increase took place in common assault charges involving adults. The number of adults charged per 100,000 increased from 116 to 342.

In 78% of all common assaults the perpetrator of the crime is known to the victim. A spouse or ex-spouse of the victim is the accused party in 28% of common assaults. Casual acquaintances of the victim become the accused 25% of the time.

Less frequently the perpetrators include business contacts (7.2%), a friend (8.2%), a parent (3.9%), a child (1.8%), another immediate family member (2.9%), and extended family members (1.3%). Surprisingly, strangers are the accused in just 22% of all common assaults.

The association between the victim of a common assault and the accused generally falls into two categories. Those involving family members and close friends, and those involving business relations, acquaintances and strangers. Assaults in the first category most often happen within the home. 89% of spousal assaults, 86% of other family member assaults and 75% of assaults involving a close friend occur in private. At the same time assaults which fall under the second category are more likely to happen outside of the home.

Studies have also found that females are more likely to be assaulted by a family member or spouse. While males, on the other hand, are more likely to be assaulted by business relations or strangers. It has been discovered that females are the victims in 92% of spousal assaults, 82% of assaults by close friends, including boyfriends, 57% of assaults by parents and 67% of assaults by children. Males are the victims of 69% of assaults by acquaintances or 73% of assaults by strangers.

With the increased concern over common and other violent assaults in Canada comes a greater supply of information. Hopefully there will be more resources made available on this subject in the future. One way to fight a crime such as common assault is to be armed with enough knowledge and understanding to ensure that you do not unknowingly make yourself a victim.

## Commendation for Brian



Sgt Brian Buttner received a Base Commander's Commendation recently from the WComd, Col T.B. Rogers. Sgt Buttner was active on the Base Drug and Alcohol education program. Brian is now retired and working for Paisley, Hackett Associates in Courtenay.

## More Flying Flea

previous insecticide was not permanent!

Today, many more enthusiasts are engaged in building and flying this remarkable machine, and at least one organization is extremely active in North America.

Raymond Buckland, of Wooster, Ohio, is the editor of a bi-monthly

newsletter, called "POU du CIEL Review," and from the articles contributed, it can be seen that a great deal of expertise and aeronautical know-how is being applied to the present day "Flea."

Falconer Aviation of Edmonton, have a HM variant, supplied as built, or perhaps kit or plans. It

is much more sophisticated than the original, and requires a more powerful engine.

A purist would wish to build the later HM originals, the REAL "Flying Flea" - and so would I.

Anyone interested?

**NEXT DEADLINE 28 APR. - NOON**



# Editorial

Norm Blondel



## "Build it, and They will Come"

Of course we know our long, wide main runway was built to handle thundering Voodoos and great lumbering Boeings, but, for some years now we've attracted another flock of birds, in red and white plumage.

Along with early grass-cutting, the Snowbirds are our harbingers of Spring. When they arrive, we can start thinking of gardening, lightweight raincoats, giving the dog a bath, not stoking up the woodstove, serious golf, and maybe catching a few rays between those April showers.

This Base and the Comox Valley are privileged indeed. Not only are the twice-daily choreographed airshows a superb demonstration of individual and formation flying, they are also an art-form now solidly associated with this area, where artists abound. To keep these veteran aircraft flying is another feat of hard work and applied talent. The public sees these aeroplanes in flight, and an occasional TV feature where Snowbird pilots strut their stuff, but rarely do the maintenance crews achieve the same public awareness.

This old IS Tech would like to congratulate the technicians too, for it cannot be an easy job keeping these veteran training aircraft in such a high state of serviceability. Well done guys, and welcome back to Comox, as you prepare for another season of outstanding performances.

## Assistants Needed

Since we computerized at the Fishwrapper, our operation has become considerably less labour-intensive. In fact, the newspaper can be published with only three people involved: the Editor, (doubling on camera), Typesetter and Clerk Production (proofreading and paste-up). That is all very efficient, but, whenever one of these people is absent, we have no back-up. Our July 7 edition is victim to this situation, as the crew we were counting on to back up two of our number who have a long-planned European reunion to attend, cannot help out.

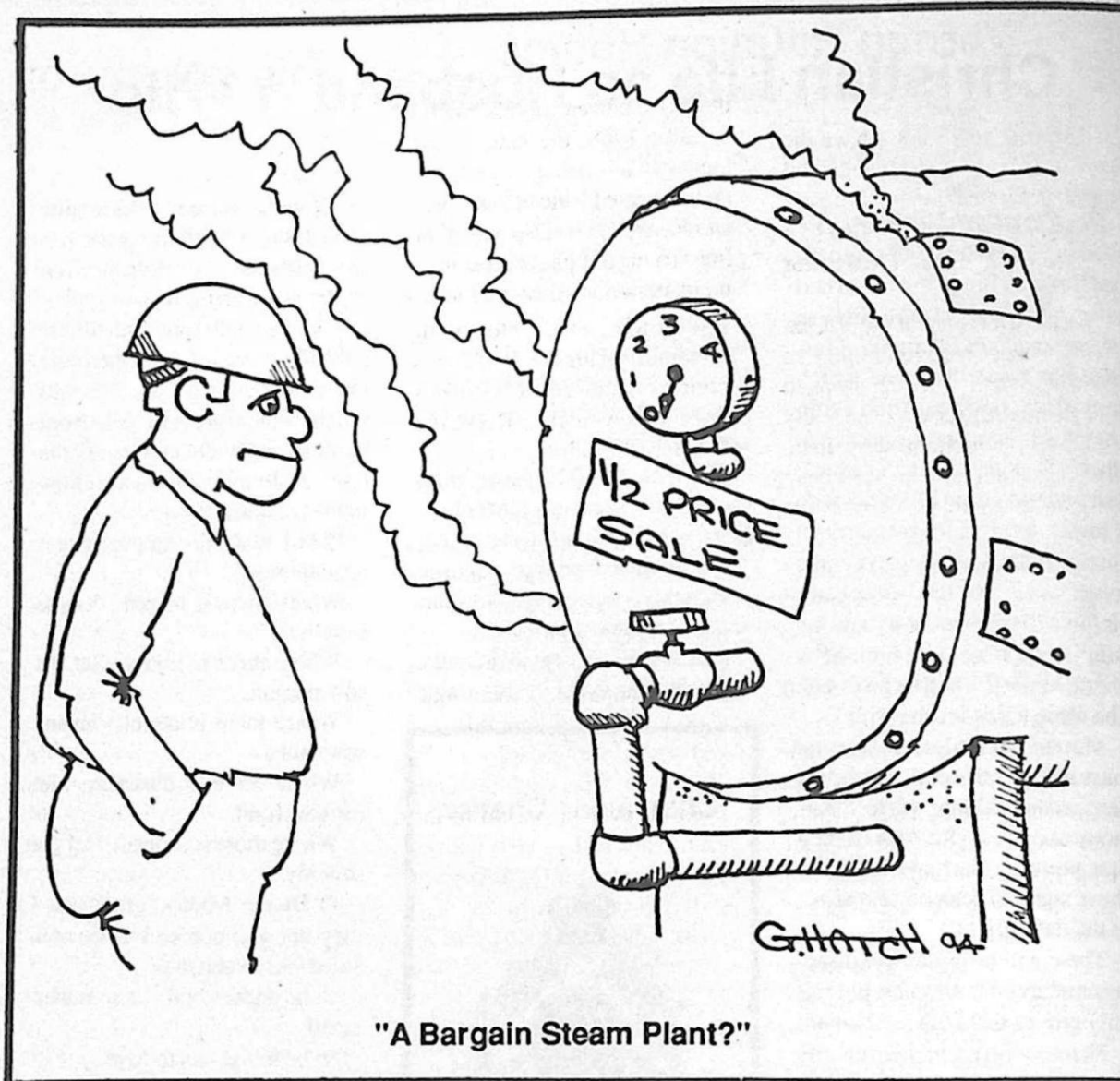
We have had individuals drop by the office expressing an interest in newspaper work, and we invite them to "re-apply." A few hours per newspaper edition, and a place on the Ryerson Institute Military Editors' course in Toronto are what we can offer right now, and more, depending on the individual's desire and availability. Afterward, there will be a need for a military newspaper Editor or worker somewhere, so early practice may well pay off in an interesting and productive duty in someone's service career later on.

Give us a call at 339-2541, or 338-0259 when the office is closed.

**We're First in First Aid**  
Safety Oriented First Aid and C.P.R. Courses,  
Industrial First Aid Training, First Aid Kits.



**St. John Ambulance**  
Comox Valley Branch (604) 339-9900



## More Mission

ply gets them the parts they need to do their job. "I get more involved here. I get to see what happens as it happens and usually I am in the middle of it." This has a way of helping efficiency because Lofgren is now part of the mission. He knows what supplies are needed for what snags. "Just the other day I heard the aircrew call in reporting a snag and I knew what parts would be required so I started preparing them for the techs before they asked." Here the ground crew and aircrew talk to each other and together determine what can and must be done when there is a snag. "Supplies are not so immediately available, so you can't just write up a report indicating that a piece of equipment is broken and expect it to be fixed. You know the limitations of the ground crew and so you talk it out with them and see what can be fixed and sometimes work with a slightly degraded system,"

explains Capt Brian Clancy, the tactical navigator on 407 Sqn Crew 5.

As a line supervisor for one of the maintenance crews, Sgt Brad Jenkins explains that his biggest and most important challenge in an operation like this is to make sure everyone is operating as a crew - a team: "You don't want people to have 'the other crew' syndrome." You can't afford to be shifting responsibility simply because everyone is accountable for the mission. Instead you want to foster what Jenkins calls "can do - make do" attitude.

MWO Terrance Walker, an airborne electronic sensor operator, working as part of the detachment staff, explains how the mission drives everybody closer together. "Quite simply, the ground crew is as interested in what the aircrew is doing as they are in what they themselves are doing and vice versa. When you come back from

a flight you can tell the guy who fixed the radar that it worked great. He cares. He wants it to work and when there's a problem with it he'll do everything he can to fix it and fix it fast."

But it's not just aircrew and ground crew that learn to work better together, the mission drives the maintenance crews closer together also. Many people get cross-trained for the mission, and it is not uncommon to see air-frame techs helping communications, and acoustics techs who are helping aero engine techs, who are helping weapons techs, and so on. "You all have a single purpose. The people who are here are the only ones who can make it happen. You can't pass it on to someone else. You just do it."

And as anyone on the detachment in Sigonella will tell you, the only way to do it is as a team.

Continued from page 1.

**NEXT DEADLINE 28 APR. - NOON**

# TOTEM TIMES

EDITOR - BUSINESS MANAGER.....Norm Blondel  
EDITORIAL ADVISOR.....Capt. David Krayden  
TYPESETTER/BOOKKEEPER.....Jenny Cooper  
WRITERS.....Duke Warren, John Novak, Gerry Gerow,  
Gordon Wagner, Diane Osterholm, Tet Walston,  
Bert Linder, Jim Kirk,  
CARTOONIST.....Gord Hatch  
PRODUCTION STAFF.....Julie Blondel & Ron Fisher  
COMPUTER CONSULTANT.....Gerry Peppard  
CIRCULATION.....Julie Blondel - 338-0259

PHONE: 339-2541 (Office) 338-0259 (Res.) FAX 339-5209  
Address correspondence to: Subscription rate \$20.00\* per year.  
The Editor, CFB Comox, \$40.00 per year outside Canada.  
Lazo, BC, VOR 2K0 \* Plus GST

The TOTEM TIMES is an unofficial publication of 19 Wing CFB Comox, B.C. The Editor reserves the right to edit copy and reject advertisements to suit the needs of the publication. Views expressed are those of the contributor unless expressly attributed to DND, CF, or other agencies. In case of typographical errors, no goods may be sold and difference charged to this newspaper whose liability is limited to a refund of the space charge for the erroneous item.

Published every second Thursday, with permission of the Wing Commander, 19 Wing CFB Comox, B.C. Publications Mail Registration No. 4098.

**Office Hours: Fri before deadline; 0830 - 1600**  
**Deadline Monday; 0830 - 1600**  
**Tuesday; 0830 - 1600**  
**Wednesday; 0830 - 1200**

## Letters

### Vernon Reunion Hotline

Sir,  
Unfortunately I don't have the resources to write personally and I think I know how tough it is to run a busy newspaper, therefore I'll keep this short. Please bear with me.

As the Chairman of the Vernon Army Cadet Camp Reunion, I've been pulling my hair out, trying to get the media to cover what really is a very important news item. The problem I have is that when I submit a news release, the person whose desk it arrives on isn't familiar with the aims and goals of the largest youth organization in British Columbia and, for that matter, Canada.

Since 1949, well over 135,000 young Canadians aged 13 to 17 have elected to spend some summers at the Vernon Army Cadet Camp in Vernon, B.C. There, they were taught (and still are taught) fair, firm and friendly discipline, leadership, development of proper attitudes, interpersonal communication, organizational motivation, personal ethics, character building, self-respect and generally how to live together and be proud and noble Canadians. They came, and still come, from the cities, small fishing and logging communities, and the many towns and villages throughout our great province.

What they are taught at Vernon benefits them for the rest of their lives. They fill all professions and occupations from politicians to house-painters, from bank managers to insurance salespeople, from doctors to lawyers, etc. As they grew older, many joined the services and served in Korea and attended every crisis where Canada has supplied United Nations peace-keepers. To be brief, the benefits of how to treat their fellow man has made

them fine citizens of this country.

