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TOTEM TIMES



19 Wing CFB Comox B.C.

VOL 36 NO 10

THURSDAY 2 JUNE 1994

COST: PRICELESS

D-Day Dakotas



RAF Dakota transport aircraft prepare to move the groundcrews and equipment of 403, 416 and 421 Squadrons to Normandy, June 1944.

50th Anniversary 6 June

The RCAF on D-Day

On 6 June 1994 we will commemorate the 50th anniversary of the greatest amphibious operation of history - the invasion of Normandy. Although the emphasis of this event is directed towards the ground troops who went ashore on D-Day, we should also remember the thousands of men and women in the Navy and Air Force who made a significant and vital contribution to the success of that day.

From an air force point of view, the battle for Normandy had been ongoing for months as the Allies attempted to wear down the Germans to a point where they would pose little threat to the in-

vasion forces. To ensure that the ground troops would be able to disembark unmolested from the air, the Allies mounted just under 15,000 sorties the day of the invasion, compared to 300 of the Luftwaffe. Of the 11,590 aircraft dedicated to supporting the invasion forces, 5,510 belonged to British and Commonwealth air forces, of which the majority belonged to the Royal Air Force. The second largest group consisted of aircraft from the RCAF.

By the beginning of June 1944, RCAF Overseas consisted of 53,816 personnel of which 24,000 were serving with British/Commonwealth units. The

remainder manned or supported the 42 operational squadrons that Canada had fielded. Of these units, 39 would emerge with Normandy Battle Honours and either took an active part in the invasion or were on standby preparing to do so.

Squadrons of the RCAF could be found in every major British air formation with the breakdown on 6 June as follows: Bomber Command - 15 squadrons; Second Tactical Air Force (2TAF) - 18 squadrons; Coastal Command - 4 squadrons; and Air Defence Great Britain (ADGB) - 2 squadrons. So when the call went out for a "maximum effort" for the

invasion, the RCAF was ready, willing and able to respond.

The RCAF also controlled a number of "higher formations" within the overall makeup of the Allied Air Force. Six Group, the only non-British group that was part of Bomber Command, was a Canadian formation flying Halifax and Lancaster equipped squadrons. Located primarily in Durham and Yorkshire counties, No 6 (RCAF) Group had a strength of over 17,000 personnel and was the largest single component of RCAF overseas. Next in size came the squadrons belonging to No. 83 Composite Group of the Second Tactical Air Force.

Five Wings belonging to this organization were almost entirely Canadian "shows." There were three squadrons of Spitfire Vs and IXs each in 126, 127 and 144 Wing, as well as three Typhoon squadrons in 143 Wing. Together with the three squadrons in 39 Reconnaissance Wing equipped with Mustangs and Spitfires, these RCAF units made up the "backbone" of the group. In addition, two squadrons from ADGB (formerly Fighter Command) were transferred to 2TAF's operational control. All of these RCAF squadrons would be directly involved in combat throughout

continued on page 4

On & Off the Base

Environment Week June 5 - 12

by B. Allan, WEnvPO

Environment Week is being held across Canada during the week of June 5 - 12. This year's theme is **Personal Involvement**. Environment Week is a time of year to reflect on our environmental achievements over the past year. By doing this, one can realize the importance of personal involvement and the significant steps that we have taken in protecting our environment.

Personal involvement is critical to make any program a success. This article will mention only a few of the many people that have contributed to the success of our environmental protection program at 19 Wing.

Effluent Monitoring: MCpl Hibbert and Cpl Kombargi, CE WFE Techs (Water, Fuel and Environment), have established a water quality monitoring network around the Base. Samples are collected on a regular basis from surface waters and analyzed for a variety of common pollutants. The program has been designed to identify problem areas at an early stage to facilitate corrective action. Results to date have confirmed that the Base does not adversely affect the water quality.

Environmental Laboratory: Cpl Benjamin, CE WFE Tech, completed a 5-week environmental training course at Northern Alberta Institute of Technology. This course provided formal training in environmental sampling and analysis. Cpl Benjamin and other WFE Techs have been assigned to develop a water chemistry lab to support the water quality monitoring program.

Hazardous Waste Storage: MPO (Materials Processing Office) staff such as Cpls Lavallee and Pellier worked hard to provide hazardous waste collection and disposal services to all units.

Generators of hazardous waste around the Base have also exercised care in segregating wastes and maintaining their storage areas in a neat manner. Some fine examples of hazardous waste storage can be seen at the 19 AMS Refinishing Shop managed by Sgt Doggett or the Transport garage storage area supervised by Sgt Lowe.

Environmental Baseline Study: Implementation of the recommendations from the Environmental Baseline Study has been coordinated by the Wing Environmental Protection Officer, Mr. Bob Allan. This project has required the involvement of personnel from most units on Base. Some examples of the improvements made include: providing spill containment in hazardous materials storage areas; replacing underground storage tanks; reviewing procedures for aircraft washing and de-icing; and remediate the Fire Fighter Training Area.

Asian Gypsy Moth Monitoring: Agriculture Canada identified a national concern with the potential for CF personnel returning from Europe to inadvertently carry the Asian Gypsy Moth in their household effects. Transport's Capt Kirtz and Cpl Dryden coordinated with MWO Marshall and Mr. De Vries of CE Production to inspect all shipments arriving at 19 Wing. Agriculture Canada examined this program and was confident with its effectiveness.

CFC Recovery: MWO Buckingham of CE Utilities has implemented a program to recover chlorofluorocarbon (CFC) in all refrigeration and air conditioning equipment. Under this program, all of the refrigeration tradesmen have been certified and the specialized equipment to recover CFC has been purchased. This

program has resulted in no CFC being released.

Halon Recovery: MWO Christie of Base Fire Hall coordinated the replacement of all Halon fire extinguisher systems with carbon dioxide. The Halon was taken out-of-service to prevent its release into the atmosphere. Halon and CFC are chemicals which damage the planet's protective ozone layer.

PCB Treatment: Over the last several years, equipment containing polychlorinated biphenyls (PCB) has been removed by CE Electricians and stored awaiting access to an approved treatment facility. Capt MacKay, Material Control Officer in Supply, coordinated the transport and treatment of the inventory of PCB wastes. The PCB wastes were sent to the hazardous waste incinerator in Swan Hills, Alberta for environmental treatment.

Solvent Recycling: MCpls Carmichael and Arcand have supervised the use of the solvent recycler in 19 AMS Refinishing Shop. The Refinishing Shop has reduced solvent consumption and waste generation by 65 percent without sacrificing job quality.

Paper Recycling: Capt Tom Miles, Nuclear, Biological and Chemical Officer, has continued to provide a cost-effective paper and cardboard recycling program on the Base. The many Branch Recycling Coordinators have also contributed to the overall success of this program.

These are only a few examples of the many successful environmental programs resulting from the personal involvement of Base personnel. Members of the Canadian Forces, employees of the Department of National Defence and their families can be proud of our environmental achievements at 19 Wing.

Environmental Hazard Shipment



Cpl Lavallee prepares drained transformers for shipment to Swan Hills, Alberta.

Bored with Barracks? Nothing on the Tube?

Paperback Book Sale

(mostly for men)

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On & Off the Base

Jr Ranks Executive: Volunteers Needed

The Junior Ranks Mess is in need of new members for its Executive Committee. Terms are six months long, beginning 1 Jul 94 and ending 31 Dec 94. The following is a list of positions available:

Sub Entertainment Committee: Assists the Entertainment Chairperson and Vice Chairperson in planning and organizing the entertainment program for the Mess (e.g. Oktoberfest, New

Year's Dance, etc.). As a sub-committee member, involvement is flexible and can be worked around shifts and personal commitments.

Sub Sports Committee: Assists the Sports Chairperson and Vice Chairperson in planning and organizing all sports events (eg TGIF, tournaments, etc.). As with sub-entertainment, involvement is flexible.

Vice Secretary: In the absence of the Secretary, attends Mess Committee and general Mess meetings, recording the minutes and preparing them for typing and distribution. After the 6-month term, the Vice Secretary is expected to take over the duties of the Secretary for a 6-month term.

Sub Housing Committee: Assists the Housing Chairperson and Vice Chairperson in perform-

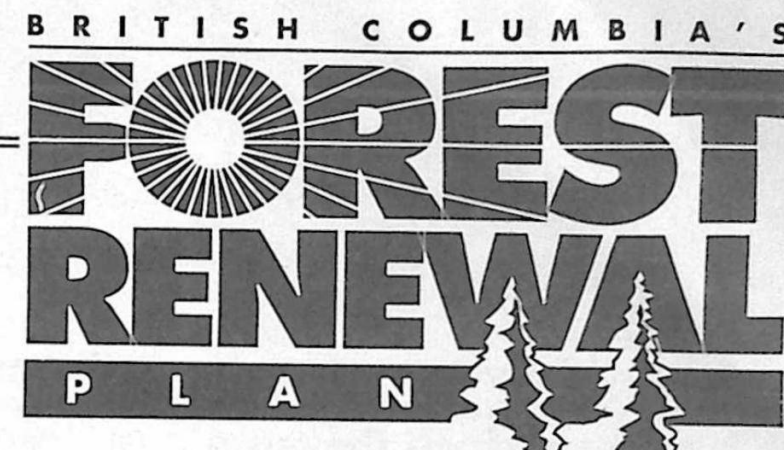
ing minor repairs and maintenance to the Mess. Involvement is flexible.

Advertising Chairperson and Vice Chairperson: Prepares flyers and advertisements for distribution to all mess members. The advertising committee is given access to the Mess computer and training on the computer graphics program is provided.

Vice Hospital Comforts: In the absence of the Hospital Com-

forts Chairperson, sends cards and gifts to Junior Ranks members in the hospital (in accordance with the Constitution). After the 6-month term, the Vice Chairperson is expected to take over the duties of the Chairperson for a 6-month term.

For more info, please call the Mess Office at local 8430, or MCpl Wayne Wyatt V/PMC at local 8923.



RENEWING OUR FOREST ECONOMY

Your provincial government's new Forest Renewal Plan, introduced in the BC Legislature April 14th, will renew both our forest environment and BC's vital forest economy. Here's how:

Ensuring family-supporting jobs

The Forest Renewal Plan will invest an estimated \$2 billion in new money raised through increased stumpage fees over the next five years - money that will be directed entirely to renewing the forest environment and increasing the jobs and value from each tree harvested.

More jobs from each tree cut

The Forest Renewal Plan will:

- ◆ expand value-added manufacturing and finished products
- ◆ invest in the research and development of new BC forest products and markets
- ◆ provide new skills training for BC forest workers

Forest workers and forest communities will benefit from these steps, as will British Columbians throughout the province because of the continued important role forestry plays in our economy.

Restoring our forest environment

The Forest Renewal Plan will restore and protect forest eco-systems in BC, ensuring jobs by:

- ◆ cleaning up environmental damage to rivers, streams and watersheds
- ◆ removing unnecessary logging roads to prevent soil erosion
- ◆ protecting fish and wildlife
- ◆ improving reforestation and care of our forests after replanting
- ◆ developing new environmentally-sound forest practices such as more selective logging and commercial thinning

Working in partnership

British Columbia's Forest Renewal Plan is an opportunity to replace confrontation with cooperation. It's a chance to begin working together in partnership to renew our forests, ensure jobs and strengthen communities.

To find out more about the Forest Renewal Plan, contact your MLA for details, or call 1 800 866-7717.



A REPORT FROM THE GOVERNMENT OF BRITISH COLUMBIA

Worried About Smoking?

by

Lt J.M. Nogue, WDEC

How many times have you heard smokers say "I wish I could quit" or "Maybe I ought to quit" the smoking habit? How many smokers do you know who wouldn't really rather be in the non-smoking majority?

Perhaps you're one of them. You've read the reports linking smoking and cancer; you've seen the warning notice on cigarette packs... possibly you've been coughing more. You've thought about quitting, but somehow, well, you never seem to get around to it...

The evidence linking smoking to lung cancer is overwhelming. Ask your doctor to give you some figures on it. He may have read one recent report in which over 34,000 of his medical colleagues in Britain were studied over a 20 year period. The annual death rate for lung cancer was 10 per 100,000 in non-smokers; 104 for smokers. Even more compelling

were the death rates according to amount smoked: these were 52 per 100,000 for smokers of fewer than 15 cigarettes a day, 106 for 15 to 24 cigarettes and 224 for those who smoked more than 25 a day.

So you can see that smoking represents a colossal gamble with your health. And the more you smoke, the bigger the gamble becomes. If you smoke a pack a day, according to the results gathered in this British study, you're more than 20 times as likely to get lung cancer than if you didn't smoke at all.

But it's not only lung cancer. Cancers of many types as well as a variety of other diseases are also linked with smoking. As the authors of the British report put it: "The ratio of the death rate among cigarette smokers of comparable age was, for men under 70 years, about two to one." This suggests, they concluded, that between a half and a third of all cigarette smokers will die because of their smoking.

In Canada, nonsmokers now form about 70 percent of the population over the age of 15; a decade ago they had a slender majority of 55 percent; before that, there were more adult smokers than nonsmokers.

In the military, DND wants to tip the balance even further in favour of the nonsmoking majority. As such, they adopted the BUTT OUT program. It is a smoking cessation program tailored to take advantage of particular circumstances in the military. BUTT OUT programs are run about three times a year. The next one will start in September. The date for an information session will be publicized in due time.

So, ask you questions about smoking. Weigh the evidence. And make up your mind to quit the habit once and for all. Who knows, if enough people learn firsthand from their own doctors the medical facts about smoking, the ashtray may become as rare as the spittoon.

Editorial

Local Squadrons Flew on D-Day

Submitted by the
Comox Air Force
Museum

On the eve of D-Day, 6 June 1944, the Allied Expeditionary Air Force comprised 173 squadrons of fighters and fighter bombers, 59 squadrons of light and medium bombers and 70 squadrons of transport aircraft. There were also more than 50 support squadrons, plus the might of RAF Bomber Command and U.S. 8th Air Force heavy bombers, plus indirect support of Allied air power in the Mediterranean, which had been instrumental in the relief of the Anzio pocket and the occupation of Rome two days previously on 4 June, 1944.