Since 1968, the cadet movement in Canada has received less and less care by the politicians. It would appear that spending billions trying to fight youth crime is more important than spending a few dollars to develop in the minds of youth the attributes of courtesy and respect towards ones fellow man. Remember, these are the kids that stand out in all kinds of weather selling poppies for Remembrance Day.

Cadet camps have been closing at an unbelievable rate, but one of the largest in our country still remains open; The Vernon Army Cadet Camp. There has never been a reunion of a cadet camp in Canadian history, until this year - and it's at Vernon, 22 - 24 July 1994. Old-timers will be coming from all over the world to meet each other and to visit with this year's intake of 1,400 boys and girls. In addition to the merit, scholarships and bursaries will be set up for less fortunate kids who wish to further their education.

We need a big favour. All of the 135,000 have mothers, fathers, sister, brothers, aunts, uncles, etc. Could you print an article so that these relatives can pass on the news of the reunion to their loved ones (ex-cadets) who are all over Canada, North America and the world?

I won't be able to thank you enough for your help, and neither will they. But I will guarantee that you receive a reunion pin. One, unfortunately, that may never be issued again.

**The Reunion Hotline number is (604) 268-9977.**

Yours very sincerely,  
Kenneth D. Gourley, Chairman  
Vernon Army Cadet Camp  
Reunion - 1994

### Girl Guide Cookies Anyone?

Dear Sir,

Girl Guide Cookie Week is almost here and we would appreciate if you could announce it in your upcoming issue as well as during Cookie Week. All the Sparks, Brownies, Guides, Pathfinders and Senior Branches of Guiding in the Comox Valley benefit from the cookies sales since ALL the profits remain in B.C. One half goes to our Provincial Council to sponsor trainings, travel assistance for girls and leaders, campsite maintenance and improvement, publication of program information and much more which benefits all members of Guiding in B.C.

The second half remains within each Guiding unit here in the valley to support the girls in their many activities which entail expenses such as activity fees, books and program materials, transportation and the purchase and maintenance of camp equipment, to name a few.

Girl Guide Cookie Week is April 22 - 30. Each box of cookies costs \$3.00. The Cumberland girls will go door-to-door in the

village on Sat. April 23, between 10:00 am and 2:00 pm. The Comox girls will do their blitz in Comox on Mon. April 25 from 6:00 - 8:00 pm. The Courtenay units will sell cookies at the Driftwood Mall and around Courtenay starting on April 23. Mt. Washington girls will sell throughout the week as well.

Cookies will also be available at the Driftwood Mall, the Comox Mall and Babe's Cafe in Cumberland throughout Girl Guide Cookie Week.

We urge everyone to try to support the girls within their town as each group depends on the residents of their respective neighbourhood for support.

Guiding is proud to be self-sufficient. In B.C., we are not members of United Way and do not depend on grants. Our membership fees and various fundraising efforts allow us to cover most of our expenses. We are especially grateful to all the residents of the Comox Valley for their continued support.

Sincerely,  
Edith Cuerrier

# Comment

## It's a Northrop N-3PB Patrol Bomber Floatplane

Dear Editor,

Your latest trivia offering is undoubtedly a Northrop N-3PB (patrol bomber) floatplane. This type was a rarity, and through the dedication of some aviation enthusiasts did not pass into oblivion.

In 1929, John (Jack) Northrop founded the Northrop Aircraft Company. He was an experienced designer, whose first design under his own name was the Alpha airliner of 1930. This was the first metal stressed skin aircraft to go into production. In 1937 his company was taken over by the larger Douglas Aircraft Company. Northrop continued to design for Douglas but, in 1938, broke away from the merger and formed a new company of his own, Northrop Aircraft Incorporated. The first products manufactured in this plant, consisted of aircraft components built under contract for other companies.

During the fall of 1939 the Norwegian government approached Northrop, to design and build a craft that would be suitable for patrolling the coastal areas of their country. Northrop came up with a floatplane design that combined long range, and substantial armament carrying capabilities. The Norwegians approved the design, and ordered 24 machines.

Just eight months later, the first N-3PB rolled off the assembly line. After flight testing it was claimed to be the fastest military seaplane of that era. By the time the fleet was completed and ready for delivery, Norway had been overrun and defeated by the Germans. So the aircraft were flown to Iceland, where #330 Sqn, Royal Norwegian Air Force had been formed as a unit of the RAF. This squadron was assigned the

duties of anti-sub patrol, and convoy escort. Operating under primitive conditions, and flying in some of the world's worst weather, they carried out their tasks admirably.

Only one of the original N-3PB's remains in existence today, due to a group of highly dedicated aviation enthusiasts. In 1978, the Icelandic Aviation Historical Society were engaged in tracing the histories of Allied units, and their aircraft that had operated out of Iceland during WWII. They discovered that the last known remaining N-3PB (serial #20) was still in Iceland, albeit at the bottom of a river. RCAF records revealed that in April 1943 this aircraft had taken off on patrol across Iceland. Passing over a mountain range the Norwegians flew into a heavy blizzard, which forced them to land on a glacial river. The crew escaped injury, and abandoned the aircraft which sank to the river bed. The crew were picked up and returned to base.

Recognising that #20 was the last of its rare breed, the historical society contacted various agencies in countries that had some connection with the N-3PB. As a result people from the USA, Norway, UK, and Iceland all played a part in the recovery, and restoration of this unique aircraft. From information given by the society, US Navy divers found the wreckage and marked its location, 60 feet below the river's surface.

Experienced salvage divers from Norway and the UK came forward to help in raising the wreck. Four original members of #330 Sqn RCAF, including the pilot Lt. W. Bulukin, who had been at the control of #20 on its last flight, aided in the project. With further assistance from the

Icelanders, in August 1979, #20 was pulled from the River Thjorsa where it had been submerged for 36 years.

The remains of #20 were flown by the RCAF to Hawthorne, California. They were then moved to the nearby Northrop plant, where some 300 volunteers, (many of whom had been involved in building the original fleet of N-3PBs) carried out the restoration. All volunteers, they worked on the project evenings, and weekends. As some parts of the wreck were too corroded to be used, or were missing, restoration included a vast range of complicated tasks. With only old photographs, microfilm, or parts from the opposite side of the aircraft to guide them, volunteers fabricated new parts. Major work on the aircraft was completed in time, for a rollout celebration on the occasion of the 85th birthday of its designer "Jack" Northrop. A total of some 150,000 hours of labour were contributed by volunteers in the rebuilding of #20.

After formal acceptance of the restored aircraft by the Norwegian government, it was put on display in the US for one year. It spent one further year on show in Iceland, and was then sent to Norway, its intended destination some 40 years before!

**N-3PB Specs:**

Wing Span - 48 ft 11 ins.  
Length - 38 ft.  
Max speed - 257 mph  
Range - 1,400 miles  
Power - 1,200 HP Wright Cyclone engine

Armament - 4 x 50 'cal guns, 2 x 30 'cal guns and 1 x 2000 lb. torpedo or equivalent weight in bombs.

Yours sincerely,  
John Novak

## NEXT DEADLINE

**28 APRIL 1994 - NOON**

### Air Force Trivia



**Trivia Answer:**

Rats! We thought we had John with the Northrop, but we have a fighting chance with the one above. Bite on that one John.



# CF News

## Comox Guard of Honour



19 Wing Comox Guard of Honour, commanded by Capt McKay, preparing for Wing Commander's inspection. The Guard was formed for the visit of VCDS.

### Top Performer



Cpl D.P. Troughton presented with the Guard of Honour "Top Performer" award by Col T.B. Rogers.

### WopsO Award



LCol Drover, WopsO, presents Capt Kelly Olohan of Air Traffic Control with his SSM for service with NATO.

## Officers Mess Ladies Club



Our next meeting will be a Gardening Night. A fun and informative evening for everyone! We will feature Pat Maddock from Spring Hill Farms. She will show us how to make a beautiful hanging moss flower basket. Raffles and door prizes too!

**Wednesday, 20 April**  
7:00 for 7:30

## Say yes to Girl Guide Cookies.

This is the time of year to say yes to Girl Guide cookies. When you say yes, you help keep the spirit of Guiding alive. Remember, Girl Guides depend on Girl Guide cookies.



Guides Canada

## Junior Ranks Mess UPCOMING EVENTS

**Fri 15 Apr.....TGIF "Yahtzee"**  
Food (Wings & Caesar salad) served at 1630  
Games start at 1730

**Sat 16 Apr.....Virg Head Memorial Breakfast Darts**  
Pre-register your team at the Mess (Loc 8430)  
For more info call Brian Porter at 339-2933

**Mon 18 Apr.....Campers Bingo**  
Admission: \$5.00 for 10 normal games & the Jackpot.  
(Also 4 Special games, \$1.00 each card)  
For more info see advertisement in this paper.

**Fri 22 - Sun 24 Apr.....Sega Golf House Tournament**  
Register NLT Mon 18 Apr by calling Cpl Carr at Loc 8315, or Mess Office at Loc 8430.

**Fri 29 Apr.....Comedy Night**  
Advance tickets only \$3.00 members, \$7.00 non-members.  
For more info see advertisement in this paper.

Upcoming events calendar for Apr and June are available at the JRM.



\$153,900

### COURTENAY EAST NO GST

3 Bedroom, 2 bath, rancher. Close to the new schools. Features Gas Fireplace, Skylight, Double Garage and much more.



338-2551

Call Lana Muress or Dave Odamura



334-0095

**Holland and Associates Realty Limited**  
625 ENGLAND AVENUE-COURTENAY-338-1331

## SERVING THE VALLEY FOR OVER 25 YEARS

**Autoplan**

As a newcomer to the Province, you may be eligible for discounts of up to 40% on your B.C. automobile insurance premiums. Talk to one of our Autoplan representatives for details.

### TWO LOCATIONS:

491 Cumberland Road  
Courtenay, B.C., V9N 2C5  
Phone: 338-1401

1782A Comox Avenue  
Comox, B.C., V9N 3Z9  
Phone: 339-4847



Proudly serving the needs of the Military community for over a quarter of a century

Est. 1968

# Section News

## A Nose for Rescue

by MCpl Steve Andrews, SAR Tech Rescue 316

Fri 18 Mar 94, another not so typical SAR morning. I was into work early to prepare a Labrador helicopter for a weekend away. Occasionally we travel around the province to train members of the Civil Air Search and Rescue Association (CASARA). 442 Sqn is responsible for training these civilian spotters and giving them air search and rescue briefings. Our trip was planned to Kelowna and Kamloops to complete annual checkouts and spotter training.

Things were moving slowly, not enough serviceable Labradors; aircraft are allotted on the basis of importance and we were low on the list of priorities. It looked like another day of delays and frustrations.

The previous night, the standby Buffalo had been called out to an emergency locator transmitter (ELT) signal in the Nakusp area. There was an overdue aircraft out of Vernon. It looked like we would miss out on another big mission. Ah but wait, the standby SAR helicopter, in Port Hardy with the herring fleet, was unserviceable; a vision started to appear, a possible scoop in the making.

We were the only available crew. As a noble gesture we took the OTF training Labrador and carried on in place of the standby crew. Within 30 minutes we were airborne.

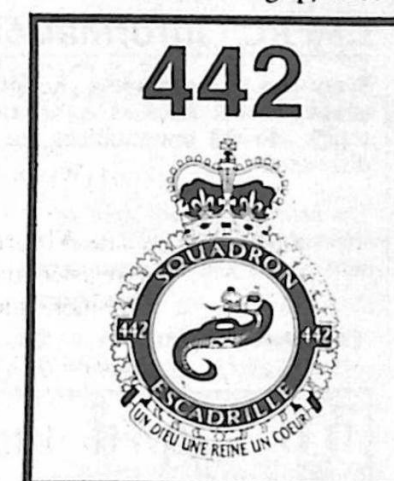
The ELT was near Kelowna but the weather didn't permit us to go direct over the coastal mountains. The first leg of our trip took us to Chilliwack, we hot refuelled and continued on. We followed the Fraser River VFR route from Chilliwack towards Kelowna. The excitement started to build as we got closer to our objective.

The weather which hampered the standby Buffalo's attempts the previous evening persisted, so they hired a civilian chopper in an attempt to home the ELT. This was not an easy task.

We stopped to refuel in Salmon Arm then proceeded directly to the area given to us by the Buffalo. It appeared this would be an easy mission because, unlike the civilian helicopter, our homing equipment seemed to be functioning perfectly.

We were as ready as we could be, plenty of gas and lots of time on scene if we required it. The ELT seemed to come from every direction as we neared the area, we suspected the signals were bouncing off the valley walls and surrounding ridges.

Low cloud hampered our efforts as we peered out our bubble windows. The civilian helicopter was in the area but neither of us was having any luck tracking the elusive ELT. Climbing up, we be-



gan to search a nearby ridge, scouring the fresh snow for any sign of the overdue white airplane with the orange trim.

The intensity of the ELT through our headsets frustrated us, we knew we were close. The frustration ended when Sgt Paul Pitcher, our flight engineer, announced that he could smell smoke. Our attention was drawn to the area below the Lab. The whole crew began to smell the smoke as we circled the area. I spotted the downed aircraft low on our left hand side. As we turned back towards the target we spotted a man walking around. A great relief came over us as we set up for the rescue.