Canadian airmen, whether they were in RCAF squadrons or in RAF units, were very active during this period. The activities of squadrons now in Comox bears this out.

In his book *Wing Leader*, Johnnie Johnson describes taking his new RCAF 144 Wing of Spitfire 9s over the landing area. Danny Browne, an American volunteer was leading 441 "Silver Fox" Squadron after the Picou, N.S. ace George Hill baled out

earlier. After avoiding capture for a month, Hill was picked up by the Gestapo and given some very brutal treatment in an effort to obtain information on the upcoming invasion.

442 "Caribou" Squadron was led by W/C Dal Russell, a Battle of Britain veteran, who took a reduction in rank for the opportunity. 443 "Hornet" Squadron was commanded by the competitive, high scoring Wally McLeod. This was the very first Allied wing to operate from a field in occupied France, at St-Croix-Sur-Mer.

414 "Sarnia Imperials" Squadron was part of 39 Recce Wing using the low flying Allison-powered Mustangs. 409 "Night-hawks" were flying Mosquito MK-13 Night Fighters from West Mallang, and 407 "Demon" Squadron was out of Chivenor with Leigh Lights equipped Wellington MK-14s.

Many of the veterans of this event find it hard to believe that 50 years have gone by since the fate of democracy hinged on the courage, determination and resolve of those who were willing to restore freedom to a world enslaved by a dark power.

Posted to 4 Wing Cold Lake?

Medley Family and Community Services, Centennial Building No. 67, 4 Wing, CFB Cold Lake, PO Box 2260, Medley, Alberta, T0A 2M0; phone 594-6006; office hours 0800 - 1630 Monday to Friday.

Medley Family and Community Services exists to provide services and programs that serve to strengthen family and community life. Through volunteer efforts and community input, needs are identified and programs established.

We offer Information and Referral: Family Education and Preventative Programs, such as School Supervision, Youth/Teen Centre, Parenting Courses, Suicide Prevention Seminars and Connecting Friends; Counselling (individual and family); Community Services and Events such as RV Compound, Rec Clubs, Arts and Craft Sales, and Medley Days; Childcare Services such as Day Care, Satellite Day Homes, Babysitting, Pre-School, Toy Library and Play With Me; Lifeskills Program; Volunteer Opportunities and much, much more!!!

We are looking forward to your arrival. We will help you get settled in your new community. We invite you and your family to contact or visit our offices. We can help you find information you may need to get settled in, meet other member of the community, and more. Give us a call or drop in!

**NEXT DEADLINE 13 JUNE
NOON**

TOTEM TIMES

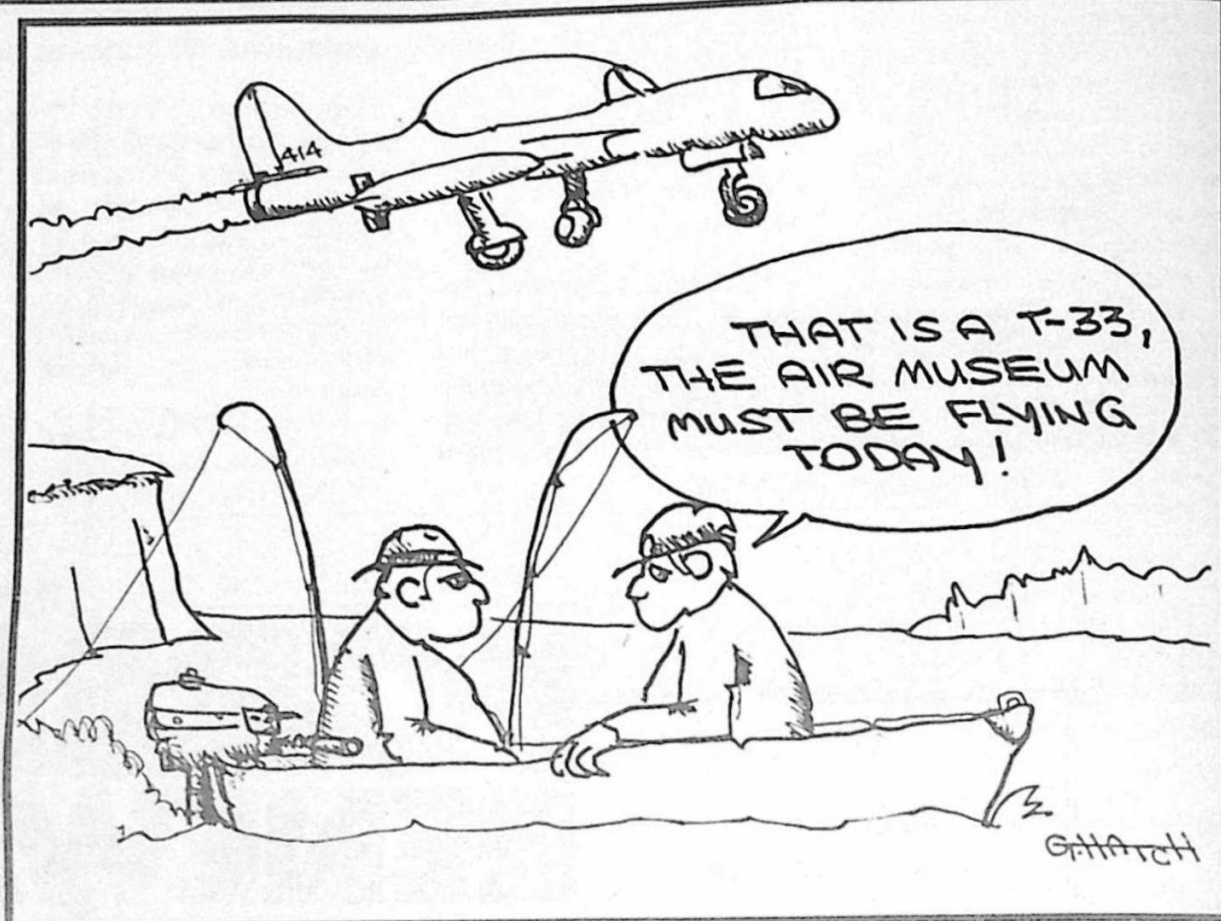
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THURSDAY 2 JUNE 1994



More D-Day

Continued from page 1

Normandy.

Four Canadian squadrons belonging to Coastal Command were also kept busy during the invasion period. Flying a mixture of Beaufighters, Canos, Sunderlands and Wellingtons, the RCAF squadrons flew "cork" patrols to prevent German naval forces from interrupting the transport of men and material from England to Normandy. These so-called "peripheral" duties resulted in one of the more spectacular achievements of the invasion as RCAF Beaufighters from 404 Squadron successfully engaged three German destroyers that had left Brest for the English Channel. Other Coastal Command aircraft concentrated on the sub-surface threat and by D-plus-4 had sighted 38 German submarines and had launched attacks on 25 of them.

Six Group carried out 230 sorties during the evening of 5/6 June (out of a total 1,200 sorties for Bomber Command) providing direct support for the landings. Over the next 7-day period, Canadian

Halifaxes and Lancasters bombed such diverse targets as marshalling yards and strong points at Arras, Cambrai, Mayenne, Saint-Pol, Tours and Rennes. Successive attacks virtually eliminated German movement by rail. Initially losses were light, however, German resistance stiffened and by 13 June, 6 Group had lost 15 aircraft. Six of these aircraft fell on the evening of 12/13 June during an attack on the rail yards at Cambrai. It was during this mission that Pilot Officer Andrew Charles Mynarski won the RCAF's second Victoria Cross.

Over the beachheads, RCAF Spitfires provided air cover while reconnaissance Mustangs and Spitfires directed naval gunfire and conducted photographic missions. Farther inland, Canadian Typhoons attacked targets of opportunity during the day, while RCAF intruder squadrons kept the Germans occupied at night. On 10 June, 144 Wing Spitfires used a landing strip set down near Sainte-Croix-sur-Mer as a refueling station before returning to

bases in England. Eventually, the squadrons would return to Normandy to stay.

The air effort over Normandy was enormous and it had the desired effect. Only once during the invasion did German aircraft appear over the beaches when two German fighters made a single ineffective strafing run and then fled, pursued by Allied fighters. Every RCAF aircraft available was airborne and many of the squadrons flew sortie after sortie before returning exhausted to an equally tired aircrew. A total of seven Canadian aircraft were either shot down, missing, or crashed due to battle damage, but these losses were far less than had been anticipated. For the airmen and airwomen who took part in Operation Overlord, the code name for the invasion of Normandy, they could take pride in the fact that they had helped General Eisenhower keep his word when he promised a group of soldiers that "If you see fighting aircraft over you, they will be ours."

Notice to Readers, Subscribers and Advertisers

Due to the absence of key staff members on 7 July, that edition of the Totem Times is cancelled. Subscription will be extended to compensate. Branch and Section Commanders are requested to organize medal presentations in large groups to prevent a build-up of individual photographs.

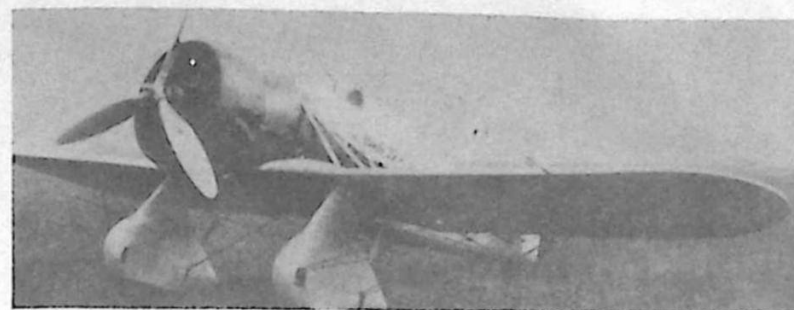
THURSDAY 2 JUNE 1994

TOTEM TIMES 5

Comment

About Trivia

It sure was a Breda



Italian Breda 27 (H.W. Holmes)



Boeing Model 281 P26 (H.W. Holmes)

Although the Nationalist Chinese 17th Sqn used the Model 281 (Boeing P-26) "Peashooter" fighter in the air battle over Nanking in August 1937, the photo in the 28 Apr issue of the Totem Times is, when carefully examined, revealed to be the Breda 27. The aircraft was also misidentified by the Japanese Naval Air Force when, on 12 Oct 1937, they mistook a formation of these planes for their own Mitsubishi Type 96 fighters and suffered their first heavy loss.

The Breda has a range of 466 miles, max. speed of 236 mph and

used a license-built 645 HP Bristol Mercury radial engine. Its armament consisted of two 7.7 mm machine guns. The Chinese Central Government ordered 18 of these machines. They were soon expended and replaced by a superior low wing monoplane with retractable, hand cranking landing gear, the Polikarpov I-16.

For more information of this subject, write the San Diego Aerospace Museum, 2001 Pan American Plaza, Balboa Park, San Diego, California 92101 for the booklet titled "Prelude to Pearl Harbour."

Snookered!

Dear Editor,

It appears that I have been well and truly "snookered" by your trivia of 28 April. Although it bears striking similarities to the P26, it is indeed the Breda BA27 fighter. They were designed and built in Italy in 1934, and a small number of them were supplied to the Chinese Nationalist Air Force, in addition to a quantity of Boeing P26's.

As to your latest trivia of 12 May, it is an historical one, the B & W floatplane which was the first aircraft built by William E. Boeing in 1916. Boeing, who

was a timber merchant, formed his enterprise the Pacific Aero Products Company in early 1916, and later renamed it the Boeing Airplane Company in 1917.

Initially relying on military contracts, and later wisely venturing into the field of commercial aviation, this company has enjoyed enormous success which continues to the present day. The B & W model is on display at the Museum of Flight in Seattle, Washington.

Yours sincerely,
John Novak

Yup, it's a Breda

Dear Editor,
The aircraft for the last trivia is the Boeing BW of 1916 designed by William E. Boeing and Conrad Westervelt, a navy officer. It was the first aircraft to be produced by the Boeing Company. Two of the small seaplanes were built - both were purchased by the New Zealand government.

Concerning the query on the Breda versus the Boeing in trivia for 28 April, I have established that both John Novak and myself were wrong and that the aircraft was indeed a Breda 27. One obvious

difference is that the Breda has a 3-blade airscrew and the Boeing a 2-blade airscrew. Another is the shape of the undercarriage spats with extra wire bracing for the Breda. The Chinese insignia on the underside of the Breda in trivia leads me to believe that it was also exported to China as was the case with the Boeing 281 version of the P26.

The enclosed photos should serve to back up the above explanation.

Sincerely,
H.W. Holmes

**NEXT DEADLINE 13 JUNE
NOON**

Stringbag Crew



Some of the volunteers responsible for the restoration of the project were on hand for the Swordfish's first flight. Standing L-R: MCpl Gary Brink, Mr. George Cummins, Mr. John Eden, Mr. John Gourlie, Mr. Frederic Rol, Mr. George Hotham, Mr. Herman Klassen. Kneeling: LCdr (RANF) John Beattie and Mr. Brian Aston. (Photo by Cpl Sue Gütz.)

Swordfish!

Anticipation gave way to excitement and elation as the WWII-vintage Fairey Swordfish MK II biplane lifted off the runway on 13 Apr for the first time since 1946. Piloted by LCdr John Beattie (RANF), 50, the flight at 12 Wing Shearwater was the culmination of 14 years of restoration by a group of dedicated volunteers, led by the back-seater on this historic flight, 62-year-old Brian Aston.

The aircraft was found in 1980 near Brantford, Ont. with trees growing through her fuselage. An accident investigator with Ontario's Transport Ministry at the time, Aston then began, with several other aircraft enthusiasts, the 24,000 man-hours of work required to return the Swordfish to an airworthy condition.

"Parts aren't available for this aircraft any more," says Ashton. "We've had to manufacture parts along the way." The original design specifications were met at every step of the restoration.

LCdr Beattie says the group adhered to a very high standard throughout the project. "When I was observing this group last fall, their high attention to detail and perfection gave me great confidence to fly the aircraft."

A former member of the Royal Navy's fleet, about 20 Swordfish aircraft were originally assigned to No.1 Air Gunnery School, East Camp, Yarmouth, N.S. Later, they flew coastal patrol missions

from Shearwater as part of the war effort.

Now a proud member of the Shearwater Aviation museum inventory, the aircraft is one of two Swordfish still flying in Canada while two others belonging to the Royal Navy Historic Flight remain airworthy in England.

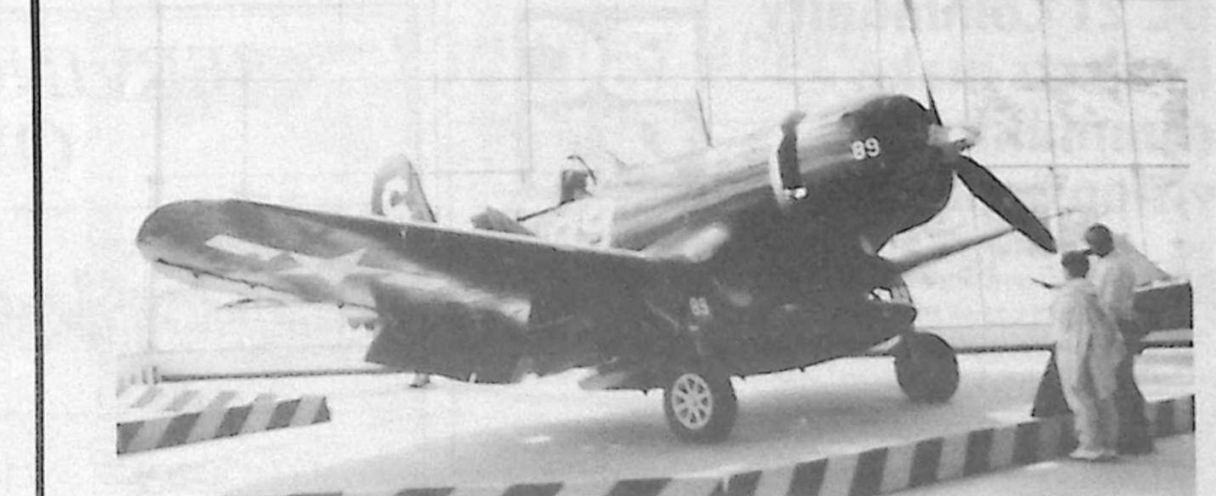
by Lt Laurie Kanne-giesser, 12 Wing PAO

"Stringbag" Flies Again



The Swordfish makes its first flight in 48 years from 12 Wing, Shearwater. (Photo by Cpl Mike Larose.)

Air Force Trivia



Trivia Answer:

John spotted the Boeing floatplane, on view in a Seattle museum. This week's trivia aircraft was photographed in the same location, courtesy Neil Blondel

Section News

Junk FOD



SAR Tech Cpl Jeff Warden removes junk from a Squamish lake during a training dive.

Diving to New Heights

by MCpl Al Banky,
SAR Tech

Despite the quarter-inch neoprene wetsuits that covered them, each bitterly cold drop of rain seemed to bite into their skin. The cold granite wall sucked away every degree of heat their bodies produced.

For two hours, since the huge wave picked them from the water and deposited them high on the side of the cliff, their only route to safety had been blocked; a torrent of muddy water cascaded down on either side of their tiny perch. Their dive tanks were out of air, they had told their last tacky jokes and they were out of ideas; their fun-meters were stuck on low.

The hum of air being sucked across a tight rubber membrane began slowly and increased in volume with each passing second, broken only by the strange sound of metal hammering against rock. The squeal of rubber against rubber seemed close by and, despite the fact that they were 700 feet above sea level, the air was full of strange fishy smells.

Just when they were about to give up and begin retelling jokes, the water beside them parted and a shiny black figure appeared, a tank on his back, a climbing rope

around his waist and a rock hammer in his hand. They knew instantly that they were out of trouble and would soon be safely home with a warm cup of cocoa and a new supply of tasteful jokes.

Who could have predicted that some day there would be a need for rescue specialists able to maintain climb and scuba dive concurrently? Who but a SAR Tech could have come up with such a farfetched scenario?

Thanks to penny pinching bean counters and the ever active mind of Sgt Mike Vatheuer, 442 Squadron's SAR Tech section has mastered another skill like the true professionals they are: rock diving.

In the old days, "old" being anything pre-budget cut, SAR Techs would go away on mountain exercises and practice mountain rescues. As I have alluded to in previous articles, the budget crunch has even hit the hallowed halls of the SAR Tech shop, specifically the training budget.

In order to get the biggest bang for their training buck, they have begun to combine exercises. It began small with a request from Mike to combine night parachute training with a survival exercise. Now it's moved on to mountain



Jumping SAR Techs!



442 Sqn's jumping SAR Techs are caught standing still (a rare moment), as LCol Hardy presents ATG Jump Certificates. L-R: WO Paul Beattie, Sgt Mike Vatheuer, MCpl Steve Andrews, Sgt Ken Powers, LCol Rick Hardy, Cpl Dale Robillard, MCpl Gavin Lee and MCpl Bill Burton.

Climbing Divers



MCpl Tony Isaacs



MCpl Steve Andrews

and dive exercises. I wonder what Mike envisions next? Parachuting and mountain climbing? Mountain climbing and sea survival? I think he will get some resistance when he tries to com-

Special Service Medals



LCol Hardy presents SSMs to Cpl LeClerc (Alert), Cpl Charron (Eur) and Cpl Glowach (Eur).

Canadian Forces Decorations



LCol Hardy presents CDs to MCpl Zawislake, MCpl Andrews and MCpl Burley.

bine parachuting, winter survival and diving. Despite my sarcasm, diving does give the SAR Techs something to do in Squamish when it rains and the rocks are too wet and

dangerous to climb. I never know, they may some day get a chance to combine the two. I think we're overdue for a big wave!

BC 21 Community Projects make community visions realities.

Non-profit organizations, local government bodies and community organizations can apply for small or large capital grants, up to \$1 million covering up to 1/3 of project costs.

The next deadline is July 1, 1994.

For applications and information contact:
BC 21 Community Projects
Community Grants Branch
Ministry of Small Business, Tourism and Culture
239 Menzies Street, Victoria, B.C. V8V 1X4
Phone: 356-1187 Fax: 356-9358
or contact your local MLA Constituency office.

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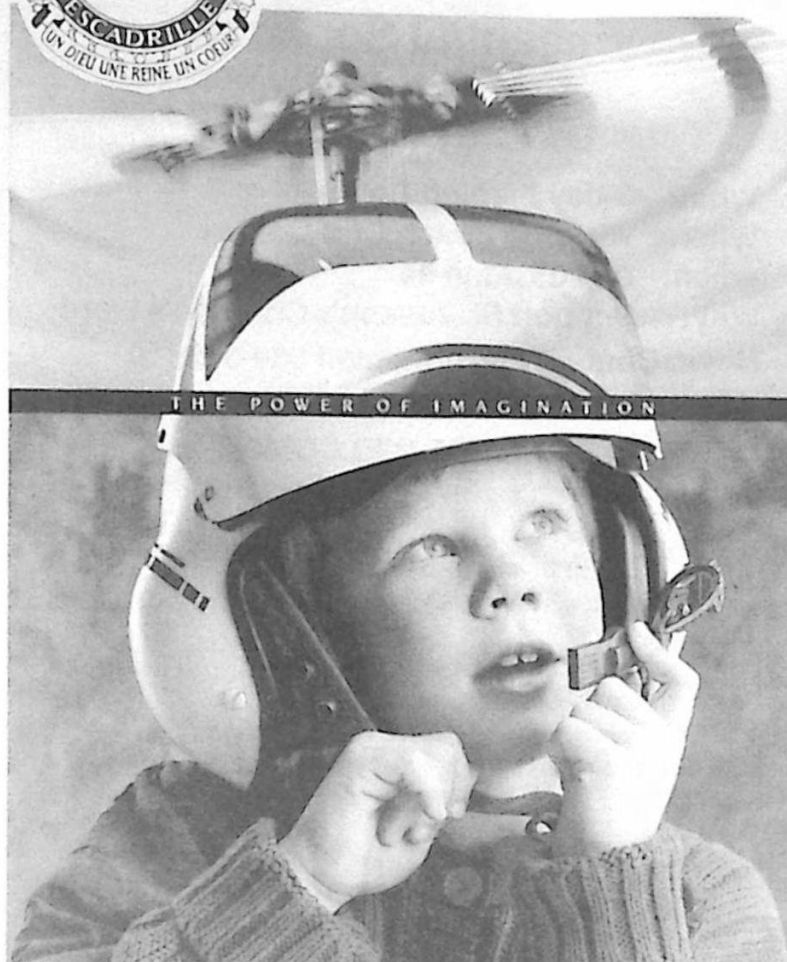
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New a/c Commander



All the members of 442 Sqn would like to congratulate Capt Ray Grenkow on his recent upgrade to Aircraft Commander. Above is a recent picture of Ray.

442 Arrival

Capt & Lori Grenkow

have a new son born Fri 20 May:

Jordan Grenkow.



RCAF/CAF

Flight Engineer Association Reunion

The Flight Engineer Association announces that the 1994 Reunion of retired and serving RCAF/CAF flight engineers is being held at 14 Wing Greenwood, Nova Scotia from 15 - 18 September 1994. The reunion committee has planned many events which include an Annapolis valley tour with frequent stops at craft outlets, whale watching, golfing, dancing and dining. For further information, please contact one of the following: Art Watkins 902-347-1865, Butch Fleury 902-765-6262, Gerry Couillard 902-765-8084.



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Section News

CE Section 35 and 25 year Long Service Awards



Recipients of 35 and 25 year Long Service Awards pose with Col Rogers, Wing Commander. The presentations took place on 8 Apr at Wing HQ Conference Room. Front row L-R: Mr. Robert Bird, retired; Col T.B. Rogers, Wing Commander; Mr. Vince Gilson, CE Engineering. Back row L-R: Mr. Bernie Gagnon, CE Electric Shop; Mr. Steve Eggiman, Foreman CE Steam Distribution; Mr. Robert Reesor, CE Chp.

415 Wins O'Brien

by Susan Davis

There are more smiles than usual at 14 Wing today as 415 Sqn takes home the coveted O'Brien Cup. This win marks the fourth successful O'Brien for 415 Sqn in the past decade; the most recent win in 1992. However, the thrill remains fresh and exciting. "It feels excellent to win...first time lucky," says Capt Chris Mills, crew commander and lead pilot with the 415 team.

Mills, who participated in his first O'Brien competition this year, attributes the team's success to a lot of hard work and training, with a little luck thrown in on the side.

The win did not come easy as

the other squadrons proved to be worthy adversaries, performing well under weather and aircraft conditions that were not always favourable. These "luck factors" play a role, but they are only one piece to a very complex puzzle. "You make your own luck...by sticking to the basics...using the tried doctrines that have proven themselves valid," says Maj Lew Ferris, a previous O'Brien competitor, and a 405 umpire in this year's competition.

But luck, despite its fickle and fairweather nature, rears its head from time to time. Capt Marc-Antoine Plourde, pilot with 405 Sqn, knows the frustration first hand. "After our first mission, we

were disappointed; not in ourselves, but disappointed that we did not have an opportunity to detect the submarine."

But accepting the inevitable, and happy to be participating in his first O'Brien, Plourde shrugs it off. "As far as the submarine is concerned - it was his night."

Most participants gave credence to the luck factor, but there is little doubt that skill and training play an integral role in locating, identifying and attacking submarines. Capt Laz Nemedi, pilot with host 407 Sqn, clearly describes his strategy. "Come up with a plan, based on sound procedure - continued on page 8

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Section News

More O'Brien

Continued from page 7

cedures, and stick to it...radical changes may lead you to shoot yourself in the foot."

This year was particularly exciting for the 407 crew as the event took place at 19 Wing Comox, B.C., instead of 14 Wing Greenwood, N.S. This change in venue, which is the first in more than a decade, was made possible by a combination of factors, the most important being the availability of HMCS Onondaga, an Oberon class submarine, on the West Coast.

Not surprisingly, talk of submarines was high on the agenda throughout the week. "The advantage rests with the submarine in this O'Brien," says Capt Marc Mombourquette, a NAVCOM with 407 Sqn. His team mate, Capt George Roth, a tactical navigator, agrees. "Our equipment and capability is getting older, while subs are still very capable...making less noise than in the past...and water is his life...he knows how to use it."

The O'Brien is a significant event in the Maritime Air Community, and is the only officially recognized competition between Aurora squadrons. However,

over and above the fun and excitement of competing, there is a practical reason for the O'Brien challenge.

"It allows for a validation of existing anti-submarine warfare (ASW) sensors, procedures and teamwork in a controlled setting," says Ferris, whose life outside the O'Brien competition finds him as the Maritime Air Group Detachment Commander at 14 Wing Greenwood, and an active member of the Maritime Aircrew Standardization Team.

Sgt Craig Chislett, an airborne electronic sensor operator with the 407 team, had similar feelings. "The O'Brien gives us a chance to do what we have been trained to do in the real world setting." Nemedi echoed these sentiments. "Nothing matches man against man."

So how do you win the O'Brien Cup? "The winner is the team with the best result," says Ferris. Sound ambiguous? Well, maybe a little, but the ASW world is a smoky environment.

To a large degree, the winner is decided by the 3-person assessment teams which are assigned to each squadron. As Ferris de-

scribes it, "The umpires are unbiased observers who have the responsibility of evaluating the validity of the detection and simulated attack on the submarine."

Training for the O'Brien competition can lead to a considerable amount of extra work and a subsequent loss of free time. But no one seems to mind. The air crews, including the on-site ground crews who support them, enjoy the rivalry and spirit of the competition. A healthy dose of rivalry exists between the squadrons as each vie for a single cup.