The injured 60 year old man was hoisted up into the aircraft and given treatment enroute to an awaiting ambulance in Vernon. He was well-spirited and in fine character considering the crash and his overnight stay in the woods. The fire he made was instrumental in his rescue; we didn't see it but Paul's nose picked up the smell 300 feet above the woods. Saving him and returning him home safely was another memorable moment in SAR. The mission proved again that no matter how much high-tech equipment we have, it's people who save lives.

### "No Retreat" Award



LCol Hardy and Maj Abbott present Cpl Marie Lapierre with the 19 Wing "No Retreat" award. Cpl Lapierre was nominated for this award in recognition of her noteworthy contribution in assisting with the organization of the Women's Day Conference, especially in involving the community in her fund raising efforts.

## Adult Learning Centre

The Adult Learning Centre Annual General Meeting will be held Apr 27 at 7:00 pm (1900 hrs) at 434 - 4th Street, Courtenay. Hear about community literacy work with keynote speaker Sally Gellard. Free. Refreshments. All invited.

## ALL EX-AIR CADETS "BE AWARE"

386 Royal Air Cadet Squadron (Komox) invite all ex-air cadets to help celebrate their

**50th ANNIVERSARY**  
6 & 7 May 1995

Registration/Meet & Greet will take place at 888 Wing RCAFA 1298 Military Row (Little River Road), Comox, B.C.

Saturday, 6 May, 1995 at 11:00 hrs.

The Anniversary Parade will take place at the CFB Comox Arena

Sunday, 7 May, 1995 at 11:00 hrs.

Ending with a B-B-Q at 13:00 hrs.

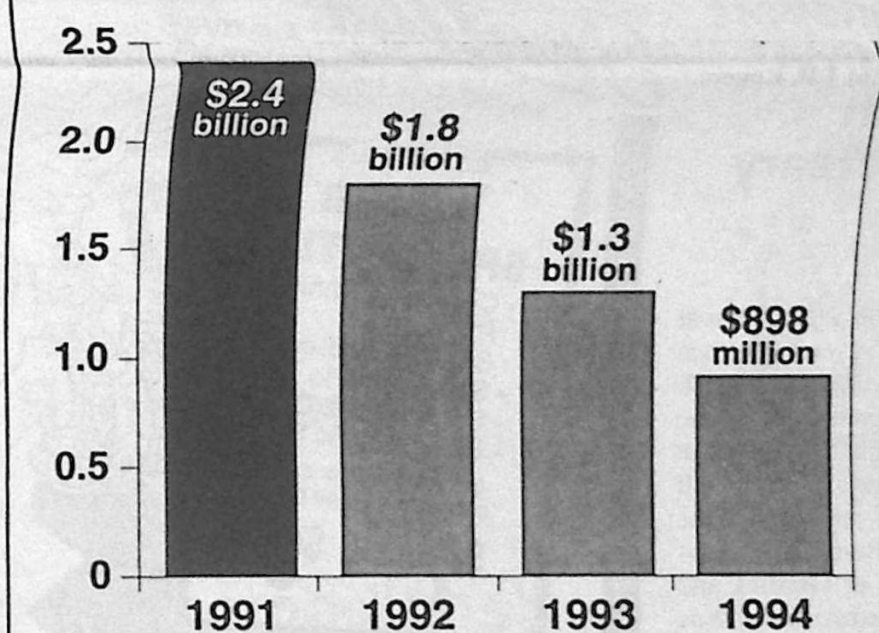
COST: \$15.00/person

For confirmation contact: Capt Melançon (604) 339-7768

## REPORT TO THE PROVINCE

# Deficit down

## BC's deficit cut by \$1.5 billion



SOURCE: Ministry of Finance and Corporate Relations

## Here are the facts:

1. The 1994 deficit is now cut from \$2.4 billion in 1991 to \$898 million this year.
2. This is the third year in a row that the deficit has been cut.
3. BC will have a balanced budget by 1996.

For more information on how you benefit from BC's lower deficit, please call Enquiry BC and order your copy of the 1994 BC budget:

In Greater Vancouver: 660-2421 / In Greater Victoria: 387-6121  
All other areas: 1-800-663-7867

Telecommunications for the hearing impaired (TTD):  
In Greater Vancouver: 775-0303 / All other areas: 1-800-661-8773

**Deficit down. Waste cut. Jobs up.**  
**Taxes are frozen**  
**for the next three years.**



GOVERNMENT OF BRITISH COLUMBIA



# Section News

## WOpsO Awards

### SSM Presentation

Sgt K.C. Richard from Wing Meteorology was recently presented his Special Service Medal by the WOpsO, LCol P.A. Drover.



### CD Awarded

LCol Paul Drover, WOpsO, presents Cpl Scott Middleton of Air Traffic Control with his CD.



## 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.

**Smitty's Comox FAMILY RESTAURANT**

**DINNER SPECIALITIES**

- Chicken & Shrimp
- Stir Fry
- Seafood Platter
- Shepherd's Pie
- Sirloin Steak Oscar
- Honey-Garlic Ribs

Includes soup or salad & our special house dessert

**\$7.95 - \$9.75**

Employee of the month - Adam La chapelle thanks!

1747 Comox Ave. Seahorse Plaza

**339-3911**



## 888 (Komox) Wing Royal Canadian Air Force Association

Buy Christmas Dinner Tickets Now!

Regular Membership: Who is eligible?

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

Associate Membership: Who is eligible?

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

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

## COMOX MILITARY FAMILY RESOURCE CENTRE

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

### ADULT PROGRAMS

#### Living with Anger

This workshop will look at identifying feeling, in particular anger; with an emphasis on communication skills.

Dates: 5 evenings, May 10th, 11th, 12th, 17th & 18th

Time: 6:30-8:30pm

Location: Family Resource Centre

Cost: No Fee

To Register contact the Family Resource Centre at 339-8290

#### CMFRC Information Sessions

Every two or three weeks the CMFRC hosts an evening information session. Guest speakers are invited to speak on a wide variety of topics and the presentations are followed by refreshments and discussion.

The next session will April 14th, 7:00pm at the CMFRC. The Guest speaker will be Major Fraser. He will be speaking on Critical Incident Stress and his experience in the Gulf War.

Everyone Welcome

For more information contact the Family Resource Centre at 339-8211 local 8655

## April 18th-24th is Volunteer Appreciation Week

All of us here at the Comox Military Family Resource Centre have a lot of reasons to be appreciative during this week. In fact we have at least 26 that come immediately to mind and they are as follows:

- Frances Archambault, teen programs
- Jennifer Baird, teen programs & child care programs
- Sylvie Benny, computer
- Judy Cleland, child care programs and adult programs
- Sharon Duffy, teen programs
- Monica Gerristen, teen programs
- Faye George, teen programs
- Jeff Grenier, teen programs
- Sharla Hunter, teen programs
- Ruth Keays, translation
- Karen Krahn-Castelli, community events
- Anne Laybolt, newsletter, computer and public relations
- Gloria Lee, child care programs
- Kerstin MacNeil, child care programs
- Janet Mulrow, teen programs
- Peter Naayken, newsletter & resources
- Edith Picard, welcoming & office support
- Shannon Potvin, office support & deployment programs
- Gayla Russo, teen programs
- Catherine Sorensen, computer and public relations
- Liz Van Boeschoten, office support
- Tara Wand, teen programs
- Kim Wendland, office support, child care programs & community events
- Mary Wyers, teen programs
- Sylvie Young, teen programs

The Comox Military Family Resource Centre could not provide all the programs and services it currently does without the hard work and dedication of all our volunteers. We look forward to another fun and productive year together. Thanks to all of you from all of us.

**Tom Procter**  
Still Serving "The Services"

Your listings respectfully solicited.  
Use my experience and track record to get you top dollar value.

Remember - Good Service Does Not Cost - It Pays!

Office 339-2021 **RE/MAX** ocean pacific realty Residence 339-2668  
282 underton road, comox

# Section News

## Champions All



19 AMS hockey team "A" Division regular season champions.

## Floyd the Puppy

The Ides of March have come and gone and with it the completion of our AOSE course in DIAC Training. We are pleased to report all hands passed. Ask Sgt McKee what the DIAC training instructors and the unknown comic have in common, and why.

Meanwhile, we have our FTAS1 (Fast Time Analysis System, part 1) course under way. PO Eric Ayers has blown in from Halifax, MCpl Gilles Hamel has flown in from Greenwood and Cpl Diane Slepanski from DIAC Maintenance here in Comox has dropped in, and Training's very own Standards Officer, Sgt

McKee, has temporarily shifted desks. This poor guy never seems to be at his own desk. The year is not even half over and this is his third course, and let's not forget the hockey trip to Colorado. How does he find the time to do his own work?

Upstairs in DIAC Maintenance they have been patiently awaiting the installation of the CANARPS. I must say they are showing a great amount of restraint in awaiting the arrival of the contractor to properly check out and install the new equipment. If I had my way, I would have had that puppy out of the box and put together fast!

Speaking of puppies, MCpl Mark Middleton has adopted a very nice puppy from the SPCA. "Floyd" is its name, and it is basically a mix of breeds; let's just say that if it grows into its paws it is going to be a big dog.

This year we welcome to our midst Cpl Diane Slepanski, who dropped in one day from IE/IS labs. She came down to find out who, what, where, and why we are in existence. I guess we impressed her because she stayed. We have learned Diane is one of the people who run the noon day fitstop aerobics class. I wonder if continued on page 15

## ARAF Presentations



19 ARAF Flight Commander, Maj Rudy Preus, presenting Sgt Judy Burton with her CD. Congratulations Judy!



Cpl Shirley Laneville receives her promotion from 19 ARAF Flight Commander, Maj Preus effective 15 Mar 94. MCpl Laneville is a member of the 19 ARAF Orderly Room staff. Congratulations Shirley!

April 29, 1994

## Comedy Night

### at the Junior Ranks Mess

You'll laugh...

## Come and enjoy the comedians:

**John Johnston & Mike Jennings**

and music by our own D.J.

- Doors open at 1900 Hrs.

- Show starts at 2000 Hrs.

- Food served around 2100 Hrs. (between acts)

Serving: Hot buffet

You'll scream...

Advance tickets:

\$3.00 members  
\$7.00 non-members

(On sale until bar closure, Apr 28)

You'll... crack up!!!

Door tickets:

\$5.00 members  
\$9.00 non-members

Advance tickets available at the JR Office from 0730 to 1530 Hrs. (cash and acquittance roll) also, at the bar from 1530 Hrs. until closure (only by acquittance roll)





## Feature



by Gordon Wagner

Let's go. She pulled away as sweet as a song. We made the 180 degree turn, settled down into the outside set of ruts and joined the traffic flow. The snow and ice turned to slush and it was raining in Olympia. The road conditions improved with the traffic moving at fifty.

Is that a shimmy I feel in the steering wheel? I was travelling at about fifty. I dropped back to forty. Then back to fifty and up to fifty-five. I tried it again and it was getting worse.

The freeway was almost clear now. I must have damaged your front end. Cressie, we can't drive you in this condition. Your front end will have to be fixed. We'll go into the next town.

I found a Goodyear Tire shop and told the operator my problem. He said he would put me up on the next hoist available.

"Leave the keys in the ignition and go across the street and have a coffee.

My watch said 3:16 p.m.

I had two coffees and went to the bathroom twice. At four I returned to the tire shop and watched as the attendant drove

the car onto the hoist. He spun the wheels and tugged at the suspension.

"There doesn't seem to be anything wrong. But I won't have time to do a proper alignment check today."

"I have to find out what's causing that shimmy. If it needs to be fixed I might as well get it done here. Can you work on it today?"

"I can give it an hour today and start again first thing tomorrow morning."

"You drive me down to that motel by the freeway. I'll check in and you can bring the car back. Then you can begin first thing in the morning. Here, you drive."

We headed out into the rush hour traffic. "The car seems to steer okay," he said.

"Why don't you take it down the freeway?"

He did. He tried it at forty, fifty, sixty and seventy - there was no sign of a shimmy. He tested the steering and the brakes. "There's nothing wrong with this car. You must have had some ice frozen to the wheel. It's fallen off. You're okay to go."

"How much do I owe you?"

"Nothing."

I handed him ten bucks. He refused it. "You've given me ten times that much relief. Buy yourself a drink and thanks again." He took the tip. "Thanks again."

The roads were good. I got as far as Kelso. A warm rain splashed gently on the pavement.

## Arizona Bound

Meeting Anton

I checked into a No.6 Motel, had a meal and crawled into bed.

My watch said 9:20 p.m.

It was a quarter after four when I walked into Denny's. I had slept well. The rain had stopped. The temperature must be close to freezing but there is no ice. I'm the third guy for breakfast.

I took a seat at the counter, two seats down from a young driver sipping a large coke. The yellow-uniformed waitress busied herself filling salt and pepper shakers. In the booth closest to the counter, with a kit bag at his feet and nursing a cup of coffee sat a stocky, blonde young man. As soon as he spoke I knew he was an Australian. He carried on a running conversation with the waitress as if he had known her all his life.

During the war I had been stationed with some Aussie's and learned to imitate their accent. They talk out of the side of their mouths accompanied by a nasal twang. Folklore says it was the only way the penal colony's prisoners could communicate when the guards were nearby.

"I recognize your ruddy accent, mate. What are you doing in bloody Kelso?"

"I'm trying to hitch a ride. What way are you going?"

"I'm headed south."

"I left Vancouver yesterday. I skied at Whistler on the weekend. Now I'm headed for Utah."

He took a seat at the counter. I

dug into my bacon and eggs. I have never picked up hitchhikers. It would be great to have somebody to help me drive. I am behind schedule. He looks like a decent sort. Should I chance it? He's going to the washroom. I'll ask the waitress what she knows about him.

"He came in here a couple of hours ago. Seems like a decent sort of a guy. But he is new to me," she said.

I decided to take a chance. "I'll give you a ride, provided you can drive and don't smoke. I don't have much room for luggage."

"I can meet those requirements. There's all my gear."

"Fine, I'll be back in ten minutes."

It was snowing when I came out of Denny's. Damn it all. I thought I had got ahead of the snow.

"Let's go mate, we've got to get ahead of this damn snow." He followed me to the car and we had just finished loading his bag when a tall, husky, military looking man walked out of Denny's and headed for his parked truck. Suddenly he spun around and met us at the trunk. I wondered what we had done.

He reached into his pocket. My God, maybe he's got a gun! He pulled out his wallet. "Here Australia, I fought with your countrymen in Korea. One of your blokes saved my life. I can't

give you a ride, but take this twenty bucks."

"Oh, I can't do that," the Aussie protested.

"Go ahead, take it" I urged. "You'll need it. Besides we've got to get going."

"I can't bloody believe it. A Canadian gives me a ride and then straight away a ruddy Yank gives me twenty bucks."

"I hope your good luck continues. My name is Gordon Wagner."

"I'm called Anton, Anton Mihalic. Not very Australian is it? My father came from Yugoslavia."

"Your seat tilts back. It's almost like a bed."

I was still a little nervous, wondering if he was going to give me any trouble, if he was, when he might do it. But he stretched out and was asleep in no time.

Interstate-5 was clear and we got into Portland just as the morning rush hour traffic was starting to build. Anton was still asleep.

Suddenly we were in snow-covered roads and ice. I couldn't believe it. Portland is a sea port. The Arctic air must have come down the Columbia River Valley. The traffic crawled at twenty five. I felt the Cressida lurch left. My God, not again! But she straightened and we gradually climbed out of the valley to better driving. Anton continued to sleep.

Conclusion on Apr 28

THURSDAY 14 APRIL 1994

THURSDAY 14 APRIL 1994

TOTEM TIMES 11

## Feature

## More Norse

Continued from page 10

ron was formed. It operated the Northrops from Iceland until early 1943, although from the summer of 1942 they were supplemented and then replaced by Sunderland and Catalina flying boats. Though not an ideal type for over-ocean reconnaissance, as it had been designed for coastal operation, it gave excellent service against German U-boats and aircraft as well as in the communication and ambulance role. It was extremely reliable and was well-liked by its crews.

The four N-3PBs that had remained in Canada (302, 304, 306 and 307) served at the Toronto Island training establishment. One, 307, was written off soon after arrival. On 20 June 1941 it collided with the ferry Sam McBride, which up to that time had been hidden by land. The aircraft had tried to clear the vessel, but hit the top of the superstructure and fell into the water. There were no survivors. The remaining three were dismantled in March 1942 and shipped to Iceland where they were immediately put into service with 330 Squadron.

Of the 21 Northrops to serve in Iceland, 11 crashed, were damaged beyond repair, or failed to return. The remaining 10 were scrapped during the war, or post-war. One example, 320, was salvaged from an Iceland river in 1979 and lovingly restored to Northrop. It is now a beautiful

example of a unique aircraft which, despite the lack of confirmed kills to its credit, did play a valuable part in the Battle of the Atlantic, was the first aircraft of the new Royal Norwegian Air Force to go into active service, and was not without Canadian interest.

Unfortunately, shortly thereafter three Kiseljak Civilian Police members attended the accident scene. One CP member stated that he wanted to talk to the driver of the APC out in the middle of a crowd consisting of about 60 HVO soldiers and a number of civilians. As this policeman appeared to be under the influence of alcohol, he was requested to accompany a UN MP to the rear of the APC where he could talk to the driver. At this point the civilian policeman started yelling that he wanted the driver of the APC out in the middle of the crowd now or he would start shooting and take the APC by force. When Sgt Lunge attempted to talk to the CP again, he continued to yell and threatened that in one minute if he did not have the driver of the APC, they would start shooting.

At this point weapons were heard being cocked and the crowd started to get vocal. One civilian attired man, carrying an AK-47, entered the scene and walked up to and started pushing MCpl McKee in the shoulder. The civilian then raised his weapon, cocked it, and pointed it in front

of MCpl McKee at eye level. Eventually the civilian entered the crowd which was gathered around the other MPs and civilian police.

Through the skill of WO Draper and a teary-eyed interpreter the situation was eventually calmed down and the CP was convinced to talk to the driver behind the APC. Soon after the accident scene was cleared up and the platoon members were back enjoyed a freshly cooked Canadian steak with accompanying beverages.

28 Dec 93: While enroute to Visoko in two UN MP PL vehicles (Jeep Cherokees), platoon members Sgt Lunge, Sgt Neufeld and Cpl Rooijen (Dutch MP) were approaching the first BiH (Muslim) checkpoint on the route. Heavy machine gun fire was heard originating from at least four suspected HVO (Croat) gun positions in the hills opposite the roadway. When it became apparent that the gunfire was being directed towards the MP vehicles, through the unmistakable impact of bullets striking the dirt adjacent to the driver's side, in front, and in back of the vehicles, the MPs immediately accelerated the vehicles towards the checkpoint 50 metres ahead.

Upon arrival at the BiH checkpoint, the MPs observed that it had been attacked and received a direct hit from a launched grenade. Since there was still ma-

chine gun fire being directed toward them, the MPs bailed out of their vehicles and took cover. The BiH had also abandoned their checkpoint, leaving behind their weapons and taking cover in a nearby building.

When there was a lull in the firing, the MPs attempted to open the checkpoint gate themselves in order to flee the area. But, when the barrier was raised, BiH soldiers ran up to the barrier and slammed it down on the hood of one of the MP vehicles. At this point the MPs were able to radio for help and advised that they were pinned down and subject to heavy machine gun fire. As the rate of fire again accelerated, the platoon members took cover in an abandoned building. Upon entering, a large explosion was heard outside. It was later discovered the explosion was an RPG (Rocket Propelled Grenade) which had landed about 15 metres from the building.

Two Canadian Cougars from CANBAT 2 were dispatched to assist and upon their arrival the rate of fire slowed to sporadic sniper activity. Subsequently, the MPs took cover inside the Cougars.

When the BiH soldiers realized that they would be departing as soon as the firefight abated, the BiH advised that no one would be allowed to go anywhere until dark, or until orders were received to release them. Obvi-

ously, the presence of the Cougars was a deterrent to those who were firing at the checkpoint which the BiH soldiers were going to take advantage of.

Shortly thereafter, a French battalion convoy attended the checkpoint from Kiseljak. The BiH soldiers indicated that they were about to place mines on the road so no one, including the convoy, could leave the area. An agreement was eventually reached in which the Cougars and the UN MPs would stay at the checkpoint until the appropriate commanders could be advised. Subsequently, the convoy was allowed to proceed and no mines were placed on the roadway. After approximately 3-1/2 hours all vehicles were released and departed the area.

Fortunately no injuries were sustained as a result of this incident, just some shattered nerves.

11 & 12 Feb 94: A request came down from Gen Rose, UN Commander BH, asking for all available persons to conduct observer duties in connection with the cease-fire agreement reached in Sarajevo. Members of the BH COMD UN MP platoon were quickly assembled and dispatched to Sarajevo to assist in this task. A task which involved sitting in the open in Sarajevo in soft skin (no armour) vehicles in order to count and give the direction of any mortars, artillery or

Continued on page 12

## Norse Pacific Saga

by Carl Vincent,  
with assistance from  
Knut H. Naess

One part of the Norwegian air activity in Canada that has rarely been covered in any detail is the part played by sleek Northrop N-3PB seaplanes, particularly their brief stay on the Pacific coast in early 1941. The N-3PBs were unique aircraft, and the facts relating to their Canadian sojourn may be of interest.

At the start of the Second World War, Norway, though determined to remain neutral, sought to modernize and expand its armed forces. In particular need of re-equipment were the army and naval air forces. Not unnaturally, Norway turned to the still neutral United States as the prime supplier of its new aircraft. Most of the orders placed were for types already in production, but when it came to the prime requirement for the naval air force, a reconnaissance and attack seaplane, no suitable model was being produced.

The Northrop Corporation, a subsidiary of the Douglas Aircraft Company, had specialized during the 1930s in the design and production of single engine transport and attack aircraft. In 1939 it be-

came the El Segundo Division of Douglas, and an independent firm, Northrop Aircraft Inc., was established. It was to this latter firm that the Norwegians came in February 1940. On 12 March 1940 a contract was signed for 24 samples of a new type, the N-3PB. The basic airframe of the new aircraft owed much to the Northrop aircraft produced by the earlier Northrop company. Among the more advanced features (added apparently at Norwegian request) were single-pedestal float mounts and concentration of the bombload under the centre section. The resulting aircraft, powered by an 1100-hp Wright Cyclone, was arguably the most advanced seaplane used by the Allies during the war. Nevertheless, the 24 produced for Norway were the only examples constructed.

The Germans invaded Norway in April 1940 and formal resistance ceased two months later. The Norwegian government, determined to continue the struggle, moved to London and, among other acts, established an air training organization in Canada and confirmed the orders for the US aircraft, including the N-3PBs. The original contract had called for the first aircraft to be delivered

in August 1940, but delays, possibly due to additional Norwegian requirements, meant that the first N-3PB was not rolled out until 30 December. As this was only nine months after the contract was signed it can be regarded as satisfactory. This first aircraft, 301, was flight tested in California. It was not officially accepted by the Norwegians until 5 February.

In October 1940 the Norwegians, foreseeing that winter conditions would inhibit seaplane training at the Toronto Island establishment, asked the RCAF for the use of one of its bases until Toronto would be ice-free. The RCAF agreed. Obviously, only a British Columbia site would be suitable and, on 19 February 1941, the RCAF Vancouver station diary recorded that two Norwegian Northrops were expected to arrive that day. A total of six (302 to 307) arrived between 19 February and 5 March, flying in pairs from the factory to Vancouver via Portland, Oregon. The pilots who flew them up were to act as instructors, and the first group of students soon arrived from Toronto. Flying training continued until mid-March. On 21 February, soon after the first Northrops had arrived, aircraft 303 took off and, after reaching

1000 feet, went into a shallow dive until it hit the sea just off Point Atkinson. Both the instructor and student were killed, and the cause of the accident was never determined.

RCAF Vancouver, or Jericho Beach as it was better known, had been the RCAF's main B.C. base until May 1940, but in 1941 it was mainly used as a repair depot. Starting 11 March, the N-3PBs had their armament, four wing-mounted .5-inch and two rear-firing .3-inch machine-guns, installed under the supervision of F/O Wilcock of the RCAF. On 17 March the five remaining Northrops took off for the 50 mile flight to RCAF Patricia Bay, near Victoria on Vancouver Island. They had been preceded by sea the day before by a party of 36 all ranks. They remained at Pat Bay until 29 March, conducting both flying and armament training.

There was another tragedy on 18 March when Northrop 305 stalled while making a turn just after takeoff and crashed into the water, killing two of the three on board. It was thought that part of the reason for the Northrop crashes was that the N-3PBs were far heavier and more powerful than the comparatively light and low-powered biplanes the in-

structors had flown in Norway. The Norwegians returned to Jericho Beach on 29 March, and two days later the station diary noted that they were bringing their flying activities to a close and dismantling their aircraft. In early April both aircraft and men were on their way by rail to Toronto, thus ending the brief Norwegian presence on the Pacific coast.

Relationships with the RCAF seem to have been excellent during this period. The N-3PBs looked extremely warlike among the be-strutted Stranraers and Sharks and portly Deltas which formed most of the RCAF strength in the area. Indeed, during a brief panic, the RCAF asked if one or two Northrops could be maintained armed and bombed up for a period, though whether this was done is unconfirmed.

It had been decided to form the first Norwegian squadron in Iceland, and the remaining 18 N-3PBs (301 and 308 to 324) were crated in California, shipped by rail to New York, and thence by sea, via Halifax, to Iceland. By the time they were fully unloaded, on 31 May 1941, 210 men had arrived from the UK and Canada, and thus 330 (Norwegian) Squad-

continued on page 11

**NATIONAL**  
 REAL ESTATE SERVICE®

**HOUSE BY MOUSE**  
 THE EXCLUSIVE ON LINE COLOR PICTURE LISTING SERVICE

NRS BLOCK BROS REALTY LTD.

**MLS**  
 MULTIPLE LISTING SERVICE®
 

WE OFFER....."THE LEADING EDGE" IN MARKETING

**NATIONAL**  
 REAL ESTATE SERVICE®
 

ARE YOU "POSTED"?