This rivalry, which is strongest between the two coasts, adds to the overall enjoyment of the competition and acts as an additional motivator for the crews.

But over and above the personal satisfaction, there is another strong incentive to win. "The opportunity to compete in Fincastle motivates all three crews, including the ground crews. It's a chance of a lifetime...representing Canada and making your country proud," says Plourde.

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Section News



Demon Doin's

A Year in the Air

On 15 Apr 94, 27 years after his first flight in a CF aircraft, MWO Terence Walker completed one year in the air - 8760 flight hours. Few people achieve such a milestone, and fewer still achieve it on the same aircraft with which they started. In MWO Walker's case, it was the venerable CT-133 or T-Bird, an aircraft that has changed little from the day he took his first flight, a tribute to excellent engineering and outstanding maintenance.

MWO Walker, currently employed in the Airborne Electronic Sensor Operator (AES Op) standards section at 407 (MP) Sqn, joined the Royal Canadian Air Force in 1959. He earned his AES Op (known as "Observer" back then) wings in July 1972 at what was then the Maritime Patrol training squadron - 449 Sqn in Greenwood, Nova Scotia. He has flown in numerous CF aircraft, both as a passenger and a crew member, including the Tutor, Tracker, Sea King, Argus, Aurora and, of course, the aircraft that started it all, the T-Bird.

Looking back to the beginning of his flying career, MWO Walker says "it seems like a long time ago." Indeed, his first T-Bird flight took place in 1966, at RCAF Station Cold Lake, Alberta where he was employed as a communications systems technician. With a chuckle, he recalled that he wasn't looking forward to his first flight, and he certainly couldn't see flying for a living. Ten years later, after having earned his wings and become a seasoned aviator, flying had become "great fun."

He left the service in 1967 since, in his words, he "hated fixing boxes" and became a cowboy of sorts in the wild west. The story of why he re-joined the military and became an observer is quite amusing. A pilot buddy of his, John Luck Paul, used to come

out to the ranch to ride horses. Since John was also a Tutor pilot, he thought it would be a good idea to fly his Tutor over the ranch early in the morning and harass Terence, presumably while he was trying to do his morning chores. The sight of the Tutor flying overhead, soaring effortlessly in amongst the clouds, caused Terence to think to himself that it looked like a lot of fun. It was this thought of flying that caused him to rejoin the CAF in 1969. He chose the Observer course and concluded that this line of work sounded interesting. When asked about his favourite airplane, he is unequivocal in his choice of the CP-140 Aurora with its pressurized, air conditioned comfort, and a computer to handle some of the more repetitive tasks that used to be done manually. With a devilish grin, he heaped scorn on those who yearn for the days of the Argus.

The most memorable moment of his flying career came in 1979. His crew had departed Yellowknife bound for Comox with a full load of fuel. About half an hour out of Yellowknife, the pilot barked out on the intercom "lead observer, go to radios." A short walk up to an observation window revealed the reason for the pilot's command, the aircraft was on fire - flames shot out from number two engine and extended as far back as the tail of the aircraft. The flight deck crew activated the fire extinguishing system in an attempt to put out the fire. As the crew looked on, the flame receded and appeared to be out but, moments later, it grew to its initial length; the fire extinguisher's effect was only temporary.

Reasoning that a fire needs fuel, the flight deck crew elected to cut off the supply of fuel and oil to the engine. Within seconds, the fire was out and the engine

was secured. Whew! MWO Walker states that it was during this potential catastrophe that he learned the colour of adrenaline.

It was only fitting that MWO Walker complete his year in the air in a T-Bird. The commanding officer of 414 Sqn, LCol Cleland, callsign "Cowboy," volunteered to pilot the aircraft carrying MWO Walker on his historic flight. The pre-flight brief took place at 0930 and was attended by the pilots and backseater of the two plane formation. The two aircraft would be practising GCI (Ground Controlled Intercept) support. In keeping with tradition, the front and back seater of each aircraft has a callsign (a practice those in the CP-140 community regard with much derision). MWO Walker would be known as "Walkman" for the duration of the mission. Willi and Crunch were in the second aircraft.

The flight went without a hitch. "Walkman" described it as "exciting and fun."

Well done and congratulations on your achievement.



Cpl Terence Walker receives his wings in July 1972.



LCol Cleland, CO 414 Sqn, reviews the ejection sequence with MWO Walker prior to completing his year in the air. (Photo by MCpl Doug Obrien, 407 Sqn Photo.)

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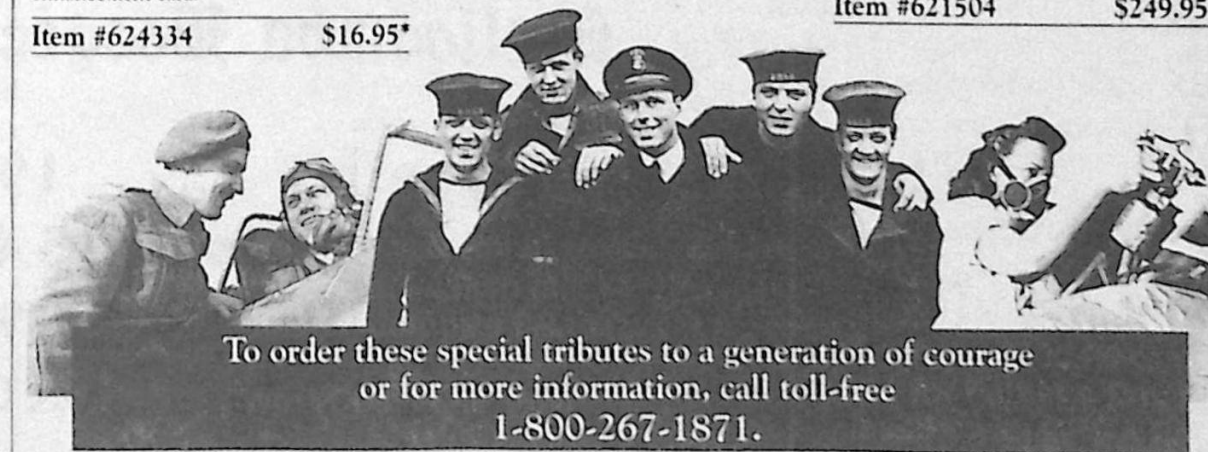
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Feature

CBC Mini-series

Dieppe: The CBC and the Elusive Truth

by John G. Bates

The producers of the CBC TV mini series "Dieppe," either set out to deliberately mislead viewers about air support for the landing, or they are damned poor researchers. According to the narrative, it was an agonizing decision for MGen J.H. Roberts to not call in four squadrons of fighters to support his men on the beaches.

But he need not have bothered because in fact 600 fighters and fighter bombers were already in the air over Dieppe.

The truth is that the air support over the beaches at Dieppe was massive. Air Marshal Trafford Leigh-Mallory, who commanded the Dieppe air operations, had 46 Spitfire, 8 Hurricane, 3 Typhoon, 4 Mustang, 7 Douglas A-20 or "Boston" and Blenheim squadrons in the air armada over Dieppe. That is a total of about 700 aircraft directly involved in close support of the landing.

The air battle over Dieppe was the largest air operation of WWII up to that time. The RAF and RCAF flew a total of 3,000 sorties in support of the ground troops in a 16 hour period. Not since the height of the Battle of Britain were so many fighter planes engaged in any one battle. Even

B-17 heavy bombers of the U.S. Eighth Air Force were involved, which has a special meaning for Don Morrison, DFC, DFM, of Don Mills, Ont. Morrison was a Spitfire pilot with the RCAF 401 Sqn on 18 Aug 1942. He was escorting U.S. B-17s on a mission to destroy the German fighter base at Abbeville, about 30 miles from Dieppe.

The raid was a success, and later making sure his charges were safely home again, Morrison and his squadron turned back to Dieppe. That was when he attacked a Focke-Wulf 190. He shot it down alright, but pieces of it came back and hit his Spitfire sending it down too. He baled out over the Channel and was picked up by a rescue boat. He is a bit mystified, but not surprised, that the CBC would now claim he and 700 other pilots weren't there at all.

Don Morrison was one of the unsung heroes of Dieppe. The role of the airmen who fought at Dieppe has never really been given the credit they deserve. Historians have concentrated on the ground action and have largely ignored the vital role of the air forces. One can only imagine what would have happened if the RCAF and RAF had

not prevented the Luftwaffe from having free reign to attack the beaches and the invasion fleet.

It was a massive and well planned operation.

For days before the actual landing, Leigh-Mallory concentrated his aircraft in bases in the south of England. One of the reasons Dieppe was chosen was because it was well within range of fighters and fighter bombers.

Before the landing, and in the dark, P-51 Mustangs from 414 RCAF Sqn at Gatwick took off and, flying only a few feet above the water to avoid German radar, crossed over the French coast south of Dieppe. Their function was to watch for enemy armour and to come over Dieppe from the rear.

Then wave after wave of Spitfires, and cannon firing Hurricanes, and fighter bombers, raked German defences.

One of the epic air battles of WWII was under way to support the invasion force.

Fifty-two Douglas A-20 attack bombers or "Bostons" as they were known, laid down smoke to cover the landing and pound the German fortifications. The Boston carried a bomb load of up to 4,000 pounds.

While squadrons of Spitfires and Hurricanes engaged the Luftwaffe in battles that ranged from roof top to 15,000 feet, Hurricanes, Bostons, Typhoons and Blenheims hammered the German positions with bombs and cannon fire. Many of them made three or four trips. As one group ran low on fuel and ammunition they returned to England to be replaced by others.

This titanic struggle went on from before the first landing craft touched French soil until the last ship was safely home.

It was a costly operation.

While the flyers performed brilliantly, and for the most part kept the Luftwaffe away from the ground troops and the invasion fleet, it was not without terrible cost. The RAF and RCAF lost 106 aircraft out of the 700 that took part. About 50 German planes were destroyed.

But the CBC, in their eagerness to revise history, neglected to mention that some 600 Germans also died at Dieppe.

How anyone can do "10 years of research" on the Dieppe raid and not even mention that one of the largest air battles of the war took place supporting the Dieppe raid, escapes me.

Sadly, an organization that is

supposed to stand up for our right to know, neglected to tell us about it at all. It was a struggle that prevented what was a disaster for Canadian soldiers, from becoming something very much worse.

Certainly the CBC has the right to its own opinion, as distorted as it may be, but it does not have the right to change history.

For the CBC to ignore the sacrifices of the airmen who fought there is an outrage and an unpardonable insult to the men who died defending those beaches on 19 Aug 1942.

If we cannot trust the CBC to report accurately about the past, can we trust them to report accurately about the present?

That is a sobering thought.

Since this article was written, Don Morrison passed away at Sunnybrook Hospital in Toronto. Morrison was considered by those who knew him to be everybody's best friend. He was always accessible, always willing to help. He not only had a distinguished career in the RCAF, but became one of the strongest and best known advocates of veterans and veterans' rights. He will be sorely missed by his comrades and friends.

continued on page 11

More Dieppe

(Ed note: John Bates of Toronto is our Association representative appointed by the national president to speak on our behalf with regard to the CBC docudrama "The Valour and the Horror." Bates is a founding

Continued from page 10

member of the Canadian Aerospace Heritage Foundation and a trustee with the Bomber Harris Trust.)

The above article was reprinted from the April 1994 edition of "Airforce."

Dieppe: Another View

Further comment from the Dieppe Veterans and Prisoners of War Association Canada.

We have received a lot of feedback re this Dieppe production, some good, some bad. We must keep in mind this was not a documentary. It is, in fact, a fictional drama based on a historical event. Sure, there were scenes on the screen we do not agree with, especially dress and deportment: A General going into the enlisted men's mess hall, the throwing of food, to cite just a few. These come under the scope of "artistic licence," which is totally acceptable in fiction but an absolute no-no for a documentary.

Why was Blue Beach used and not the main beach? For many reasons; main one being, where would CBC or any other network find the tanks, scout cars, tank landing craft, etc., etc.? The Department of National Defence refused CBC and a request from our Association for their cooperation. There were also the financial restraints. My feeling, and also those of the Dieppe vets who

aided and gave advice to the CBC, is that, given all the restrictions and lack of cooperation by DND, the film did what we hoped it would do:

1) Placed the catastrophic battle of Dieppe before the public;
2) Exonerated General Hamilton Roberts who did exactly what we did - followed orders.

3) Developed a lot of support for the causes this Association has been fighting for, for the past 40 years.

Duke Warren Comments: Something to remember - at Dieppe, in the space of just a few hours, 900 men were killed, 2000 taken prisoner, and many seriously wounded, out of a force of 5000.

In the Gulf War, which lasted for a few months, the Americans, with a force of hundreds of thousands, lost approximately 400 killed and 500 wounded.

This is not to denigrate the Americans, but to show the severity of the Dieppe engagement.

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Larry Summers
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Life in the Lower Classes

by Bert Linder

"Hey Grandpa, what is all this stuff about 'D' Day? What does 'D' day mean anyway?"

"Well, sonny, that's the day when the Allies invaded the continent of Europe through France and thereby saved the world, so that you can have the freedom to do all the stupid things that you young people do today to annoy us old guys!"

Then came the inevitable question, "Hey Grandpa, where were you on 'D' Day?" "Well sonny, I was in a place called Cornwall at a RAF station called Davidstow Moor, one of the wettest, mist shrouded, rained on airfield in England."

"So what aeroplanes did you have?"

"Well Sonny, we were a squadron of Wimpies."

"What's that Grandpa?"

"That means we had Vicker Wellington Bombers fitted with special radar so we could detect submarines and 'E' boats."

"Why?" he asked.



Bert Linder, circa 1942

"So that we could depth charge them, you twerp, to stop them attacking the troops crossing to France. And so sonny, on 'D' Day and for the next three days, that's what we did. The ground crews were sleeping on the ground and in the hangars continually servicing the kites as they protected the flank to the west of the beaches."