- Get "MAXIMUM EXPOSURE" of Your Home
- Get "MAXIMUM \$\$\$-DOLLARS-\$\$\$ for Your Home
- See how "NEW TECHNOLOGY" will Help You Find that Buyer for Your Home
- Ask to See how HOUSE BY MOUSE Helps You Sell Your Home

See Your ERS Counsellor, Then See Your ERS Roster Realtor

 NRS BLOCK BROS. REALTY LTD.  
 334-3111  
 DON GOOD
 

 NRS BLOCK BROS. REALTY LTD.  
 334-3111  
 ROD MALTBY
 

 NRS BLOCK BROS. REALTY LTD.  
 334-3111  
 KEN STEWART
 
**NRS BLOCK BROS. REALTY LTD.**  
 1742 Cliffe Avenue, Courtenay, B.C. V9N 2K8 Telephone: (604) 334-3111



# Health Fitness & Leisure

## Families

### Nurturing

- People feel free to talk about inside feelings.
- All feelings are okay.
- Person more important than performance.
- All subjects open to discussion.
- Individual differences accepted.
- Each person responsible for own actions.
- Few shoulds.
- Clear, flexible rules.
- Atmosphere is relaxed.
- Joyous.
- Faces and works through stress.
- People have energy.
- People feel loving.
- Growth is celebrated.
- People have high self worth.
- Strong Parental coalition.

### Dysfunctional

- People compulsively protect inside feelings.
- Only "certain" feelings okay.
- Performance more important than person.
- Many taboo subjects, lots of secrets.
- Everyone must conform to strong person's ideas, values.
- Lots of control, criticism.
- Lots of shoulds.
- Unclear, inconsistent and rigid.
- Atmosphere is tense.
- Lots of anger, fear.
- Avoids stress.
- People feel tired.
- People hurt, disappointed.
- Growth is discouraged.
- People have low self worth.
- Coalitions across generations.

## Guidelines for Functional Families

1. Treat your family members with unconditional positive regard.
  2. Do not assign blame.
  3. Do not lecture. Instead, share your perceptions and your feelings.
  4. Do not judge the perceptions and feelings of others. Allow them without comment.
  5. Do not keep score. It is not helpful for me to justify my behaviour on your past behaviour.
  6. Remember that our honesty is rigorous, and that may be different from perfect honesty.
  7. Always differentiate between behaviour and being.
  8. No matter what happens - hang in there. Do not give up.
- The EAP is a joint Union/Management Program.

### Employee Assistance Programme



### Your 19 Wing EAP Referral Agents

Carol Anderson ... 8356  
Evelyn Femia ... 8336  
Pat Landroche ... 8374

## GLACIER GREENS SOCIAL CENTRE

On the Golf Course  
Open daily 8 am - 6 pm  
All ranks welcome

Drop in for breakfast, lunch or after work. We have a snack bar & bar for your convenience.  
Call ahead and pre-order for lunch, so it is ready when you arrive.

Banquet room available for your parties  
For more information call Angela at  
Local 8163

## More Norse

small arms fire violating the ceasefire.

When Sgt Lunge and Sgt Neufeld asked where the main trouble spots were located, it was learned that one of the main mortar impact areas was exactly where they would be conducting their observation post! Talk about a unique way to spend the weekend.

WO Draper had the following experience, shortly after an encounter with three sinister looking characters dressed in black trench coats and carrying AK 47s.

It was approximately 0300 hrs on the outskirts of Sarajevo, the air was cold with a numb silence. The jeep windows were down for

Continued from page 11

better hearing ability, as WO Draper slouched down in the driver's seat and MCpl Scott McKee alertedly stared out the passenger side window. Both were listening intently for the next cease fire violation or the foot steps of approaching unknowns, when suddenly, out of the corner of WO Draper's eye, a huge, silent shape slinked by the driver's side door. Surprised, WO Draper bolted upward into the roof of the vehicle, testing the effectiveness of his Kevlar helmet. In swift response, MCpl McKee likewise tested his Kevlar helmet, and the @#! dog that caused the commotion in the first place yelped off to safety.

## info health

Dr. Bob Young



## Stomach Ulcers

My father had stomach ulcers. My sister and I have never had them, possibly because we spent 15 of our formative years eating the same bland, tasteless, unspiced, soft food that he had been prescribed. Mom, who was and remains an excellent cook, saw no point in preparing a separate menu for us.

Now we seldom even suggest dietary treatment for peptic ulcers. Aside from telling patients to avoid alcohol and things like jalapeno peppers, we let them eat what they like.

Modern medical treatment of duodenal and stomach ulcers is very effective, and has, it seems, just become more so. Surgery for complicated ulcers, using the gastroscope to see and fix the diseased area is also a major advance, a story for another time.

The now archaic treatment using diet and antacids (we went through a lot of baking soda) has been replaced by a series of drugs

that decrease acid secretion in the stomach, and others that modify the actions of stomach muscles. Most ulcers become pain-free in a day or so, and heal in a few weeks.

But many return - blamed on "stress" (a favoured cause of ulcers), alcohol or tobacco use, or just plain high living.

Now a new player has arrived on the scene in the form of a bacteria called *Helicobacter pylori*. Discovered in 1982, it is now becoming increasingly evident that this organism is important in causing at least some ulcers. Since infection has never been seriously considered as a cause of peptic disease many doctors have been skeptical, but their numbers are diminishing as proof builds.

Support is growing as research shows that using antibiotics that kill *H. pylori* will heal ulcers, and they do not recur after the germ has been eradicated. Several antibiotics are effective, and work is

being done to determine which is best.

Adding an antibiotic to various combinations of antacids and acid-reducing drugs is also being investigated as there are indications that the mixtures may be more effective than the antibiotic alone.

It seems that, when ulcers are present, *H. pylori* is usually also in the stomach. Blood tests that indicate the presence of the organism are available, and in theory some confirmation of the presence of the bacteria should be obtained before treating.

In spite of this, some doctors are adding an antibiotic to conventional ulcer treatment in some patients on the assumption that *H. pylori* is present. While not yet standard treatment it is probably safe enough if there is no evidence of antibiotic allergy.

## Anorexia Nervosa

There is almost an aura surrounding certain underweight adolescent females that, to an experienced physician, prompts an instant diagnosis of anorexia nervosa. The impression, while not always correct, is usually so, only needing fine tuning to determine the exact type of eating disorder that is present.

The reason some young people, almost always girls, have an inordinate fear of weight gain, is unclear. A morbid fear of fat causes the anorexic to eat very little and the bulimic to counteract binge eating by using large amounts of laxatives or by inducing vomiting. Both forms of eating disorder may co-exist.

Strong as it may be, the doctor's impression must be confirmed by excluding other diseases such as diabetes, an overactive thyroid gland, chronic infection or tumour, or other psychiatric illness. Then positive signs of the presence of an eating disorder are sought using the history as provided by parents and patient, and clues discovered by physical examination and lab tests.

By and large, diagnosis is the easy part. Treatment of patients whose compulsion to be thin overrides the fatigue, loss of energy, dizziness and lack of menstrual periods associated with anorexia may be difficult. But not "impossible," as thought to be the case until recently by many doctors.

Three types of pattern, or patient type, have been identified, using the personality of the individual, their lifestyle, and the precipitating cause of their disorder as guidelines. In addition the family's social class, involvement with the patient, coping style, and methods of handling problems help classify the type of anorexia that is present.

Much of the treatment involves modifying these factors under the guidance of the therapist. The direct approach utilizing persuasion

and logical argument is not effective - the patient cannot be reached, and the presence of disease is denied.

While some anorexics may be seriously ill and require at least temporary hospital care, most are not, and can be treated well by family physicians, perhaps with initial help from an eating disorder clinic. Because the illness may be well established when diagnosed, and since the cause is often related to a dysfunctional or chaotic family situation, a rapid cure is distinctly rare.

The doctor, dietitian, and perhaps social worker will expect to work with the patient and family for months to a few years to solve the problem. The treatment team must be dedicated, patient, knowledgeable, and limited to two or three people.

When provided with proper care most adolescents with eating disorders do get better.

Comox Air Force Museum

MUSEUM GIFT SHOP  
AVIATION MEMORABILIA HATS,  
BOOKS, MODELS, POSTERS,  
SHIRTS, PINS, PATCHES AND MORE!



Winter Hours (Sept. - May)

Sat, Sun & Hols.  
10:00 a.m. - 4:00 p.m.  
Closed Mon thru Fri.

Golden Treasury of Memories  
1943 - 1993

PHONE 339-8162

# On & Off the Base

A La Mode

## Gentlemen, Start Your Engines!

by Diane Osterholm

I guess spring is officially here; the days are longer, the sun actually comes out for hours at a time, and the weeds on my lawn are sprouting pretty yellow flowers. Another sure sign of spring is the urge to have a BBQ. Performed by (usually) men throughout the ages, I'm sure there is some primal memory of a Brontosaurus cook-out running through the veins of men even today. Even those who can't boil water will happily poke, prod and preside over a meal if it's: A) cooked outside, B) involves open flame, or C) can be done with a beer in the other hand. So, before you throw another Bronto Burger on the grill, get it ready for another season.

This does not mean just scraping the leftover food bits from Labour Day off the grill with a wire brush. A thorough cleaning of the whole unit will help it perform better. Take the grill out, brush it off really well and rub it with a paper towel and some vegetable oil. Remove the lava rocks and scrape off the grill they rest on (don't oil it). Now, vacuum out the flakes and bits of food from the bottom and carefully vacuum the gas holes. These can get clogged with food, dirt or even small spiders during winter.

Instead of putting back the lava rocks, consider replacing them with ceramic briquettes, available at most stores for about \$6.00.

These will give you a more even, efficient heat. Lava rocks are very porous; full of large air holes and uneven in size. They are used by the fire-walkers of Hawaii for just this reason - they do not conduct heat very well. Now, put everything back the way you found it, wipe down the outside, check your tank and you're ready to go.

Almost anything that can be cooked in an oven can be done on a BBQ, even pizza, corn on the cob, or home fried potatoes, but the basics are still the best - steaks, burgers, chops or chicken. When cooking burgers or meats, many people have this habit of pressing down on them with a spatula so that the juices run out and the flames shoot up. What's the point of doing this? This only give you dry meat and lots of smoke, if not actually igniting the food (although some may find this exciting). **DO NOT DO THIS**, and you will have a better finished product. If you must fuss over the food, turn the meat at opposing angles to the grill after about 2 minutes. This gives you a nice diamond pattern and more grilled meat surface.

The meat should be well seasoned, oiled, and at room temperature for best results. Please don't marinate meats in wine for flavour or tenderness. The meat is as tender as it's going to get by the time you buy it. Wine will wash out any flavour the meat has and waterlog the fibres. When

you put it on the grill, the meat will actually "steam" and toughen up, much like a microwave. Drink the wine with the meal, and you'll enjoy it more. The amount of lemon juice in the Greek marinade given for one of the following recipes will not affect the meat this way.

Remember not to use the same plate for raw and cooked food, and keep an eye on things as they can burn fairly fast (ask John about the chicken, guys). Now, sit down and enjoy your meal and forget about those pretty yellow flowers on your lawn until tomorrow.

**Note:** For the chicken recipe, use your own judgement and personal taste when seasoning. I never measure these things myself, so I can't be accurate. Also, fresh lamb and pork chops and roasts are on sale this week.

### No Burn Chicken

- 1 whole chicken, any size (or 2 or 3)
- Vegetable oil
- Salt

White pepper  
Celery salt  
Paprika

Optional: sage, savoury or poultry seasoning  
1 old metal plate or pan (or double tinfoil)

Trim any lumps of fat from around cavity, rinse chicken and pat dry. Open up your spices and line them up. Place chicken in pan and, using one hand, rub a little oil all over. With your other hand, dust chicken inside and out, top and bottom, with the seasoning. BBQ with the lid down until golden brown, then turn over using tongs or a meat fork. Check inside thighs for doneness. De-

pending on the size of the chicken, cooking time will be approx. 40 - 50 minutes.

This is great served with St. Hubert sauce mix and some french fries.

### Greek Style BBQ

- 4 lamb or pork chops or 1 leg roast
- or cubes for shish kebab
- 2 cloves of garlic, minced or crushed
- 1 T. lemon juice
- 1 tsp. oregano
- 3 T. vegetable oil
- Salt/black pepper to taste

Mix together marinade ingredients in a shallow glass pan or plate. Coat meat all over and let rest at room temperature about 30 minutes; 1 hour for a leg roast. Shake off excess marinade before grilling. Leg roasts can be seared all over and then placed on tinfoil, or a metal plate to finish cooking. Serve with flat bread or pita and Tzatziki.

**Note:** Double the recipe if required for a leg roast of lamb or pork.

### Tzatziki

- 1/2 seedless cucumber
- 1 cup plain yogurt, or sour cream, or half of each\*
- 2 cloves of garlic crushed or minced
- Salt/white pepper to taste
- \*I find yogurt too tart, and sour cream too rich, so I use half and half. Use whichever you prefer, or experiment.

Peel cucumber and grate into a bowl. (Use a regular cheese grater.) Sprinkle with salt and let stand 10 minutes. Squeeze out excess moisture and mix with remaining ingredients. Chill for at least an hour, stir again and serve. This can be used as a condi-



ment for meats, potatoes or bread. Will keep for 4 - 5 days in refrigerator.

### Grilled Bread

Brush ready-made focaccia, pan breads or thick pizza shells with olive or vegetable oil and cut into wedges. Grill these beside the meat until crusty and serve with Tzatziki. (Plain pizza shells may need some herbs sprinkled on, as well as some salt, as they are fairly plain.)

### Bag "O" Spuds

Potatoes, peeled and sliced 1/4"

Onions (optional) sliced or diced

Vegetable oil  
Salt/pepper

Place desired amount of potatoes and onions in a bowl. Season with salt and pepper. Add enough oil to coat lightly and toss well. Portion out onto sheets of heavy duty aluminum foil. Fold over into envelopes and seal edges well (3 or 4 turns). BBQ with lid closed for 10 minutes. Press out any air, check seams and flip over. Cook 5 minutes and move to warming rack while cooking meat. Be careful opening packets as there will be steam inside.



## YOU DESERVE A SECURE FUTURE!

BRAIDWOOD FINANCIAL

"Let me help you achieve that goal"

BRAIDWOOD CENTRE

204 - ISLAND HWY. NORTH

COURTENAY, B.C. V9N 3P1

PHONE: 338-2715



DAVID H. NICHOL

## CFB Comox Windsurfing Club

Why just sit around and complain that the wind is too strong to go fishing or golfing? The CFB Comox Windsurfing Club has the recreation answer for you. Get a good workout and have fun at the same time.

The Windsurfing Club will be

## Glacier Greens

by Rose McCliesh

Glacier Greens Ladies Club opened their 1994 golf season on Tues 29 Mar with a Meet & Greet, nine holes of golf, followed by a light lunch.

The Ladies Club captain, Dolly Pearson, thanked all for participating and welcomed the new members to the Tuesday Ladies Day.

Prize winners: Eleanor Grant, Joyce Goldie, Jill Iddiols, Helen Williams, Dana Getz.

## BASE LIBRARY

Base Librarian  
Colleen Gagnon

Building 10, next to Accommodations

HOURS:

Mon - Thur ... 6 - 9 pm  
Tues, Thur, Fri ... 11:15 am - 12:15 pm

Sat & Sun ... 1 - 4 pm  
We have bestsellers, pocket book exchange, children's books, Base newspapers and magazines.

CANADIAN FORCES



FORCES CANADIENNES

## COVERAGE AFTER RELEASE

YOU MUST APPLY

## COUVERTURE APRÈS LA LIBÉRATION

VOUS DEVEZ Y SOUSCRIRE

Talk to your SISIP representative  
Mr. Mick Phillips at  
1-604-658-0222, or SISIP adviser,  
or call us toll-free at  
1-800-267-6681.

Renseignez-vous auprès de votre  
représentant du RARM, M. Mick  
Phillips au 1-604-658-0222, ou  
votre aviseur ou appelez sans frais  
le 1-800-267-6681.



# 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.

## Association Francophone

Assemblée Générale Annuelle, le samedi 10 avril 1994, 18h30, à l'Hôtel Washington Inn, salle Garden.

L'A.G.A. sera suivie d'une soirée culturelle à 20h30 avec Robert Des Cotes et ses musiciens (Vol-Au-Vent). Venez danser, chanter et vous amuser au bon rythme d'une soirée Québécoise. Un buffet froid sera servi dans la soirée.

Achetez vos billets avant le 27 avril. Membres: 8.00\$, Non-membres, 12.00\$ Prix à la porte, 2.00\$ de plus.

Pour infos: Angèle 339-3990 ou Linda: 338-2976.

even a little regular physical activity makes a healthy difference

## 19 Wing Comox Bowling Lanes

### LEAGUE TIMES

Ladies Tuesday night Bowling contact Sylvia Smith 339-0663.

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.

## Mini Franco-Fun

Le mini franco-fun termine sa saison le lundi 26 avril 1994. Je vous remercie à tous de votre collaboration et vous souhaite de passer de belles vacances estivales.

A bientôt, Suzie Beaumont

## 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 centre sur l'étude de la parole de Dieu. Rencontre tous les mercredis de 1900 - 2030. Pour information contactez Jacques ou Sylvie Fortin 339-6377.

## VOLKSWALK

The Comox Glacier Wanderers will be sponsoring a 10K "March March" Volkswalk on Sun. 27 March. Registration will be at Salmon Point Pub at 9:30 am. The walk will start at 10:00 am sharp. Info: 339-4145.

## Animal Control Officer

The Animal Control Officer for the Wallace Gardens MQ area is Cpl Rob Hogenbom. He can be reached at 339-5324 or at PMQ 112E.

## 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.

## T-BALL

The Wallace Gardens Community Council is now organizing a T-ball league for boys and girls aged 5 - 7 years. Coaches are urgently needed for the success of this program.

Do you like fun?  
Do you like ball games?  
Do you like children?  
If so, we have a place for you in T-ball where the emphasis will be on participation and fun. If interested, please contact the Community Council office by 15 April. Office hours 9:00 am to 1:00 pm. Phone: 339-8211, local 8571

**VOLUNTEER TO MAKE THIS SEASON A HIT!**

## 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

## 19 Wing Pacific Divers Scuba Club

Hours of Operation: 1830 - 2000 hrs, Monday and Thursday nights.

Basic Open Water Course: April 21, 23, 24, 28, 30 & May 1. Cost \$175.00.

**FREE**

THURSDAY 14 APRIL 1994

THURSDAY 14 APRIL 1994

TOTEM TIMES 15

# On & Off the Base



## LEGION LOG

**BRANCH 17 COURTENAY 334-4322**

### \*\*\*EVENTS\*\*\*

Fri Apr 15.....Dance 8:30 PM, music by Border Guard  
Fri Apr 22.....Dance 8:30 PM, music by Tony Pollon  
Sat Apr 23.....Dart Steak Shoot. Registration 6:00 PM, fee TBA  
Sun Apr 24.....Crib Tournament. Registration 12 noon, fee TBA  
Fri Apr 29.....Dance 8:30 PM, music by Sidewinder  
Sat Apr 30.....Dance 8:30 PM, music by Western Night

### \*\*\*REGULAR ACTIVITIES\*\*\*

BINGOS.....Thurs, Fri & Sun at 7:00 PM, Upstairs  
MONDAY.....FUN EUCHE  
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

### 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\*\*\*

Apr 15.....Music by WAYNE'S MOBILE MUSIC  
Apr 22.....Music by WYLIE & THE OTHER GUY  
Apr 29.....Music by ALLEYCATS  
Sun afternoon, 24 Apr. in the Lounge, music by WYLIE & THE OTHER GUY

## Branch 160 presents 1st Annual Comox Legion Slo-Pitch Ball Team Dance

Sat. 30 April.....Branch Upper Hall 7:30 PM  
Tickets \$6.00 each at the bar. Spot dances - buffet - music - fun. Open to Legion members and their bonafide guests.

### \*\*\*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.

### SERVICES

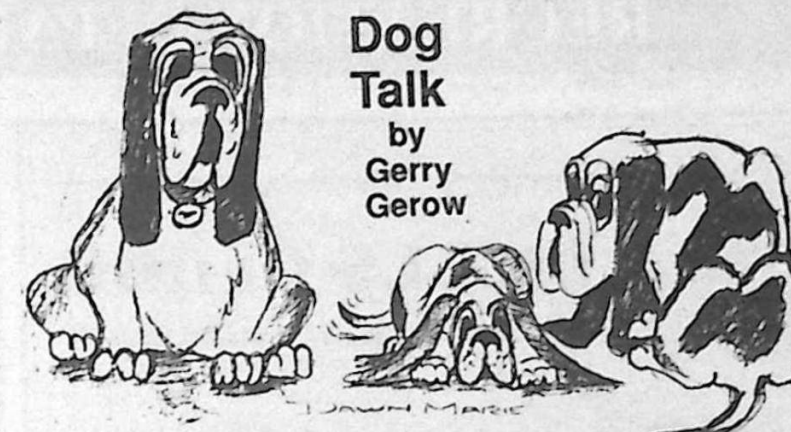
WE TAKE THE FEAR OUT OF ICB. Major ICB injury claims. Joel A. Vener, trial lawyer for 25 years. Call free 1-800-665-1138. Contingency fees. Simon, Wener & Adler.

### TRAVEL

WHISTLER-BOOK Now-Spring Skiing 200 from Quicksilver Quadchair. Underground parking, jacuzzi, pool. Seattle Seahawks stay with Sea To Sky Condo/Hotel Rentals 1-800-667-5529, Fax: (604)938-9611.

**Comox Branch 160 Legion Euchre Tournament**  
Upper Hall 1:00 pm Sunday, 17 April  
\$5.00 registration fee  
Branch, L.A. members and bonafide guests welcome

## Dog Talk by Gerry Gerow



## Spaniels

and looked after. Their long coats do, however, require a considerable amount of grooming.

The popularity of Springer Spaniels as pets and show dogs has led to the breed being split into hunting and show varieties. If you wish to own a Springer, and want to take it into the field, then you must pay close attention to this fact, and make sure you get an animal which has been bred to hunt.

Spaniels can and do make excellent obedience dogs, but they do take a little extra effort on the part of the trainer and handler. I would not advise a novice trainer to take on a Spaniel as his/her first attempt at obedience training. However, patience and persistence will pay off.

The rarer breeds of Spaniels, such as the Sussex, Clumber, and the American and Irish Water Spaniels, are really different breeds developed from crosses between Spaniels and other dogs.

One last word. The Brittany Spaniel, despite his name, isn't. No one seems to be sure where the name came from, but the Brittany is a versatile gun dog. The American Kennel Club has now removed "Spaniel" from the name, and the Canadian Kennel Club will likely follow eventually.

## More 19 AMS

Continued from page 9

## "No Retreat" Award



Maj Roos, CO 19 AMS, presents Cpl Hurlbut with the "No Retreat" award for her valuable contribution to unit, base and community sports and recreation activities.

Rooster getup, it was our illustrious MCpl Mark Middleton. He always seems to be in one costume or another doesn't he? Last time it was a clown outfit, before that it was a barrel and mask... are we onto something?

Well, as you can see, things continue on as normal. We, like I

am sure all others, are awaiting the FRP. Let's not trample each other as we stand in the line up. With luck there will be enough trained people left in our section that my transfer to Cold Lake will come through.

Ciao for now. Have a great spring and summer.

**NEXT DEADLINE**  
**28 APR.**

our level of fitness will increase? Early morning circuit training anyone?

MCpl Bob Trimm, who goes on a TDC2 course in Borden at the end of April, has just started up his computer consulting business. It seems the logical thing to do since people were calling to get his advice on the stuff anyway.

Mrs. Mofford went on a trip to Florida and took Dave along with her. I say she took him because it was her Club Z points that paid for the trip. He tells us it was a good time, warm sunshine, blue oceans and the Florida Keys. Yes, it can be done. Must be nice - we had snow, Dave.

We welcome our Capt. Mike Ashcroft, back from the Staff School in Toronto. Christmas away from home, eh sir? Was Santa able to get to you?

Cpl Art Gogan's wife went on vacation, leaving him at home with their three kids. How could you do that to us? Now my wife wants the same treatment.

By the time this is printed MCpl Rod Cobham will have gone and returned from the National Hockey Championships in Edmonton as a referee.

We participated in the "No Snow Festival," and if you were wondering who was in the chicken outfit, er, I mean the





## TOWN of COMOX RECREATION DEPARTMENT



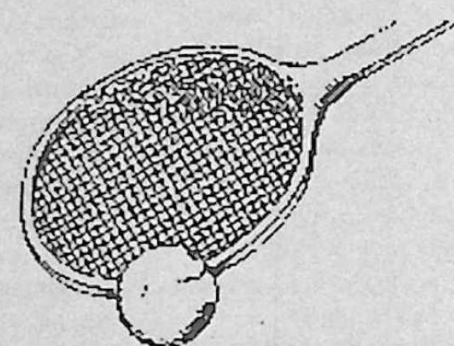
### RACQUETBALL SKILLS CLINIC

at the  
**Comox Community Centre**  
available to all B.C.R.A. Members

**APRIL 23 & 24, 1994**

These Clinics will help you improve your skills as a player or teach you the fundamentals of the game!

The B.C.R.A. provides qualified coaches to teach you new skills that will help you improve your game.



YOU MUST BE A MEMBER THE B.C.R.A.  
to partake in this clinic.  
MEMBERSHIPS will be available at the Clinics.  
ADULTS: \$15.00/JUNIORS: \$7.50

#717 SATURDAY, APRIL 23  
10:00 am - 2:00 pm  
15 yrs. +  
\$5.00 + GST

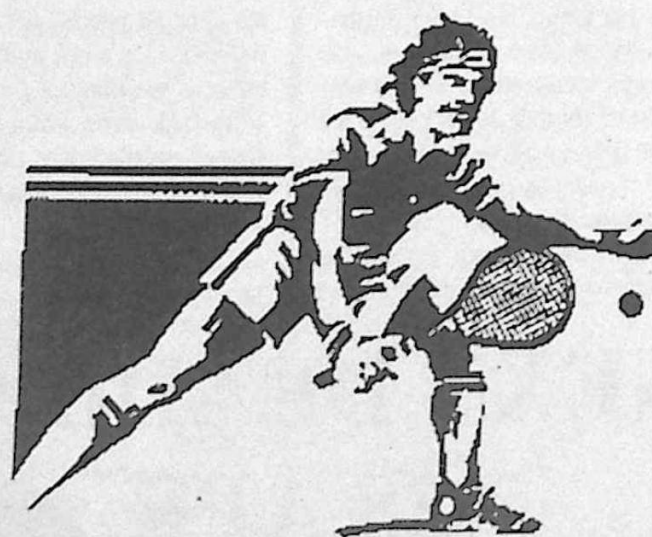
#718 SUNDAY, APRIL 24  
10:00 am - 2:00 pm  
15 yrs. +  
\$5.00 + GST

## BLACK FIN TENNIS LEAGUE

Join the league and have a partner and reserved court waiting for you every week. All levels of ability are welcome. Players of similar ability will play others of same rank on opposing teams. Team scores will decide who takes the coveted Black Fin trophy.