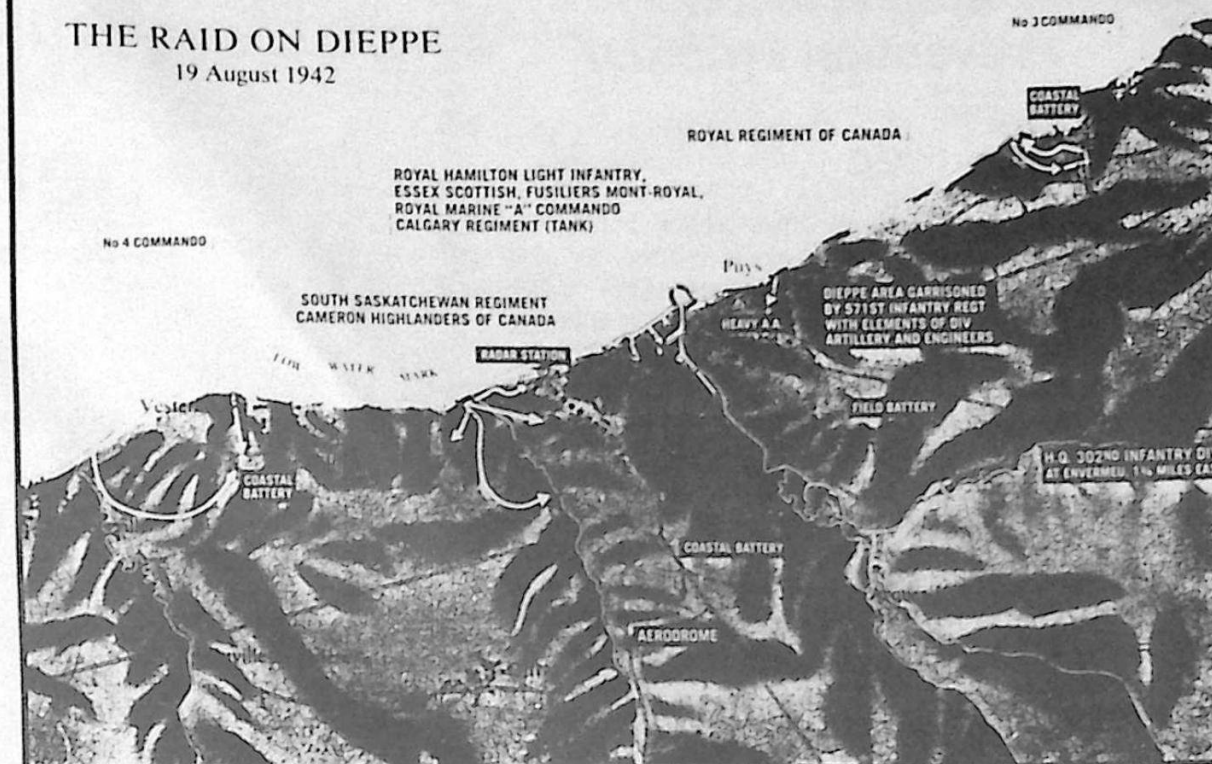
Then he said "Boy Grandpa, you had it pretty soft didn't you?"

And do you know when I look back on what I did on the beaches, I

On & Off the Base

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19 August 1942



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Health Fitness & Leisure

Drug & Alcohol Prevention Program

by
Lt J.M. Nogue, WDEC

Canadian society has been inundated with what has been called an "epidemic" of drug and alcohol problems. DND is not immune to these problems. The Canadian Forces conducted a survey in 1982 that showed that 24 percent of the members of the military community consumed alcohol at levels which were considered problem drinking, or potentially problem drinking. A similar survey conducted in 1989 showed a marked decrease to about 18 percent.

While an appreciable number of misusers have addiction problems (or alcoholism), most do not. There is overwhelming evidence to suggest that the majority of alcohol and drug misusers will moderate their behavior if:

a) they have accurate information on the short and long term effects of alcohol and/or other drugs;

b) they work and socialize in an environment where misuse is discouraged and moderation or abstinence is encouraged and expected; and

c) the availability of the drug in question is limited to specific places and times.

The Drug and Alcohol Prevention Program (DAPP) is a program designed to promote awareness of drug and alcohol issues throughout DND. It aims to tackle the problem of alcohol and drug abuse through education, through the promotion of satisfying lifestyles without reliance on drug effects, and through the creation of an environment where people do not feel pressured to use drugs.

Why is DAPP important to you? First, it provides you with accurate information and training. Through the DAPP, all members should receive training on alcohol and drug abuse at least once a year. (If you are not receiving this training, contact your Wing or Unit Drug Education Coordinator WDEC/UEDEC). Second, it provides

vides UEDEC with full or part-time job opportunities.

DAPP is for military personnel, civilian employees and all family members. Everyone is eligible to use any of the educational services and literature.

What does DAPP do?

1. **Primary Prevention:** general awareness sessions/programs and education - specific groups are also targeted such as supervisors, teachers, and parents.

2. **Secondary Prevention:** intervention for individuals already experiencing difficulties in their use of alcohol but not requiring treatment for alcoholism.

What services does DAPP offer?

1. information on alcohol, alcoholism, legal, and illegal drugs, smoking;

2. a well-stocked lending library of books, periodicals, films, and video cassettes;

3. pamphlets and posters free of charge;

4. public lectures;

5. and more.

One of the services of DAPP is to help you find assistance. When alcohol becomes a serious problem the following resources may be able to provide aid:

A.R.C. (Alcohol Rehabilitation Program):

The Alcohol Rehabilitation Clinic in Esquimalt offers a qualified staff of professional counselors who conduct assessment interviews, a 28-day intensive treatment program, and full follow-up.

A.A. (Alcoholics Anonymous):

Alcoholics Anonymous is a self-help group with a world wide reputation for caring, support, confidentiality, and success.

ALSO: You can contact medical staff, social worker, Wing Addictions Counsellor or chaplains, they are all found on the Base and are there for you.

If you have any questions, please do not hesitate to contact the WDEC, Lt Nogue at local 8789.

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JUNE 10TH, 1994

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For more information call Claudia at 339-8290

info health

Dr. Bob Young



Hyperthyroidism

Remember the little tailor who struck down "seven with one blow"? I felt somewhat the same recently, with four in one day. Mine were markedly abnormal blood test results on four patients with thyroid disease. Diagnosing an underactive thyroid gland is not an unusual occurrence, but a GP finding, or at least confirming, four in one batch of lab reports certainly is.

Hypothyroidism has a number of causes. Its congenital form produces cretins, babes disadvantaged by severe mental and physical problems. Starting replacement thyroid hormone by the seventh day of life essentially cures the condition.

My patients were adults. The first was a classic case of myxedema in a man I had not seen for five years. His appearance was textbook perfect - the type of case that a third-year medical student would be expected to diag-

nose on sight (or risk not graduating!). Symptoms include a hoarse voice, trouble keeping warm, puffiness of the face and legs, coarse skin, constipation, and a host of others.

The second patient, new to me, had no symptoms other than some fatigue. She had a swelling in the front of her neck, I noticed. She told me she had had some "thyroid trouble" many years ago (she is now about 40) and had received thyroid pills, generally for life.

I had her chart from the previous doctor. In 1979 she had Hashimoto's thyroiditis, a condition that often destroys the gland. No problem if a diagnosis is made and thyroid pills prescribed, as they had been in this instance. Her mistake was stopping them after several years - a fairly common occurrence in several diseases where long-term treatment is mandatory.

PostOp Recovery

After the cutting is over, after the surgeon has gone, many the belly that's aching, after the job's been done. Apologies for the doggerel, but I want to discuss postoperative recovery, and have to start somehow.

Common sense tells us that we are going to feel miserable after major surgery, at least for a while. Pain and discomfort are expected after our tummies or chests have been opened, someone has poked around and perhaps removed a few things, and we have been sewn up again. The anesthetic may cause lingering nausea.

The need for major surgery is diminishing as we learn to remove and repair more and more diseased organs using the laparoscope. Hernias can be repaired, gallbladders, even sections of bowel removed, with this instrument. Incisions are tiny and recovery quick.

Recovery after surgery is modified by several things.

When infection such as appendicitis or peritonitis is the reason for the surgery, recovery may be slow. The patient has to get over both the infection and the operation. In fact, any patient who is sick before an operation (as opposed to having elective surgery) is likely to take longer to feel well.

Patients who are overweight, who smoke, and who are out of shape may be less than ideal surgical candidates. Going into pre-surgical training is worthwhile, if time permits.

So you have had your operation, been sent home, laid around for a week, and still feel terrible. When do you start to worry?

Certainly if pain persists or gets worse without good reason there may be trouble. If fever or chills, sweating, or other sign of infection such as a cough develops, or if the surgical wound discharges pus, help should be sought.

Nausea may persist for some

An elderly lady of mine had been on thyroid medication for many years. She had been treated years before for an overactive thyroid gland, the goal then being reduction of hormone secretion by destroying part of the gland. Surgery, radioactive iodine, or drugs are used. If the mark is overstepped, too much thyroid tissue is lost, and hypothyroidism follows. Treatment is, again, thyroid pills, generally for life.

The fourth patient was discovered by a cardiologist who noted a goiter in a patient with angina. He sent her back to me for investigation of the thyroid; her tests were positive also.

So much for my exciting day!

A La Mode

The Art of Antipasto

by Diane Osterholm

Antipasto is the Italian term meaning "before the meal," a little something to whet the appetite and entice the palate. Other countries have their own versions: the Germans have Vorspeisen, the French their hors-d'oeuvres, the Mexicans have Antojitos and even the Chinese dim sum is similar in its selection of tasty morsels.

The variety of choices is endless, limited only by your tastes and imagination (or budget). Fresh, grilled, marinated or pickled vegetables, served with meats and cheeses and some fresh crusty bread can make a nice luncheon or party food. Serve in place of salad or vegetables for a BBQ. The appeal lies in the chance to experience a variety of tastes and textures at one time. Simple marinades or just a drizzle of olive oil lets the flavours of the different ingredients come through.

Many ingredients can be purchased ready to go, such as marinated vegetables or green, or black, olives. Salami, Mortadella, or Parma ham are meats most often used for antipasto. You can serve them plain or brushed with a little olive oil.

When planning an antipasto plate, remember to provide the visual impact of different shapes, sizes and colours, as well as a variety of flavours. After all, it is a work of art.

Sample Antipasto Ingredients

- Sliced salami, Mortadella or ham
- Sliced cheese - Provalone or mozzarella
- Green Sicilian olives
- Black Greek olives
- Cubes of Feta cheese
- Sour pickled onions
- Grilled eggplant or zucchini
- Roasted red peppers
- Bottled artichoke hearts
- Marinated mushrooms
- Tomato salad
- Cubed smoked Gruyère cheese
- Pickled beets or gherkins.

Marinated Mushrooms

- 1/2 lb. white mushrooms
- 1 clove garlic, sliced
- 1/4 cup vinegar
- 1/4 cup water
- 2 oz. oil
- Pinch each of salt, pepper, oregano.

Wash and drain mushrooms, trim stems. Place the rest of the ingredients in a shallow pan and bring to a gentle boil. Add mushrooms and simmer for 5 minutes. Remove from heat and let cool. Transfer to a bowl or jar and refrigerate at least two days.

Roasted Red Peppers

(Make some of these the next time the oven or BBQ is going.) Wash red peppers and dry. Lightly oil and bake on a cookie sheet or BBQ directly on the grill. Turn frequently until completely

black. Set aside until cold, then peel off skin and remove stem and seeds. (Do not rinse, or you will lose the roasted flavour). Drizzle with olive oil and sprinkle with salt. Refrigerate until needed. These will keep up to a week. Bring to room temperature before serving.

Tomato, Cheese and Onion Salad

- 2 medium tomatoes
- 5 slices Provalone or Mozzarella cheese
- 1 small onion
- 2 T. red wine vinegar
- 3 T. olive oil
- Pinch salt and pepper
- 1 T. chopped fresh or dried basil

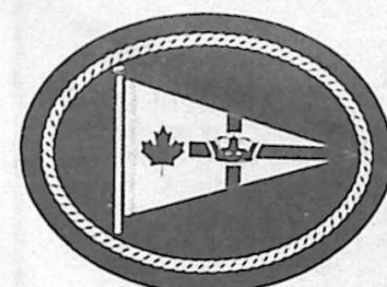
One hour before serving, slice tomatoes and onions. Cut cheese slices in half. Arrange on a plate, alternating in overlapping layers. Mix remaining ingredients and drizzle over top.

Grilled Eggplant (or Zucchini)

Wash and pat dry. If using eggplant, slice into rounds and sprinkle both sides with salt. Set aside in a colander for 15 mins. Wipe slices with a paper towel. For zucchini, slice on an angle.

Brush with olive oil and grill until tender and starting to char. Remove to platter and sprinkle with salt and parmesan while still hot. Can be served hot, warm or cold.

19 Wing Yacht Club CFSA



It was a windy start to our Spring Cruise on the long weekend in May. Our usual Friday night RV in Henry Bay was passed up due to stiff N/W winds.

Saturday dawned bright and sunny. The first away from the dock was Santa Clara with Dick Gardner and crew of Janet and I aboard. We were followed by Bill and Ellie on Lil Bit, Ray and Irene on Fiddler, George and Rick on Lalage, Ed and his son and grandson on Jannamac. We were joined by Roy and June on No Contest, and Dave and Ev on Fair Rover.

The winds were light at first but picked up to a steady 15 - 18 knots out of the S/E. The fleet gathered in Blubber Bay on the north end of Texada for lunch. After several challenges, the race was on for Sturt Bay. Winds out of the S/E produced a tacking duel down Malaspina Strait. Fair Rover took first, followed closely by No Contest and Santa Clara. We rafted up in Sturt Bay for supper and post-race debrief.

The head winds and current proved too frustrating to Jannamac as they turned and ran back to Blubber Bay for the night.