Please ensure that you will be available for all league dates before registering -- be committed. Players who cancel their match or don't show up are a disappointment to their partner and team.

FEE: \$26.00 + GST/6 SESSIONS  
AGE: 19 YEARS +  
DAY: WEDNESDAYS  
TIMES: Match times will vary from 5:00 - 9:00 pm  
LOCATION: ANDERTON PARK COURT



701 MAY 11 - JUNE 15  
702 JUNE 22 - JULY 27  
703 AUGUST 3 - SEPTEMBER 7

### SEA KAYAKING FOR BEGINNERS



**\$36.00**  
**Comox Valley Kayaks**  
**16 yrs. +**  
**Goose Spit**

In this 3 hour lesson format we will introduce you to this ever growing sport suitable for everyone. Most of the time will be spent in your own sea kayak practising paddle strokes and touring the local waters. Our single kayaks are very stable!

**423** Saturday, April 16  
1:00 - 4:00 pm

**424** Saturday, April 30  
9:30 - 12:30 pm

## CF News

### Hey! Hey! On April 18 It's the Camper's Bingo

at the Junior Ranks Mess  
All members, spouses and associate members

The games will begin at 1830Hrs (6:30 pm)  
Admission: \$5.00  
(for 10 Normal games & the Jackpot)

Some of the prizes are:  
Tent 10'x16', value of \$230.00 (the Jackpot)  
Electric Koolmate Cooler, value of \$160.00  
Adult sleeping bag, value of \$110.00  
Cordura backpack, value of \$70.00  
Naphtha Coleman stove, value of \$60.00  
Propane stove, value of \$57.00  
Screen tent 12'x12', value of \$55.00  
Stainless cooking set, value of \$50.00  
and lots, lots more...

Also 4 Special games (\$1.00 each card) and one door prize.



---Bring your own bingo marker---



**Don't be late,  
come play and win!!!**

### CHAPEL CHIMES

#### OUR LADY OF THE SACRED HEART CHAPEL (RC)

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

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

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

CATHOLIC WOMEN'S LEAGUE - Second Tuesday of the month in the Parish hall, preceded by Mass in the Chapel at 7:30 p.m. President: Bonnie Gillis, phone 339-3496.

CATECHISM CLASSES - September to May in the Chapel and Parish Hall every Sunday morning at 0900 hrs. Coordinator: Mary Rogers, 339-6181.

#### ST MICHAEL & ALL ANGELS PROTESTANT CHAPEL

BASE CHAPLAIN (P) - Maj Charles Massey (UCC) 339-8273  
Capt Fraser Harvey (ACC) 339-8275  
CHAPEL - St. Michael & All Angels, Wallace Gardens, Bldg 88  
OFFICE - Headquarters, Bldg 45, Room 48  
Telephone 339-8273/339-8275  
Secretary - Mrs. Anita Spurrell

SUNDAY SERVICES -  
0900 hrs - Holy Eucharist (2, 3, 4 & 5 Sundays of month)  
0930 hrs - Adult Bible Study  
1100 hrs - Divine Worship (2, 3, 4 & 5 Sundays of month)  
Holy Communion (1st Sunday of month)  
(any changes will be announced as early as possible)  
SUNDAY SCHOOL - In conjunction with 11 a.m. Service.  
NURSERY - during 11 a.m. Service for children under 3 yrs.  
CHOIR - 1900 hrs, Thursdays at the Chapel.  
CHAPEL GUILD - Meets the third Thursday of the month. President Gail Rodger 338-2162.  
BAPTISM AND MARRIAGES BY APPOINTMENT, 90 DAYS NOTICE IS REQUIRED.

### Military Police in Bosnia - Part 2

The following are some of the highlights of MP duties during the "civil" war environment in Bosnia-Herzegovina.

23 Oct 93: The MP Platoon was requested to investigate a reported massacre (war crime) in the village of Stupni Do. The village was small and situated on a hillside with approximately 50 houses and a population of 250 inhabitants who were predominantly Muslim. It was mainly an agricultural community with some cattle, located about four kilometres from the larger community of Vares.

Platoon investigators arrived at the village under the protective eye of British Warriors from Vitez. Unfortunately the scene had been disturbed by a variety of different people; nevertheless, crime scene processing was conducted as systematically as possible. The investigators always remained cognizant of the fact the warring factions were still active close by.

What the investigators found was quite horrific and words can only scratch the surface of one's feelings of the scene. Fifteen confirmed bodies were found, five of which were identifiable and the remainder burnt beyond recognition. Some of the bodies were mutilated and there was a clear attempt to destroy any evidence of what actually happened in this small picturesque village.

26 Oct 93: Sgt Lunge and Cst Tim Wry (RCMP CIVPOL LO in Kiseljak) investigated the shooting on a UN Humanitarian convoy which resulted in the death of a Danish National and 11 wounded near Novi Travnik. This convoy was unfortunate enough to find itself near a fierce battle that erupted involving the Bosnian Muslims (BiH) and the Bosnian Croats (HVO). The investigation revealed that the majority of fire originated from a suspected BiH position which resulted in 18 vehicles receiving direct fire. The Danish National,

who was driving one of the aid trucks, received 11 incoming rounds, four of which entered the cab of the vehicle, killing him instantly. This particular investigation was very important for our commander since all humanitarian convoys were stopped until the facts of the situation and safety of drivers could be reviewed. Brig. Ramsey, Chief of Staff, personally sought out and thanked the investigators for a job well done.

2 Nov 93: While platoon members were conducting interviews in Dabrovine, in connection with the Stupni Do massacre, mortar shelling forced residents to seek shelter. Once the shelling abated, interviews were recommenced. However, later on in the afternoon, the mortar shelling again resumed in such close proximity that civilians and MPs were resorting to instinctive crouching. For the safety of all involved the interviews were very quickly terminated, something like "let's get the h\*!! out of here!" There are not too many investigators who can say they were the ones under "duress," and not the accused, during an investigation.

17 & 18 Nov 93: The MPs took in some of the more beautiful scenery in the hilly regions of central Bosnia-Herzegovina; however, the occasion was sombre as they launched yet another massacre investigation in the community of Borovica.

During a UN (Swedish/Norwegian) patrol into the village of Borovica, it was reported that 95% of the 150 buildings were destroyed, mainly by burning, and three bodies had been discovered. The investigation revealed that the victims, all Croat male residents, were murdered. The death toll was low since the majority of residents were evacuated by local HVO authorities prior to being set upon by BiH forces.

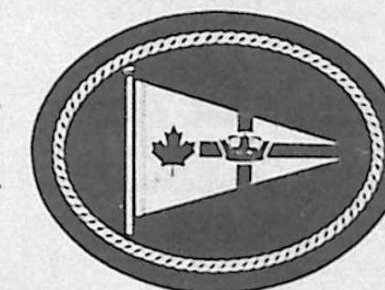
20 Nov 93: UN MPs were requested to attend the scene of an accident south of Kiseljak involv-

ing a UN (French) armoured car. The car had slid off the snow-covered road into the ditch and was being pulled out by a Canadian wrecker. While at the accident scene and conducting traffic control some minor conflicts between UN MPs and HVO soldiers occurred. One of the HVO soldiers appeared angry at waiting so long that he started yelling and pulled a large 30 cm knife out of its scabbard to stress the point. Another HVO soldier pulled his pistol out and threatened to shoot the tires of the MP vehicle. He pulled the pistol out so fast that Sgt Lunge thought he was in a re-creation of the Wild West. Needless to say, forget about drawing your 9 mm Browning in such a situation as you would not have time to use it.

29 Nov 93: Complaints of break-ins, assaults and rape were received from displaced Muslims assigned a living area in Rotilj, near Kiseljak. A request went out to the MPs to oversee the Bosnian Croatian Military/Civilian Police investigation on the UN's behalf in order to ensure a credible investigation was conducted. It was interesting to witness their crime scene interview techniques. Not quite up to North American standards mind you, however an investigation did take place.

1 Dec 93: Platoon members were advised that a traffic accident had occurred between a Bosnian Croatian (HVO) bus and a Danish APC. Also, there were many armed and angry HVO soldiers climbing over the APC attempting to get in.

MP members attended the scene, accompanied by a civilian interpreter, four Danish guards, and escorted by an APC. Platoon members investigated the scene and information was gathered without any incidents or problems occurring. The HVO soldiers calmed down on the arrival of the UN MPs and the scene was relatively peaceful.



### 19 Wing Yacht Club CFSA

The Dirty Bottom Cruise to Deep Bay is set to go on 23/24 Apr. Skippers meeting will be held at the club Mon 18 Apr at 1900 hrs. There may be 10 to 12 boats participating so it should be a fine start to the summer cruising season. John Ellis 339-0612 is head honcho on this one.

A list of work projects will be posted at the club. Work parties will be Wed nights from now on due to extended daylight. This frees up the weekend for sailing. It is also proposed that our weekly dinghy races be held on Wed nights, when we get that program under way.

I have it from good authority

(CE) that 15 Apr is their target date for our sewer and water. Perhaps by the time you read this you may do so while seated on the john at the club.

The executive will meet at the club Mon 25 Apr at 1400. The next general meeting will be on Tue 24 May 1900 hrs. at Quadra.

The club bought 40 stacking deck chairs and is planning to purchase a gas BBQ in time for Family Day/Open House on 1 May. One of our members recently passed another milestone of life at which time his wife served up a cake, coffee, etc. But why was the little boat "aground" on the island of frosting?

With the cadet boats taking some of our usual dock space, we are very tight for accommodation. Newcomers to the club may not always have dock space so mornings are becoming more of a priority as we continue to expand. We welcome new members, both power and sail, but the reality is we are a bit cramped and everyone may have to go max flex to keep the club upbeat and on an even keel. Space will be allotted based on club participation and meeting attendance.

We have over two dozen life raft containers in storage or use as dock floats. Our deck stairs will be built this week and we want

**NEXT DEADLINE  
28 APRIL - NOON**



**NRS** *Diamond Club*  
NATIONAL REAL ESTATE SERVICE

**KEN STEWART**  
bus. (604) 334-3111 dir. line 684-2931 fax 338-8315  
res. (604) 338-0868

**NRS BLOCK BROS. REALTY LTD.**  
1742 Cliffe Avenue, Courtenay, B.C. V9N 2K8

**NRS** "Easley done, Easley SOLD"  
NATIONAL REAL ESTATE SERVICE

**MARGE EASLEY, C.G.A., R.I.B.C.**  
bus. (604) 334-3111 dir. line 684-2931 fax 338-8315  
res. (604) 339-7910 pager 1-978-2263

**NRS BLOCK BROS. REALTY LTD.**  
1742 Cliffe Avenue, Courtenay, B.C. V9N 2K8

**COAST COUNTRY INSURANCE**

- \*DRIFTWOOD MALL 338-8318
- \*COMOX MALL 339-7774
- \*DOWNTOWN COURTENAY 334-3443

HOME OWNERS & AUTO PLAN INSURANCE

**Country Village Kitchen Bin**

Beans to You  
Our new gourmet coffee bar  
We serve the Service

190 Port Augusta Mall, Comox, B.C. V9N 5H5  
Don Gates "Our Business is a Grind" 339-7313

**COMOX AIR FORCE MUSEUM GIFT SHOP**

GIFT IDEAS  
AVIATION  
MEMORABILIA  
BOOKS, FLAGS, MODELS, POSTERS,  
HATS, SWEATERS, SHIRTS, PINS, PATCHES,  
AND MUCH, MUCH MORE!  
PHONE (604) 339-8162

**FRANCIS AUTOMOTIVE**

COMPLETE AUTOMOTIVE SERVICES  
OWNER-OPERATOR  
COMPUTERIZED & MODERN EQUIPMENT  
IMPORT & DOMESTIC, 4 WHEEL DRIVE  
WHEEL ALIGNMENT SERVICES.

330 ISLAND HIGHWAY NORTH COURTENAY  
B.C. V9N 3P2 Ph. (604) 338-9660

**THE GRIFFIN**

Darts  
Pool  
Section Parties

339-4466

**PUB** 1185 Kilmorey Rd. Comox

**HARTMAN AUTO SUPPLY LTD.**

338-7261

480 Puntledge Road We've Moved!  
Parts, Accessories, & Tools

**BRUCE TRAINOR**  
SALES ASSOCIATE

Holland and Associates  
Realty Limited

Business (604) 338-1334 Residence (604) 338-0740  
Facsimile (604) 338-0896

625 ENGLAND AVENUE, COURTENAY, B.C. V9N 2N5

**ROYAL LEPAGE** MEMBER Associate Broker Network

This space available  
\$15.00 + GST per edition  
Ph. 339-2541, 338-0259

**MARKET TRAVEL**  
WORLDWIDE  
PROFESSIONAL TRAVEL  
ARRANGEMENTS  
(Area Code 604) 338-1474

FAX No. (604) 338-8377  
OR B.C. TOLL FREE 1-800-232-9294  
549 ENGLAND AVE., COURTENAY, B.C. V9N 2N2  
ACROSS FROM THE BANK OF NOVA SCOTIA

**LAWN GREETINGS**  
"Flock Someone You Love"

For any Occasion  
Choose From:  
Hot Pink Flamingo's  
Buzzards • Pigs • Elephants  
Dinosaurs & More

Judy Helman 339-5906

**COMOX MINI WAREHOUSE**  
"BEST LITTLE WAREHOUSE IN THE WEST"

U Store It  
Lock It  
Keep the Key

CLOSE TO THE BASE & TOWN

\*Safety \*Security \*Supervision  
Knight Rd & Pritchard Rd  
Comox, B.C. 339-3424

Invest in the  
Comox Valley  
and Invest in  
Your Future.