The next day it was sunny but winds were light out of the south.

We worked our way up around the end of Texada but there was little wind out in Georgia Strait, unfortunately head winds. The distance and other commitments scattered the fleet. No Contest and Fair Rover headed back to Comox. Jannamac opted for fishing off Cape Lazo. The rest of the fleet made their way to Scottie Bay on Lasqueti Island. The boats rafted up in Scottie Bay and enjoyed the oysters and clams Janet and I gathered in Sturt Bay that morning. Unfortunately, our commodore and his wife Dianne on Dutchie were unable to join us as head winds and no iron jib gave him an ETA of 3:00 a.m.

The next day we headed for Comox. Again, the sun was out but the winds were light. As the day grew on a light wind out of the S/E sprung up, we popped the chute and drifted towards Comox. However, time interfered and we motored into Comox about 6:00 p.m.

It was a great weekend but a bit too far. Our next plan is to visit the Copelands on the long weekend in July.

Work parties are held each Wednesday evening and don't forget to drop by the club on Friday night.

stand 0600 - 1600. Sail past at 1400.

Dinghy Sailing Course starts 27 June. Unofficial date for vacating the docks for the summer is 15 June.

Work parties are held each Wednesday evening and don't forget to drop by the club on Friday night.

BRITISH COLUMBIA ENERGY COUNCIL

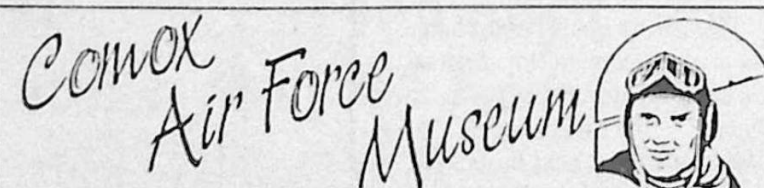
The British Columbia Energy Council invites you to attend an informal Public Discussion on its report containing

Proposed Recommendations for a Sustainable Energy Strategy for the Province

Councillors will be present to share information, listen to your views and concerns, and discuss them with you. The Council is committed to broad public involvement in the development of its final recommendations.

Wednesday, June 8
7-9 p.m. (Doors open at 6:30 p.m.)
Courtenay Room, Coast Westerly Hotel
1590 Cliffe Avenue, Courtenay

For a copy of the report or more information, call toll free: 1-800-563-2707



Summer Hours (May - Sep)

Wed - Sun & Hols:
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NEXT DEADLINE 13 JUNE - NOON

Public Announcements

Cessation of Falcon Newspaper

With cessation of its operations on 15 Jul 94, 7 Wing Ottawa will move into closure mode. As a result, printing of the final edition of "The Falcon" base newspaper will be on 14 Sept 94.

Articles and/or anecdotes for the final issue are solicited. They must be submitted no later than 6 Sept 94 to: The Editor, The Falcon, 7 Wing Ottawa, Ottawa, Ont. K1A 0K5 or faxed to 613-991-0309.

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.

19 Wing Pacific Divers Scuba Club

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

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.

Avia

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

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.

Western Line Dancing

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

339-6016

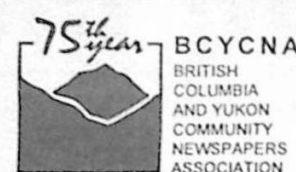
Take Off Pounds Sensibly

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.

BASE LIBRARY

Base Librarian
Colleen Gagnon

Building 10, next to Accommodations
HOURS:
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Tues, Thur, Fri ... 11:15 am - 12:15 pm
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We have bestsellers, pocket book exchange, children's books, Base newspapers and magazines.



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361
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LAUNCH YOUR career in one of B.C.'s resource industries. Be a part of the future of our province. Seats are now available at the British Columbia Institute of Technology in the following technology programs: Mining, Wood Products Manufacturing and Petroleum & Natural Gas. Call BCIT Now for more information: 434-3304.

EMPLOYMENT OPPORTUNITIES

G U S T A F S O N S CHRYSLER, Williams Lake requires an experienced mechanic, powertrain specialty preferred. Send resume to: Len Lundgren, 122 N. Broadway, Williams Lake, B.C. V2G 2X8 or Fax: 398-5640.

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HELP WANTED

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SUNSHINE COAST News requires an editor for its twice weekly newspaper publications. Two years editorial experience required. Send resume to: Publisher, Coast News, Box 460, Gibsons, B.C. V0N 1V0.

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LIVESTOCK

LLAMAS (LEGACY Classic Sale VII). 60 Llamas being sold by auction, June 11/94, Westerner Exposition Fairgrounds, Red Deer, Alberta. Call (403)346-3148 for details or catalogue.

MISCELLANEOUS

POETRY CONTEST \$12,000 in prizes yearly. Possible publication. Send one original poem 20 lines or less: National Library Of Poetry, Box 704-ND, Owings Mills, MD 21117.

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WANTED

WANTED: COUNTER Top cutting station tools, midwest saw or similar, edge sander, for upper Island area. Call Peter 339-5451, Dennis 338-9661, Pager: 1-979-7549, Fax: 334-4400.

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Legion Log

BRANCH 17 COURTENAY
334-4322

*** EXTRA EVENTS ***

Please note new time: Dances start at 8 o'clock

Fri June 3.....Ed Wood & Norm
Fri June 10.....Tony Pollon
Fri June 17.....Charlie Wells
Fri June 17.....Fishing Derby
Sat June 24.....Westwind
Sat June 4.....D-Day 50th Vets Dinner
5:30 - 6:30p.m. Cocktails, Dinner at 7:00 p.m.
Sat June 11.....4Cs Open Dance, Westwind
Sat June 18.....Fishing Derby
Sat June 25.....4Cs Dance, Eldorado
Every Saturday.....Meat Draw 2:00 - 5:00 p.m.
Sun June 19.....Fathers Day, Fish Derby BBQ

*** REGULAR ACTIVITIES ***

BINGOS.....Sun at 7:00 PM, Upstairs
MONDAY.....FUND EUCRE
WEDNESDAY.....FUND CRIB
EVERY 2nd THURSDAY.....FUND DARTS
SATURDAY.....FUND BRIDGE at 11:00 AM

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339-2022

*** ENTERTAINMENT ***

June 3.....Music by ALLEYCATS
June 10.....KARAOKE NIGHT
June 17.....Music by WESTWIND
June 24.....Music by WYLIE & THE OTHER GUY
Sunday afternoon 26 June - music by WYLIE & THE OTHER GUY from 3 - 7 p.m. in the Lounge.

Br. 160 will feature Linda's Kustom Karaoke on 10 June, 8:00 - 12:00 p.m. Great fun for everyone. Linda's appearance on Mother's Day was a big success. Come on out and join in.

Father's Day - Sunday 19 June. Watch for further details.

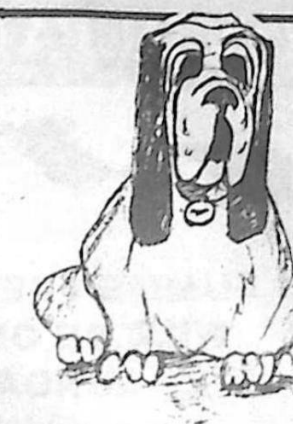
Comox Legion "D" Day 50th Anniversary Parade, Sunday 5 June

Parade will form up and march off from the front of the Comox United Church on Beach Drive at 10 a.m. and proceed down Comox Avenue to the town Cenotaph. Services will be held at 10:45 a.m. The public is most welcome and veterans, Branch and L.A. members are urged to attend. Open House in the branch following the ceremonies.

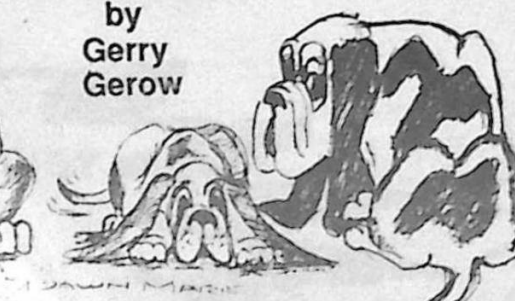
*** REGULAR SUMMER EVENTS ***

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 recessed until Sept.
TUESDAYS.....Ladies Crib League, Lounge, 7:30 PM
.....Mixed Dart League, Upper Hall, recessed until Sept.
WEDNESDAYS.....Navy League Drop-In Bingo
.....Upper Hall, 7:00 PM
.....Comox Valley Men's Crib League recessed until Sept.
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, 3:00 to 6:00 PM
.....Dance (normally downstairs unless advised)
SATURDAYS.....Meat Draws in Lounge, 3:00 to 6:00 PM
Hall Rentals or requests for Special Functions: Please contact Ken Seymour in office, Mon - Fri, at 339-2022.

On & Off the Base



Dog Talk
by
Gerry Gerow



"Pointer"

are pointers nevertheless. The Brittany Spaniel, Munsterlander, Weimaraner, and others.

All these breeds also find and point game. They don't range as wide in most cases, and maybe don't hold a point for as long a time, but they have other attributes, such as excellent retrieving skills, water work, and the ability to track furred game.

So, if you're thinking of acquiring a pointer, the first question you must ask yourself is: "Do I want a Pointer, or do I want one of the versatile pointing breeds?"

As with all sporting dog breeds, the shopper, if that's what we can call him, must be very careful. Many of these dogs have been kept as pets and show stock. They wouldn't know a pheasant or a partridge if they tripped over it. You must make sure that your new puppy comes from good, proven hunting stock, if you are buying him/her for use in the field.



Air Cadets Report

by Jeff Jedras

Recently Air, Sea and Army Cadets competed at the Powell River Rifle Shoot. Representing 386 Sqn were WO2 Colin Cathcart, WO2 Robert Barnes, F/Sgt Matthew MacMillan, and Cpl Brad Mann.

"It was a great travelling experience," said MacMillan. "I met a lot of people."

There was also some intense competition. "As I stared down the barrel of my rifle, a thought passed through my mind," recalls MacMillan. "These targets seem smaller than the ones we had practiced on!"

Despite the fact that they were short one shooter, with hard work and determination they managed an average showing, which pleased all. But more important is the memories they'll carry with them. Said MacMillan, "It was a moment in my shooting experience that I'll never forget."

On Wed 18 May, 30 cadets participated in a Base tour. First we visited 407 Sqn. We took a close-up look at the Aurora, which we all enjoyed.

Next we went to 414 Sqn, where we sat in the T-33. "It was excellent!" said Cpl Brad Mann.

After that we crossed to 442 Sqn. Following a very interesting slide presentation, we go up close looks at the Buffalo and the Labrador.

After the busy, exciting morning, we were ready for lunch. We marched over to the mess hall and filled our plates. "The food was delicious!" commented Alida Gordon and Holly Cathcart. "The spaghetti was excellent."

After we were full, we headed over to the Firehall. We looked at the fire trucks and the inner workings of the firehall. "The siren was really neat!" said Kristen Thomas. Lastly, we visited the Tower and Radar, which fascinated all.

We had a lot of fun and would like to thank all the people who made the tour possible.

We recently had some promotions at 386. Devin Rogers was promoted to Sergeant, Matthew MacMillan to Flight Sergeant, and Robert Barnes, Jayson Cochrane and Sandi Merchant were promoted to Warrant Officer 2nd class. Congratulations to all!

Our drill team, under the able direction of M/Cpl Pat Clark and WO2 Cathcart, is busy preparing a routine for our annual inspection on 4 June. They currently have 12 members and their improvement has impressed all.

A couple of weeks ago, a group of cadets performed a litter pickup along Pritchard Road in Comox. With a solid turnout we were able to clean the road in a few hours, leaving it spotless.

If you would like to join Air Cadets, drop by our building on Tuesday nights from 6:00 to 9:00 p.m. We're located on Little River Road, next to the 888 Wing by CFB Comox.

Lifeskills Program

The first course of the Lifeskills program will be conducted 27 - 29 Jun in Bldg. 22, Rm. 16 for all military and civilian personnel at 19 Wing Comox.

The Lifeskills course is a special program sponsored by 19 Wing under the auspices of the Regional Drug Education Coordinator (RDEC) in Esquimalt. Its purpose is to provide personnel with a special opportunity for personal growth and development. This opportunity is designed to develop positive lifeskills which will contribute to responsible decision making when dealing with various lifestyle problems, it is not an Alcohol Rehabilitation Program (ARP).

The Lifeskills course is for everyone. It is for people who want to examine or explore their lives, to see how they operate in the world, and who want alternatives to help them make their own responsible decisions. This course is also a valuable aid for supervisors. It provides information about decision making and problem solving so that participants can generate their own answers.

There are only 20 seats available on this course. To get on a Lifeskills course, ask your supervisor to arrange for course load-

ing through your Flight Commander/Section Head. They may then contact either the Unit or Wing Drug Education Coordinator.

This confidential program is operated by external, independent professionals to ensure that what happens during a Lifeskills course is totally personal. It is an opportunity to open up and explore new ideas in a free environment.

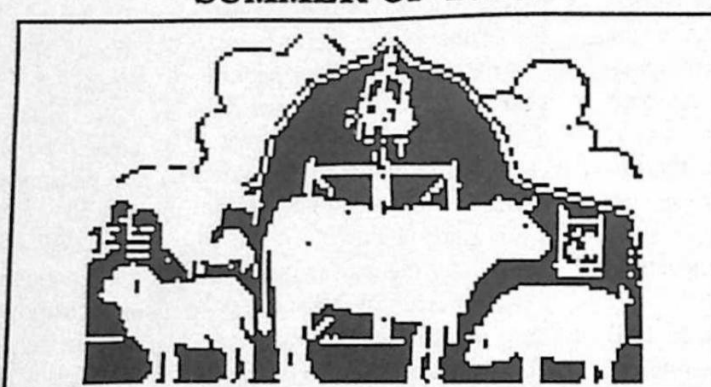
The Lifeskills course is a unique opportunity...IT'S YOUR OPPORTUNITY

CF News

TOWN of COMOX
RECREATION DEPARTMENT

**YOUR SUMMER RECREATION REPORTER
WILL BE ON THE STREET
SUNDAY, JUNE 5
IN THE
NORTH ISLAND NEWS**

**YOUR FAVORITE BARNYARD FRIENDS
WILL RETURN ONCE AGAIN TO THE FARM FOR THE
SUMMER OF 1994**



**OPENS
TUESDAY, JUNE 21 - AUGUST 21**

10:00 am - 4:00 pm Daily

\$1.00 per visit 8 years +

Under 8 years free (must be accompanied by an adult)

\$30.00 per season Family Pass may be purchased at Comox Community Centre and/or Hands On Farm

**WATCH FOR OUR WEEKEND
SPECIAL EVENTS**

301 HANDS ON FARM VOLUNTEER CLUB
Join the Club and be a part of the Volunteer crew at the Farm. Volunteers will be designated one or two hours a day, a few days each week following their first few chosen visits. Volunteer duties include barn cleaning chores, animal feedings, greeting of farm visitors and Hands On Good Times!
\$16.00 per child 8 years + includes Farm Cap

SAIL AWAY WITH COMOX REC ON COMOX BAY

501 SAILING SCHOOL

Adult Capable swimmer
\$100.00 + GST/20 hours
Wednesday & Saturday
June 8 - July 2
Wed. 7:00 pm - 9:00 pm
at CCC - Dryland
Sat. 9:00 am - 12:00 noon at
Comox Bay

502 SAILING SCHOOL

Adult Capable swimmer
\$100.00 + GST/20 hours
Wednesday & Sundays
June 8 - July 3
Wed. 7:00 pm - 9:00 pm at
CCC - Dryland
Sun. 9:00 am - 12:00 noon at
Comox Bay

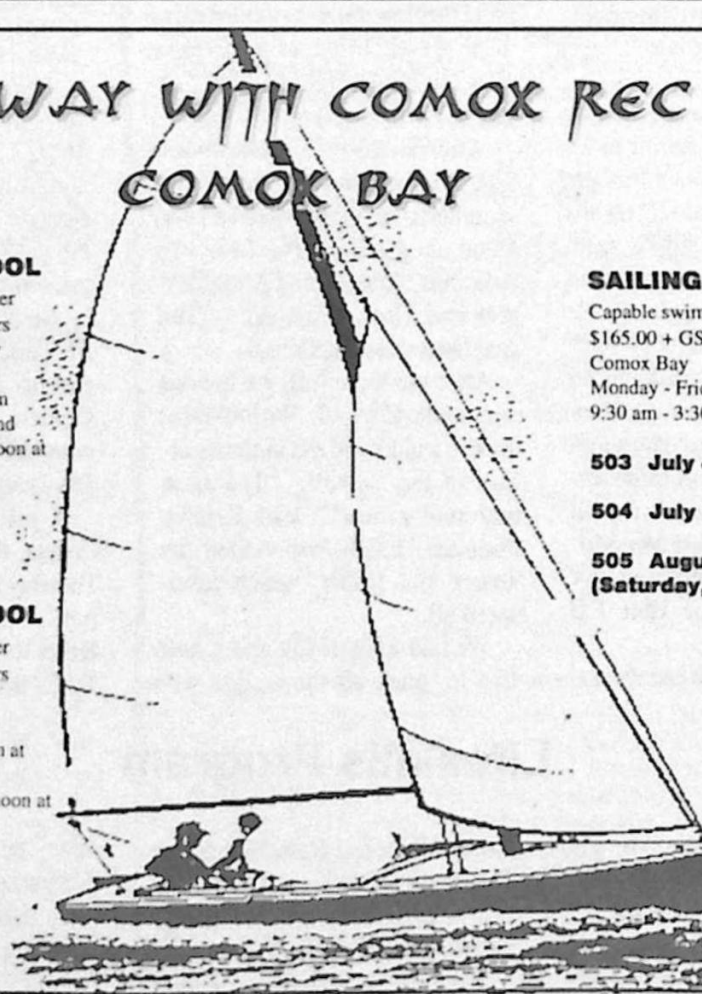
SAILING SCHOOL

Capable swimmer 10 yrs. +
\$165.00 + GST (if applicable)/60 hours
Comox Bay
Monday - Friday
9:30 am - 3:30 pm

503 July 4 - 15

504 July 18 - 29

**505 August 2 - 12
(Saturday, Aug. 6 also)**



Learn to sail this summer with Comox Recreation and the Canadian Yachting Association Basic Sailing Course. Safety, sailing terminology, knots, rigging, and lots of seaboard good times in our Flying Junior dinghies is presented in this new and improved program. CYA White Sail Certification is possible for those who choose.

Please note that our minimum age requirement is 10 years and a capable swimmer. A swim test on the first day of the program will be mandatory for under 19 years. Participants are advised to bring their own personal flotation device should they have one; if not we do supply lifejackets.

Participants are asked to meet at the B.C. Tel telephone booth next to the Comox Marina boat ramp prior to class time at the Comox Bay site programs.

Meet Steven Payne - Sailing Program Coordinator

Hi, I'm Steven Payne. I am the Sailing Instructor for the Comox Recreation Centre. I grew up in the Comox Valley and began sailing with the Sea Cadets at Goose Spit. I have been a sailing instructor for the Sidney North Saanich Yacht Club and an instructor for the University of Victoria. My goal this summer is to have fun, maintain a high standard of safety and teach others the art of sailing. With the skills, experience and confidence, others can enjoy sailing like I do!

Steven Payne

National Fit Week was Here!!!

by L. Doberstein

It's that time again...the time that we are all reminded about the benefits of activity and fitness in our lives. Although with the 90's push for low fat eating and overall mind and body health it seems that National Fit Week is not as intimidating as it once was. In fact on a daily basis most of us are conscious of or at least subtly reminded of the importance of proper eating and exercise in a healthy happy life. Fit Week is of course an attempt to get those of us who still spend a little too much time wearing out the couch cushion up and moving. Aside from living in the "Recreation Capital of Canada" we have a number of options to choose from when looking for a quick activity fix. Throughout the Valley the local Recreation Centers and Fitness Centers are an obvious place to find rewarding and enjoyable activities and fitness options.

The Recreation Department in Comox offered a variety of activities to choose from throughout Fit Week. May 27th, Friday was "Sneaker Day". This day gave all of us an opportunity to experience comfortable shoes for an entire day. Great news for those people cramming their toes into the type of footwear that feels great for the first hour but gets more and more painful as the day progresses.

That same day, May 27th, one could witness the Heart and Stroke Foundation's Big Bike Ride taking place throughout the Valley. The 30 person "bike" was cruising along Comox Avenue from the Mall to the Hospital and back between 9:00am and 10:00am. On board were 24 of the Town of Comox Employees. This was a sight to see!

Saturday, May 28th, the Comox Community Center hosted it's First Annual Fit Week Aerobathon from 1:00pm to 4:00pm. Now to most of us, three hours of aerobics is not something that sounds possible let alone enjoyable, but you'd be surprised! The Aerobathon format followed that of a typical fitness class but much longer. Throughout the Aerobathon there were a number of great prizes given away from our many sponsors. In fact everyone participating in this event left with something new! If you missed this workout you'll get a second chance next year.

And finally the Comox Recreation Department offered all of it's Drop-In Programs FREE of charge on Wednesday, June 1st. These FREE programs include all fitness classes, fitness studio drop-in visits, 1 hour of court use/person free, two archery drop-in classes and a Comox Valley Support Group Challenge. We hope that everyone took advantage of these FREE programs and made this day, June 1st, your day to get back into fitness or just to continue your already active lifestyle. Of course working in the area of Recreation, we at the Comox Community Center have a vested interest in the health of Valley Residents. We hope that you will take this Fit Week to re-evaluate your lifestyle and make the changes that you feel will improve your overall mind and body health. Call up the Local Centers and find out what opportunities are available to suit your individual needs. I think you will be surprised at just how much the Comox Valley has to offer in the areas of health and well being. Enjoy your week and we hope you were active at the Comox Community Center over our National Fit Week and beyond.



TEENS! TEENS! TEENS!

Are you looking for something to do?

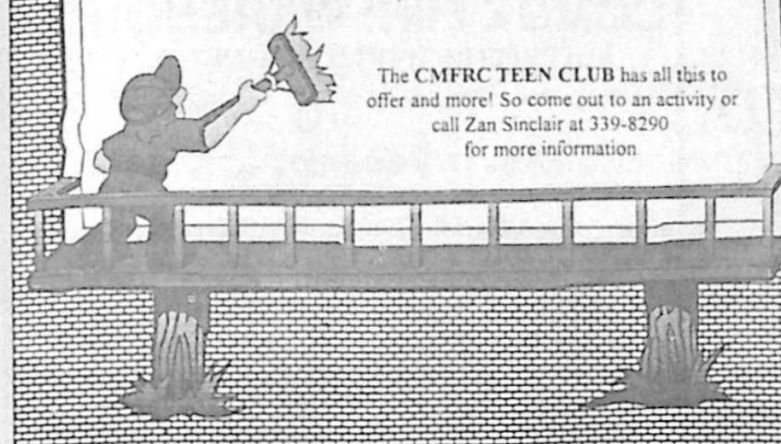
Do you want to get involved in the community?

Do you want to meet other people your age?

Do you want to have fun?

Do you dance? Do you camp? Play baseball?

Take a trip to Victoria?



The CMFRC TEEN CLUB has all this to offer and more! So come out to an activity or call Zan Sinclair at 339-8290 for more information

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 9:00 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.**

Improving Your Self-Esteem

1. Accept who you already are rather than creating a new you.
2. Recognize and accept your strengths and weaknesses.
3. Believe in yourself.
4. Know yourself and be honest with yourself.
5. Be honest in your communication with others.
6. Know your limitations.
7. Have the courage to make mistakes.
8. Learn how to deal with and express emotions effectively and appropriately.
9. Remember that you have rights.
10. Accept that we are all equal (in terms of our God-given potential).
11. Recognize your efforts, improvements, and your contributions.
12. Build on successes.
13. Try new experiences, take risks, and share with others.
14. Help others; volunteer.

15. Allow yourself to have fun!
16. Develop effective ways to help you relax (progressive relaxation, creative visualization, walking, swimming, exercise, etc.)
17. Take a self-improvement course, e.g. Stress Reduction.
18. Revise your "mental picture" (imagine authority figure as being human, such as a man shaving or playing with his children, a woman doing her makeup or at the hairdresser).
19. Stop "negative self-talk" by:
 - reversing negative statements, e.g. "I am weak" -- "I am strong."
 - discuss feelings, problems, and concerns with a good friend.
 - accept the feelings and thoughts you have; it's OK to feel upset or angry.
 - realize that you have a choice over your reactions to any problem.

Employee Assistance Programme



- relax and give yourself a positive message, e.g. "I can handle it."
- if you must worry, do it in your most uncomfortable chair.
- accept and appreciate the compliments you receive.
20. Give yourself permission to look good - hair, clothes, appearance (within your budget).
21. Choose clothes you feel comfortable wearing.

**Your 19 Wing
EAP Referral Agents**
Carol Anderson ... 8356
Evelyn Femia ... 8336
Pat Landroche ... 8374

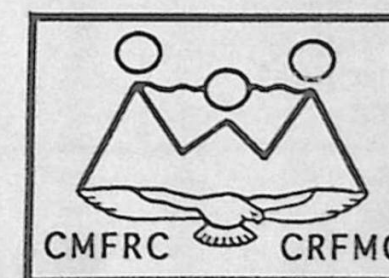
Providing Healthy Options for our Youth

There is much concern about the youth of today. One can often find an article in any newspaper regarding the latest offense committed by "today's youth." It is true that there are some young people who create havoc and disregard the laws of our society, but it is unfair to assume all teenagers are destructive. They may question rules and regulations to varying degrees, but this is part of an adolescent's development.

Another part of development is making decisions regarding values. A teenager in the Comox Valley will quite likely have to make some difficult choices. He/She will need to make decisions about drugs, alcohol, smoking, relationships, and how to spend his/her time. All adolescents are at a stage where they need to develop their own values and ideas regarding these issues by making their own decisions.

In doing so, they gain a better sense of self and learn to become responsible adults by accepting the consequences of their decisions. Therefore, it is very important that healthy atmospheres are provided as alternatives to the destruction and havoc. The CMFRC Teen

Club aims to contribute to the young adults in our community these positive alternatives and role models.
The purpose of the CMFRC Teen Club is to promote the welfare of the youth in the military community, and to provide safe, healthy, and fun activities for its members.



In the past, various activities were provided where alcohol and drugs were prohibited. There were dances, video nights, sports nights and other special events. In addition, the Teens often helped out in the community. They devoted their interests and talents to Fun Fairs, Haunted Houses, and painting playground equipment and even did a skit for Alcohol and Drug Awareness Week. Also, the Teens took some responsibility for their activities by participating in fund-raising events.

Employment Opportunity at Greenwood

Community Programs Coordinator

The Greenwood Multi-Service Family Resource Centre invites applications for the position of Community Programs Coordinator.

Duties: under direction of the Executive Director, the Coordinator will be responsible for developing and delivering pro-active/preventative pro-

grams, conducting outreach service and community needs assessments.

Qualifications: Post-secondary education in community development, adult education, social sciences, business administration, or equivalent formal training and experience.

Responsibility: responsible

for supervision of one (1) staff member and volunteers.
Fluency in both official languages a definite asset.

Resumes to be submitted to the Executive Director, Greenwood MSFRC, P.O. Box 582, Greenwood, Nova Scotia, B0P 1N0, no later than 3 June 1994.