**REALTY WORLD**

**REALTY WORLD** -  
Coast Country Realty  
576 England Ave., Courtenay, B.C. V9N 5M7  
Bus. (604) 334-3124 / 339-5501  
Fax: (604) 334-1901 Res. 339-9987

Maureen Davidson  
Sales Associate

Each office is independently owned and operated.

This space available  
\$15.00 + GST per edition  
Ph. 339-2541, 338-0259

**Bookshell Bestsellers**

For All Ages 2751 Cliffe Ave.,  
Driftwood Mall,  
Courtenay, B.C. V9N 2L8  
604-338-5943

**Pat Bolen** *Debi Williams*  
Proprietor Manager

10% off for mil pers - show ID get your Totem Times here  
Week Ending 16 April

Bookshell Bestsellers  
Softcover

1. The Riders of High Rock.....L'Amour
2. J is for Judgement.....Grafton
3. Private Scandals.....Roberts
4. Force of Arms .....Slater
5. Mexico.....Michener
6. Cauldron.....Bond
7. Prized Possessions.....Wright
8. Primal Fear.....Diehl
9. Spandau Phoenix.....Iles
10. Deception.....Quick

# On & Off the Base

Recent SSM Awards  
Presented by LCol G. van Boeschoten



Sgt Perfitt



MCpl Noel



Cpl Harnett

## 435 Sqn 50th Anniversary Reunion 6 - 8 May 94

The CO of 435 Sqn cordially invites all past and present members of 435 Sqn to participate in the celebration of the CHINTHE'S 50th Anniversary Reunion to be held in Edmonton 6 - 8 May.

**Reunion Events:**  
Fri 6 May 1600 - 0200 hrs Meet & Greet, Edmonton Convention Centre.  
Sat 7 May 0900 - 1130 hrs Burma Star Assoc. meeting.

Westin Hotel. 1300 - 1530 hrs Parade, Air/Ground Display, Namao. 1800 - 0200 hrs Dinner and Dance, Edmonton Convention Centre.

Sun 8 May 1030 - 1300 hrs Farewell Brunch, Westin Hotel.

**Costs:**  
Weekend including hotel: \$265 per couple, \$205 single.  
Weekend without hotel: \$125 per couple, \$65 single.  
A 435 Sqn history book and

wine will be available for sale during the reunion.

**Transportation:**  
Military airlift has been requested to transport currently serving members to and from Edmonton. Air Canada has agreed to provide special rates for those who cannot fly service air.

For further information, call 435 Sqn at AV 530-4192/4172 or commercial at (403) 973-4192/4172.

## NEXT DEADLINE 28 APR.

## Bulletin Board

Bonne fete Angele,  
de ton mari qui  
t'aime beaucoup,  
Guy

### WANTED

Your personal Births, Birthdays, Engagements, Anniversaries, Weddings and death announcements, including photographs.

These will be published free of charge to all DND personnel and civilian employees, retired DND personnel and RCMP.

### TRANSFERRED TO OTTAWA?

Consider Rockland: 25 min. to Ottawa, many amenities, Eng/Fr. schools. Average home \$115,000. Call Lawrence Sovey, salesman, at Remax Riviera Realty Inc. (613) 446-6031 office, or (613) 446-7468 residence. Move once and work with a professional retired service member who knows your needs.

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

### BUILDING MATERIALS

Lumber & Plywood  
Panelling - Arborite  
Doors & Windows  
Builders Hardware - Tools, etc  
Electrical & Plumbing Supplies  
Paints & Finishes  
Roofing - Siding  
Cement Department  
Truck Delivery  
Customer Financing

**CENTRAL BUILDERS**  
610 Anderton Avenue  
Phone: 334-4416



**Buckle Up BC!**  
Infant car seats must face the rear of the car.

**WHAT'S YOUR HURRY, B.C.?**  
YOUR LOCAL POLICE ICBC

**COLUMBO'S STEAK HOUSE**  
PIZZA N PASTA

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

DARN!  
I COULD HAVE  
ADVERTISED  
IN THIS SPACE!



## PRATT & MURRAY

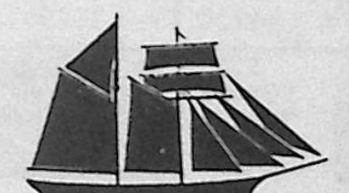


Don Wyld, CD1, RRS  
ERS Roster Approved

## Posted to Kingston in 1994?

If a posting to our beautiful "Limestone City" of Kingston is where you are headed, please give me a call on the "TOLL-FREE" number below, and I will send you a "Worry-Enders Kit of Kingston" containing maps, home prices, school information, shopping facilities, transportation and much more.

Please call or write:  
Don Wyld, CD1, RRS, Sales Rep.  
#1 Barrieffield Centre, Kingston,  
Ontario, Canada K7L 5H6  
1-800-663-0078



## THE LEEWARD

Introducing the Valley's first, famous and only...

**caesar! caesar! night**

every monday

the best caesar salads in town  
(we use fresh, italian parmesan)  
for the incredible low price of  
3.25  
caesar drinks, too!

and don't forget...  
**WING NIGHT** every Tuesday ...  
all you can eat Chicken Wings  
for the amazingly low price of  
.25 each!



649 Anderton, Comox 339-5400

## GOLFERS! GOLFERS!

The Glacier Greens Pro Shop  
Features:

DEMO IRONS & WOODS - Wilson, Slazenger,  
Fazer and Maxfli

WEDGIES - Slazenger, Wilson, Mitsushiba,  
Dunlop, Cleveland

priced from \$32.95 to \$99.95!

NEW! Stand bags - perfect for carrying!  
Maxfli \$99.95, Slazenger \$129.95

NEW! Cart-Tech bags - all pockets built up front for  
easy access on carts

339-6515

### WOpsO Award

Cpl J.F.E.C. Leduc, from Wing Meteorology, recently received his Special Service Medal from the WOpsO, LCol P.A. Drover.

### Fitness Award

Maj Roos, CO 19 AMS, presents Capt Ashcroft with the Silver Seal Aerobic Fitness Award.



## NEXT DEADLINE 28 APR. - NOON



IT'S  
OUR  
ANNIVERSARY

### 1995 Windstar

"Playing To Win"  
Windstar will forever change the way you think about family vehicles.

- 4-wheel anti-lock brakes (ABS)
- Driver and front passenger airbag SR5
- Knee-Bolsters
- Side-instruction door beams

STK.#H5T2



**\$399<sup>00</sup>**  
per mo. plus tax  
24 month lease. \$2,113.13 down

### 1994 Aspire

"Exciting New Alternative"  
A Basic Small Car Like No Other

- Driver and right front passenger side air bags SR5
- Front and rear outboard 3-point safety belts.
- 4 wheel anti-lock braking system (optional)
- Side impact

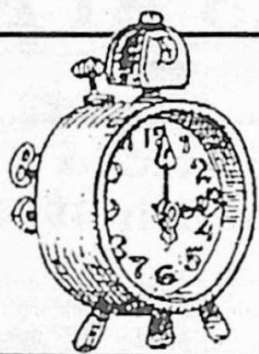
STK.#4C37



**\$199<sup>00</sup>**  
per month plus tax  
24 month lease. \$1,902.50 down

<h4>1994 TAURUS S/W</h4> <p>Stk #4C32</p> <p><b>\$399</b> per month plus tax 24 mo. lease \$2,550 down</p>	<h4>'94 AEROSPORT</h4> <p>Stk #4T89</p> <p><b>\$329</b> per month plus tax 24 mo. lease. \$1517.53 down</p>	<h4>'94 VILLAGER</h4> <p>Stk #4T111</p> <p><b>\$399</b> per month plus tax 24 mo. lease. \$3,130.04 down</p>	<h4>'94 F-150</h4> <p>Stk #4T32</p> <p><b>\$249</b> per month plus tax 24 mo. lease. \$1,475.70 down</p>
--	---	--	--

<h4>'94 ESCORT</h4> <p>5 door STK.#4C34</p> <p><b>\$12,995</b> Value Price preferred equip. pkg. \$618 AM FM Cassette \$212 Freight \$660 <b>\$14,485</b> Total Price</p>	<h4>'94 ESCORT</h4> <p>Station Wagon STK.#4C39</p> <p><b>\$12,995</b> Value Price Preferred equip. pkg. \$618 Luggage Rack \$156 AM/FM Cassette \$212 Freight \$660 <b>\$14,641</b> Total Price</p>	<h4>'94 ESCORT</h4> <p>3 door STK.#4C38</p> <p><b>\$11,995</b> Value Price Preferred equip. pkg. \$618 AM/FM Cassette \$212 Freight \$660 <b>\$13,485</b> Total Price</p>
---	---	---



## It's a Clock Sale

### "Used Vehicle Inventory Reduction"

Friday, April 15 & Saturday, April 16 from 9 A.M. to 4 P.M.!!!

HERE'S HOW IT WORKS - Every hour from 9 A.M. until 4 P.M., the price on each advertised vehicle will drop \$200 until they are sold, or until time runs out, whichever comes first!

FRIDAY APRIL 15

SATURDAY APRIL 16

-First Come  
First Service  
-All Sales final  
-All Sales as is

<p>89 ESCORT 4 Dr. H/Bk AC Cass Stk #13398-0 9 AM PRICE \$7400 4 PM PRICE \$5800</p>	<p>88 TEMPO 4 Dr. 5 Spd. Stk #13442-0 9 AM PRICE \$4500 4 PM PRICE \$3100</p>	<p>88 CHRYSLER DAYTONA 5 Spd. 4 Cyl. Stk #3T59-B 9 AM PRICE \$5600 4 PM PRICE \$4200</p>	<p>88 CHEV CAVALIER S/Wgn. Stk #13406-0 9 AM PRICE \$7000 4 PM PRICE \$5400</p>	<p>87 TAURUS 4 Dr. Auto 4 Cyl. Stk #13390-2 9 AM PRICE \$6100 4 PM PRICE \$4700</p>	<p>87 NISSAN MAXIMA Loaded Stk #13433-A 9 AM PRICE \$7200 4 PM PRICE \$5800</p>
<p>NO PHOTO AVAILABLE</p> <p>87 OLDS FIRENZA 4 Dr. Auto Cass. Stk #RM026-A 9 AM PRICE \$5600 4 PM PRICE \$4200</p>	<p>86 CELEBRITY 4 Dr. Stk #13444-0 9 AM PRICE \$5700 4 PM PRICE \$4300</p>	<p>86 PONTIAC SUNBURST 4 Cyl. 5 Spd. Stk #3C4-A 9 AM PRICE \$3500 4 PM PRICE \$2100</p>	<p>85 TOYOTA TERCEL 4WD S/W Stk #4T68-A 9 AM PRICE \$3100 4 PM PRICE \$1700</p>	<p>84 TOPAZ 4 Cyl. 5 Spd. Stk #RM023A 9 AM PRICE \$2600 4 PM PRICE \$1200</p>	<p>NO PHOTO AVAILABLE</p> <p>83 TOYOTA CRESSIDA S/Wgn. Stk #4776A 9 AM PRICE \$1800 4 PM PRICE \$400</p>
<p>83 TOYOTA TERCEL Stk #13349-1 9 AM PRICE \$2000 4 PM PRICE \$600</p>	<p>82 OLDS OMEGA Stk #3C12A 9 AM PRICE \$2200 4 PM PRICE \$800</p>	<p>79 MUSTANG 4 Cyl. Auto Stk #RM001A 9 AM PRICE \$2400 4 PM PRICE \$1000</p>	<p>85 RANGER PU 4 Cyl. 5 Spd. Stk #2T1A 9 AM PRICE \$4700 4 PM PRICE \$3300</p>	<p>84 VOYAGER 4 Cyl. Auto Cass. Stk #13336-2 9 AM PRICE \$4900 4 PM PRICE \$3500</p>	<p>83 MAZDA PICKUP W/Canopy Stk #13445-0 9 AM PRICE \$4000 4 PM PRICE \$2600</p>
<p>78 CHEVROLET 4 WDr. PU Stk #4T139A 9 AM PRICE \$2400 4 PM PRICE \$1000</p>	<p>78 ECONOLINE BOOGIE VAN Stk #4T17A 9 AM PRICE \$2200 4 PM PRICE \$800</p>	<p>76 GMC 4x4 PU 350 4 Spd. Stk #3C31B 9 AM PRICE \$2000 4 PM PRICE \$600</p>	<p>77 DODGE MOTORHOME 21 Ft. Stk #4C13M 9 AM PRICE \$8300 4 PM PRICE \$6900</p>	<p>LOGGERS BOX Stk #LT122A ALL DAY LOW PRICE \$2200</p>	<p>78 MONTE CARLO V8 Auto Stk #3T109A 9 AM PRICE \$1900 4 PM PRICE \$500</p>



Neil Van Ierland  
Sales Manager



Chris Pearson  
Sales



Rick Harris  
Sales



Tim Kennelly  
Sales



George Bates  
Sales



Sandy Sandberg  
Sales



Rob Bulloch  
Business Mgr



DL #6609

Garf Baxandall Ford  
MERCURY SALES LTD.

360 Old Island Hwy  
Courtenay

334-3161