NEXT DEADLINE 13 JUNE

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	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	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
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	THE GRIFFIN Darts Pool Section Parties 339-4466 PUB 1185 Kilmorey Rd. Comox	This space available \$15.00 + GST per edition Ph. 339-2541, 338-0259
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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	This space available \$15.00 + GST per edition Ph. 339-2541, 338-0259	Comox District Free Press COMMERCIAL PRINTING WE PRINT ALMOST EVERYTHING • Letterheads • Envelopes • Business Forms • Programs • Flyers • Business Cards • Newsletters • Brochures • Invitations • Posters • MORE! Shelley Longland Marilyn Kirkby 334-1582 334-1625 1625 McPhee Ave., Courtenay BC V9N 3A6 "Serving the needs of the Comox Valley for over 60 years"

Morning Devotions

by
Fr. Conrad Verreault
A few years ago, I read in "Readers Digest" the story of a lady who had experienced blindness for 10 years. She narrated that she fell one day and hit the back of her head against a table. When she came back to reality, she realized that she was going blind.

At first, she became aggressive with life - with people - with events - with everything - and finally she noticed that she was destroying her personality. She decided to change her mind and to react. Doing so, she found that she might cope and live with her blindness.

She narrated in that story how she succeeded in adjusting herself to a normal life. She learnt that she could see the things with her other senses. She learnt that she could recognize the familiar things through her sense of touch, smell and hearing.

Ten years later another accident restored her sight. In her book she described how marvel-

lous it was to see again. She talked about her wonderment at being able to look at the sky, the trees, the flowers and all creation. That accident brought back to her a new vision of the world and a new philosophy of life.

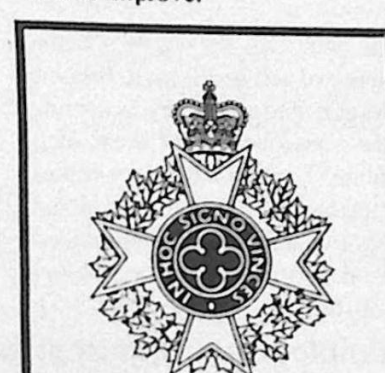
Through this story we can discover a message. In our daily life, we too prefer sometimes the darkness to the light and we sometimes voluntarily accept to be blind and for that reason our whole life is sad and meaningless.

Yes indeed, sometimes we are blind to the feelings of others: blind to the feeling of others is a parent who doesn't treat his children with respect. Also blind is an ungrateful child toward his parents, or spouses who are intolerant of each other.

Sometimes we are also blind to injustice in our society: most of the time we don't worry about the needs of the poor - about the starvation in the world - the sufferings of the people around us. Sometimes we even blame them for being like that.

Sometimes we are also blind to

our own personal need for growing when we refuse to give up old habits - when we refuse to deny ourselves for others, when we refuse to improve.



Chaplains Chatter

To receive sight is to live the way Jesus Christ taught us, changing what has to be changed. St. Paul says "Brothers fill your minds with everything that is true - everything that is noble, everything that is good and pure, everything that we love and honour and everything that can be virtuous and worthy of praise."

God asks us, in a way, to be Christ-like. For only in being Christ-like have we any chance in winning humanity and transforming our world into a better world in which the younger generations will learn how to love and find real happiness in life.

Le Mot Du Padre

Avez-vous déjà remarqué combien les choses accaparent notre vie? Toutes celles qu'il nous faut avoir, posséder. A commencer par une maison, une auto, jusqu'à ces "mille petites choses" dont on se régale devant la télévision: aménagement dernier cri - linge - bibelots, etc.

On en a jamais fini. Combien de temps par semaine, une mère de famille passe t-elle, simplement à se procurer ce qu'il faut pour les siens au centre d'achat de la base.

"J'ai des choses à m'acheter" dira-t-on. Et c'est à recommencer à chaque semaine.

Parlons maintenant de toutes ces choses qu'il nous faut faire. Pour une mère de famille: elle

doit préparer les repas - envoyer les enfants à l'école - faire le ménage - la lessive - le marché. La liste ne s'achève jamais. Et pour le père de famille: aller au travail même si parfois il est fatigué et malade - réparer les petites choses dans la maison - faire le jardin et combien d'autres choses encore.

Nous sommes presque forcés d'admettre que la majeure partie de nos journées est accaparée par ce que nous avons à faire où à nous procurer. "On ne voit pas le temps passer." "Le temps passe trop vite," dira-t-on.

Mais à passer ainsi notre temps à courir dans un monde de choses à faire où à acquiescer, est-ce que nous ne risquons pas d'oublier l'essentiel de notre vie d'être humain qui consiste à vivre dans un monde de personnes à aimer et à être aimé?

Est-ce que le mari où l'épouse ne risquent pas parfois d'oublier l'amour, la tendresse dont ils sont l'objet par leur conjoint? Et pour-

Continued on page 19



Bookshell Bestsellers

Pat Bolen

Proprietor

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Week Ending 4 June

Bookshell Bestsellers
Softcover

1. The Scorpio Illusion.....Ludlum
2. The Red Horseman.....Coonts
3. McNally's Risk.....Sanders
4. The Client.....Grisham
5. Original Sin.....Gabriel
6. The Fun House.....Koontz
7. A Perfect Wife and Mother.....Frye
8. Final Argument.....Irving
9. Mischief.....McBain
10. Once a Hero.....Sutcliffe

Bulletin Board

For Rent
3-Bedroom house, 1-1/2 bath-rooms, \$750 month + damage. Married couple preferred. Available 1 July 94. Phone 339-3630, leave message.

Taking Early Retirement?
Small established bakery in Comox Valley. Ideal home-based business for you and your partner. 339-0111

Adopted
Birth mother searching for son she placed for adoption. Birthname: Paul Christopher, born 7 June, 1973 at Grace Hospital, Toronto. Contact: Toronto Parent Finders 1-416-760-7759.

Moving To Ottawa?
Heritage Home, totally renovated. Approx. 2500 sq.ft. balloon frame construction. New everything, plumbing, etc. Well, septic, approx. 1 acre. Landscaped & planted. Apple trees, grape vines, perennial plants, etc. 20 min. drive Parliament Bldgs, 8 min. major mall. Grade school 1 block. 339-2819 for more info.

FOOLS RUSH IN.
YOUR LOCAL POLICE

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.

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610 Anderton Avenue
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1st Lazo Scout Group Committee
URGENTLY NEEDED!!!

Due to postings, 1st Lazo Scout Group Committee (CFB Comox's Scouting Organization) has an urgent need for committee members. If you can afford to spend two to three hours of spare time each week on a worthwhile youth organization then we may have a position for you! We require a Chairperson and Secretary. No experience required; Comox Valley District will hold training sessions early in September for all new Group Committee members.

If you are interested, please contact Capt Bob Sealby, loc. 8111 (home 339-2163) or Sharla Hunter, deputy chair, 339-2568. Help support your local Scout Group.

St. Jean-Baptiste
Celebrated 24 June



L'Association Francophone de la Vallée de Comox

Vous êtes tous et toutes invités à venir célébrer la Fête de la St-Jean-Baptiste, le vendredi 24 juin à partir de 18h00, au Pavillon de la plage militaire (Air Force Beach). Il y aura des hot-dogs, hamburgers sur le grill et différentes activités. Au coucher du soleil nous aurons également le traditionnel feu de la St-Jean. Amenez vos parents et amis. Nous vous attendons en grand nombre. Pour informations, 339-3990 ou 334-0692.

Francophone Association of the Comox Valley

You are invited to celebrate the St. Jean-Baptiste, Friday 24 June at 6:00 p.m. at the Air Force Beach pavilion. There will be hot-dogs and hamburgers on the grill, many activities and, of course, the traditional bonfire at sunset. Come with your family and friends. We're expecting you.

For information phone 339-3990 or 334-0692.

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

Therapeutic Teddy



Therapeutic Riding Society
Holds Dinner Auction

The Comox Pro-Am is sponsoring the Comox Valley Therapeutic Riding Society, for the third year, with a dinner auction on 18 June at the Comox Community Centre.

Fantastic auction items will be available: lots of green fees; air fare courtesy Air B.C. to Vancouver with two nights at Whistler donated by Pathfinder Travel; opening ceremony tickets for the Commonwealth Games; art by

Robert Bateman, Marla Stevenson and Peter Robinson; kayak lessons and much more. Silent and regular auction handled by auctioneer Dave Stevens. Tickets \$15.00. Come out and support your local riding society for children and adults with physical, mental or emotional disabilities. Call 339-4444 or 338-1968. LAST CALL FOR TICKETS - 8 JUNE.

More Padre

Continued from page 18

tant c'est ce dont nous avons le plus besoin. Le temps que nous laissons filer ne revient plus jamais. Je connais des gens qui dépendent et se dépendent pour le confort le leurs enfants mais qui oublient de vivre avec eux. Ils n'ont en tête qu'une obsession: assurer à tous les membres de la famille une sécurité financière.

N'oublions pas; un monde techniquement parfait où rien ne manquerait mais qui serait sans affection, deviendrait absolument inhabitable pour l'homme. C'est vraiment le désir et la capacité

d'aimer et d'être aimé qui fait de l'homme un être humain. En d'autres mots: l'homme ne vit vraiment qu'il lorsqu'il vit dans un échange de personne à personne. Toutes les choses prennent un sens dans l'amour.

Si on se sait aimé; si l'on sent l'amour; si l'on croit à l'amour de quelqu'un pour nous, alors tout devient possible.

Etre croyant, c'est croire que l'on est aimé par Dieu. Notre vocation chrétienne est d'aimer comme Dieu nous a aimé. Ne l'oublions pas.



THE LEEWARD

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

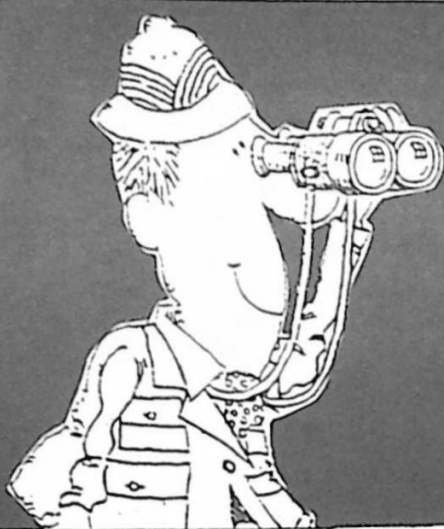
caesar! caesar! night

every monday

the best caesar salads in town
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for the incredible low price of
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caesar drinks, too!

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

649 Anderton, Comox **339-5400**



FURNITURE

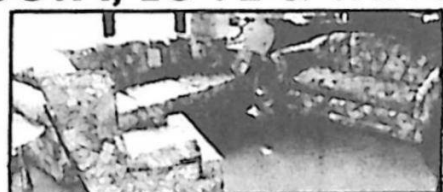
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**THE MORE YOU LOOK!
THE MORE YOU SAVE!**



save on a variety of living room, bedroom and dining room sets...

SOFA, LOVE & WING CHAIR



Regular 1999.99
1599⁹⁹
2 Colors To Choose From

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Regular 1999.99
NOW 1299⁹⁹

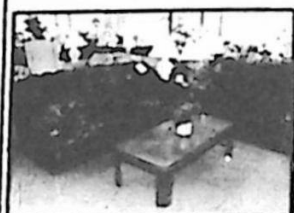
BUFFET AND HUTCH



Regular 1299.99
NOW 849⁹⁹
TABLE & 6 CHAIRS
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NOW 899⁹⁹
3 Colors To Choose From

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BLOW OUT
PRICE!**

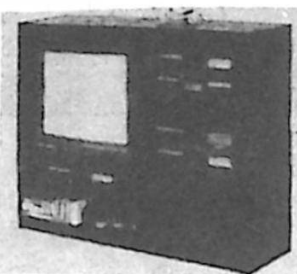
399⁹⁹



ONE ONLY
AS IS

**ENTERTAINMENT
UNIT**

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NOW 129⁹⁹

5PC. KITCHEN SET

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NOW 299⁹⁹

COFFEE TABLE

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NOW 169⁹⁹

END TABLES

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CASH 'N' CARRY CORNER

- T.V. STAND ONLY **129.99**

- DISCONTINUED TABLE ONLY **99.99**

- QUEEN BOX SPRINGS - **88.00**

- COMPUTER DESK **129.99**

**GUARANTEED
LOWEST
PRICES ON
THE ISLAND**

- END TABLES ONLY **30.00**

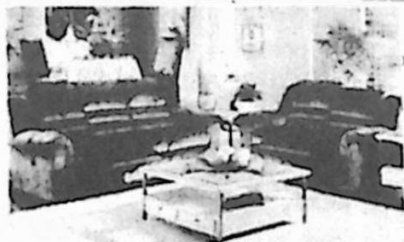
- BUNK BED ONLY - **188.00**

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Genuine
LA-Z-BOY
FURNITURE



Reclining Sofa with Table **1399⁹⁹**

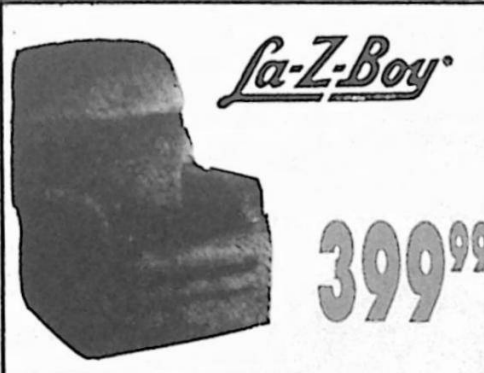
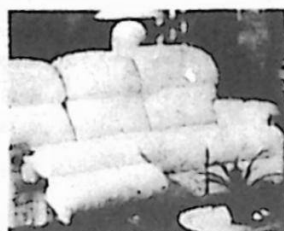
Reclining Loveseat **1199⁹⁹**

Reclining Chair **799⁹⁹**

Queen Sofa Bed **1199⁹⁹**

Reclining Loveseat **1199⁹⁹**

Rocker Recliner **699⁹⁹**



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La-Z-Boy

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TALL MAN
LA-Z-Y BOY.



La-Z-Boy

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La-Z-Boy

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Reclining Sofa **1399⁹⁹**

Reclining Loveseat **1199⁹⁹**

WALL-Away Reclining **799⁹⁹**

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9:30 TO 9:00

SUNDAY

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